

MADRAS RECORD OFFICE.

Government of Madras.

Marine DEPARTMENT.

G.O. No. 198

Press
~~Mis.~~

Dated

27th May 1858

Not to be folded or roughly handled

24/9/58

Fort Saint George, Marine Consultation, 1st June 1858.

No. 1. From J. T. MACLAGAN, Esq., Acting Secretary Marine Board; to T. PYCROFT, Esq., Chief Secretary to Government, Fort St. George, dated 11th May 1858, No. 1993.

SIR,

I have the honor by desire of the Marine Board to forward, for submission to the Right Honorable the Governor in Council, a letter addressed to the Board by the Acting Master Attendant relative to the Cyclone of Wednesday last the 5th Instant. He reports the total loss of four Ships, the "Godavery," the "Eclipse," the "Wales," and the "Americaine," and damage sustained by the "Golden Eagle," "Maggie Miller," and "Victoria Regia." Ten Native Vessels are also wrecked and one is reported to have foundered in the Roads. Notwithstanding this loss of property the lives of all the Crews were saved, and there was no injury of any consequence.

2. The conduct of the Master Attendant's Establishment engaged in rendering assistance was most exemplary and I am instructed by the Board to request that you will bring to the notice of His Lordship the great exertions of the Overseer, the Boatmen and Catamaran men, by which every life was saved and the Crews brought safely on shore. The Board would particularly call attention to the case of Mootiem, who saved the life of a boy left on board the Native Bark "Cabool Bux," at 11 P. M. They propose submitting an application for pecuniary recompense so soon as they shall receive the necessary particulars from the Acting Master Attendant.

3. I am directed further to express the great sorrow with which the Board have learned that the Assistant Master Attendant was absent from his post on an occasion when every Officer of the Establishment was emergently required. They have called upon him for an explanation of the circumstances and will submit, his reply so soon as it shall be received.

From J. J. FRANKLIN, Esq., Acting Master Attendant; to J. T. MACLAGAN, Esq., Acting Secretary Marine Board, dated Madras, 6th May 1858, No. 287.

SIR,

I have the honor to forward for submission to Government the following particulars relative to the Cyclone of yesterday, premising, with the satisfactory announcement, that in the four European Ships, and ten Native Craft stranded between the Railway terminus and the Adyar, no loss of life has been suffered.

2. The number of European Ships in the Madras Roads, during the last few months, has been unprecedentedly high, ranging from 40 to 50, and yesterday morning there were no less than 43. A considerable amount of Native Craft was also at anchor in the Northern roads.

3. On the 27th Ultimo, as the wind chopped round to N. E. Commanders of Vessels were directed by Circular to prepare for bad weather, notwithstanding that the sea remained smooth and the appearances were not very threatening. Vessels anchored close in, were directed to move further out.

4. On the 4th the Barometer which had been gradually although slightly falling, continued its downward tendency, and on the morning of that day another Circular was sent round warning all Commanders to repair on board their Vessels. Many thought that their duties required their presence on shore rather than on board, and when late in the day they wished to go, but found it impracticable to obtain boats to take them off. The surf however was still passable and the Sea smooth, and the night closed in with more favorable appearances.

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5. On the morning of the 5th the wind which had been North during the night veered to N. N. W. and as the Barometer commenced falling rapidly between 7 and 8, the signal was made about 20 minutes past 7 to put to Sea. About 8, the Countess of Winton proceeded to sea, followed in succession by the Vessels noted in the margin, but being rather tardy in their movements before they get out. Several of the Country Craft in the North roads either parting or dragging with a strong breeze between N. N. W. and North, fell foul of many others and occasioned much damage. The "Godavery," lost her bowsprit and cut-water, the "Wales," her Jib-boom; the "Golden Eagle," her foremast and bowsprit, the "Eclipse," her Jib-boom, the "Maggie Miller," ran into the "Victoria Regia," doing such damage, that the Commander and 11 men, thinking that their Vessel would founder, jumped on board the Frenchman, leaving eleven hands on board the "Victoria Regia," which was last seen making sail to the S. E.

6. The disabled Vessels with the exception of the "Maggie Miller," and "Golden Eagle," drifted to the southward, yet as the wind was still off shore, veering occasionally to North, no fears were entertained of their being stranded; but unfortunately no attempts appear to have been made to get their heads to seaward; they therefore drove shorewards till they were in the Surf, the "Wales," deeply laden with Coals being stranded near the Marine Villa, the "Eclipse," off the Ice house and the "Americaine," at Saint Thome. The "Godavery," which had brought up close outside the Surf, between the two first named Vessels, subsequently coming on shore soon after the wind chopped round to S. S. E. about 3 p. m. Three Native Vessels likewise came on shore between $\frac{1}{2}$ past 8 and 10 o'clock, between the Fort and Saint Thome, and four others between that and the Adyar. In the afternoon three other Native Crafts were stranded between the Fort and the Railway terminus, making in all 4 European and 10 Native Vessels. One Native vessel is also reported to have foundered in the Roads, the Crew having previously jumped on board the "Maggie Miller," which vessel she had fouled, and several minor damages have been sustained by the ships.

7. Immediately on its being perceived that the "Wales," and other ships were in danger, all available assistance was sent for the purpose of rescuing the Crews, and by the exertions of the Boat Overseer and the Marine Establishment, aided considerably by the public, Natives as well as Europeans, the whole of the Crews were landed in safety. The "Wales," being very deep grounded a long distance off the shore. She was signalled to cut away her Masts which was promptly done, and being thus lightened she came in closer. Two boats with picked crew were then sent to her and all the men brought on shore.

8. The Crew of the French Ship "Americaine" which was on shore off St. Thome, were taken out of the Vessel in a Catamaran worked by fishermen of the place, aided subsequently, when they could be spared, by two men of the Government Catamaran establishment. The merit of saving the Crew rests however with the fishermen, and with those Gentlemen who kindly came forward to encourage and incite them to action.

9. The "Godavery" and "Eclipse" next claimed attention. The former came up so close that it was not a difficult matter to attach a hawser to her bows, by which the men, as well as their effects, were hauled on shore. The "Eclipse" being Coal laden, struck farther out; a boat was prepared for dispatch to her, but by the time she was ready, the wind blew so hard from the S. S. E. that it was impossible to launch her. A hawser had been brought from the ship to the shore, and by this two of the Crew endeavoured to save themselves: they however soon became exhausted, dropped into the sea and striking out manfully for the shore, were finally brought through the surf by our Boat and Catamaran men. All efforts failing to have the Ship end of the hawser so secured as to enable the Crew to escape by it, as had been done the men of the Godavery; notwithstanding that with the promise of a reward of 20 Rupees a fisherman

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had swam on board with a note containing instructions. I determined, as the wind was veering from land, there was a likelihood of smoother water with the tide low, to make no further effort. At $\frac{1}{2}$ past one this morning the surf, as expected, was more moderate; a boat was launched and sent off, and by 3 the whole of the Crew, including the Captain who had dislocated his hip, and was in much pain, which accounted for his not attending to the instructions sent off, were landed in safety.

10. The Crews of the Native Craft were all saved, more or less aided by the Government Establishment; but as these Vessels came in close, there was not much difficulty in effecting this. The only case in which a serious risk of life to one of the Crew occurred was in regard to a boy who had been lift on board the wreck of the "Cabool Bux" near the Commissariat Granary. His cries being heard, a boatmen named Mootien of Boat No. 93 swam off about 11 p. m.; brought this boy out of the Vessel; and was swimming on shore with him, when his strength failed; and, but for the timely assistance of two others who when swam off, would have lost his life.

11. It is very gratifying to me to have to report to your Board that the Boat Overseer, with the Boatmen and Catamaran men of the Establishment were as usual ever active and forward in rescuing the Crews of the stranded Ships. Several instances of great daring took place; the more particularly in boarding the Vessels by swimming, when it was found impracticable for a Boat or Catamaran to get out. I purpose in a supplementary letter to submit a Memorandum of those who were particularly active on those occasions, and trust that your Board will be pleased to support an application that some pecuniary recompense should be granted to them as a reward for past, and encouragement to future exertions; for it is unquestionable that but for their exertions many lives would be sacrificed on all such occasions as that which I am now reporting on.

12. I have now to advert to a subject which I approach with regret, but appears to me a duty which I owe to the Government, and to the Department to which I belong, to represent that Mr. McKennie, the Assistant Master Attendant, absented himself during the whole of the 5th on the plea of feeling poorly. On being called on by me to submit a Medical Certificate, the accompanying, dated this day, has been furnished, I well not venture to say more than that it is highly inconvenient to be deprived of the services of an Officer of the Establishment without previous warning, just at those critical times when his services are most requisite.

13. In conclusion I have to remark that the Gale was of the order of Cyclones, commencing at N. N. W. veering to North and N. E. then to S. S. E. and South, and finally subsiding at S. S. W. It was not of a violent character, nor would any of the Ships have been injured, if the native craft had not drifted down on them. The crews of the latter, however, seem to have left matters to chance, and when drifting or parted, made no attempts to avoid collisions, and subsequently, according to custom, ran their Vessels on shore in preference to putting to sea. Even the "Wales" and "Eclipse" seem to have been stranded under extraordinary circumstances for the wind was then off shore veering between North and N. N. W. and the last Ship the "Granada" that put to sea, although with loss of jib-boom, gained an offing notwithstanding the the wind was then from 2 to 3 points more to the Eastward. The "Godavery" having lost bowsprit and cutwater, and the French Ships "Americaine," having injured herself in collision with the "Victoria Regia" could not put out."

I do hereby certify that I have examined Captain McKennie, Assistant Master Attendant. I find him indisposed and unfit for the performance of his duty.

(Signed) C. W. MACLEAN, M. D.,
Surgeon 3rd District.

6th May 1858.

No. 2.
SIR,

With reference to para: 12 of the letter of the Acting Master Attendant forwarded in their letter* of 11th Instant, I have now the honor by desire of the Marine Board to forward, for submission to Government, a letter from the Assistant Master Attendant, dated 12th Instant, another from the Acting Master Attendant, dated 13th Instant, and a third from the Assistant Master Attendant, dated 18th Instant, and am desired

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to solicit the attention of Government to the following points. That Mr. McKennie remained on the beach during the night of the 4th that in the opinion of the Acting Master Attendant there was no necessity for his so remaining and that he received no instructions to remain. That he left the beach on the morning of the 5th at a time when the weather was threatening. That although he appears to have written a note to the Acting Master Attendant explaining his departure from the beach on the morning of the 5th, he has no recollection of pleading sickness as the cause, and that the Acting Master Attendant distinctly states that no mention was made of sickness in the first note he received.

2. The Board fully admit and recognise that proof has been adduced from the Certificate of Surgeon MacLean that Mr. McKennie was subsequently indisposed, and whilst giving the fullest consideration to this indisposition, they cannot but feel that his unnecessary exposure during night of the 4th without the instructions of his superior Officer and his early departure from the beach on the 5th before seeing the Acting Master Attendant were circumstances much to be regretted.

From Captain J. F. McKENNIE, Deputy Master Attendant; to J. T. MACLAGAN, Esq.,
Acting Secretary Marine Board, dated Madras, 12th May 1858.

SIR,

I have the honor to acknowledge receipt of your letter of 11th Instant, accompanying Extract of a letter from the Acting Master Attendant.

2. I beg to offer my thanks to the Marine Board for this opportunity afforded me of replying to the observation of Mr. Franklin.

3. That Officer reports me as having absented myself during the whole of the 5th May on the plea of feeling poorly and comments on the inconvenience he experienced from my absence. In this extract from his communication more seems to be implied than is recorded. It apparently contains an insinuation more damaging to my character than any open and distinctly stated charge would have been, whilst it gives the impression that the duty of holding up my conduct to reprobation is done with reluctance; all of which is calculated to leave a vague and unfavorable impression in the mind of authority respecting me. In order therefore to ascertain fully what are the grounds of the charges implied against me, I have the honor to solicit that the Right Honorable the Governor in Council will be pleased to order a Court of Enquiry to investigate my conduct on the late occasion.

4. Mr. Franklin has charged me with absenting myself upon the plea of being unwell the whole of the 5th Instant with the following facts before him.

First. I attended the Office on the 4th at the usual hour. In the afternoon the weather being unsettled I determined without going home to dinner (in case of emergency) to remain on the Beach all night (which has been my ordinary practice during inclement weather) during which I went out several times to see how the Shipping was riding and as it rained got wet; feeling really ill at day light on Wednesday morning and finding the Shipping all safe I proceeded home to get some refreshment and medical relief, intending if possible to return to the Beach. Before leaving however I wrote a note to the above effect to be given to Mr. Franklin when he came to Office. On arriving at home, I was so prostrated and ill that it would have been at very serious risk to have gone out of doors again that day, I therefore immediately wrote to Doctor Maclean (who being absent all day did not receive my note till night) meantime, I took Medicine, I also sent a second Note to Mr. Franklin, stating the cause of my not returning, and the next day (Thursday) sent him a Medical Certificate as requested. On Friday, I was still ill, but on Saturday feeling better, I returned to duty.

5. My culpability in being absent from the Beach rests exclusively on the fact whether I was or not physically disabled from attending where it is clear it was my duty (if well enough) to have been in the lamentable case of emergency which occurred. As my own averment appears not to have been accepted and as Doctor Maclean's evidence alone can determine this matter, I request he may be referred to.

Fort Saint George, Marine Consultation, 1st June 1858.

6. During the whole course of my service, I have never been absent from Shipwreck before. I have always been present sometimes as Acting Master Attendant without a Deputy, sometimes as Deputy without the head of the Office. No one has ever similarly complained of me before. On the contrary, I have received the encomiums of my superiors and the Government as well as of the Public, I therefore feel this imputation most acutely and look with confidence to Government to do me justice.

From J. J. FRANKLIN, Esq., Acting Master Attendant; to J. T. MACLAGAN, Esq.,
Acting Secretary Marine Board, dated 13th May 1858, No. 300.

SIR,

I have the honor to acknowledge the receipt of your letter of this day's date, No. 2025, forwarding one from Mr. McKennie (herewith returned) in explanation of his absence from duty on the 5th Instant, and requesting me to say whether I was cognizant of the facts therein stated.

2. It is not necessary to comment on Mr. McKennie's opinion, that I wish to damage his character, further than to notice that I carefully abstained from doing more than state that he was absent, and point out the inconvenience that such absence caused.

3. In reply to your letter, I beg to inform your Board, that I was made aware, by note received from Mr. McKennie, on the morning of the 5th, as I was on my way to Office, that he had slept on the beach during the previous night, and that he was then leaving for home; no mention being made of his being unwell. I did not state this, wishing to confine myself to a report of the fact of his absence; because, had I done so, I should also have had to state what I am now obliged to do, namely, that there was no necessity for his remaining all night at Office; that he did so without any instructions from, or communication with me on the subject; and finally, that having done so, and, as I presume, noticed the aspect of the weather early on the morning of the 5th, his experience ought to have told him that it was then his services might be required rather than during the previous night; and that it was consequently more than ever his duty to have remained.

4. I must here inform you that during the 4th I myself made preparations for sleeping on the beach; but, feeling assured from the appearance of the weather at sunset, that there was nothing to be immediately apprehended, I went home. Had I considered there was any necessity for one of us, or both, remaining on the beach, I should have made arrangements and communicated my wishes accordingly. I was up several times during the night of the 4th and found my expectations verified; but when on the morning of the 5th the indications were becoming more suspicious, I at once proceeded to Office; and it is these indications, which are to be noted with much greater confidence on the beach than inland, that should have kept Mr. McKennie at his post, supposing of course that he was not incapacitated for duty by indisposition, of which no mention was made in the note I received on my way down.

5. This explanation will not I fear improve Mr. McKennie's position; and the Board will understand why I did not wish to enter into it; and why, consequently, I merely reported the fact of his absence.

6. The second note from Mr. McKennie complaining of feeling unwell, came into my hands on the morning of the 5th. It was delivered at my Office during the 5th, but I was in attendance on the South Beach all that day.

From J. MCKENNIE, Esq., Deputy Master Attendant; to the Secretary Marine Board, dated
18th May 1858.

SIR,

I have the honor to acknowledge receipt of your letter just received.

I am not sure whether my first note addressed to the Acting Master Attendant contained any allusion to my feeling ill or not.

Secondly. I received no instructions to remain on the Beach, from the Acting Master Attendant on the evening of the 4th Instant.

Fort Saint George, Marine Consultation, 1st June 1858.

to solicit the attention of Government to the following points. That Mr. McKennie remained on the beach during the night of the 4th that in the opinion of the Acting Master Attendant there was no necessity for his so remaining and that he received no instructions to remain. That he left the beach on the morning of the 5th at a time when the weather was threatening. That although he appears to have written a note to the Acting Master Attendant explaining his departure from the beach on the morning of the 5th, he has no recollection of pleading sickness as the cause, and that the Acting Master Attendant distinctly states that no mention was made of sickness in the first note he received.

2. The Board fully admit and recognise that proof has been adduced from the Certificate of Surgeon MacLean that Mr. McKennie was subsequently indisposed, and whilst giving the fullest consideration to this indisposition, they cannot but feel that his unnecessary exposure during the night of the 4th without the instructions of his superior Officer and his early departure from the beach on the 5th before seeing the Acting Master Attendant were circumstances much to be regretted.

From Captain J. F. McKENNIE, Deputy Master Attendant; to J. T. MACLAGAN, Esq.,
Acting Secretary Marine Board, dated Madras, 12th May 1858.

SIR,

I have the honor to acknowledge receipt of your letter of 11th Instant, accompanying Extract of a letter from the Acting Master Attendant.

2. I beg to offer my thanks to the Marine Board for this opportunity afforded me of replying to the observation of Mr. Franklin.

3. That Officer reports me as having absented myself during the whole of the 5th May on the plea of feeling poorly and comments on the inconvenience he experienced from my absence. In this extract from his communication more seems to be implied than is recorded. It apparently contains an insinuation more damaging to my character than any open and distinctly stated charge would have been, whilst it gives the impression that the duty of holding up my conduct to reprobation is done with reluctance; all of which is calculated to leave a vague and unfavorable impression in the mind of authority respecting me. In order therefore to ascertain fully what are the grounds of the charges implied against me, I have the honor to solicit that the Right Honorable the Governor in Council will be pleased to order a Court of Enquiry to investigate my conduct on the late occasion.

4. Mr. Franklin has charged me with absenting myself upon the plea of being unwell the whole of the 5th Instant with the following facts before him.

First. I attended the Office on the 4th at the usual hour. In the afternoon the weather being unsettled I determined without going home to dinner (in case of emergency) to remain on the Beach all night (which has been my ordinary practice during inclement weather) during which I went out several times to see how the Shipping was riding and as it rained got wet; feeling really ill at day light on Wednesday morning and finding the Shipping all safe I proceeded home to get some refreshment and medical relief, intending if possible to return to the Beach. Before leaving however I wrote a note to the above effect to be given to Mr. Franklin when he came to Office. On arriving at home, I was so prostrated and ill that it would have been at very serious risk to have gone out of doors again that day, I therefore immediately wrote to Doctor Maclean (who being absent all day did not receive my note till night) meantime, I took Medicine, I also sent a second Note to Mr. Franklin, stating the cause of my not returning, and the next day (Thursday) sent him a Medical Certificate as requested. On Friday, I was still ill, but on Saturday feeling better, I returned to duty.

5. My culpability in being absent from the Beach rests exclusively on the fact whether I was or not physically disabled from attending where it is clear it was my duty (if well enough) to have been in the lamentable case of emergency which occurred. As my own averment appears not to have been accepted and as Doctor Maclean's evidence alone can determine this matter, I request he may be referred to.

Fort Saint George, Marine Consultation, 1st June 1858.

6. During the whole course of my service, I have never been absent from Shipwreck before. I have always been present sometimes as Acting Master Attendant without a Deputy, sometimes as Deputy without the head of the Office. No one has ever similarly complained of me before. On the contrary, I have received the encomiums of my superiors and the Government as well as of the Public, I therefore feel this imputation most acutely and look with confidence to Government to do me justice.

From J. J. FRANKLIN, Esq., Acting Master Attendant; to J. T. MACLAGAN, Esq.,
Acting Secretary Marine Board, dated 13th May 1858, No. 300.

SIR,

I have the honor to acknowledge the receipt of your letter of this day's date, No. 2025, forwarding one from Mr. McKennie (herewith returned) in explanation of his absence from duty on the 5th Instant, and requesting me to say whether I was cognizant of the facts therein stated.

2. It is not necessary to comment on Mr. McKennie's opinion, that I wish to damage his character, further than to notice that I carefully abstained from doing more than state that he was absent, and point out the inconvenience that such absence caused.

3. In reply to your letter, I beg to inform your Board, that I was made aware, by note received from Mr. McKennie, on the morning of the 5th, as I was on my way to Office, that he had slept on the beach during the previous night, and that he was then leaving for home; no mention being made of his being unwell. I did not state this, wishing to confine myself to a report of the fact of his absence; because, had I done so, I should also have had to state what I am now obliged to do, namely, that there was no necessity for his remaining all night at Office; that he did so without any instructions from, or communication with me on the subject; and finally, that having done so, and, as I presume, noticed the aspect of the weather early on the morning of the 5th, his experience ought to have told him that it was then his services might be required rather than during the previous night; and that it was consequently more than ever his duty to have remained.

4. I must here inform you that during the 4th I myself made preparations for sleeping on the beach; but, feeling assured from the appearance of the weather at sunset, that there was nothing to be immediately apprehended, I went home. Had I considered there was any necessity for one of us, or both, remaining on the beach, I should have made arrangements and communicated my wishes accordingly. I was up several times during the night of the 4th and found my expectations verified; but when on the morning of the 5th the indications were becoming more suspicious, I at once proceeded to Office; and it is these indications, which are to be noted with much greater confidence on the beach than inland, that should have kept Mr. McKennie at his post, supposing of course that he was not incapacitated for duty by indisposition, of which no mention was made in the note I received on my way down.

5. This explanation will not I fear improve Mr. McKennie's position; and the Board will understand why I did not wish to enter into it; and why, consequently, I merely reported the fact of his absence.

6. The second note from Mr. McKennie complaining of feeling unwell, came into my hands on the morning of the 5th. It was delivered at my Office during the 5th, but I was in attendance on the South Beach all that day.

From J. MCKENNIE, Esq., Deputy Master Attendant; to the Secretary Marine Board, dated 18th May 1858.

SIR,

I have the honor to acknowledge receipt of your letter just received.

I am not sure whether my first note addressed to the Acting Master Attendant contained any allusion to my feeling ill or not.

Secondly. I received no instructions to remain on the Beach, from the Acting Master Attendant on the evening of the 4th Instant.

Fort Saint George, Marine Consultation, 1st June 1858.

No. 3. ORDER THEREON, No. 198; dated 27th May 1858.

With the first of the letters recorded above, the Marine Board forward a communication from the Acting Master Attendant relative to the Cyclone of the 5th Instant, and the damage done to the Shipping; and, with the second, they submit Captain McKennie's explanation of the cause of his absence from the beach during that day.

2. It is observed that the wreck of the four large Ships is ascribed to the Native Craft that had dragged or parted their Anchors coming in collision with and disabling them. The Native Vessels that broke loose were not merely Dhonies, but other Native Country Craft, — Brigs and other square rigged Vessels, — the number of which, it is understood, has much increased lately in consequence of the deepening of the Paumben Channel. The Marine Board will report what are the Rules for the Port in respect to the anchorage ground to be taken by Native Crafts, whether Dhonies or Square rigged, whether those Rules had been observed up to the time when the gale occurred; if so, in what respect they proved insufficient, and what arrangements can be adopted to prevent disasters from such Vessels to the rest of the Shipping hereafter.

3. Referring to para: 3 of the Board's letter of the 11th Instant, Government desire that the list of the parties to be recommended for rewards for their exertions on this occasion may be submitted as soon as possible, as the value of such rewards is enhanced by their being promptly conferred.

4. The Government are satisfied with the explanation given by Mr. McKennie for his absence from the Beach during the Storm.

(Signed) T. PYCROFT,
Chief Secretary.

Exd. J. A. Wilson.

I do hereby certify that I have examined
Captain McKennie Assistant Master Attendant
I find him indisposed & unfit for the
performance of his duty.

Thos Jackson Esq
Surgeon 3^d District

May 12th 1858

that by the rules of the Port-native
should be anchored well to the
ward, and clear of the rest of the
ing - and it is to the neglect of this
at the disaster which happened
been attributed -
Native vessels that broke loose
and however many Dhonies, etc

(Signed) T. PYCROFT,
Chief Secretary

5
This seems a clear account -

It will however be seen that the wreck of the 4 large ships is ascribed to the natives craft which had dragged or parted their anchors, coming in collision with them and disabling them -

Now it has been stated in the news-papers that by the rules of the Port-natives vessels should be anchored well to the northward, and clear of the rest of the shipping - and it is to the neglect of this rule that the disaster which happened has been attributed -

The natives surely that broke loose are not however merely Thonies, but

other native coasting craft - brigs & other
square rigged vessels - the number of
which has I understand much
increased lately in consequence of
the deepening of the Pamlico Chan-
-nel - whether such vessels as there
have been or could be expected to en-
-counter with Shorris to the northward I
do not know -

This might be asked as also what
measures could be adopted to prevent
damages from such crop infection —

The list of parties recommended
to reward for their exertions should be
sent in as soon as possible. The
value of such rewards is enhanced by
their speedy bestowal.

The absence of Mr. Kenna's services
I submit further explanation - The Sur-
-geon might be called on for more
specific information as to the nature of
his illness and how it affected him
from going to his duty - It should be a
great cause to take away a man at
such a time.

12.5.58.

Sapron

At
—
J
will

Marine Department

No. 190

Extract from the Minutes of Consultation
Dated 27th May 1858.

Read the following Letter
from the Acting Secretary
to the Marine Board.

(Here enter W. and 18th May 1858.)
No. 19931208.

At

the

hall

With the first of
the letters recorded above, the
Marine Board forwarded a
communication from the
Acting Master Attendants
relative to the Cyclone of
the 15th Instant and the
damage done to the shipping,
and with the second they
submitted Captain McRimmer
explanation of the cause of
his absence from the beach
during that day.

2. — It is observed that

the

the wreck of the four large ships, ascribed to the native craft that had dragged or parted their anchors coming in collision with, and disabling them. The native vessels that broke loose were not merely Dhonies, but other native country craft - brigs and other square rigged vessels. The number of which, it is understood, has much increased lately in consequence of the deepening of the Paumotu channel. The Marine Board will report what are the rules for the port in respect to the anchorage ground to be taken by native crafts whether Dhonies or square rigged - whether those rules had been observed up to the time when the gale occurred - if so in what respect they

were insufficient, - and what arrangements can be adopted to prevent disasters from such vessels to the rest of the shipping hereafter - if so, in what respect they proved insufficient. -

3. - Referring to para 3 of the Board's letter of the 11th Instant. Government desire that the list of the parties to be recommended for rewards for their exertions on this occasion may be submitted as soon as possible, as the value of such rewards is enhanced by their being promptly conferred. -

4. - As regards the explanation offered by Captain McKinnie, the Government before passing orders on it, resolve to call upon Surgeon Maclean for full information as to the nature of the storm.

of his illness and for an
explicit opinion whether it
was of such a character as
to warrant him in absenting
himself from his duty on
the day in question.

JP

Copy to Marine Board - Dir. 10th June 1864

~~Director Genl. Lusk~~

M. D. L.

Marine Letters to Engd 11th July
1834 of 1838

Part II

Cons. 1st June 58

Marine 1850 de Paris

1850

Exhauke Maris of Paris

29/27 May 1838.

No 207.
With reference to the
papers from the
Marine Board rela
tive to the Cyclone of
the 5th July and the
damage done to the
Shipping. Call upon
the Board to report
what are the really for
the most in respect to
the anchorage ground
to be taken by nature
of the vessels of Marine
or square rigged
vessels.

whether these vessels have
been observed up to the
time when the gale
occurred - if so in what
respect they proved
insufficient - are
satisfied with the
explanation given by
Mr. McQuinn for his
absence from the
Board during the
storm.