

MADRAS RECORD OFFICE.

Government of Madras.

Marine DEPARTMENT.

G.O. No. *228-29* ^{Press}
_{Mis.}

Dated *8. 7* 18*61*

Not to be folded or roughly handled

*Proceedings of the Madras Government, Marine Department,
8th July 1861.*

Read the following papers :—

No. 12. From Lieutenant Colonel W. F. MARRIOTT, Acting Secretary to Government, Bombay; to the Secretary to the Government of Fort Saint George, dated Bombay Castle, 17th May 1861, No. 375.

I have the honor to forward for the consideration of His Excellency the Governor in Council at Fort Saint George the accompanying copy of a letter from the Commander-in-Chief of the I. N., No. 398, dated 3rd instant, stating that the Master Attendant at Cochin was unable to supply a proper boat to carry out a warp and anchor to haul H. M.'s Steamer "Pleiad" I. N. off the bank on which she had grounded.

From Commodore G. WELLESLEY, Commander-in-Chief of the Indian Navy; to His Excellency the Honorable Sir GEORGE RUSSEL CLERK, K. C. B., Governor and President in Council, dated Bombay, 3rd May 1861, No. 398.

I do myself the honor to bring to the notice of your Excellency in Council that on the "Pleiad" grounding recently, off Cochin, the Master Attendant, although proceeding promptly on board and rendering all the assistance in his power, was yet unable to supply a proper boat to carry out a warp and anchor to haul the vessel off by, and had to borrow an anchor to moor her with when she had been floated.

2nd. As the want of a proper boat with warps and anchors at a port like Cochin might be the occasion of serious loss of life and property, I have thought the Madras Government would wish the circumstance brought to their notice, and, with that view, I now address your Excellency on the subject.

Referred to the Superintendent of Marine.

FORT SAINT GEORGE,
27th May 1861.

(Signed) T. PYCROFT,
Chief Secretary.

No. 13. From J. J. FRANKLIN, Esq., Superintendent of Marine; to T. PYCROFT, Esq., Chief Secretary to Government, Fort Saint George, dated Madras, 28th April 1861, No. 1,888.

I have the honor to acknowledge receipt of the letter from the Government of Bombay of 17th May last, No. 375 (referred to me on the 27th idem), with enclosure from the Commander in Chief of the Indian Navy, bringing to notice that there was no boat at Cochin fit to lay out a warp and anchor when the "Pleiad" got on shore there in April last.

2. As there are two boats, one an anchor boat, the other a port boat, kept up at Cochin, I was surprized at learning that any difficulty had been experienced on this account, and immediately called on the Master Attendant to explain how it had occurred. Two letters from this Officer are forwarded, from which it appears that the anchor boat was too unwieldy for the work of laying out a small warp, which was all that was required; and that the port boat being rigged and ballasted was not at the time available.

3. It nevertheless appears that by the aid of shore boats a warp was laid out in ample time and before it was required, and that the anchor boat performed good service in recovering all the anchors from which the "Pleiad" had slipped and took them alongside of her before she left.

4. Captain Castor will be directed to keep his port boat in a fitter state for affording aid to vessels in distress.

From Captain JOHN CASTOR, Master Attendant at Cochin; to J. J. FRANKLIN, Esq., Superintendent of Marine, Madras, dated 5th June 1861, No. 182.

I have the honor to acknowledge the receipt of your letter dated, 31st May, No. 1,557, and beg to submit the following explanation with reference thereto.

2. When Her Majesty's Steamer "Pleiad" grounded at the entrance of this harbour, almost immediately after the accident, I boarded the Vessel, she was then in a position with the sea breaking all round her.

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3. The Vessel possessing the advantage of Steam power, it was clear to me at once that the assistance she required to get off, was trifling, and what was most essential was, rise of tide; it was this which detained her aground.

4. To enable to cant the Vessel in the right direction when the fitting time arrived, a small warp was required. From her size, construction, &c., the anchor boat would have been totally out of place, and would have retarded, more than have facilitated the work of laying out a guess-warp, which requires great quickness of execution in a tide way, and so the work was performed by an ordinary cargo boat.

5. Some cargo boats having been ordered off, to lighten the Vessel, which at first was thought would be necessary, a small kedge, and some warps were sent for. Being Sunday all the boatmen were away, and there was some delay in these reaching the Vessel. It was during this interval, the Commander of the Vessel thought a boat should be available in the department, to perform such work as I have described.

6. Though there was some delay in the boats reaching the Vessel, the warp was laid in good time, and somewhat before its services were required.

7. The part which the anchor boat performed was still more essential, and she rendered good service on the occasion. The "Pleiad" parted and slipped from all her anchors, and was left without any; these, the anchor boat recovered, and conveyed them alongside of the Vessel.

From Captain JOHN CASTOR, Master Attendant, Cochin; to J. J. FRANKLIN, Esq.,
Superintendent of Marine, Madras, dated 17th June 1861, No. 192.

I have the honor to acknowledge the receipt of your letter, dated 12th instant, No. 1,668, and beg to state that, through a misapprehension of which of the boats was meant by the port boat, the delay was caused in furnishing the information called for.

2. The Master Attendant's boat is a sailing boat, rigged as a cutter, and from her construction and fittings, she was never used for the work of laying out warps, &c. She is kept permanently ballasted, and rigged, and no boat of her construction could have gone alongside the "Pleiad" on the morning of the accident, without sustaining material injury from the violence of the breakers dashing her against the sides of the vessel. The sea at times was making a clean breach over her.

3. Under the then existing circumstances, I adopted the best and easiest method my judgment led me to. Even could I have wished to have used the cutter, being Sunday, much time would have been consumed, to get the Lascars of the department together to unrig her, &c., for it would have been rash to have used the boat rigged as she is; and considering all these chances, I made use of the first boat which was available for the work, without waiting for any other.

4. Some allowance must be made for the absence of the whole of my Establishment at the time of my leaving the shore to go off to the vessel, which was effected in a shore boat, just pushing off to a vessel in the roads, and not in the cutter, and this promptness is owing to the circumstance of my having witnessed the accident from its very first commencement. I was so anxious to reach the "Pleiad," that I did not wait to leave any orders behind; having met the Pilot himself on his way to a vessel requiring his services, I ordered him back, to send off some cargo boats to lighten the vessel, which I thought, would be necessary.

5. I would here beg leave to remark that, if the emergency of the case was so extreme as to demand extreme measures, no consideration would have weighed with me, to have used any boat, at any risk.

No. 14. ORDER THEREON, 8th July 1861, No. 228.

Ordered that copies of Mr. Franklin's letter and of its enclosures be forwarded to the Government of Bombay.

(Signed) T. PYCROFT,
Chief Secretary.

*Proceedings of the Madras Government, Marine Department,
8th July 1861.*

No. 15. To the Secretary to the Government of Bombay, Marine Department, dated Fort Saint George, 8th July 1861, No. 229.

I have honor to acknowledge the receipt of your letter, 17th May last, No. 375, forwarding copy of a communication in which the Commander-in-Chief of the Indian Navy stated that the Master Attendant at Cochin was unable to supply a proper boat to carry out a warp and anchor to haul H. M.'s Steamer "Pleiad" I. N., off the bank, on which she had grounded.

2. In reply, I am directed to transmit to you copies of a letter, 28th ultimo, No. 1,888, from the Superintendent of Marine and of its enclosures. It will be observed that there are two boats, an anchor boat and a port boat, kept up at the port of Cochin, and that the Master Attendant explains under what circumstances neither of these boats were made use of on the occasion in question for hauling off the "Pleiad."

(Signed) T. PYCROFT,
Chief Secretary.

Exd. F. Cartledge.

Proceedings of the Madras Govt.

Read the following letters —

From the Govt. of

Bombay — Enter 17th May '61 N^o 375.

" the Suptt. of

Marine — 28th June '61 " 1888.

Order — 8th July 1861. No 228.

Ordered that copies of Mr.
Franklin's letter & of its en-
closures be forwarded to the
Govt. of Bombay.

g/p

despatched with Enclaves.

Marine. ✓

No. 229.

The Secretary to the Govt. of Bombay
Marine Department.

Sir.

I have the honor to
acknowledge the re-
ceipt of your letter,
17th May last No. 375,
forwarding copy of
a communication
in which the Com-
mander-in-Chief
of the Indian Navy
stated that the
Master Attendant
at Cochin was una-
ble to supply a pro-
per boat to carry out
a warp & anchor
to

Monroe 1861. Depault

1861

Secretary to the
Society of Bowdoin

28th July 1861.

"the friends."

[Signature]

12-13
what circumstances
written of them both
were made use of on
the occasion in question
for the purpose of
the friends.