(1) பக்கங்களின் எண்ணிக்கை 45

(2) புதுக்கித் திருப்பிய நாள் 4/07

(3) ஆதாரங் குறிப்பவர் சுருக்கொப்பம்

தமிழ்நாடு ஆவணக் காப்பகம்.

தமிழ்நாடு அரசு

MARINE துறை

அரசாணை எண். 429 அச்சகம்

மு. கோப்புத் தாள் எண். பலவகை

நாள்: 20/12/1861 199 .

ா கண்டபடி கையாளவோ கூடாது.

ா. 1—18,006—6-9-90.

பாதுகாப்பு பிரிவு - 1.

செப்பனிடுபவர் பெயர்

செப்பனிடுவதற்காக எடுத்துக்
கொள்ளப்பட்ட நாள். 7-06.

செப்பனிட்டு முடித்த நாள்

சரிபார்க்கும் முதல் மு. நி. பா. எ. கையொப்பம்
சரிபார்க்கும் 2ம். நி. பா. எ. கையொப்பம்
ஆராய்ச்சி உதவியாளர் கையொப்பம்

Proceedings of the Madras Government, Marine Department, 20*th December* 1861.

No. 56. Read the following letter from J. J. FRANKLIN, Esq., Superintendent of Marine; to T. PYCROFT, Esq., Chief Secretary to Government, Marine Department, Fort Saint George, dated 2nd December 1861, No. 3,332.

16th November 1861, No. 370.

With reference to the Order of Government marginally noted, I have the honor to forward the depositions taken by the Court therein ordered to be assembled to investigate the circumstances attending the wreck of the Barque "Alert" of 281 tons, stranded about 6 miles south of Cuddalore at ½ past 12 in the day, on the 7th October last; together with their opinion, with which I perfectly concur.

2. The weather was fine, the wind was fair for Tranquebar to which port the vessel was bound, the lead was kept constantly going, and clearly indicated the gradual approach to the beach; yet the Commander remained below, and made no attempt to alter the course, which was taking him from his destined port, till the vessel was in 3¾ fathoms. The helm was then put down, but it was too late; she refused to obey it and immediately afterwards struck. A grosser instance of carelessness or wilful destruction I have seldom heard of.

3. The Commander, Waster Price, has no certificate, although it appears that, as he states, he really did pass at Liverpool in 1854 as an ordinary Master. I therefore suggest that the opinion of the Court and the evidence taken should be sent home to the Board of Trade, and that the papers likewise be forwarded to the Governments of Bengal, Bombay, and the Straits, with a view to their being communicated to the Examiners in Seamanship and Navigation at the ports, under their control.

From T. G. CLARKE, Esq., Magistrate of Police, and Captain J. B. CROWTHER, Acting Deputy Master Attendant; to J. J. FRANKLIN, Esq., Superintendent of Marine, dated 29th November 1861, No. 91.

With reference to your letter to Government, reporting the wreck of the Barque "Alert," near Cuddalore, and the Order of Government thereon, under date the 16th instant, No. 370, Marine Department, we have the honor to state that agreeably to the Provisions of Act I of 1859, Sections 100 and 101, we investigated into the circumstances which lead to the wreck of the Barque.

We did not deem it expedient to examine the Commander of the Barque, Waster Price, upon *oath*, but you will observe from his examination, herewith forwarded, we obtained from him, in the first instance, all the information necessary to enable us to pursue the investigation further.

With the Captain's examination, we beg to forward herewith the depositions of the several witnesses, noted in the margin.* The first six witnesses being in Madras, were examined by ourselves. The two last, *viz.* Hearn and Pugh, being at Cuddalore; and as we were unwilling to put the Government to the expense of requiring their attendance here, we applied to the Magistrate there to examine them. Their depositions were received only yesterday, hence the unavoidable delay. Copies of our letters to the Magistrate and reply are annexed.

* Thomas Cochrane, Chief Mate, Barque "Alert."
Francesco, Secunnee.
Sadoo, Lascar.
Moonsoorally, Lascar.
Mahomed alias John, Secunnee.
Abdoollah, Syrang.
G. A. Hearn, Gunner.
Mr. J. Pugh, Merchant, Cuddalore.

A copy of the Log of the late Barque "Alert," commencing from the date of her arrival at Madras from Penang, up to the time when she began to break up, after being wrecked, is also forwarded.

After a careful consideration of all the circumstances recorded in the statement of the Commander, and depositions, it is evident that when the vessel grounded the weather was fine, and the wind light. At noon she was close in with the land, and was then steering N. W. with W. S. W. wind, which for a ship bound to Nagore, from the northward, that port being her intended destination, was a losing tack. No particular orders were given to the Gunner on his taking charge of the deck, though the soundings obtained by him, were duly reported; yet no sufficient notice was taken of them. In working along this coast, it is not usual to stand in under at least eight fathoms, in order to allow for the risk of missing stays, owing to the ground swell; and then in such cases every one should be at their stations ready for tacking immediately. In the present instance, after obtaining less than six fathoms, the Commander continues the same course; and it will be seen from his examination, that he tells us that he had taken his chart and compasses in order to ascertain how much nearer to the land he might stand in; but if he had been at his proper post a single glance at the land must have convinced him of the immediate necessity of changing the vessel's direction. He does not even seem to have regarded the succeeding warnings that the water was fast shoaling. We would here beg to draw attention to the Gunner's exclamation to the Chief Mate, "why don't you put the Ship about—are you going to "run her ashore," the Mate answered he "could not go against Captain's orders." It is noted in the Log that the vessel was pumped out every two hours for some period previous to her wreck. Doubtless she did leak to a certain extent; but certainly not sufficiently to create any alarm or to justify her being lawfully run ashore, in order to save life and cargo, though it might offer a temptation to get rid of her in a seemingly unavoidable manner. There is no proof that the Commander was inebriated or incapable of proper action at the time, but his conduct in the whole matter seems certainly most unaccountable. All available means appear to have been adopted to get the vessel afloat again.

From the foregoing, as well as the following reasons; and from the depositions of the several witnesses, we beg to submit, as our deliberate opinion, that the loss of the vessel is entirely attributable to the very culpable negligence and carelessness of the Commander, Waster Price. It is evident that he was below in the cabin, without having previously given proper and definite orders, when it was decidedly his duty to remain on deck, seeing that the vessel was close to the land, and standing in towards it. He even continued to keep on the same tack after soundings had been reported to him, which should have resulted in instant orders for going about, or wearing ship, and further persisting on the same course, until the vessel had attained to such shallow water as actually to take the ground when the helm was at last put down. This fact is placed beyond doubt by the combined testimony of the Chief Officer, the Gunner and the Secunnee—the two latter having been engaged in heaving the lead when the vessel grounded.

Madras to wit. } The examination of Waster Price, Commander of the late British Barque "Alert," taken before me Thomas George Clarke, Esquire, one of Her Majesty's Justices of the Peace, and Magistrate of Police for the Town of Madras aforesaid; and also before Captain Jonathan Booth Crowther, Acting Deputy Master Attendant of Madras aforesaid, this 21st day of November in the year of our Lord 1861.

The said Waster Price saith as follows:

I was Commander of the British Barque "Alert," tonnage 281, the managing owners are May, Pickford and Co., Merchants in Calcutta. I have been at sea for the last twenty-one years. I first went to sea in November 1840. To the best of my recollection I passed at Liverpool as Master in 1854. I lost my Certificate. I first came out to Calcutta in 1842. Since then I made [illegible] coast for about fourteen or fifteen times as Mate and Commander. I obtained the Command of the "Alert" in Rangoon in 1857; since I got Command, the vessel was employed in the Coasting Trade chiefly from Calcutta to the Straits. Sometimes my crew consisted of twenty-two or twenty-three hands. On the 28th day of August 1861, the vessel sailed from Penang, freighted chiefly with Beetel-nut, Rattan, China Crackers and Bales of Mats. I have no idea as to the value of the cargo, I believe a part of the cargo was insured. The articles of the vessel were lost. I produce both the official Log and the Ship's Log. On leaving Penang, the crew consisted of twenty-two hands, viz., a Mate and Gunner, these two were Europeans, and twenty Lascars. We were bound to Nagore. On the 3rd October 1861, we came to Madras. I was necessitated to make this port, because I had only half a bag of rice left. I anchored in the outer roads. I got a supply of rice and some other provisions as well as water and sailed for Nagore on the 5th October 1861. I refer to the entry in the Ship's Log under date 4th October 1861, now marked A. We met with no bad weather. The wind was variable, blowing chiefly from south west to north west. Two days after sailing from Madras, the vessel was standing in to the land about ½ past 12, afternoon. The Mate, Mr. Cochrane, called out we are in six fathoms, I think I said that we could stand on a little longer. I then took my compasses to calculate how far she was off. Next call I heard was 5½ fathoms. I ordered the helm to be put down at once, the vessel missed stays. After stopping some little time, I threw every thing aback to bring her round by a stern board, she could not come round, and the vessel having taken the ground I got my small anchors out to heave her off by the stern. While this was being done, a crew of a Native vessel came to help us. After this a Mr. Watts, Flagstaff Serjeant came on board with two or three Catmarans. The first thing he asked, whether I had any money on board. I said I had got a little to help the ship off. This is all the assistance I got there. They refused to take the bower anchor. They left us. The Ship's Pinnace got adrift, the vessel grounded about five miles off Cuddalore on the 7th October 1861, about ten or fifteen minutes after the helm was put down. She had about eight feet of water in her hold when we came to sound her. Some hands I kept at the pump, and the others were employed in trying to heave the vessel off. I found the pumps got choked, and I felt satisfied that if I got the vessel off, she would sink. We then furled all sails, by this time it was night, the vessel rapidly filled with water, and about 10 o'clock that night, the water got above her lower beams. We could do no more that night. Long before day light, the ship was quite full of water. A tremendous surf was beating over the ship. We endeavoured to save as much cargo as we could. We continued working all that day going to and from the ship having made tents on the beach; and about five days afterwards the vessel parted right in the centre, but we continued to work every day, so long as we could get catmarans and coolies, which we seldom could get. We could scarcely get assistance, the vessel had become a total wreck. I gave notice to the Collector of South Arcot. The second day after we grounded, the Collector sent us some Peons. I repeatedly applied to the Superintendent of Sea Customs at Cuddalore for assistance. He told me he could not get coolies. The wreck and all the cargo after having been advertised in the South Arcot Gazette, was sold by auction, by a Mr. Kief, for the benefit of all concerned. The amount realized, to the best of my recollection, was Rupees three thousand and two hundred, which was paid to me, after deducting commission and necessary expenses. On the day of the wreck, I had no intention of going into Cuddalore. The wind was from west south west and was steering north west, standing close in shore, making short tacks. I had a man in the chains. I saw some vessels at anchor, but I cannot say in what depth of water. On the sounding being given me, I took my compasses and chart, the latter was spread on the table according to my custom. I was below at the time when the vessel was standing in with the land. It was the Gunner's watch at the time. I gave no particular orders before I went below. We had a very rough passage from Penang to Madras loosing sails, the vessel also becoming leaky, making about two and half to three inches water per hour.

The above examination of Waster Price, was taken on the day and year first abovementioned,
Before us;
(Signed) T. G. CLARKE,
Magistrate of Police.
(„) J. B. CROWTHER,
Ag. Dy. Master Attendant.

(Signed) W. B. PRICE,
Commander.

Madras to wit. } Th[illegible]xamination of Thomas Cochrane, Chief Mate of the late British Barque "Alert," taken on oath before me Thomas George Clarke, Esquire, one of Her Majesty's Justices of the Peace, and Magistrate of Police for the Town of Madras aforesaid, and also before Captain Jonathan Booth Crowther, Acting Deputy Master Attendant of Madras aforesaid, this 21st day of November in the year of our Lord 1861.

The said Thomas Cochrane saith as follows :—

I was Chief Mate of the late British Barque "Alert." On the 7th August 1861, I joined the vessel in Penang. Captain W. Price was Commander. I was at sea for about ten years. I became Mate about two years ago. I hold a Certificate of service as such which I produce now. We sailed from Penang bound to Nagore on the 28th August 1861, with a cargo consisting chiefly of Beetel-nut, Rattans, Mats and China Crackers. The crew consisted of about twenty-three or twenty-four hands "all told." The Commander, the Gunner and myself were the only Europeans on board, the others were Lascars. We had rather a rough passage from Penang to Madras—lost a few sails. We came to Madras on the 3rd October 1861 to furnish ourselves with Ship's stores and provisions of which we had run short. We anchored in thirteen and half fathoms in the outer roads. Two days after, viz., on the 5th October 1861, we sailed for Nagore. Nothing particular occurred till the 7th October; about twenty minutes past noon on that day, I was working sights in the fore cabin. The Gunner went into the chains. He cried out quarter less six fathoms. I went immediately and called the Captain. He said to the best of my recollection, "hold on I will be out immediately," or words to that effect. I was in a great hurry. I went on deck. The Captain followed immediately and ordered the helm to be put down, the wind was light and baffling, the vessel missed stays. By that time we had every thing aback. I tried to back her off, she would not go off. We then got her Pinnace veered a kedge and stream anchor a good distance astern and tried to heave her off. About five or ten minntes after the Gunner cried out quarter less six fathoms, the vessel grounded about five and half miles south of Cuddalore. We were heaving away, about three or half past three, when a crew of a Native vessel came on board to assist us. We wanted them to take an anchor out but they refused and went away. A Mr. Watts, Flagstaff Serjeant came on board with twenty coolies. We gave them a coil of rope to make a couple of Catmarans fast, they did not do it. They went ashore. We knocked off working on the wreck. About the 22nd October the vessel parted right on the centre and became a total wreck on that day or during that night. The wreck was sold with the cargo by auction. In the mean time we did all we could to save the cargo as much as possible. I have been sailing with Captain Price for about two and half months. I never saw him under the influence of liquor. We had a small quantity of spirits on board as well as some beer. I have seen the Captain take his usual glass of grog at noon, and eight o'clock at night. Sometimes in bad weather I used to take a glass with the Captain. The Gunner whose name is Hearn used occasionally to have a glass of grog served him. He is a hard drinking man and cannot be depended on. We were standing in to the land when the Gunner went into the chains to heave the lead. We had no Secanni there previously. The Captain was below at the time. He was working the sights in the after cabin. He gave no particular orders before he went below. I do not know why the Captain stood so long in to the land on the tack he did. The Gunner was heaving the lead the whole time as hard as he could from the time of his taking the first cast. On the passage from Penang the vessel used to make water from one to two and half inches in an hour according to weather. She used to be pumped every two hours. All plain sail was set at the time of the accident. I saw some Dhonies and a tive Barque anchored at Cuddalore north of us, but we did not appear to have been in shore when we took the first soundings. I desire to add that the Gunner was perfectly sober when he went to the chains to heave the lead.

The above deposition of Thomas Cochrane
was taken and sworn on the day and year first
above mentioned.

Before us,
(Signed) T. G. CLARKE,
Magistrate of Police.
(Signed) J. B. CROWTHER,
Ag. Dpy. Master Attendant.

THOMAS COCHRANE,
Late 1st Officer Bark "Alert."

Supplementary examination of Thomas Cochrane, taken on oath this 25th day of November, in the year of our Lord 1861.

The said Thomas Cochrane saith further as follows :—

In my examination in chief, under date the 21st November instant, I said the Gunner first cried out quarter less six fathoms. I then went below to the Captain; but I must [illegible] state that by the time the Captain came on deck, the vessel got into quarter less four fa[illegible]w, after this she grounded, and until she was ashore the lead was kept agoing. Quarter less four fathoms was the last cast when we grounded. I went round myself and hove the lead to see how much water there was round the vessel. I found about fourteen feet aft. The helm was not put down until the last soundings, viz., quarter less four fathoms.

The above supplementary deposition of
Thomas Cochrane, was taken and sworn on the
day and year first above mentioned.

Before us,
(Signed) T. G. CLARKE,
Magistrate of Police.
(Signed) J. B. CROWTHER,
Ag. Dpy. Master Attendant.

THOMAS COCHRANE,
Late Chief Officer Bark "Alert."

Madras }
to wit. } The examination of Francesco, Secunnee, of the late British Barque "Alert," taken on solemn affirmation, before me Thomas George Clarke, Esquire, one of Her Majesty' Justices of the Peace, and Magistrate of Police for the Town of Madras aforesaid; and also before Captain Jonathan Booth Crowther, Acting Deputy Master Attendant of Madras aforesaid, this 22nd day of November, in the year of our Lord 1861.

The said Francesco, saith as follows :—

I am a Malay, I shipped in Madras as a Secunnee on the Barque "Alert," bound to Nagore, a little more than a month ago. I have been a Lascar and Secunnee for about thirteen years. The day before the Barque grounded, it blew rather fresh. The vessel stood out to sea, the next day we t[illegible]ked towards shore again. At about 11 o'clock in the forenoon the vessel was near the land. I was then employed in sewing a sail. At noon the Captain took an observation. Eight bells then struck. The Captain then went below. He desired the Chief Mate to have the lead hove, the Gunner gave me the lead, and stoed by me, and noted the depth. At first there was no bottom at ten fathoms. Again the soundings were taken, and six fathoms were obtained. The Gunner reported it to the Chief Mate. The Mate went into the cabin, and returned immediately, and desired me to heave the lead quick, when five and half fathoms were obtained. The Chief Mate again went into the cabin and returned; and ordered to heave the lead quick, when one-fourth less five fathoms, were obtained. The Gunner then took the lead from my hand, and took the soundings himself, which gave four and half fathoms. The Mate again returned to the cabin, when we found one-fourth less four fathoms. The soundings were again taken and only three and half fathoms were found. The Gunner hauled the line in—and it was only then the Captain came on deck, for the first time; and ordered the helm to be put down. The sails were thrown aback and the vessel could not come round. She bumped three times and stuck fast. This took place five miles to the southward of the Cuddalore Flagstaff. We passed the line of Dhonies that were anchored in the Cuddalore roads, and advanced in shore of them. I have been on board only for five days, viz., from the day I shipped in Madras to the day the vessel grounded. I saw the Captain on two occasions drunk. I say so, because he could scarcely walk. He used to stumble after the manner of a drunken man. When in this state he becomes very abusive and strikes the Lascars. When sober he is quiet. The Gunner was quite sober when heaving the lead with me, and noting the soundings

Attempts were made to get the vessel off, but did not succeed. Two days afterwards she parted.

The above deposition of Francesco, was taken on solemn affirmation on the day and year first above mentioned; the contents having been explained by the sworn Interpreter.

Before us,
(Signed) T. G. CLARKE,
Magistrate of Police.
(„) J. B. CROWTHER,
Ag. Dpy. Master Attendant.

× The mark of Francesco.

Madras to wit. } The examination of Sadoo a Ship Lascar, late of the British Barque "Alert," taken on solemn affirmation before me Thomas George Clarke, Esquire, one of Her Majesty's Justices of the Peace, and Magistrate of Police for the Town of Madras aforesaid; and also before Captain Jonathan Booth Crowther, Acting Deputy Master Attendant of Madras aforesaid, this 21st day of November, in the year of our Lord 1861.

The said Sadoo saith as follows:—

I am a Mahomedan. I have been five years Ship Lascar. I shipped as Lascar in Penang, on board the Barque "Alert," about fourteen days after the last Mohorum corresponding with 24th July 1861, Captain Price was Commander, Mr. Cochrane was Chief Mate. We had bad weather between Penang and Madras. We lost some sails. I fell into the sea when I was on the flying jibboom. The jibboom broke. I do not know how many days we were in Madras. We sailed for Nagore. We did not get to Nagore. We were wrecked near Cuddalore during the day about half past one o'clock. When the ship grounded, I saw the Captain come on deck rubbing his eyes as if he had awakened from sleep. I know the Captain drinks. I saw him drunk seven times from the time we sailed from Penang to the day we got to Cuddalore. I know when he is drunk, he then brings a stick and strikes those that don't understand their work. The Gunner was heaving the lead when the vessel grounded. The Gunner drinks when he can get liquor. He is a drunkard, but he was sober when heaving the lead. I was about nine or ten feet from him at the time.

The above deposition of Sadoo, was taken on solemn affirmation on the day and year first above mentioned; the contents having been explained by the sworn Interpreter.

Before us,
(Signed) T. G. CLARKE,
Magistrate of Police.
(Signed) J. B. CROWTHER,
Ag. Dy. Master Attendant.

× The mark of Sadoo.

Madras to wit. } The examination of Moonsoor Ally a Ship Lascar late of the British Barque "Alert," taken on solemn affirmation before me Thomas George Clarke, Esquire, one of Her Majesty's Justices of the Peace, and Magistrate of Police for the Town of Madras aforesaid; and also before Captain Jonathan Booth Crowther, Acting Deputy Master Attendant of Madras aforesaid, this 21st day of November, in the year of our Lord 1861.

The said Moonsoor Ally saith as follows:—

I am a Mohomedan and ship Lascar. I shipped on board the Barque "Alert" in Penang about three and half or four months ago. The Commander's name is Price. The Captain is given to drink much liquor. I have seen him drunk. I say I saw him five times drunk from Penang to Madras and twice from Madras to the time the vessel was wrecked at same distance from Cuddalore. I know when the Captain is drunk because he does not walk the deck steadily, and he also goes below to sleep. When under the influence of drink he takes a stick and strikes

some of the Lascars. I was never struck. I did not see the Captain on the day on which the vessel grounded. I saw the Chief Mate Mr. Cochrane on that day. I never saw him drunk. The Gunner will drink if he could get the liquor. I saw Secunnee Francesco in the chains heaving the lead when the vessel grounded. The Gunner was standing near the Secunnee. The Gunner was making a sail and was quite sober.

The above deposition of Moonsoor Ally was taken on solemn affirmation on the day and year first above mentioned, the contents having been explained by the sworn Interpreter.

Before us,
(Signed) T. G. CLARKE,
Magistrate of Police.
(Signed) J. B. CROWTHER,
Ag. Dy. Master Attendant.

+ The mark of Moonsoor Ally.

Madras to wit. } The examination of Mahomed alias John, Secunnee of the late British Barque "Alert," taken on solemn affirmation before me Thomas George Clarke, Esquire, one of Her Majesty's Jutices of the Peace and Magistrate of Police for the Town of Madras aforesaid; and also before Captain Jonathan Booth Crowther, Acting Deputy Master Attendant of Madras aforesaid, this 22nd day of November, in the year of our Lord 1861.

The said Mahomed alias John saith as follows:—

I am a Malay and am a Secunnee, I have been fifteen years at sea. I shipped in Madras on board the Barque "Alert." About seven days after I shipped the vessel was wrecked near Cuddalore. She grounded about one o'clock in the day. There was very fine weather at the time. I was on the poop about twelve at a noon working at a sail. I heard the Secunnee cry out five fathoms to the Chief Mate. I saw the Chief Mate go below and return. The Secunnee then gave four fathoms. The Mate went down again and returned. The Secunnee than gave three and half fathoms. The Mate went down again. When in three fathoms the Captain came on the poop and ordered the helm to be put down. The sails became aback, the vessel would not come round, and she grounded, and did not come off again. Anchors were carried out astern. The vessel could not be hove off. The next day we began to get out the cargo. We all came ashore. I know the Captain drinks at twelve o'clock. I never saw him drunk.

The above deposition of Mahomed alias John was taken on solemn affirmation on the day and year first above mentioned, the contents having been explained by the sworn Interpreter.

Before us,
(Signed) T. G. CLARKE,
Magistrate of Police.
(Signed) J. B. CROWTHER,
Ag. Dy. Master Attendant.

× The mark of Mahomed alias John.

Madras to wit. } The examination of Abdoollah, Syrang of the late British Barque "Alert," taken on solemn affirmation before me Thomas George Clarke, Esquire, one of Her Majesty's Justices of the Peace, and Magistrate of Police for the Town of Madras aforesaid, and also before Captain Jonathan Booth Crowther, Acting Deputy Master Attendant of Madras aforesaid, this 22nd day of November, in the year of our Lord 1861.

The said Abdoollah saith as follows:—

I am a Mahomedan and Ship Syrang. I have been at sea twenty-two years. I shipped on board the Barque "Alert" about two and half months ago in Penang. The vessel came from

Penang to Madras. She remained only three days in the roads and then sailed for Nagore. About five days after we sailed, there not being much wind. One day after we took [illegible] ood, the Chief Mate ordered me to make a stopper for the anchor. I was busy making [illegible] pper. At twelve at noon, on that day, the vessel came towards the land. At noon the C[illegible] me on deck and took the sun and then went below. The Chief Mate was on deck. [illegible] the Gunner cry out to the Mate six fathoms and then five fathoms. The Mate desired [illegible] o see all clear for going about. I made all ready. Orders were given to about ship. The [illegible] tain came up and ordered to put down the helm. The Ship would not turn and ran aground. I know the Captain—he drinks little and little, but I never saw him drunk. He used to strike the Lascars to make them work.

The above deposition of Abdoollah was taken on solemn affirmation on the day and year first above mentioned, the contents having been explained by the sworn Interpreter.

Before us,
(Signed) T. G. CLARKE,
Magistrate of Police.
(„) J. B. CROWTHER,
Ag. Dy. Master Attendant.

+ The mark of Abdoollah.

Madras } to wit. } Supplementary examination of Abdoollah, taken on solemn affirmation this 25th day of November, in the year of our Lord 1861.

The said Abdoollah saith further as follows:—

On the day the vessel grounded, I was at my post forward. I only heard the Gunner cry out to Chief Mate first six fathoms, and then five fathoms. I do not know whether the Gunner called out again. I was at a distance. Unless I paid particular attention, I could not hear at the place I was working. I was very busy at that time, the vessel being in danger.

The above supplementary deposition was taken on solemn affirmation on the day and year first above mentioned.

Before us,
(Signed) T. G. CLARKE,
Magistrate of Police.
(„) J. B. CROWTHER,
Ag. Dy. Master Attendant.

+ The mark of Abdoollah.

Cuddalore, } to wit. } The examination of George A. Hearn, Gunner of the late British Barque "Alert," taken an oath before me George Ellis, Esq., a Justice of the Peace, this 25th day of November, in the year of our Lord 1861.

The said George A. Hearn saith as follows:—

I was Gunner on board the "Alert," Commanded by Captain Price, and Mr. Cochrane was Chief Officer. When the Barque "Alert" struck, I was employed in heaving the lead, the last cast I took before she struck was 3 fathoms—about 5 or ten minutes after taking the last cast she struck. I had the watch, the Mate was on deck. I had taken the responsibility of heaving the lead upon myself, I received no orders to do so. We were getting close in shore before heaving the lead; when I first cast the lead, the depth of water was ¼ less 6. Both the Mate and Captain were then in the Cabin. When the Mate came out he told me to call out loud in order that the Captain might hear what water we had. There was a Barque lying at anchor in the roads and our ship was inside of her, when I took the first cast of the lead. The Captain did not follow the Mate on deck immediately. Captain made no answer as I called out the soundings, I called out to the Mate "why don't you put the ship about," are you going to run her ashore?" the Mate answered he "could not go against Captain's orders." When I called out by the mark 3 fathoms,

Captain came out and told the man at the wheel to put his helm down, he did so, and the ship immediately struck; there were no preparations made for letting down the anchor except arranging the cable. The Mate had the watch before 12 o'clock. Both the Captain and the Mate took observations at noon, after which they went down below, leaving me on deck, giving me no instructions; when the observations at noon were taken, I should say that we were about 3 miles off the shore, at this time we had set the spanker, fore and maintop gallant sails, fore and maintop sails, fore and main courses, jibs, foretop mast stay sail and mizen topmast stay sail. We had been under this canvass all the way from Madras. To the best of my recollection I should think the wind was S.S.E. I shipped on board the Barque Alert at Penang, I think in August, but not having my papers about me to refer to I cannot say on what date. I never before this sailed with Captain Price. I did not take my meals in the cabin, but I had my meals from the Captain's table. I cannot say whether the Captain was sober or not at the time the ship struck, he appeared perfectly sober at 12 o'clock. For the first fortnight of the voyage from Penang, I hardly saw the Captain during the day or night, I can't say during that time whether he was drunk or sober. I never saw the Captain drunk, nor ever saw him the worse for liquor. I don't know how the Captain was employed when I went to the skylight to report that the cast of the lead was quarter less six. I did not see him. When the ship struck, she was inside the surf. I believe the cargo was beetel-nut and rattan. She was deep in the water. I believe drawing 12 or 13 feet forward. She was a little by the stern. There was little or no surf when she struck, and a moderate breeze. We were going about three knots an hour.

(Signed) GEORGE A. HEARN,
Late Gunner of the Barque "Alert."

Taken on oath before me this 25th day of November 1861.

(Signed) GEORGE ELLIS,
Justice of the Peace.

Cuddalore, } to wit. } The examination of John Pugh, Esquire, a Merchant residing in Cuddalore, taken on oath before me George Ellis, Esquire, a Justice of the Peace, this 25th day of November, in the year of our Lord 1861.

The said John Pugh saith as follows:—

When at my office in old Town Cuddalore on the day the "Alert" was wrecked, I was informed that an English ship was on shore. The topmasts of the Vessel were pointed out to me from where I was standing near the river, a little to the south of the Custom House.

Shortly after I was informed of the wreck, I went to the Flagstaff to get a better view of the ship. From that spot I could see all that was going on, some of the sails were unfurled and sailors were employed on the rigging. The ship was about two miles south of the Flagstaff and near the shore in the surf with her head towards the land and as far as I was able to judge from the the Flagstaff the ship had not, at that time, commenced breaking up, the weather was clear in the morning with a good breeze from the sea towards the land. The time I was at the Flagstaff was about 2 to 3 o'clock in the afternoon. The weather continued fair the whole of the afternoon. I was much struck at such an unusual occurrence of a ship coming on shore in such very fine weather with a breeze towards the shore.

At the time there was a large native ship, and other Dhonies at anchor in this port, and those on board the "Alert" must have seen the native craft at anchor, off the Faigstaff.

(Signed) J. PUGH.

Taken on oath before me this 25th day of November 1861.

(Signed) GEORGE ELLIS.
Justice of the Peace.

Log of the Barque "Alert," W. B. Price Commander, lying in Madras Roads, 1861.

H.	K.	F.	Courses.	Winds.	Lee Way.	Remarks, Thursday, October 3rd.
2	4		N. W. N.	South.		A. M., 4 h. Anchored in 13½ fathoms with Port bower in Madras Roads.
4	4		,,	,,		Veered to 50 fathoms cable and furled sails. Light bearing W. b. S., vessel in want of water, provisions and sea stores.
6			,,			
8			,,	Calm.		P. S. every 2 hours.
10			,,	,,		Noon—light N. W. breeze and fine.
12			,,	N. W.		Received 4 casks of water.
2			,,	,,		Empd. repairing foretopsail and setting up head stays, &c., 7 passengers went on shore.
4			,,	Calm.		
6			,,	,,		
8			,,	S. S. W.		Midnight—light S. W. breeze.
10			,,	,,		
12				S. W. ...		
						Remarks, Friday, October 4th.
2			,,	N. W.		A. M., P. S. every 2 hours.
4			,,	,,		Empd. setting up main, maintop, top-gallant, royal stays, and back-stays, and repairing for-topsail.
6			A	,,		
8			T. G. C. J. P.	W. N.W.		Received the following Stores on board, *viz.*

12 Bags Rice.	40 Fathom 4 in. E. rope.
2 ,, Dholl.	6 Sheets of Copper.
1 Dubber ghee.	5 Gals. Cocoanut-oil.
2 Coils Coir Rope.	2 Dozen Needles.
24 Skeins S. Twine.	6 Bolts of Canvas.
½ Jar C. Tar.	4 Buckets.
1 Coil spun yarn.	10 Connecting links.
4 lbs. Copper Nails.	
2 Doz. Hamboline.	
2 ,, Seizing.	
6 lbs. Iron Nails.	
1 piece Pump leather.	
1 Coil ratline, 100 fathoms.	

Two Sookahnies joined named Franseiso and John Augustine.

H.	K.	F.	Courses.	Winds.	Lee Way.	Remarks.
10						
12				N. W.		
2						
4				E. N. E.		
6	1 Coil C. 2½ in rope weighing 50 lbs. 1 do. do. 3½ ,, 80 ,,					
8						
10						
12				Calm.		Empd. as forenoon. Midnight calm and clear.
						Remarks, Saturday, October 5th.
1			,,	N. W.		A. M., 4 h. moderate S. W. breezes and fine.
2			,,	West.		5 h. None short made sail. 7 h. weighed and stood to the Southward.
3			,,			
4			,,	S. W.		Empd. stowing the anchors, repairing fore topsail, &c. &c.
5						
6	3		S. b. W.	W. S. W.		1 Bag of Rice. 1 Bag of Dholl.
7	3					
8	3		,,	W. b. S.		1 month's ghee, 35½ lbs.
9	3					
10	3		South.	,,		Noon—light W. b. S. breeze and fine.
11	2					P. S. every 2 hours.
12	2					P. M. { Lat Acc. 12°35′ N. { Long D. R. 80°15′ E.
1	2		S. b. W.	S. E.	½	Employed repairing foretopsail and main top gallant sails, &c.
2	2		,,	,,	,,	P. S. every 2 hours.
3	2		,,	,,	,,	4 h. Light S. E. breeze and fine.
4	2					
5	2					6 h. Tacked to Eastward.
6	2		S. W.	S. E.		8 h. Light southerly breeze and fine.
7	3					
8	3		E. S. E.	South.		
9	4					
10	4		S. E.	S. S. W.		
11	4		,,	,,		
12	4		,,	,,		Midnight—strong S. S. W. breeze and fine.

H.	K.	F.	Courses.	Winds.	Lee way.	Remarks, Sunday 6th October.
1	5	...	S. E. b. S.	S. S. W.	½	A. M. 2 h. M. foretop gallantsail, gaff topsail and staysail—gaff topsail split, unbent it.
2			......	......	1	
3	5					4 h. strong S. W. breeze and fine.
4	5	...	S. S. E.	S. W.	......	P. S. every 2 hours, 6 h. tacked to westward.
5	4					8 h. moderate southerly breeze and fine—9 h. tacked to Southward.
6	4					Employed repairing foretopsail and gaff topsail.
7	3					
8	3	...	W. N. W.	South.	......	Noon—Light westerly breeze and fine.
9	3					
10	3	...	S. S. W.	S. W.	.....	{ Lat. by Obs. 11-57. Acc. 11-53. { Long. D. R. 80-25.
11		3				
12	3	...	S. b. W.	W. b. S.		
						P. M.
1	1	4	S. b. E.	W. S. W.	½	Employed as forenoon.
2	1	4				
3	1	4	......	......	......	4 h. Light W. S. W. breeze and fine.
4	1	4				
5	2					
6	2	...	S. W.	N. W.	......	P. S. every 2 hours.
7	2					
8	2	...	......	......	......	8 h. Light W. N. W. breeze and fine.
9	2					
10	2					
11	2	...	......	......	......	Midnight—Light N. N. W. breeze and fine.
12	2					
						Remarks, Monday 7th, October.
1	3	..	West.	N. N. W.	½	A. M.
2	3					4 h. Light N. N. W. breeze and fine. P. S. every 2 hours.
3	3					
4	3					8 h. Light Northerly breeze and fine.
5	3					
6	3	...	W. N. W.	North.	...	Employed repairing foretopsail, gaff topsail, &c., &c.
7	3					
8	3					
9	2	4				Noon—Light W. S. W. breeze and fine.
10	2					
11	1	4	N. W.	W. S. W.	...	Lat by Ob. 11-4-5.
12	1	,,	,,	,,	...	P. M. about 00-20 hove the lead, found ¼ less 6, about 00-30 put the helm down but the vessel would not stay or steer, the wind being too light and a heavy swell—vessel struck, backed every thing and tried to get her off. 3-30, Part of the crew of a Native vessel came on board to assist us, 4-30 left the vessel but refused to take an anchor out—out Pinnace and veered a kedge and stream anchor astern and tried to heave her off. 4 h. M. Watts and twenty coolies came on board to render assistance but the coolies refused to work and went on shore. Vessel making a great deal of water. Crew at the pumps 8 h. 7 feet 2 inches in well.
1		4	N. W.	,,	¼	
2						
3						
4						
5						
6						
7						
8						
9						
10						
11						
12						4 Catamarans employed, midnight 8 feet 6 inches water in well, water up to the 'tween-decks.

Tuesday, October 8th.

A.M.—Pumps choked, Vessel gradually sinking into the sand. 7 h. Mr. Watts and a gang of Coolies came on board to assist the Crew, sent down. Top gallant yards and masts, unbent all the sails and sent them on shore, sent part of the Cargo on shore, viz., 37 bags, 5 cases, 2 dubbers and 1 bundle. 11 h. Beach Master came down to assist, 50 Coolies and 6 Catamarans employed during the day.

Wednesday, October 9th.

A.M.—Sent down topsails and lower yards, mizzen topmast, gaffs, mizzen rigging, and every thing that was moveable, and sent them on shore; sent part of the cargo on shore, vessel breaking up very fast.

Gave the log book to the Beach Master.

P. M.—The owners of the Cargo came on board and assisted to land some of the Cargo. 3 Catamarans and 20 Coolies employed.

Thursday, October 10th, 1861.

A strong breeze with a heavy surf, sent 60 fathoms of chain cable, mizzen topmast, mizzen rigging, stays and backstays, on shore. Beach Master and 20 Coolies, 2 Catamarans came down at 10 A.M.

Captain sick, went to the Hospital.

Friday, October 11th.

Employed sending on shore fore and main topmasts, rigging, lower stays, jibstay and topmast stays, &c. Strong breeze and heavy surf, found it impossible to work on board.

2 Catamarans and 20 Coolies employed during half the day.

Saturday, October 12th.

Heavy surf and strong breeze, found it impossible to work on board, Crew employed picking up parts of the wreck; sent Peroo, Antony, and Abraham, Lascars, to the Hospital. Beach Master came down at 10 o'clock left at 1 P.M.

Received one bag of rice from Beach Master.

Sunday, October 13th.

Heavy surf and strong breeze, vessel breaking up fast.

(True Extracts.)

(Signed) T. G. CLARKE,
Magistrate.
(Signed) J. B. CROWTHER,
Ag. Dy. Master Attendant

From T. G. CLARKE, Esq., Magistrate of Police, and J. B. CROWTHER, Esq., Acting Deputy Master Attendant; to H. WOOD, Esq., Collector and Magistrate South Arcot, dated 21st November 1861, No. 83.

We have the honor to forward herewith a copy of the Proceedings of the Madras Government dated 16th November 1861 No. 870; and with reference thereto we beg you will do us the favor to examine Mr. John Pugh on oath, a Merchant residing at Cuddalore, as far as he is able to give evidence from his own knowledge of the circumstances which led to the wreck of the British Barque "Alert;" and at the same time, we have also to request the favor of your examining on oath, a seaman named George A. Hearn, late of the Barque "Alert," and now said to be in the employ of the person who bought the wreck. Hearn is said to have been the Gunner on board, and was in the chains, heaving the lead, when the vessel grounded. We deem the evidence of this man, as well as the information, which Mr. Pugh, we believe, will be able to afford, of the utmost consequence to enable us thoroughly to investigate the circumstances which led to the wreck of the Barque. We trust therefore you will excuse us troubling you on this subject. We deem it the best course to pursue, to save time, inconvenience to the individuals, and expense to the State.

We take the liberty to forward two forms of the heading of the examination, which we request you will be pleased to adopt. The examination need not be furnished in an interrogatory form. The Witnesses' statements alone will be sufficient.

(A true copy.)

(Signed) T. G. CLARKE,
Magistrate.
(„) J. B. CROWTHER,
Ag. Dy. Master Attendant.

From T. G. CLARKE, Esq., Magistrate of Police, and J. B. CROWTHER, Esq., Acting Deputy Master Attendant; to H. WOOD, Esq., Collector and Magistrate South Arcot, dated 22nd November 1861, No. 84.

With reference to our letter of yesterday's date, No. 83, we have the honor to request that you will do us the favor in examining the Gunner Hearn to be most particular in your enquiries as to the habits of the Captain, whether temperate or otherwise; also whether the Captain was on deck, or below when the vessel grounded; and if below, how he was engaged to the best of the witness' knowledge and obtain as much detailed information as the witness can possibly give, with reference to the disaster in question.

(True Copy.)

(Signed) T. G. CLARKE,
Magistrate.
(„) J. B. CROWTHER,
Acting Deputy Master Attendant.

From GEORGE ELLIS, Esq., Justice of the Peace, Cuddalore; to T. G. CLARKE, Esq., Magistrate of Police, and Captain J. B. CROWTHER, Acting Deputy Master Attendant, Madras, dated Cuddalore, 25th November 1861.

In the absence of Mr. Wood, the Magistrate, to whom your letters dated 21st and 22nd instant, requesting to examine Mr. Pugh and Gunner Hearn, were addressed, I have the honor to state that I have examined* the two individuals referred to and herein enclose their depositions.

(A true Copy.)

(Signed) T. G. CLARKE,
Magistrate.
(„) J. B. CROWTHER,
Acting Depy. Master Attendant.

* By desire of Mr. Wood.

No. 57. ORDER THEREON, 20th December 1861, No. 428.

Copies of the above letter and of the papers received with it, will be forwarded to the Board of Trade, through the Secretary of State—and likewise, as suggested by Mr. Franklin, to the Governments of Bengal, Bombay, and the Straits Settlements for communication to the Examiners in Seamanship and Navigation at the ports under their control.

(Signed) T. PYCROFT,
Chief Secretary.

No. 58. To the Secretary to the Government of Bengal, dated Fort Saint George, 20th December 1861, No. 429.

I am directed to forward a copy of the Proceedings of this Government of this date, No. , containing the report of the Court appointed under Act I, 1,859, to inquire into the circumstances connected with the loss of the Barque "Alert" near Cuddalore—and to suggest that, with the permission of the Government, the papers may be communicated to the Examiners in Seamanship and Navigation.

(Signed) T. PYCROFT,
Chief Secretary.

The same to the Secretary to the Government of Bombay and the Governor of Singapore, Prince of Wales Island, and Malacca.

Exd. F. Cartledge.

Thomson

No. 3332

Madras
Marine Supdt's Office
2nd December 1861

From

J. J. Franklin Esquire
Superintendent of Marine

To

T. Pycroft Esquire
Chief Secretary to Government
Marine Department
Fort Saint George

Sir

16th Nov. 1861.
No 370.

With reference to the order of Government marginally noted, I have the honor to forward the depositions taken by the Court therein ordered to be aſsembled to investigate the circumstances attending the wreck of the barque "Alert" of 281 tons, stranded about 6 miles south of Cuddalore at ½ past 12 in the day on the 7th October last; together with their opinion, with which I perfectly concur.

2 The weather was fine, the wind was fair for Tranquebar to which port the veſsel was bound, the lead was kept constantly going, and clearly indicated the gradual approach to the beach, yet the Commander

remained below, and made no attempt to alter the course, which was taking him from his destined port, till the vessel was in 3¾ fathoms. The helm was then put down, but it was too late: she refused to obey it and immediately afterwards struck. A grosser instance of carelessness or wilful destruction I have seldom heard of.

3 The Commander, Master Price, has no certificate, although it appears that, as he states, he really did pass at Liverpool in 1854 as an ordinary Master. I therefore suggest that the opinion of the Court and the evidence taken should be sent home to the Board of Trade, and that the papers likewise be forwarded to the Governments of Bengal, Bombay, and the Straits, with a view to their being communicated to the Examiners in Seamanship and Navigation at the ports under their control.

I have the honor to be
Sir
Your Most Obedt. Servant

J J Franklin

Superintendent of Marine

Compd. W.S.

No. 91

[illegible]

Madras Town Police Court
29th November 1861.

From
J. G. Clarke Esquire
Magistrate of Police
&
Captain J. P. Crowther
Ag Depty Master Attendant

To
J. J. Franklin Esquire
Superintendent of Marine

Sir,

With reference to your letter to Government, reporting the wreck of the Barque "Alert," near Cuddalore, and the order of Government thereon, under date the 16th Instant No. 370, Marine Department; we have the honor to state that agreeably to the Provisions of Act 1 of 1859, Sections 100 and 101, we investigated into the circumstances which led to the wreck of the Barque:–

We did not deem it expedient to examine the Commander of the Barque, Master Price, upon Oath – but you will observe from his Examination, herewith forwarded, we obtained from him, in the first instance, all the information necessary to enable us to pursue the investigation further.—

With the Captain's Examination, we beg to forward herewith the Depositions of the several witnesses, noted in the Margin.* The first six witnesses being in Madras, were examined by ourselves. the two last Vizt. Hearn and Pugh being at Cuddalore; and as we were unwilling to put the Government to the expense of requiring their attendance here, we applied to the Magistrate there to examine them. Their Depositions were received only yesterday, hence the unavoidable delay. Copies of our letters to the Magistrate and reply are annexed.

* Thomas Cochrane
Chief Mate
Barque "Alert."
Francesco
Seacunnee,
Sadoo
Lascar
Moonsawally
Lascar
Mohamed alias
John – Seacunnee
Abdollah
Syrang –
G. A. Hearn
Gunner,
Mr J. Pugh
Merchant Cuddalore

A Copy of the Log of the late Barque "Alert", Commencing from the date of her arrival at Madras from Penang, up to the time when she began to break up, after being wrecked, is also forwarded.

After a careful consideration of all the Circumstances recorded in the Statement of the Commander, and Depositions, it is evident that when the Vessel grounded the weather was fine, and the

wind

wind light.— At Noon she was close in with the land, and was then steering N. W. with W. S. W. wind, which for a Ship bound to Nagore, from the Northward, that Port being her intended destination, was a losing tack.— No particular orders were given to the Gunner on his taking charge of the Deck, though the soundings obtained by him, were duly reported; yet no sufficient Notice was taken of them. In working along this Coast, it is not usual to stand in under at least Eight fathoms, inorder to allow for the risk of missing Stays, owing to the ground swell; and then in such Cases every one should be at their Stations ready for tacking immediately. In the present instance, after obtaining less than Six fathoms, the Commander continues the same Course; and it will be seen from his Examination, that he tells us that he had taken his Chart and Compasses inorder to ascertain how much nearer to the land he might stand in; but if he had been at his proper Post

a

a single glance at the land must have convinced him of the immediate necessity of changing the Vessel's direction. He does not even seem to have regarded the succeeding warnings that the water was fast shoaling. We would here beg to draw attention to the Gunners' exclamation to the Chief Mate "Why "don't you put the ship about — are "you going to run her ashore". the Mate answered he "could not "go against Captains orders". It is noted in the Log that the Vessel was pumped out every two hours for some period previous to her wreck. Doubtless she did leak to a certain extent; but certainly not sufficiently to create any alarm, or to justify her being unlawfully run ashore, in order to save life and Cargo, though it might offer a temptation to get rid of her in a seemingly unavoidable manner. There is no proof that the Commander was inebriated or incapable of proper action at the time, but his conduct in the whole matter seems certainly most

unaccountable

[illegible]

unaccountable.– All available means appear to have been adopted to get the Vessel afloat again.–

From the foregoing, as well as the following reasons, and from the Depositions of the several witnesses, we beg to submit, as our deliberate opinion, that the loss of the Vessel is entirely attributable to the very culpable negligence and carelessness of the Commander, Master Price.– It is evident that he was below in the Cabin, without having previously given proper and definite orders, when it was decidedly his duty to remain on Deck, seeing that the Vessel was close to the land, and standing in towards it. He even continued to keep on the same tack after soundings had been reported to him, which should have resulted in instant orders for going about, or wearing ship, and further persisting on the same course, until the Vessel had attained to such shallow water as actually to take the ground when the Helm was at last put down. This fact is placed beyond doubt by the Combined testimony of the Chief Officer, the Gunner and the Secunnee — the two latter having been engaged in heaving the lead when the V[illegible] grounded it.—

We have the honor to be,
Sir
Your Most Obedient Servts,

W Clarke

Magistrate of Police

JH Crowthers

Ag Depty Master Attendant.

From
T. G. Clarke Esquire
Magistrate of Police
and
Captain J. B. Crowther
Ag Deputy Master Attendant

Dated 29th November 1861

Forwarding Proceedings of the Investigation into the Circumstances which led to the wreck of the British Barque "Alert" &c. near [illegible]

[illegible] 16th D
No 417

5(1)

Madras
to wit }

The Examination of Waster Price, Commander of the late British Barque Alert, taken before me Thomas George Clarke Esquire, One of Her Majesty's Justices of the Peace, and Magistrates of Police for the Town of Madras aforesaid; and also before Captain Jonathan Booth Crowther, Acting Deputy Master Attendant of Madras aforesaid, this 21st Day of November in the year of our Lord 1861.

The said Waster Price saith as follows.

I was Commander of the British Barque "Alert" Tonnage 281. The Managing Owners are May Pickford & Co. Merchants in Calcutta. I have been at Sea for the last Twenty one years. I first went to Sea in November 1840. To the best of my recollection I passed at Liverpool as Master in 1854. I lost my Certificate. I first came out to Calcutta in 1842. Since then I made four or five Voyages to Calcutta. I became Chief Mate in 1844. I have been on the Coromandel Coast for

about fourteen or fifteen times as Mate and Commander - I obtained the Command of the Alert in Rangoon - in 1857. Since I got Command, the Vessel was employed in the Coasting Trade - chiefly from Calcutta to the Straits. Sometimes my Crew consisted of Twenty two or Twenty three hands. On the 28th Day of August 1861, the Vessel sailed from Penang, freighted chiefly with Betel Nut, Rattan, China Crackers and Bales of Mats. I have no idea as to the value of the Cargo - I believe a part of the Cargo was insured. The articles of the Vessel were lost. I produce both the Official Log and the Ship's Log. On leaving Penang, the Crew consisted of - Twenty two hands, viz. a Mate and Gunner - these two were Europeans, and Twenty Lascars. We were bound to Nagore. On the 3rd October 1861, we came to Madras. I was - necessitated to make this Port, - because I had only half a Bag of Rice left. I anchored in the outer Roads. I got a supply of
Rice

Rice and some other Provisions as well as water and sailed for Nagore on the 5th October 1861. I refer to the Entry in the Ship's Log under date 4th October 1861, now marked A. We met with no bad weather. The wind was variable blowing chiefly from South West to North west. Two days after sailing from Madras, the Vessel was standing into the land about 1/2 past 12, after Noon. The Mate, Mr Cochrane, called out we are in Six fathoms, I think I said that we could stand on a little longer. I then took my Compasses to calculate how far she was off. - Next call I heard was 5 1/2 fathoms. I ordered the Helm to be put down at once, the vessel missed stays. After stopping some little time I threw - every thing aback to bring her round by a stern Board. She could not come round, and the Vessel having taken the ground I got my small Anchor out to heave her off by the stern. While this was being done, a Crew of a Native Vessel came to help us
After

After this a Mr Watts flag Staff Serjeant came on Board with two or three Catmarans. The first thing he asked, whether I had any money on Board. I said I had got a little to help the ship off. This is all the assistance I got there. They refused to take the Bower Anchor. They left us. The Ship's Pinnace got a drift. The vessel grounded about five Miles off Cuddalore on the 7th October 1861, about Ten or Fifteen Minutes after the Helm was put down. She had about Eight feet of water in her Hold when we came to sound her. Some hands I kept at the Pumps, and the others were employed in trying to heave the vessel off. I found the Pumps got Choaked, and I felt satisfied that if I got the Vessel off, she would sink. We then furled all sails, by this time it was night. The Vessel rapidly filled with water, and about 10 o'Clock that Night, the water got above her lower Beams. We could do no more that Night. Long before day light, the ship was quite full of water. A tremendous surf was beating over the ship. We endeavoured to save as much cargo as we could. We continued working all that day going to and from the ship having made Tents on the Beach; and about five days afterwards, the Vessel parted right in the center. but we continued to work every day, so long as we could get Catmarans & Coolies, which we seldom could get. We could scarcely get assistance. The vessel had become a total wreck. I gave Notice to the Collector of South Arcot. The second day after we grounded, the Collector sent us some Peons. I repeatedly applied to the Superintendent of Sea Customs at Cuddalore for assistance. He told me he could not get Coolies. The wreck and all the Cargo after having been advertised in the South Arcot Gazette, was sold by auction, by a Mr Kief, for the benefit of all concerned. The amount realized, to the best of my recollection, was Rupees Three thousand and two hundred, which was paid to me, after deducting Commission and necessary expences. On the day of the wreck, I had no intention of going into Cuddalore. The wind was from west south west and was steering North west, standing close in shore, making short tacks. I had a man in the Chains. I saw some Vessels at Anchor, but I cannot say in what depth of water. On the sounding being given me, I took my Compasses and Chart. The latter was spread on the table according to my custom. I was below at the time when the Vessel was standing in with the land. It was the gunner's watch at the time. I gave no particular orders before I went below. We had a very rough passage from Penang

Penang

Penang to Madras loosing sails. the Vessel also becoming leaky, making about two and half to three inches water per hour.

The above Examination of
Master Price, was taken
on the Day and Year
first above mentioned

Before us

T. Clarke
Magistrate of Police

H. Crowther
Ag. Deputy Master Attendant

J. W. Price
Commander

Madras
to wit }

[illegible]

The Examination of Thomas Cochrane Chief Mate of the late British Barque "Alert" taken on Oath before me Thomas George Clarke Esquire one of Her Majesty's Justices of the Peace and Magistrates of Police for the Town of Madras aforesaid; and also before Captain Jonathan Booth Crowther acting Deputy Master Attendant of Madras aforesaid this 21st Day of November in the Year of Our Lord 1861

The said Thomas Cochrane saith as follows.

I was Chief Mate of the late British Barque Alert. On the 7th August 1861 I joined the Vessel in Penang. Captain W. Price was Commander. I was at Sea for about ten years. I became Mate about two years ago. I hold a Certificate of Service as such which I now produce. We sailed from Penang bound to Nagore on the 28th August 1861 with a Cargo consisting chiefly of Beetle Nut Rattans, Mats and China Crackers. The crew consisted of about twenty three or twenty four hands "all told". The Carpenter, the Gunner and myself were the only Europeans on Board. the others were Lascars. We had rather a rough passage from Penang to Madras — lost a few sails. We came to Madras on the 3d October 1861 to furnish ourselves with Ships Stores and provisions of which we had run short. We anchored in thirteen and half fathoms in the Outer Roads. Two days after Viz: on the 5th October 1861 we sailed for Nagore. Nothing particular occurred till the 7th October about twenty Minutes past Noon on that day I was working sights in the fore Cabin. The gunner went into the Chains. He cried out quarter less six fathoms. I went immediately and called the Captain. He said to the best of my recollection, "hold on I will be out immediately", or words to that effect. I was in a great hurry. I went on deck. The Captain followed immediately and ordered the helm to be put down. the wind was light and baffling, the Vessel missed Stays. By that time we had every thing aback. I tried to back her off. She would not go off. We then got her Pinnace Used a kedge and

Stream

Stream Anchor a good distance astern and tried to heave her off. About five or ten Minutes after the gunner cried out quarter less six fathoms, the Vessel grounded about five and half Miles south of Cuddalore. We were heaving away, about three or half past three, when a crew of a Native Vessel Came on Board to assist us. We wanted them to take an Anchor out but they refused and went away. a Mr Watts Flag Staff Sergeant Came on Board with twenty Coolies. We gave them a Coil of Rope to make a Couple of Catamarans fast, they did not do it. They went ashore. We knocked off working on the wreck. About the 22d October the Vessel parted right in the center and became a total wreck on that day or during that night. The wreck was sold with the Cargo by Auction. In the mean time we did all we Could to save the Cargo as much as possible. I have been sailing with Captain Price for about two and half Months. I never saw him under the influence of liquor.

We had a small quantity of Spirits on Board as well as some Beer. I have seen the Captain take his usual glass of Grog at Noon and Eight O'Clock at Night. Sometimes in bad weather I used to take a glass with the Captain. The gunner whose name is Hearne used occasionally to have a glass of Grog served him. He is a hard drinking Man and cannot be depended on. We were standing into the land when the gunner went into the chains to heave the lead. We had no soundings previously. The Captain was below at the time. He was working the sights in the after Cabin. He gave no particular orders before he went below. I do not know why the Captain stood so long into the land on the tack he did. The gunner was heaving the lead the whole time as hard as he Could from the time of his taking the first Cast. On the passage from Penang the Vessel used to make water from one to two and half inches in an hour according

according to weather. She used to be pumped every two hours. All plain sail was set at the time of the accident. I saw some Dhonies and a Native Barque anchored at Cuddalore North of us but we did not appear to have been in shore when we took the first soundings. I desire to add that the gunner was perfectly sober when he went to the chains to heave the lead

ThoCochrane
Late 1st Off. Bg "Alert"

The above Deposition of Thomas Cochrane was taken and sworn on the day and year first above mentioned.
Before us
C. Lacadee
Magistrate of Police

J. Crowther
Ag Dy Master Attendant.

12

Golden Boosein

Supplementary Examination of Thomas Cochrane taken on Oath this 25th day of November in the year of Our Lord 1861

The said Thomas Cochrane saith further as follows.

In my Examination in chief under date the 21st November Instant, I said the Gunner first cried out quarter less six fathoms. I then went below to the Captain; but I must now state that by the time the Captain came on deck the Vessel got into quarter less four fathoms. It was after this she grounded, and until she was ashore the lead was kept agoing. Quarter less four fathoms was the last call when we grounded. I went round myself and hove the lead to see how much water there was round the Vessel. I found about fourteen feet aft. The helm was not put down until the last Soundings, West quarter less four fathoms.

The above Supplementary Deposition of Thomas Cochrane was taken and sworn on the day and year first above mentioned.

Before us

W. Macadie.

Magistrate of Police

W. B. Crowther

Actg. Master Attendant

Thos. Cochrane

Late Chief Offr.

Bq. "Alert"

Madras }
to wit. }

The Examination of Francesco, Secunnee, of the late British Barque "Alert", taken on Solemn affirmation, before me Thomas George Clarke Esquire, One of Her Majesty's Justices of the Peace, and Magistrates of Police for the Town of Madras aforesaid; and also before Captain Jonathan Booth Crowther, Acting Deputy Master Attendant of Madras aforesaid, this 22nd Day of November, in the year of our Lord 1861.

The said Francesco, saith as follows.—

I am a Malay. I shipped in Madras as a Secunnee on the Barque "Alert", bound to Nagore, a little more than a Month ago. I have been a Lascar and Secunnee for about Thirteen years. The day before the Barque grounded, it blew rather fresh. The Vessel stood out to sea — the next day we tacked towards shore again. At about 11 o'Clock in the forenoon the Vessel was near the land.

I was then employed in sewing a Sail. At Noon the Captain took an observation. Eight Bells then struck. The Captain then went below. He desired the Chief Mate to heave the lead now, & the Gunner gave me the lead, and stood by me, and noted the depth. At first there was no bottom at ten fathoms. Again the Soundings were taken, and six fathoms were obtained. The Gunner reported it to the Chief Mate. The Mate went into the Cabin, and returned immediately, and desired me to heave the lead quick, when five and half fathoms were obtained. The Chief Mate again went into the Cabin and returned; and ordered to heave the lead quick, when one fourth less five fathoms, were obtained. The Gunner then took the lead from my hand, and took the Soundings himself, which gave four and half fathoms. The Mate again returned to the

Cabin

Cabin, when we found one fourth less four fathoms. The soundings were again taken and only three and half fathoms were found. The Gunner hauled the line in, and it was only then the Captain came on Deck, for the first time; and ordered the Helm to be put down. The sails were thrown aback and the Vessel could not come round. She bumped three times, and stuck fast. This took place five Miles to the Southward of the Cuddalore Flag Staff. We passed the line of Dhonies that were anchored in the Cuddalore Roads, and advanced in shore of them. I have been on Board only for five days, viz: from the day I shipped in Madras to the day the Vessel grounded. I saw the Captain on two occasions drunk. I say so, because he could scarcely walk. He used to stumble after the Manner of a drunken Man. When in this state he becomes very abusive

and

strikes the Lascars. When sober he is quiet. The Gunner was quite sober when heaving the lead with me, and noting the soundings. —

Attempts were made to get the vessel off, but did not succeed. Two days afterwards she parted.—

The above Deposition of Francisco, was taken on solemn affirmation on the Day and year first above mentioned; the contents having been explained by the sworn Interpreter.

Before us

T. G. Clarke.

Magistrate of Police

J. B. Crowther

Ag. Depty Master Attendant.

The $\overset{\text{mark}}{+}$ of Francisco

Madras }
to wit — }

Examination

The Examination of Sadoo a Ship Lascar, late of the British Barque "Alert," taken on Solemn affirmation before me Thomas George Clarke Esquire, one of Her Majesty's Justices of the Peace and Magistrates of Police for the Town of Madras aforesaid, and also before Captain Jonathan Booth Crowther, Acting Deputy Master Attendant of Madras aforesaid, this 21st Day of November, in the year of our Lord 1861.

The said Sadoo saith as follows.—

I am a Mahomedan. I have been five years Ship Lascar. I shipped as Lascar in Penang, on Board the Barque "Alert," about fourteen days after the last Moharum Corresponding with (24th July 1861,) Captain Price was Commander. Mr Cochrane was Chief Mate. We had bad weather between Penang and Madras. We lost some sails. I fell into the

Sea when I was on the Flying
Gibboom. The Gibboom broke.
I do not know how many days we
were in Madras. We sailed
for Rangoon. We did not get
to Rangoon. We were wrecked
near Cuddalore during the
day about half past one o'Clock.
When the ship grounded, I saw the
Captain come on Deck rubbing
his eyes as if he had awakened
from sleep. I know the Captain
drinks. I saw him drunk seven
times from the time we sailed from
Penang to the day we got to
Cuddalore. I know when he is
drunk, he then brings a Stick and
Strikes those that don't understand
their work. The Gunner was heaving
the lead when the Vessel grounded.
The Gunner drinks when he can get
liquor. He is a drunkard, but he
was sober when heaving the lead. I
was about Nine or ten feet
from

from him at the time.—

The above Deposition
of Sadoo, was taken on
Solemn affirmation on
the Day and year first
above mentioned, the
Contents having been explained
by the same Interpreter

Before us

T.L.Carter
Magistrate of Police

H Crowther

Agg. Depty Master Attendant

The mark X of Sadoo

17 (26)

Madras
to wit }

Angus Jinks

The Examination of Moonsoor Ally a Ship Lascar late of the British Barque "Alert" taken on Solemn Affirmation before me Thomas George Clarke Esquire one of Her Majesty's Justices of the Peace and Magistrates of Police for the Town of Madras aforesaid and also before Captain Jonathan Booth Crowther acting Deputy Master Attendant of Madras aforesaid this 21st Day of November in the year of Our Lord 1861

The said Moonsoor Ally saith as follows-

I am a Mohomedan and Ship Lascar- I shipped on Board the Barque "Alert" in Penang about three and half or four Months ago- The Commander's name is Price- The Captain is given to drink much liquor- I have seen him drunk- I say I saw him five times drunk from Penang to Madras and twice from Madras to the time the Vessel was wrecked at some distance from Cuddalore- I know when the Captain is drunk because he does not walk the deck steadily and he also goes below to sleep - When under the influence of drink he takes a stick and strikes some of the Lascars - I was never struck - I did not see the Captain on the day on which the Vessel grounded - I saw the Chief Mate Mr Cochrane on that day - I never saw him drunk - The gunner will drink if he could get the liquor - I saw Secannie Francis in the chains heaving the lead when the Vessel grounded - The gunner was standing near the Secannie - The gunner was making a sail and was quite sober -

The above Deposition of Moonsoor Ally was taken on Solemn Affirmation on the day and year first above mentioned the Contents having been explained by the Sworn Interpreter - Before us

His mark X of Moonsoor Ally

T.G. Clarke

Magistrate of Police

J.B. Crowther

Ag. Dy Master Attendant -

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18 (27)

Madras to wit } The Examination of Mahomed alias John Secannie of the late British Barque "Alert" taken on Solemn Affirmation before me Thomas George Clarke Esquire one of Her Majesty's Justices of the Peace and Magistrates of Police for the Town of Madras aforesaid and also before Captain Jonathan Booth Crowther, acting Deputy Master Attendant of Madras aforesaid this 22nd Day of November in the Year of Our Lord 1861

~~Francis~~ Augustinho

The said Mahomed alias John saith as follows -

I am a Malay and am a Secannie - I have been fifteen years at sea - I shipped in Madras on Board the Barque "Alert" - About seven days after I shipped the Vessel was wrecked near Cuddalore - She grounded about one O'Clock in the day - There was very fine weather at the time - I was on the Poop about twelve at Noon working at a sail - I heard the Secannie cry out five fathoms to the Chief Mate - I saw the Chief Mate go below and return - The Secannie

then

Captain came on deck and took the Sun and then went below. The Chief Mate was on deck. I heard the Gunner cry out to the Mate six fathoms and then five fathoms. The Mate desired me to see all clear for going about. I made all ready. Orders were given to about Ship. The Captain came up and ordered to put down the helm. The Ship would not turn and pay around. I know the Captain he drinks little and little, but I never saw him drunk. He used to strike the Lascars to make them work.

The above Deposition of Abdoollah was taken on Solemn Affirmation on the day and Year first above mentioned, the Contents having been explained by the Sworn Interpreter.

Before us

C. Clarke

Magistrate of Police

J. B. Crowther

Ag. Dy. Master Attendant.

Madras
to wit

Supplementary Examination of Abdoollah taken on Solemn Affirmation this 25th day of November in the year of Our Lord 1861

The said Abdoollah saith further as follows.

On the day the Vessel grounded I was at my Post forward. I only heard the Gunner cry out to Chief Mate, first six fathoms, and then five fathoms. I do not know whether the Gunner called out again. I was at a distance. Unless I paid particular attention I could not hear at the place I was working. I was very busy at that time the Vessel being in danger.

The above Supplementary Deposition was taken on Solemn Affirmation on the day and year first above mentioned.

Before us

C. Clarke

Magistrate of Police

J. B. Crowther

Ag. Dy. Master Attendant.

Cuddalore } The Examination of George
to wit } A. Hearn, Gunner of the late
British Barque "Alert", taken
on Oath before me George Ellis Esqr

a ~~Magistrate and~~ Justice of the Peace,
this 25th Day of November, in the
year of our Lord 1861.

The said George A. Hearn
saith as follows.—

I was gunner on Board the "Alert"— Commanded by Captn. Brett & Mr. Cochrane was ch: offr When the Barque Alert struck I was employed in heaving the lead— the last Cast I took before she struck was 3 Fathoms— about 5 or 10 minutes after taking the last Cast she struck.— I had the watch— the mate was on deck I had taken the responsibility of heaving the lead upon myself I received no orders to do so.— we were getting close in shore before heaving the lead— when a first Cast the lead, the depth of water was ¼ less 6. Both the mate and Captain were then in Cabin. When the mate came out he told me to call out lead in order that the Captn. might hear what water we had— There was a Barque lying at Anchor in the Road and our Ship was within

George Green

George Green

of her when I took the first cast of the lead — The Captn did not follow the mate on deck immediately — Captn made no answer as I called out the soundings. I called out to the mate "why don't you put the ship about" "Are you going to run her ashore" the mate answered he "could not go against Captns orders." When I called out by the mark 3 the Captn came out and told the man at the wheel to put his helm down — he did so — and the ship immediately struck. There were no preparations made for letting down the anchor or arranging the cable — The mate had the watch before 12 o'clock — Both the Captn and the mate took observations at noon — after which they went down below — leaving me on deck, giving me no instructions — when the observations at noon were taken, I should say that we were about 3 miles off the shore — at this time we ~~had~~ set the Spanker — fore and main T Gallant sails — fore & main top sail — fore and main course — Jib — fore top mast stay sail and Mizen top mast stay sail

We had been under this canvass all the way from Madras — to the best of my recollection I should think the wind was S.S.E. I shipped on Board the Barque Albert at Penang — I think in August, but not having my papers about me to refer to I ~~ca~~ cannot say on what date — I never before this sailed with Captn Price — I did not take my meals in the Cabin — but I had my meals from the Captn's table. I cannot say whether the Captn was sober or not at the time the ship struck he appeared perfectly sober at 12 o'clock — For the first fortnight of the voyage from Penang I hardly saw the Captn during the day or night. I can't say during that time whether he was drunk or sober — I never saw the Captn drunk, nor ever saw him the worse for liquor — I don't know how the Captn was employed when I went to the skylight to report that the cast of the lead was ¼ less 3. I did not see him — when the ship struck — she was inside the surf — I believe the Cargo was Betel nut and Rattan — I ~~[illegible]~~

she was deep in the water - I believe drawing 12 or 13 feet forward - She was a little by the Stern - There was little or no swell when she struck, and a moderate breeze - we were going about 3 Knots an Hour -

George A. Hea
Late Gunner
the Barque A

Taken on Oath before me this 25th day of Novr. 1861 -

Gavin Ellis
Justice of the Peace -

Cuddalore
to wit —

The Examination of John Pugh Esquire, a Merchant residing in Cuddalore, taken on Oath before me Gavin Ellis Esqr. a ~~Magistrate and~~ Justice of the Peace, this 25th Day of November, in the year of our Lord 1861.

The said John Pugh saith as follows.—

When at my office in Old Town Cuddalore on the day the "Alert" was wrecked, I was informed that an English ship was on shore. The top masts of the vessel were pointed out to me from where I was standing near the ~~Road~~ River, a little to the South of the Custom House.

Shortly after I was informed of the wreck, I went to the Flag staff to get a better view of the ship. From that spot I could see all that was going on, some of the sails were ~~tied up~~ unfurled, and Sailors were employed on the rigging. The ship was about 2 miles South of the Flag staff and near the shore in the ~~[illegible]~~ surf with her head towards the land, and as far as I was able to judge from the Flag staff the ship had not, at that time, commenced breaking up - the weather was clear in the morning, with a good breeze from the sea towards the land.

the same time at the Flag Staff was about 2 to 3 o'clock in the afternoon – The weather continued fair the whole of the afternoon. I was much struck at such an unusual occurrence as a ship coming on shore in such very fine weather with a breeze towards the shore. –

At the same there was a large Native ship, and other Dhonies at anchor in this Port, and those on Board the "Alert" must have seen the Native Craft at Anchor, off the Flag Staff

Lugh

Taken on oath before me this 25th day of November 1861.

Justice of the Peace. –

Log of the Barque Alert. W. B. Price Commander lying in Madras Roads 1861. –

Ragavalao

H	K	F	Courses	Winds	Lee Way	Remarks Thursday Octr 3rd
2	4		N West	South		A.M. 4h Anchored in 13½ fths with Port bower in Madras Roads.
4	4		"	"		Veered to 50 fth Cable and furled sails. Light
6			⚓			breezes W & S. Vessel in want of water provisions and Sea Stores.
8			"	Calm		P.S. every 2 hours.
10			"			Noon. Light N.W. breeze and fine.
12			"	N.W.		Recd 4 Casks of water.
2				"		Empd repairing Fore topsail
4			"	Calm		and Setting up head stays &c. 7 passengers
6						went on shore.
8			"	S.S.W.		
10			"			Midnight Light S.W. breeze.
12				S.W.		

H	K	F	Courses.	Winds.	Lee Way.	Remarks Friday Octr 4th
2			⚓	N.W.		A.M. P.S. every 2 hours.
4			"	"		Empd Setting up Main, maintop topgallt.
6			A	"		royal stays, and backstays, and repairing foretopsail
8			T.Q.C. J.P.	W.N.W.		Recd the following stores on board viz.
10						12 Bags Rice.
12				N.W.		2 " Dholl. 1 Dubba Ghee.
2						2 Coils Coir Rope.
4				E.N.E.		24 Skeins S. Twine. ½ Ton C. Tar.
6	1 Coil		2½ in C. Rope	weighing 50 lbs		1 Coil spunyarn.
	1 Do		Do Do	3½ " 80		4 lbs Copper nails.
8						2 Doz Hambroline. 2 " Seizing.
10						6 lbs Iron nails. 1 piece Pump leather. 1 Coil ratline 100 fths.
						Empd as forenoon.
12			"	Calm.		Midnight. Calm and clear.

40 fth 4 in C. Rope.
6 Sheets of Copper.
5 Gall: Cocoanut Oil.
2 Dozen Needles.
6 Bolts of Canvas.
4 Buckets.
10 Connecting links.

Two Seacunnies joined named Francisco and John Augustine.

Log of the Barque Alert W. B. Price Commander lying in Madras Roads 1861.

25 (34)

H	K	F.	Courses.	Winds.	Lee Way.	Remarks Saturday Oct^r 5^th
1			E	N.W.		A.M.
						4^h Moderate S.W. breeze and fine.
2			"	West.		5^h hove Short made sail 7^h Weighed
3			"			and stood to the Southward.
4			"	S.W.		Emp^d Stowing the Anchors repairing
5						fore topsail &c &c
6	3		S×W.	W.S.W.		1 Bag of Rice — 1 Bag of Dholl.
7	3					1 Months Sper — 3 5/2 lbs.
8	3		"	W×S.		
9	3					
10	3		South.	"		Noon Light W×S. breeze and fine.
						P.S. every 2 hours.
11	2					Lat Acc 12-35 N.
12	2					P.M. Long DR 80. 15.20.
1	2		S×W.	S.E.	1/2	Emp^d repairing Foretopsail and
						main Top Gallant sails &c
2	2		"	"	"	P.S. every 2 hours.
3	2		"			4^h Light — Light S.E. breeze and fine
4	2					6^h Tk^d to Eastward.
5	2					
6	2		S.W.	S.E.		8^h Light Southerly breeze & fine
7	3					
8	3		E.S.E.	South.		
9	4					
10	4		S.E.	S.S.W.		
11	4		"	"		
12	4		"	"		Midnight Strong S.S.W. breeze
						and fine.

H	K.	F.	Courses.	Winds.	Lee Way.	Remarks Sunday 6^th Oct^r
1	5		S.E.×S	S.S.W.	1/2	A.M. 2^h In: Foretopgallantsail Gaff
						topsail and Staysail — Gaff topsail
2	5		"	"	1	split, unbent it.
3	5					4^h Strong S.W. breeze and fine.
4	5		S.S.E	S.W.		P.S. every 2 hours 6^h Tk^d to W^d
5	4					8^h Moderate ~~Southerly~~ breeze and fine
						9^h Tk^d to Southward.
						Emp^d repairing Foretopsail & Gaff
6	4					topsail
7	3					
8	3		W.N.W.	South		Noon Light Westerly breeze and fine
9	3					Lat by Obs 11-57 acc 11-63
10	3		S.S.W.	S.W		Long DR 80. 25.
11	3					
12	3		S.×W	W×S		
						P.M.
1	1	4	S×E	W.S.W.	1/2	Emp^d as forenoon.
2	1	4				
3	1	4				4^h Light W.S.W. breeze & fine.
4	1	4				
5	2					
6	2		S.W	N.W.		P.S. every 2 hours.
7	2					
8	2					8^h Light W.N.W breeze and
9	2					fine.
10	2					
11	2					
12	2					Midnight Light N.N.W. breeze
						and fine.

Log of the Barque Alert, W. B. Price Commander from Madras towards Nagore 1861

H	K	F	Courses	Winds	Lee Way	Remarks Monday 7th Oct.
1	3		West.	N.N.W.	1/2	A.M. 4h Light N.N.W breeze and
2	3					fine. P.L. every 2 hours.
3	3					8h Light Northerly breeze and
4	3					fine.
5	3					Employing Fore topsail.
6	3		W.N.W.	North		Gaff topsail &c &c.
7	3					
8	3					
9	2	4				noon Light W.S.W breeze
10	2					and fine.
11	1	4	N.W.	W.S.W.		Lat by Ob 11-4-5
12	1		"	"		P.M. about 00h/20 hove the lead found ¼ less about 00/30
1		4	N.W.	"	1/2	put the helm down but the vessel would not stay or steer.
2						the wind being too light and
3	3/30 +					a heavy swell. vessel struck,
4			Part of the crew of a			backed every thing and tried to
5			Native vessel came on board to assist us.			get her off. Got out pinnace and carried
6			4/30 left the vessel			a kedge and stream anchor astern
7			but refused to take an			and tried to heave her off. 4h
8			anchor out.			Mr Watts and twenty Coolies came on board to render assis
9						tance. but the Coolies refused to work and went on shore. + Vessel
10						making a great deal of water
11						crew at the pumps. 8h 7 feet 2 in in well. 4 Catamarans empd.
12						Midnight 8 ft 2 in water in well water up to the 'tweendecks.

Tuesday Octr. 8th

A.M. Pumps Chocked. Vessel gradually sinking into the sand. 7h Mr. Watts and a gang of Coolies came on board to assist the Crew. Sent down Top Gallant yards and masts, unbent all the sails and sent them on shore. Sent part of the Cargo on shore. Viz/ 37 Bags. 5 Cases, 2 Dubbers and 1 bundle. 11h Beach Master came down to assist. 50 Coolies and 6 Catamarans Employed during the day.

Wednesday Octr. 9th

A.M. Sent down Topsails & lower yards, mizzen topmast, Gaffs, mizzen rigging, and every thing that was moveable, and sent them on shore. Sent part of the Cargo on shore, vessel breaking up very fast.

Gave the log Book to the Beach Master.

P.M. The Owners of the Cargo came on board and assisted to land some of the Cargo.

3 Catamarans and 20 Coolies empd.

Thursday Octr. 10th 1861.

A Strong breeze with a heavy surf, sent 60 fths of Chain Cable, mizzen topmast, mizzen rigging, Stays and backstays, on shore. Beach Master and 20 Coolies. 2 Catamarans came down at 10 A.M.

Capt. Sick, went to the Hospital.

Friday Octr. 11th

Empd. sending on shore Fore and Main

topmast rigging, lower stays, jibstay and topmast stays &c. Strong breeze and heavy surf, found it impossible to work on board. 2 Catamarans and 20 Coolies Emp^d. during half the day.

Saturday Oct^r. 12^th.

Heavy Surf and strong breeze, found it impossible to work on board, Crew Emp^d. picking up parts of the wreck, sent Peroo, Antony, and Abraham, Lascars to the Hospital. Beach Master Came down at 10^h. left at 1 P. M.

Received one bag of rice from Beach Master.

Sunday Oct^r. 13^th.

Heavy Surf and Strong breeze vessel breaking up fast.

/True Extracts/

Metcalfe
Magistrate.

J B Crowther
Actg Deputy M. Att.

No. 83

Madras Town Police Court
21^st. November 1861

To
H. Wood Esquire
Collector and Magistrate
South Arcot

Sir,

We have the honor to forward herewith a Copy of the Proceedings of the Madras Government dated 16^th. November 1861 No. 370; and with reference thereto we beg you will do us the favor to examine Mr. John Pugh on Oath a Merchant residing at Cuddalore as far as he is able to give Evidence from his own knowledge of the circumstances which led to the wreck of the British Barque "Alert", and at the same time, we have also to request the favor of your examining on Oath, a Seaman named George A. Hearn, late of the Barque "Alert", and now said to be in the employ of the person who bought the wreck- Hearn is said to have been the Gunner on Board, and was in the chains heaving the lead, when the Vessel grounded- We deem the

Evidence of this may, as well as the information which Mr Pugh, we believe, will be able to afford, of the utmost consequence to enable us thoroughly to investigate the circumstances which led to the wreck of the Barque. We trust therefore you will excuse our troubling you on this subject. We deem it the best course to pursue, to save time, inconvenience to the Individuals, and expense to the State.

We take the liberty to forward two forms of the heading of the Examination, which we request you will be pleased to adopt. The examination need not be given in an interrogatory form. The Witnesses Statements alone will be sufficient.

We have the honor to be

Sir

Your most obedient Servants

Sigd. T. G. Clarke

Magistrate of Police

Sigd. J. B. Crowther

Ag. Deputy Master Attendant

(A true copy)

C. G. Clarke Magistrate

J. B. Crowther

Actg Dpty M. Att.

No.

[illegible]

No. 84. Madras Town Police Court

22d November 1861

To

H. Wood Esquire

Collector and Magistrate

South Arcot

Sir,

With reference to our letter of yesterday's date No. 83, we have the honor to request that you will do us the favor in examining the Gunner Hearn to be most particular in your enquiries as to the habits of the Captain whether temperate or otherwise; also whether the Captain was on Deck, or below when the Vessel grounded; and if below how he was engaged to the best of the Witnesses knowledge and obtain as much detailed information as the Witnesses can possibly give, with reference to the disaster in question.

We have the honor to be

Sir

Your most obedient Servants

Sigd. T. G. Clarke

Magistrate of Police

Sigd. J. B. Crowther

Ag. Deputy Master Attendant

(True Copy)

C. G. Clarke Magistrate

J. B. Crowther

Actg Dpty M. Att.

Cuddalore 25th November 1861

29

From

Geo: Ellis Esquire
Justice of the Peace
Cuddalore

To

T. G. Clarke Esquire
Magistrate of Police
and
Captain J. B. Crowther
Ag. Dy. Master Attendant
Madras

Gentlemen

— [illegible] the Magistrate, to whom your letters dated 21st and 22d Instant, requesting to examine Mr Pugh and Gunner Hearny were addressed, I have the honor to state that I have examined× the 2 Individuals referred to and herein enclose their depositions.

× by desire of Mr Wood

I have the honor to be
Gentlemen
Your most obedient Servant
Sgd. George Ellis
Justice of the Peace

(A true copy)
T. G. Clarke
Magistrate.

J. B. Crowther
Actg Dy. M. Att.

Pro 16th November 1861-
No. 370-

Marine Letter to England d/
20: Decr., No. 29 of 1861-

Marine D... Depart.

~~From~~
~~The~~ Supt. of Marine
~~To~~
~~The~~ Chief Secy to Govt.
Marine Depart.
Fort St George

S.O. No. 4.28
Pro. Nol 4.29

Dated 23
Recd 3rd } Decr. 1861
Encl 2

No. 417 No. 3332.

Forwards the depositions taken by the Court ordered by Govt to have assembled to investigate as to the wreck of the "Alert" and for reasons given, requests that the proceedings be sent to the Govts of Bengal, Bombay and the Straits, to be communicated to the Examiners in Seamanship and Navigation in the ports under their control.

N 3

56

(39)

c b Dear
812

Marine Letter to England d/
20: Decr. No. 29 of 1861

Marine Department.

PROCEEDINGS of the MADRAS GOVERNMENT.

Read letter from the Suptdt. of Marine — Letter 2d Decr. '61 No. 3332,

Order — d/20th Decr. 1861 No. 428

Copies of the above letter & of the papers received with it, will be forwarded to the Board of Trade, thro' the Secretary of State — & likewise, as suggested by Mr. Franklin, to the Govts. of Bengal, Bombay, & the Straits Settlements for communication to the Examiners in Seamanship & Navigation at the ports under their control.

The Suptdt. of Marine. 6 Despt 21st "

32

Marine Letter to England
20th December, No. 29 of 1861.
Reply 25 Feby No. 5
of 1862

Marine 1861. Department.

No. 428

PROCEEDINGS of GOVERNMENT.

Dated 20. December 1861

4360] Madras—Printed at the Government Press.

C6 Door
R12"

56 to 57

Marine.

Despd 21st No. 429.

The Secretary to the Govt. of Bengal.

Despd 21st No. 430

The Secretary to the Govt. of Bombay.

Sir.

I am directed to forward a copy of the Proceedings of this Govt. of this date No. 420, containing the report of the Court appointed under Act I-'59, to inquire into the circumstances connected with the loss of the barque "Alert" near Cuddalore — & to suggest that, with the the permission of the Govt., the papers may be communicated to the Examiners in Seamanship & Navigation.

No. 431

Septr 21st

The Governor of Singapore, Prince of Wales Island, & Malacca.

[As above, but omitting the words "with the permission of the Govt."]

Marine 1861 Departt

Nos. 429. 430-431

To

The Secretary to the Govts of Bombay, Bengal & Govr of Singapore P. of W. Island & Malacca

Dated 20th December/61

7 Feby/62

Forward papers containing the report of the Court appointed under Act 7 of 1859 to enquire into the circumstances connected with the loss of the barque "Alert" near Cuddalore & suggest that the papers may be communicated to the Examiners in Seamanship and Navigation

Marine Letter to Engd

No. 29 of 1861

50 C 58