

MADRAS RECORD OFFICE.

Government of Madras.

Marine DEPARTMENT.

G.O. No. *54*

Press
~~Mis.~~

Dated *3. 2.* 18*57*

Not to be folded or roughly handled

(Duplicate)

Proceedings of a Special Committee of
 Comm^d H. L. S. Troop Ship Command^r to
 and condition of fuel stores as shall be laid
 Mainmast
 January 13th 1887 }

Letter	Name & Description Articles	When + Where Received	Condition			Total Lbs
			Serviceable	Repairable	Unserviceable	
B	Boats Iron Life 30 feet	1886 England & Tyntland	2			2 Tons
	Boats latter 26 feet			1		1 ton
F	Flag Ensign Red Ship			1		1 ton
	Mast Main			1		1 ton

Survey held by order of Command^r J. Campbell
 examine and report upon the actual quantity
 before it belonging to the Able Co. S. Troop Ship Command^r
 President - Com^d J. Campbell Lt
 Secretaries - ~~St. J. D. Campbell~~ Lt
 Capt. Bidwell M. A. M. D. M. D.

Quantity received	Opinion of the Committee as to nature and cause of injury to serviceable and unserviceable stores	How to be disposed of
in December in good order		We consider these boats too large and heavy to stow in the decks which show evident signs of being strained by their weight - which renders them unsuitable to the service and being beyond the required complement of boats allowed to the regt. we recommend that they should be landed at Rangoon pending Govt. order regarding them as they cannot be hoisted out in Madras roads without great risk nor be hung at davits.
in December Strained by a heavy sea of the Cape of Good Hope - and by boat		Requires to be repaired with 16 feet 3/4 inch and 30 feet of 5/8 inch steel plate and 3 iron knees.
in December Lost accidentally by a stove boat in Madras		Requires to be repaired with 16 yards of red basten
in December The copper round the mast worn - and by the top and gaff during the voyage with the Ensign		To be repaired with 2 sheets of 2 1/2 oz copper and 1 lb copper sheathing nails - Red copper to be kept - board for further survey

Defects of Cael q. H. P. 1772. "romandel"

Five and eight holds.

The rope deck

Tropisch

The dimensions of 2 1/2 inches squared bar of 14 feet long are required to support the upper deck under
the center - require cross pieces in the deck to divide every other longer, with cross netting of 30 feet of 2 inch
rod, and angle L; feet of 3 inch by 3 inch; 32 feet of 1/2 inch flat bottom, 10 top of 1/2 inch flat bottom
and 2 inch bolts 10 lb. 19 inch bar iron rod, secured to a section between the beams of the upper part
for transverse & make of 900 feet of 1/2 inch bar iron cross pieces for deck, the deck on each
side requires 500 feet of metal track plates, are 10 feet of 3 by 12 feet tall bottom and 70 ft of 3 inch
and 15 lb standard cleys rail for platforms & steps topside of the deck in two sections each

John S. Cullen

The whole are defective and admit many marks from bad setting, and handling of the wood we encountered. For her he received throughly 100 feet of 2 inch top rails - new glt & 2 1/2 inch square sleep rails and 3 ft coppert girts & 20 lbs of white paint - 12 pint. Lathes
Crossed

and shorter benches - over 10 yards of 6 ft

Book done

Written in don't hurt by a sea, requires to be strengthened. I can't require like strengthened by
can we stay for kind of don't to support the weight of the boat

Copper deek

Cant. brandy are required all round the upper to prevent the water and lead running down the sides. To be fitted with 400 feet of 1 inch cast iron & 10 lbs 2 inch & 3 inch Lead. Range requires to be extended forward the sides of the cabin to give more room in cooking and an iron plate placed at the back to protect the side plates of the galleys from the action of the fire. The galleys requires to be divided by an iron division for different tasks and a plate placed to prevent the smoke creeping into the upper and crews confusion. To be done by the Master or his Mate and some.

Joseph's Gallery

As Woodbury flooring is required in the Green tunnel to enable the engineers to work along the water and oil
the bearings &c, hole-filled with 1/2 inch test plate fuel hole and 1/2 inch test plate
water and 1/2 inch fuel in. plate.

Erzine P. m.

The window flooring may in extra paper require to be replaced with sheet of 3 mil card stock and flooring of 2 mil. heavy paper, to be replaced with sheet of 11/2 mil card stock. To the dresser require to follow to the left corner of 2 1/2 mil card stock, 4 to 10 in. 1/2 mil card stock.

Argency

[illegible]

Chas. Phelps

C. D. Campbell
D. J. Duval

least days remain of
 Communist Party President
 Lucius D.

Luc. L. L. }
 Mark Wheaton } Members

Walter Allen
Madras

From
 Commander C.D. Campbell & Co.
 Comd^g H.C.S. S.S. "Coromandel"
 To The Chief Secretary to Government
 Fort St George

Sir

I have the honour to report the arrival
 of the H.C. Steam Troop Ship "Coromandel" at this
 anchorage at 10^{1/2} AM this day having left Rangoon
 at 2 P.M. on the 27th ultimo with the Hon^{ble} Excellency
 of the Hon^{ble} S.S. the Commander in Chief and staff and the
 Hon^{ble} 48th R.S. sick details of native regiments and military
 conductors & family
 & ammunition waggon stores as per margin.
 & Limbers.

Passengers
 Dr. Pugh
 Capt. Bidder
 Capt. Kennedy
 Capt. Bruce
 on duty
 The "Coromandel" reached Rangoon
 from "Madras" at sunset on the 6th Jan^{ry} and
 after taking in fuel proceeded to Choulmain
 on the 9th, but upon examining the docks of
 that place Capt. Bidder and myself were
 of opinion that the chief object in view
 could not be effected as there were no docks
 of sufficient length or depth to receive the

Coromandel
 To The Chief Secretary to Government
 Fort St George.

Lead Buckle
 Report of Committee of Officers

Coromandel 15th Jan^{ry} 1857

2nd to Eng^l of 3rd of 1857
 Dec 20 @ 22

M 1857
 In No 45

"Coromandel" and I therefore proposed to return
to Rangoon and lay the vessel on the mud
for the purpose of cleaning her, when I
received official intimation of His Excellency
the Commander in Chief intending to come to
Moulmein and returning in the "Coromandel"
to Madras. In the mean time I had
received the strongest assurances from the
Commanders of the Govt Iron steam
vessels employed in Rangoon that the
bottom of their vessels became quite clean
of all foulness after remaining in the fresh
water of the Moulmein river, I therefore
heeled the vessel over by weights and cleaned
her as far as possible, and I believe that the
whole of the Marine growth which had
been so obstructive to her progress is now
removed. I also held a survey on the
vessels stores & defects, a copy of which
I lay to enclose, and proceeded at once
to effect the requisite work therein recom-
mended as far as could be done at Moulmein
with the aid of the officiating Marine
Storekeeper

by whom I was supplied with plank stores
and workmen upon the usual naval
indents and I trust that the alterations &
fittings will prove very valuable to the
comfort of the crews &c on board.

I also lay to report that I took
the opportunity of hoisting out the two
large iron retract life boats on board the
vessel under the dockyard shears at
Rangoon prior to the docking of the vessel
in order to relieve her of their great weight
and they remain therefore at Rangoon
dockyard till further orders on the subject
as it will be seen that it is the opinion of
the Committee that they cannot be
kept on board without injury to the
vessels efficiency and her deck.

On the passage from Madras to Rangoon
the fuel ran very short and obliged me to
cut up sundry rough plank & small spars
to feed the fires the coal received at
Madras although ample in quantity for
the voyage proving so very dusty and

Rd

old as to cause an increased consumption of one fourth daily, creating a deficiency which will I trust never occur again.

The machinery and vessel are now in good order and after taking in the requisite fuel I shall be ready to proceed on the 5th inst in execution of such duty as may be required.

I have the honour to be
Sir,

Your most obed^t humble servant

C. D. Campbell

Commander

H. C. S. S. S. Command
Madras Roads

February 1st 1857

[Faint handwritten notes and signatures at the bottom of the page, including "H. C. S. S. S. Command" and "Madras Roads"]

With an Order

Lt. Col. of 7th Regt No 7 of 1857
Para 20 C 22

Adolphus 6th February
Marine 1857 Depart

From Commr. C. D. Campbell
Commanding H. C. S. S. S.
"Coromandel"

20
1st Feb 1857

1 Encs

W 45

15 416

Reports the arrival at Madras
of the Steamer "Coromandel"
with H. C. the Commander in Chief
and Staff. Sick Details Military Store
States what has been done in regard
to the Steamer, also, what
he has been obliged to do to make up
for a deficiency of Books. awaits
orders for further service.

With an Order