

MADRAS RECORD OFFICE.

Government of Madras.

Marine

DEPARTMENT.

G.O. No.

*197*Press
Mis.

Dated

*23 5*18 *60*Not to be folded or roughly handled*12/11/82*

*Proceedings of the Madras Government, Marine Department,
for the month of May 1860.*

No. 3. Read the following letter from Captain W. F. MARRIOTT, Acting Secretary to Government, Bombay, to the Secretary to the Government of Madras, dated Bombay Castle, 24th April 1860, No. 335.

I have now the honor to transmit the accompanying copy of the Report of the Committee of Enquiry appointed in consequence of the representations quoted and opinions expressed in the Resolution by the Government of Madras No. 347 of 30th July last.

2. Colonel Balfour was unable from illness to assist in the enquiry; Colonel Burn of the Bengal Army accordingly, at the request of this Government undertook the duty conjointly with Mr. Ritchie the Superintendent of the Peninsular and Oriental Navigation Company.

3. His Lordship in Council abstained from recording any objection or comment in respect of the resolution of the Madras Government until the enquiry should have been completed, but he now desires to notice the 6th paragraph of that resolution which is as follows:—

“That the loss of that unfortunate gentleman and of the crew, twenty in number, who perished with him, is directly to be ascribed to the unseaworthy condition of the “Pownah” does not seem to the Madras Government to admit of question. It will likewise readily occur to the Government of Bombay, that her case is scarcely likely to have been a solitary instance of neglect or fraud on the part of the Dock-yard officials, whoever they may have been, to whom these repairs were entrusted.”

4. Irrespective of the subsequent evidence it appears to His Lordship in Council that these remarks were not warranted, accepting the statement by Mr. Robertson of the condition of the planking as quoted in the 2nd paragraph of the resolution, it should have been remembered that Mr. Robertson in the same letter said, “The “Pownah” is now having the rotten planks taken out and replaced by new ones, also being caulked.” This statement as it appears to His Lordship in Council, ought to have precluded the assumption that there could be no question of the loss being attributable to the condition in which the “Pownah” left Bombay.

5. The further suggestion that the case was evidence of habitual neglect or fraud on the part of the Dock-yard officials, appears to His Lordship in Council to have been equally unwarranted. It was not a question of whether a repair had cost too much which might be the result of peculation by subordinates, but a question of whether a repair had been performed at all, and the Dock-yard officials directly implicated in such assumed neglect or fraud are the highest Officers of the Dock-yard. The slightest ground for real suspicion of such neglect especially, as suggested, with fraudulent intention, would indeed demand the most rigorous enquiry; but its improbability was so great that His Lordship in Council feels that whatever the *prima facie* ground for enquiry, the confident expression of such suspicion, in anticipation of enquiry, was personally injurious to those Officers.

6. The foregoing remarks are applicable antecedently to the enquiry. But the result of the enquiry entirely exonerates the Bombay Dock-yard of responsibility. It is needless to review the report, which is clear, concise and conclusive, but the Governor in Council would draw the attention of the Madras Government to the letter of one of their own Officers, Mr. Levinge, which is appended to the report. From this letter it appears that Captain Robertson said “that his crew were a set of coolies, he was unable to address any of them in the Native language and in case of a squall or any sudden emergency he could not have been able to make his orders understood.” Here it seems to this Government is a sufficient cause for the loss of a vessel, however seaworthy, and therefore His Lordship in Council has only to concur in the hope expressed by Commodore Wellesley that the Madras Government will see fit to recall the opinion expressed in the 6th paragraph of their resolution of 30th July last.

7. It remains to notice the observations of the Committee of Enquiry upon the unfitness of the class of vessel for the service on which she was employed, and especially their remark that “long immunity from accident, consequent upon keeping them at sea only in fine weather, will not be accepted as an excuse for their employment.”

8. Commodore Wellesley states, that he agrees with the Committee as to the unsuitableness of Pattamars, but with reference to the assumption that their employment was inexcusable, he says,

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11. No survey appears to have been held on the "Pownah" after her repairs were completed, to ascertain whether the work had been satisfactorily performed, but a Certificate under date 17th September was granted by the Syrang who took charge of the vessel to Cochin "that the defects as mentioned in the survey report, have been completed by the Master Builder's Department, with the exception of a new pump."

12. The inventory of ship's stores at the time of starting not having been produced, the Committee cannot report how far the "Pownah" was found in stores for sea.

13. The "Pownah" left Bombay on November 1858, in charge of a Syrang and Lascar crew, and had a fair weather voyage to Cochin, arriving there on 4th December. Two of the crew examined, state that she made no water on the passage; the crew returned from Cochin and the "Pownah" was taken over by Mr. Castor, Master Attendant, who reports that "in consequence of no requisition being made from any quarter, there was no survey held on her, by me, I merely examined her hull above water, and she then appeared to be staunch. During the period she was under my charge from the 4th December 1858, to 24th January 1859, lying in this harbor, the vessel was very tight, and made no water whatever, the only defect which was apparent was the mainyard, and that was broken, the Native Officer who came in charge of her from Bombay gave a good character of the vessel; excepting being furnished with a new mainyard there was absolutely nothing done to her in this port."

14. On the 14th January Mr. Robertson, Master Attendant at Tutticoreen arrived at Cochin, and took charge of the "Pownah," he appears to have had a new and very inefficient crew, as he afterwards reports that "from the Syrang to the cook, they are the most worthless, ill-conditioned set of men and lads, I ever had the ill-fortune to sail with," and not accustomed to handle a vessel of the "Pownah's" description.

15. The new mainyard supplied at Cochin having given way, the "Pownah" left for Allipee, where a new spar was obtained from Mr. Hugh Crawford, Commercial Agent for the Travancore States.

16. In reply to the enquiries of the Committee Mr. Crawford states: "I did not hold any regular survey of the vessel and was never below in any part of her, I was two or perhaps three times on board of her while here, and considered her most unfit and dangerous for the service she was going on, and told Captain Robertson so, and pointed out to him that if even she were a new vessel (she was built in 1831) the great length and size of her foremast alone, would tear her to pieces in the Gulf of Manaar in less than a month, where there is always a cross and irregular sea running, her bends were, what will be understood by the term perished, and to have repaired them would have involved the condemnation of the whole, her copper was apparently new, what I could see of it, and I thought unusually heavy for so small a vessel. I considered that the "Pownah" was unseaworthy."

17. The strong opinion expressed by Mr. Crawford upon a cursory examination, bears reference rather to the fitness of the vessel for the service on which she was to be employed, than to her state of repair.

18. The "Pownah" left Allipee on 15th February for Tutticoreen, and the narrative of her unprosperous voyage is contained in Mr. Robertson's letter of 5th March 1859, while he also reports on arrival at Tutticoreen that "it has been discovered that several planks on both sides next the copper were found to be perfectly rotten, with numerous holes sufficiently large to admit a man to pass his hand through the entire thickness of the plank up to the timbers or lining, which were merely patched up with chunam and made presentable to the eye by means of a little black paint, the seams of the topsides, water-ways and covering boards were so open as to admit of large quantities of water to pass through them down into the hold."

19. This report is partially confirmed by Mr. V. H. Levinge, Acting Collector of Tinnevely who in his letter of 9th March says: "I have myself seen that her planking above her copper is quite rotten and full of holes."

20. The Committee cannot reconcile with these statements the evidence laid before them at Bombay. Defects so glaring must have been seen by many persons when the vessel's sides were dubbed and planed bright, and her plank could be better examined than after caulking and painting. They could not have been overlooked unless intentionally, and no interest could be served by such unintelligible neglect, while their existence is denied by the witnesses examined here.

21. The "Pownah" arrived at Tutticoreen on 25th February, and remained there till 12th March, fifteen days. Mr. Robertson in his letter of 5th March, states, "she is now having the rotten planks taken out, and replaced by new ones, also being caulked."

22. As it was considered advisable to have the condemned planks produced if possible, application was made to Mr. Phillips, Master Attendant of Tutticoreen, to have them sent to Bombay. In his reply he states "that since my arrival here I have heard reports of the ill-condition of the Pattamar "Pownah's" hull, and of two planks said to have been taken out of her sides, but have not seen them. Upon enquiry I find that the planks have been stolen or destroyed, and am therefore unable to give you any information regarding the condition in which they were when taken out of the "Pownah."

23. Disappointed in this, the Committee have however obtained the Bill for repairs to the vessel at Tutticoreen, they appear to have been of a very trifling nature, the only timber supplied consisted of 3 Angely planks, value Rupees 15 and the whole amount for labor and material as per marginal memorandum is only Rupees 88-15-9, of which nearly one half is for coir rope. On further enquiry they find that only one short plank 12 feet long 15 inches broad and 2 inches thick, was fitted on the starboard side and amidships above the copper, and three small graving pieces of the dimensions marked in the margin, on the port side, amidships, above the copper; nothing appears to have been done to the waterways, covering board, or any other part of the hull, and the Committee can only conclude that on a closer professional examination the vessel was found to be in a general good state of repair, and that no other defects required remedying, this view is borne out in some measure by the fact that contrary to his own expressed intention to employ another vessel (the "Henrietta" schooner), Captain Robertson started in the "Pownah" on 12th March, on his ill-fated voyage to Ceylon.

Account of Repairs, 11th May.

8 Coils Coir Rope.....	Rupees 38 12 6	
3 Angely Planks.....	" 15 0 0	
Carpenters.....	" 5 11 11	
Sawyers.....	" 1 10 2	
Caulkers.....	" 6 12 0	
Iron work.....	" 2 1 6	
Pitch.....	" 6 5 8	
Chunam.....	" 0 2 0	
Oakum.....	" 1 4 0	
Tar 1-8-0 Canvas 9-12-0 ..	" 11 4 0	
	Rupees 88 15 9	

1 Piece 3 feet x 6 x 2 inches.
1 " 2 " x 9 x 2 "
1 " 1½ " x 6 x 2 "

Vide Mr. V. H. Levinge's letter, dated 9th March.

on 12th March, on his ill-fated voyage to Ceylon.

24. The Committee have written on two occasions (20th October 1859 and 14th January 1860) to Mr. Levinge, in reference to the remark in his letter of 9th March: "I have myself seen that her (the "Pownah's") planking above her copper is quite rotten and full of holes," but as yet have received no reply to their letters.

25. Although not lying within the limits assigned to their enquiry, the Committee cannot close their report without recording their opinion that vessels of the class and character of the Pattamar "Pownah" are unfitted for the public service, and in doing so they only give expression to a common conviction. Barbarous in form, construction and rig, they are pronounced by those best acquainted with their qualities to be of all unsafe vessels, the most unsafe, liable to capsize if taken aback in a squall, unmanageable, they cannot tack but must wear, unfitted for encountering heavy weather, or remaining at sea during the South Western Monsoon and requiring a large and experienced crew, with a special training to handle the sails, they are apparently without a single redeeming quality to recommend them for service.

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26. Against such general condemnation long immunity from accident, consequent upon keeping them at sea only in fine weather, will not be accepted as an excuse for their employment. Whenever a casualty occurs, attended by loss of life, public reprehension will rest somewhere, probably upon some Department which is not in fault, but justly upon the Government which risks the lives of its servants in crafts so notoriously unsafe.

27. If other vessels of a same or a similar class are still commissioned it would be well even for reasons of economy, to be rid of them.

28. Captain Robertson lost his life in the public service, although convinced of the unfitness of the "Pownah" for the work, his anxiety led him to embark in her for the scene of his duty, against his own misgiving of her safety, had he been less zealous his life might have been spared to those dependent upon him.

29. The Committee trust, that if not already recognised, the claims of his family will be favorably considered, and a sufficient provision made for them by Government.

The Committee since the above report was completed, have received the letters of which copies are annexed from Mr. V. H. Levinge, but they do not consider that they affect the conclusions which they have recorded.

(Signed) H. P. BURN, Colonel.
" JOHN RITCHIE.

COPY.

*From V. H. LEVINGE, Esq., Collector of North Canara, to the Commissioners to Enquire into the repairs of the Pattamar "Pownah," dated Honore, 30th January 1860.

With reference to your letter of the 20th October, I have the honor to inform you that I went alongside the Pattamar "Pownah" when lying at anchor in the harbor of Tuticorin, that I saw large holes in the plank above the water line, in fact the whole plank seemed quite rotten, whether any planks above or below the one I saw were rotten or not I don't know, Captain Robertson took out the rotten plank and put in a new one before he sailed, so that his loss was not owing to the state of the plank I saw, were any of the other planks in such a state, I should think he would have put in new ones instead.

I know he said the yard was of great length, and that his crew were a set of coolies, he was unable to address any of them in the Native language, and in case of squall or any sudden emergency, he could not have been able to make his orders understood.

Captain Graham of the Ceylon Emigration Agency told me either that he saw it himself, or that Captain Robertson informed him that the wood round all the bolts was rotten, and I think he said the holes were filled with chunam, so that it is possible she may have started a plank, but if Captain Graham, is addressed he can give information on this subject.

I regret the delay which has occurred in answering this letter, it has been caused by my overlooking the letter and its getting mislaid with papers on my removal from the Tinnevely District.

From V. H. LEVINGE, Esq., Collector of North Canara, to the Commissioners to Enquire into the repairs of the Pattamar "Pownah," Bombay, dated Honore, 6th February 1860, No. 164.

In reply to your letter dated 14th January, I have the honor to inform you that in my letter of the 30th idem, I have given you all the information regarding the state of the "Pownah" which I can call to memory. I think only one plank was taken out all round just above the copper, the account of the repairs made by Captain Robertson, would show what he did, the plank I refer to was full of large holes. I should think therefore it was all quite rotten. Were the others in the same state, Captain Robertson must have known it, and would have made repairs.

(True Copies.)

(Signed) W. F. MARRIOTT, Captain,
Acting Secretary to Government.

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for the month of May 1860.*

No. 4. To the Secretary to the Government of Bombay, dated Fort Saint George, 23rd May 1860, No. 197.

I am directed by the Honorable the Governor in Council to acknowledge the receipt of your letter under date the 24th ultimo, transmitting a copy of the report of the Committee appointed in consequence of the representations of this Government of the 30th July last, relative to the state of the Pattamar Pownah, lost in the Gulf of Manaar in the month of March 1859.

2. From this report it appears, that the Pownah was built in 1828 of Malabar Teak throughout. In 1855 she was supplied with new decks, water-ways
Report, paragraph 4. poop and fore-castle deck. In August 1858 a Committee was appointed to survey her, and to ascertain what repairs were necessary to fit her for
Ibid., paragraph 5. Sea for ordinary duties. There is nothing to show that the survey was not honestly and carefully performed, nor can the Committee find any
Ibid., paragraph 6. intelligible motive for overlooking any apparent defects or only patching her up; on the contrary there is a mass of evidence given by the Builders and Artificers employed on the repairs of the vessel, that had any serious defects existed, they must have been discovered, and rectified.

3. The sum sanctioned by the Bombay Government for the repair
Report, paragraph 7. of the Pownah on estimate prepared according to the survey report, was Rupees 5,000, the actual amount of Bills for labour and material is only Rupees 3,623-5-8, so that the extent of the repairs was not limited by dread of exceeding the sum sanctioned. Whilst under repair, the Pownah was repeatedly visited by Captain Young, Assistant Superintendent of the Indian Navy, who states that he saw the vessel in dock, her bottom stripped, and the planks dubbed, and they appeared to be perfectly sound; that the only exceptions were one or two planks just above the bends where the chain plates are, and that these were removed, and new ones put in. He is of opinion
Ibid. that the survey of her was so searching, that the defects mentioned by Captain Robertson could not have existed without being discovered in the Dockyard. Lieutenant Williams, L. N., who served from November 1855, to May 1858, in the Pownah states, that he was perfectly certain the defects enumerated by Captain Robertson did not exist while he was on board of her, having been frequently compelled to carry on her a press of sail that would have infallibly discovered such defects.

4. The Pattimar Beemah, a sister vessel to the Pownah, and built in the same year, was examined and found to be in good condition.
Paragraph 8.

5. The Committee have no reasons to suppose that the repairs of the Pownah were not completed in good faith, and can discover no interest that would be served in sending the vessel to Sea in a defective state: as far as they have observed, there is no ground for imputing neglect or fraud to the Dockyard Officers to whom the work was entrusted.
Paragraph 9.

6. No survey appears to have been held on the Pownah after her repairs were completed, to ascertain whether the work had been satisfactorily performed; but a certificate under date 17th September, was granted by the Syrang who took charge of the vessel to Cochin, that the defects as mentioned in the Survey Report, had been completed by the Master Builder's Department, with the exception of a new pump.
Paragraph 11.

7. The inventory of Ship's stores at the time of starting not having been produced, the Committee cannot report how far the Pownah was found in stores for use.
Paragraph 12.

8. The Pownah made no water on her fair-weather voyage from Bombay to Cochin; and whilst at the latter port was, according to the statement of the Master Attendant Mr. Caster, very tight, and made no water whatever.
Paragraph 13.

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Paragraph 14.

9. On her voyage in charge of Captain Robertson with a new and very inefficient crew from Cochin to Tutacurin she put into Alleppee, when Mr. Crawford inspected her. He reported to the Committee that "her bends were what will be understood by the term perished and "to have repaired them would have involved the condemnation of the whole." He objects to the class of vessel as dangerous and quite unfit for service in the Gulf of Manaar during the South West Monsoon.

Paragraph 16.

Report paragraph 23.

* "Several planks on both sides next to the copper were found to be perfectly rotten, with numerous holes sufficiently large to admit a man to pass his hand through the entire thickness of the plank up to the timbers or lining, which were merely patched up with chunam and made presentable to the eye by means of a little black paint." "The seams of the top sides, water-ways, and covering boards were so open as to admit of large quantities of water to pass through them down into the hold." "A quantity of old useless Coir Rope was found on board, but not an inch of new rope to re-place many that were constantly giving way. So much was rope required, that several coils had to be sent far from Manar-goody. There being no new or old Canvas on board, the Jib which at the first was merely a patched up old rag, was repaired with table cloths and towels. With the exception of the square sail, which was of Europe Canvas, the other sails, which did not appear to be very old, were in many places quite rotten, and had constantly to be repaired during the passage."

11. The above is the substance of the report made by the Committee, and I have to state that the Madras Government, while allowing full force to all that has been stated in it, find it difficult to arrive at any decisive conclusion on the subject. Captain Robertson's description may have been exaggerated, but it will not have escaped the observation of the Bombay Government, that the Pownah was not surveyed after her repairs, to ascertain whether the work had been properly performed, and that the only certificate of her due repair was that granted by the Serang who took her to Cochin—that Mr. Crawford at Alleppee states, that her bends were perished,* and that to have repaired them would have involved the condemnation of the whole—that by the testimony of Mr. Levinge, before thoroughly repaired in the Bombay Dock-yard—while his opinion that had there been any more in that state, Captain Robertson would have had them replaced by sound ones, is but surmise. It may be thought as at least not impossible, that Captain Robertson with the carelessness of a Seaman, might have contented himself with having some defects remedied and trusted to chance that more would not be required.

12. The Madras Government I am however instructed to state deem it but just to modify the opinion expressed in the Resolution of 30th July last, No. 347, paragraph 6, that the loss of Captain Robertson and his Crew was beyond question to be directly ascribed to the unseaworthy condition of the Pownah. Considering how unsuitable this class of vessel is, on all hands admitted to be, for cruising in the gulf of Manaar in the South West Monsoon, the inefficiency of the Crew engaged at Cochin, and Captain Robertson's inexperience of the management of Pattamars and inability to communicate with his Crew in their own language, it must be allowed that the

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loss might have occurred, however staunch and seaworthy, as a vessel of her class, the Pownah might have been.

13. I have also to explain that by the observations in the same paragraph this Government never intended to suggest fraud on the part of any but the subordinate employé's of the Bombay Dock-yard and would much regret if their remarks have been considered as applicable to any others. Whether there has been neglect on the part of any of the superior Officers of the Department this Government will not venture an opinion. They may remark however that the omission to have the Pownah surveyed after her repair (which would have gone far to decide the question now at issue) and sending her to Sea under a Serang's certificate, would seem to imply an omission in some quarter.

(Signed) T. PYCROFT,
Chief Secretary.

Exd. S. T. Augustin.

May 7. 1870

My dear Mr. Gould

In reply to your note
of yesterday which I found
awaiting my return home
in the evening. The "boards"
of a ship are the planks
above the waterline which
is stronger than elsewhere
and "perished" means that
they are so far worn that
they could not be repaired.

I have not heard any
thing of Captain Graham

7
Memo

This is a little awkward for
the remainder in the order of 30 July
page 6 our perhaps ^{somewhat} ~~alike~~ strong-
alike the account given by Capt.
Robertson of the condition of the
Powder, and the melancholy
fate of himself and crew was
~~enough to~~ sufficiently startling -
The Board of Inquiry too took much
the same view - see their proceedings
4 July 1855 page -

It is not desirable to engage in a

controversy with the Army being felt
with whom we have always
had amicable relations - but
it may be observed that much of
the evidence taken by the Committee
must have been given by parties in
some degree implicated - There was
not perhaps any fraud but the
exposé may have been hastily &
superficially done -

It is however true that Coni-
-dering how unfit the Princess was
for the service on which she was
sent - the badness of her new cable
translations inability to communicate

8
with the carrier in her own tongue - &
his ignorance of the language of
the Hawaiian - she might have found
the bottom how much sooner the
might have been J.P.

to

Sept. 29^r

9

Marine Department.

No. 197.

To,
The Secretary to the Government
of Bombay.

Sir,

I am directed by
the Honorable the Gover-
nor in Council to ac-
knowledge the receipt
of your letter under date
the 24th ultimo, trans-
mitting a copy of the
Report of the Committee
appointed in consequence
of the representations of
this Govt. of the 30th July
last, relative to the state
of the Pattanwar Pownah.
From this Report
it appears, that the
Pownah was built in
1828 of Malabar Teak
throughout. In 1855 she
was supplied with
new Decks, waterways,
groop

+ lost in the Gulf of
Manar in the month
of March 1859 -

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Ibid para 5.

Id - para 6.

Rep. at para 7.

roop
groop, and fore castle deck.
In August 1858, a Com-
mittee was appoint-
ed to survey her, and to
ascertain what repairs
were necessary to fit
her for sea for ordinary
duties. There is nothing
to show that the survey
was not honestly and
carefully performed, nor
can the Committee
find any intelligible
motive for overlooking
any apparent defects
or only patching her
up; on the contrary there
is a mass of evidence
given by the Builders
and artificers employed
on the repairs of the
vessel, that had any
serious defects existed,
they must have been
discovered and rectified.

3.-

The sum sanctioned
by the Bombay Govt.
for the repair of the
Pownah on estimate
prepared

2
10
prepared according to the
survey report, was Rs.
5000- the actual amount
of Bills for labour and
material is only Rupees
3623-5-8, so that the
extent of the repairs was
not limited by dread
of exceeding the sum
sanctioned. Whilst under
repair the Pownah was
repeatedly visited by
Captain Young, Asst.
Supt. of the Indian
Navy, who states,
that he saw the vessel
in dock, her bottom
stripped, and the Planks
dubbed, and they ap-
peared to be perfectly
sound - that the only
exceptions were one or
two planks just above
the heads where the
chain plates are, and
that these were removed
and new ones put
in. He is of opinion
that the survey of her
was so searching, that
the

[61]

the defects mentioned by Captain Robertson could not have existed without being discovered in the Dock yard. Lieut. Williams L.V. who served from Nov^r. 1855, to May 1858 in the Pownah states, that he was perfectly certain the defects enumerated by Captain Robertson did not exist while he was on board of her, having been frequently compelled to carry on her a press of sail that would have infallibly discovered such defects.

Para 8

4.- The Pattimar Bee-mah, a sister vessel to the Pownah, and built in the same year was examined & found to be in good condition.

Para 9

5.- The Committee have no reasons to suppose that the repairs of the Pownah were

Para 11.

were not completed in good faith, and can discover no interest that would be served in sending the vessel to sea in a defective state. As far as they have observed there is no ground for imputing neglect or fraud to the Dock Yard officers to whom the work was entrusted.

6. No survey appears to have been held on the Pownah after her repairs were completed, to ascertain whether the work had been satisfactorily performed; but a certificate, under date 7th September, was granted by the Survey who took charge of the vessel to inform, that the defects, as mentioned in

79 The inventory of ship's stores at the time of starting not having been produced, the committee cannot say how far the Poronah was found in stores for use

P 13-

P 14.

+ with a new and very inefficient crew

P 16

in the Survey Report, had been completed by the Master Builder's Department, with the exception of a new pump.

8 The Poronah made no water on her fair-^{weather} ~~well~~ voyage from Bombay to Cochin; and whilst at the latter port was according to the statement of the Master Attendant - "W. faster very tight, and made no water whatever."

9. - on her voyage in charge of Captain Robertson, from Cochin to Tutacorie she put into to Illappee, when Mr. Crawford inspected her. He reported to the committee that "her bends were what will be understood" "by the term perished

"Several planks on both sides next to the copper were found to be perfectly rotten, with numerous holes sufficiently large to admit a man to pass his hand through the entire thickness of the plank up to the timbers or linings which were merely patched up with chumam, and made presentable to the eye by means of a little black paint." "The seams of the top sides, water ways, and covering boards were so open as to admit of large quantities of water to pass through them down into the hold." "A quantity of useless Coir Rope was found on board, but not an inch of new Rope to replace many that were constantly giving way. So much was Rope required, that several coils had to be sent far from on board. There being no new or old Canvas on board, the jib which was the first was merely a patched up old rag, was repaired with Table cloths & towels with

"and to have repaired them would have involved the condemnation of the whole" "He objects to the class of vessel as dangerous and quite unfit for service in the gulf of Mannaar during the S. W. Monsoon."

10. The account given by ^{Captain} Robertson of her voyage from Cochin to Tutacorie is contained in his letter to the Acting Collector of the 5th March transmitted to you with my letter of 30 July. His description of her on examination at the latter part is quoted in the margin. Mr. Levinge confirms this statement as regards one plank, "the whole of which seemed quite rotten, it was full of large holes, whether

With the exception of the square sail, which was of Europe canvas, the other sails, which did not appear to be very old, were in many places quite rotten, and had constantly to be repaired during the passage.

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any planks above or below the one he saw were rotten he does not know. Captain Robertson took out the rotten plank before he sailed, were any of the other planks in such a state. Mr. Levinge thinks that he would have put in new ones instead. The Pownah underwent some repairs at Tutacoria but only to the extent of having ^{three} planks put into her. The total bill for her refitting was only Rupees 88. of which nearly half was for coir rope.

The

The Govt. understand the meaning of this phrase to be so far worn, as to be beyond repairs.

See Mr. Franklin's report

13
The above is the substance of the report made by the committee, and I have to state that the Madras Government, while allowing full force to all that has been stated in it, find it difficult to arrive at any decisive conclusion on the subject. Captain Robertson's description may have been exaggerated but it will not have escaped the observation of the Bombay Govt. that the Pownah was not surveyed after her repairs, to ascertain whether the work had been properly performed, and that the only certificate of her due repair was that granted by the Serang who took her to Cochin that Mr. Crawford, at Alleppee states, that her bends were perished, and that to have repaired

to communicate with
his crew in their own
language, it must
be allowed that the
loss might have oc-
curred, however staunch
and seaworthy, as a
vessel of her class, the
Pownah might have
been.—

13. I have also to
explain that by the
observations in the
same para. this Govt.
never intended to sug-
gest fraud on the part
of any but the subor-
dinate employes of
the Bombay Dock
Yard, and would much
regret if their remarks
have been considered
as applicable to any
others. Whether there
has been neglect on
the part of any of
the superior officers
of the Department this

Government

Govt. will not venture
an opinion. They may
remark however that
the omission to have
the Pownah surveyed
after her repair (which
would have gone far to
decide the question now
at issue) and sending
her to sea under a
Seaman's Certificate, &c.
would serve to im-
ply an omission
in some quarter.—

Fort St. George.
23rd May 1860. }

J.P.

No 4 South 31 May
Maurice 1860 Declar: 46

46 197

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of 237 May 1860

746 247

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