M.R.O. 1—82 400—22-11-60

MADRAS RECORD OFFICE.

Government of Madras.

Marine DEPARTMENT.

G.O. No.	98	Press Mis.
Dated	9-4-	1862.

Not to be folded or roughly handled

Proceedings of the Madras Government, Marine Department,
9th April 1862.

Read the following papers :—

No. 25. From M. JAGGAH ROW, Commissioner of Vizagapatam ; to T. PYCROFT, Esq., Chief Secretary to Government, Fort Saint George, dated 24th January 1862.

1. Having finished the enquiry in Captain Meppen's case, I have the honor to forward by this day's Banghy, all the records connected with it, as particularized in the accompanying list, and beg you will be good enough to lay them as well as this report, before Government.

2. The charge preferred by the prosecutor G. Bhavannarraidu, consists of four articles :—

First. That Captain R. W. Meppen, Master Attendant of Vizagapatam, detained his Brig Stree "Pardasaradhi," for three days, from being taken out of the river.

Second. That there was no ostensible cause for the vessel's detention, as stated by the Master Attendant.

Third. That he did not give permission for Boats, to take the vessel from the river, until he got 15 Rupees, through the medium of his Writer.

Fourth. That he did not go on Board the Brig Stree "Pardasaradhi" nor survey her.

3. The Defendant pleaded not guilty to all the above four articles.

4. Fifteen witnesses were examined for the prosecutor, four for the Defendant, and one for my own satisfaction.

5. The 1st witness for the prosecutor, syrang of the Brig "Pardasaradhi," states, that upwards of a year ago, the prosecutor presented an application to the defendant for Boats, but the latter refused to give them ; that on the next day, the prosecutor took him and the 2nd witness to the defendant's house, from whence he sent him to the vessel, with instructions to keep every thing in readiness, telling him in the meantime, that he would obtain permission from the defendant for Boats ; that the prosecutor subsequently came to him and informed him, that the defendant had not granted him permission ; and that on the following day, he and the 2nd witness, at the request of the prosecutor, went to the defendant's house, and made known to him, the prosecutor's requisition for Boats, but the defendant refused to allow them. The 2nd witness, Goomastah of the Brig, corroborates the statement of the 1st, as to the defendant having refused to comply with the request of the prosecutor for Boats, on the day he presented the application, and also to his having withheld allowing Boats, when he and the 1st witness desired him on the third day, to give them for the prosecutor ; and he adds, that the defendant had likewise refused the request of the prosecutor for Boats, on the second day. The 6th witness deposes, that one or two months about a year ago, he was present, when the defendant refused to allow Boats to the prosecutor, while the former was going to the Sea Custom Office. The 7th witness avers, that in the month of September or October 1860, the defendant had refused to give Boats to the prosecutor, when the latter asked him for them, on the Beach. The 10th 11th 15th 18th 19th and 20th witnesses depose, to the fact of the prosecutor having, during the time above alluded to, complained before them respectively, that the defendant had detained his Brig, By the evidence of these witnesses, I am of opinion, that the first article is established.

6. The 1st 5th 6th 18th and 19th witnesses state, that if Boats had been furnished during the time in question, the Brig would have safely passed the river. The 10th witness deposes, that during the time in question, the weather was favorable, for the vessel being taken to the Sea ; and that he was then shipping cargo on his own vessel. The 20th witness swears, that if Boats had been given during the days under notice, the vessel would have safely passed the river ; and that although there were occasional clouds and rain in those days, still they were not sufficient to hinder the vessel, from passing the river. The 4th witness asserts, that during the days in question, he saw Boats going to, and coming from the Sea. Of these, the 10th 18th 19th and 20th witnesses, are respectable Merchants, and I do not doubt their veracity. It is quite manifest from the 45 Boat Notes, No. I which I have obtained from the Collector's Cutcherry at the request of the prosecutor, that Boats were, in the days abovementioned, passing to and coming from the Sea to the river. By the evidence and exhibits above described, I believe, the second article is established.

7. The 1st witness deposes, that on the fourth day after the application was presented, the Writer of the defendant, having stated, that if 15 Rupees should be paid by the prosecutor, he would give him Boats; the prosecutor accordingly, paid the money, and obtained permission from him for Boats. The 2nd 3rd 4th and 7th witnesses, verify the testimony of the 1st. By the evidence of these witnesses, the third article in my opinion is substantiated.

8. The 1st witness deposes, that the defendant had never gone on Board the Brig; and that he himself used to go on Board of her, every day in the morning, and return at 4 o'clock in the evening during the time she was riding at anchor. The 2nd witness avers, that either after the Brig went to the Sea or before she sailed, he never saw the defendant going on Board of her, nor did the Lascars or others tell him so; and that if he had been on Board the said vessel, the crew would have told him of it, he being Goomastah.

9. The onus of disproving the statement of the prosecutor, that the Defendant had neither gone on Board the Brig "Pardasaradhi," nor surveyed her, entirely rests on the latter; but instead of having offered to do so, he stated in his letter to the Collector, dated 12th July 1861, No. 190,* "If the Office Peon be called, he may state as to my having sent him on Board, to have the decks of the vessel cleared, to measure her on my return from the "Dalhousie," further than this, I am unable to disprove the complaint." After having declared thus, I wonder the defendant has now brought in three witnesses, (2nd 3rd and 4th for the defence) and adduced evidence from them to the effect, that he had first gone on Board the Steamer "Dalhousie," and then on Board the Brig "Pardasaradhi," in a Boat No. 5, and measured the latter vessel. I therefore hold the evidence of the said three witnesses, to be unworthy of credit.

* Vide Page 6 of the Book C.

10. The exhibit G, purporting to be a letter addressed to the defendant, by Captain Hopkins of the Steamer "Dalhousie," shows, that the defendant had, on or about the 18th September 1860, while on Board the said Steamer, mentioned to the said Captain, that he had to go on Board of a Native vessel; and that he was going to do so after he left the "Dalhousie"; and that on the occasion, he left her sooner inconsequence than he would have done. From this, it does not appear, that the defendant had even mentioned the name of the Native vessel to the Captain, nor the purpose for which he had to go on Board of her; hence, I believe that the letter is of no avail whatever, to the defendant.

11. Under the foregoing circumstances, I consider that the fourth article is likewise established.

12. The 1st witness for the defendant states, that 3 or 4 months upwards of one year ago, the prosecutor presented an arzee to the defendant, on the fourth day after the full moon, to permit his vessel to be taken out of the river; that under the instructions of the latter, he sounded the depth of the water over the bar on the next day; but that the water not being sufficient, the Sea being rough, and it having showered, occasionally accompanied with wind, the said vessel could not pass the river that day; and that on the following day, she was steered by him to the roadstead. The witness states, that he does not recollect if he had steered any other vessel to the sea, between the full moon, and the day on which prosecutor's vessel was taken out. Then, I wonder how he remembers that he had steered the "Pardasaradhi;" that the day on which the application was presented by the prosecutor to the defendent, was the fourth day after the full moon; and that the depth of the water over the bar, was quarter less five cubits. For these reasons, and his single evidence not being sufficient to set aside, that of a number of witnesses for the Prosecutor, who depose that the Brig could have safely passed the river, if Boats were furnished during the time in question, his evidence in my opinion, is entitled to very little or no credit.

13. From the weekly report Book of the wind and weather marked E, it appears, that on the 4th September 1860, on which the prosecutor presented his application to the defendant, there was strong wind accompanied with heavy rain, and on the 5th and 6th, heavy showers of rain; but as the 4th witness for the prosecutor says, that the saw boats going to and coming from the sea during the days under notice; the 10th witness, that the weather then was favorable,

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for the Brig being taken out to the sea, and that he was at the time shipping cargo on his own vessel, and the 20th witness, that if Boats were given in those days, the Brig would have safely passed the river; and that there were clouds and rain occasionally at the time but not sufficient, to hinder the vessel from passing the river; and as it appears from the 45 Boat Notes, No. 1, mentioned in paragraph 6, that Boats were then actually going to and coming from the sea, I believe the wind and showers of rain alluded to in the said book, were not so strong as to prevent vessels passing from the river to the sea.

14. While I was examining the 9th witness for the prosecutor, the defendant questioned him, "did the prosecutor offer you any bribe for giving evidence in his favor"? upon which he produced two Rupees before the Court, and stated, that the prosecutor had given him that sum, to give false evidence on his behalf; that he refused to do so, still the prosecutor gave him the money; that he had not previously disclosed the matter to any person whatever; and that there was no one present, when the prosecutor had given him the said money. When the witness refused to bear false evidence for the prosecutor, I wonder for what benefit the latter paid him two Rupees; how the defendant came to know the circumstance; and why he had not put the same question to any other witness. For these reasons, I strongly presume, that the witness had been set up by some one, to act as he did.

15. In paragraph 28 of Mr. Meppen's defence, he has referred to the letter of Mr. Reade the late Collector, dated 26th May 1859, and marked M, as his authority for having charged the prosecutor, for his fee, &c. It appears from paragraph 4 of the said letter, that the defendant was authorized by Mr. Reade, only to measure a vessel on her entering the port; to determine the port dues payable, and then to receive his fee for that duty; but he was not empowered under that letter, to measure a vessel returning from the river, when no port dues were leviable.

16. It is stated in the said paragraph of the above letter, that the fee for measuring a vessel, becomes due from the moment of its performance; whereas, the defendant, according to the evidence of the 1st, 2nd, 3rd, 4th and 7th witnesses* for the prosecutor, had through his writer, received his alleged fee of 15 Rupees on the 7th September 1860; and the Brig is said to have been measured by him on the 18th idem, when the "Dalhousie" was riding at anchor, that is, eleven days after he received the fee.

* The application for Boats was dated the 4th September 1860, the witnesses state, the fee was received by the defendant's writer, on the 4th day after the application was made; hence, it is to be considered, that the day on which the fee was received was the 7th idem.

17. With a view to find out, by whom the figure 114 tons in the Port Clearance H, No. 1 was blotted, and that of 207 tons $\frac{18}{130}$ substituted above the blot, I examined the Sea Custom Tanadar of Bimlipatam, who was Tanadar of Vizagapatam when the Brig left the Port of the latter place in the month of September 1860. When the Tanadar looked at the said Port Clearance, the Book Y, and the Form No. 5 marked Z, he says, that he then came to recollect that he had at first entered 114 tons in the above Port Clearance from the records of his Office; but that after he sent it to the Office of the defendant, the said 114 tons were blotted there, and 207 tons $\frac{18}{130}$ substituted in it above the blot; that it was then brought back to his Office, either by the defendant's writer or his Peon; and that as it was his duty to enter in his account the same tonnage as that fixed by the Conservator for a vessel void of Register he accordingly altered the figure 114 tons, which he had previously inserted in the Book Y, to 207 tons $\frac{18}{130}$. He further states, that on the 19th September 1860, the writer of the defendant had mentioned to him, "my master told me, that he *will measure* the Brig "Pardasaradhi." From the above, it appears, that the Defendant had not measured the vessel on the 18th September, as he argues; and that the figure 114 tons was blotted, and that of 207 tons $\frac{18}{130}$ substituted, in the Port Clearance H, No. 1, in the defendant's office; but not by the Tanadar.

18. There are sum discrepancies in the evidence of the witnesses for the prosecutor; but allowance should be made to them, considering that they have deposed to occurrences, which took place about fifteen month's back.

Having expressed my opinion on each of the articles of the charge, and made such observations as I thought fit on the whole case, as required by Section XXI, Act XXXVII of 1850.

—presents

No. 26. From J. J. FRANKLIN, Esq., Superintendent of Marine; to the Honorable T. PYCROFT, Esq., Chief Secretary to Government, Marine Department, Fort Saint George, dated 12th February 1862, No. 430.

Referring to the Proceedings of Government of the 19th December last, No. 426, I have the honor to forward the printed letter from the Master Attendant at Vizagapatam therein returned (now mis-dated 19th December 1860) with one from the Collector of Vizagapatam.

2. Captain Meppen in his 2nd paragraph states that he has never been found fault with during the ten years he has held the post of Master Attendant. Mr. Fane, however, denies this, and while fully recognizing the services of the former as an active and energetic Officer on all occasions when his qualities as a Seaman have been called into play, I must in justice to the latter add that Captain Meppen's want of courtesy has been frequently complained of.

3. Captain Meppen in his 5th paragraph represents the statements of the Merchants at Bimlipatam, with one exception, as mere expressions of opinion; but the Government will perceive that they are more than this. The Master of the "Isabella Blyth" says that many bags of seed shipped to his vessel were wetted from the boats leaking. Mr. Riply certainly testifies that he shipped 750 bags of seed to her without damage, but this would be hardly over 60 tons, and would form but a small part of the vessel's lading. Mr. Berreaud says that their goods have been damaged by gross carelessness in most instances. Messrs Vernon and Young similarly complain that their goods have been damaged from the leakage of the boats and from gross carelessness. These are not merely expressions of opinion, but facts which led to those expressions. I consider therefore that there were strong grounds for Mr. Fane's recommendation that the Master Attendant should be located at Bimlipatam.

From E. G. R. FANE, Esq., Collector of Vizagapatam; to J. J. FRANKLIN, Esq., Superintendent of Marine, Madras, dated Vizianagrum, 6th January 1862, No. 7.

In forwarding the accompanying letter from the Master Attendant at Vizagapatam, for disposal by Government, I beg to correct one or two mistatements therein made.

2. In paragraph 2, Mr. Meppen states, that during the last 10 years, he has never been found fault with by Government, or former Collectors in the discharge of his duties.

3. I have not with me the records to quote the date, but I recollect that in 1852 or 53, when Mr. Robertson was Collector, General James the Officer Commanding the division had occasion to bring to the notice of Government through the late Marine Board, the disrespectful conduct of Mr. Meppen when shipping Troops, and for which the Government severely reprimanded him.

4. In October 1859, Mr. Thornhill while in charge of this district, received a complaint from Captain Blagrave, District Engineer, also regarding the disrespectful conduct of Mr. Meppen towards him, and which Mr. Thornhill condemned in a letter to the Master Attendant, dated 31st idem.

5. I myself have often received complaints of Mr. Meppen's overbearing conduct from those coming in contact with him in his official capacity; but as, on the last occasion when I mentioned to him that he had been complained against, he promised to be more guarded and polite in future, I took no further notice in the matter.

6. As regards the question of the Master Attendant's transfer to Bimlipatam, I see no reason to alter my opinion. The service was not made to suit the nominees of Government, who should go wherever ordered. I regret however to observe that in the present letter Mr. Meppen has termed the complaints of the respectable European Merchants of Bimlipatam as being "unfounded," and were it not that he uses your name as the authority directing the submission of this letter to Government through me, I should have at once declined to forward it.

Proceedings of the Madras Government, Marine Department, 9th April 1862.

From W. R. MEPPEN, Esq., Master Attendant and Conservator of Vizagapatam and Bimlipatam; to the Chief Secretary to Government, Fort Saint George, dated Vizagapatam 19th December 1860.

With reference to the opinions of certain European Merchants residing at Bimlipatam and complaining of the inefficiency of the Boat department at that port, I beg respectfully to submit an explanation on the subject of complaint, and to request that the same may be laid before His Excellency the Honorable the Governor in Council for consideration, and I trust that the Government may be thereby induced to have the order of the 12th November No. 365 cancelled.

2. I have been serving as Master Attendant for the Ports of Vizagapatam and Bimlipatam for the last 10 years, and am happy to say that no fault was found in me by the Government under whom I serve, nor even by the several Collectors who were my immediate Superiors, until (I deeply regret to say) Mr. Fane took charge of the Collectorate, and that not until some false charges were brought against me which up to this date remain unproved.

3. The uncalled for complaint regarding the inefficiency of the boat department in my charge at Bimlipatam casts a great reflection on me, bordering on either carelessness, or wilful neglect of duty. I have to the utmost of my ability endeavoured to please all parties by keeping the department alluded to in an efficient state; and to effect this I maintained an establishment there at my own expense, when I found that the Government would not sanction one. Further to substantiate that I have been *unjustly* accused of having kept the boat department in an inefficient condition, I beg to append correspondence that passed between the Agent to the Bay of Bengal Steam Company, the Collector of Vizagapatam, and the Acting Master Attendant, while I was at Madras on Privilege Leave.

4. If the opinions of the Merchants of Bimlipatam forwarded to me with the Order of Government dated 12th November 1861, No. 365, be placed in juxtaposition, I have not the least doubt that the Government will at once see that the ground for complaint is unfounded, and therefore it must fall to the ground.

5. It would also appear that the representations made by the Merchants of Bimlipatam were not *spontaneous*, but were made at the instance of some one, as is evident from the fact that all of them, except one, are *direct expressions of opinion*, and they all bear nearly the same date, viz., the 26th, 27th or 28th of September, and such being the case they cannot be considered of much importance.

R. H. Coles Esq.

6. In a letter from C. Pelly Esq., Member of the Board of Revenue to J. D. Sim Esq., Secretary to Government Revenue Department, dated 12th July 1861, No. 993, 3rd Paragraph, the Master Attendant was recommended to be removed to Bimlipatam, because that port was of greater *shipping importance*; but this was proved to be to the contrary in my letter of the 2nd November to you. But from a letter from the Superintendent of Marine to J. D. Sim Esq. Secretary to Government Marine Department, dated 29th October 1861, No. 3,023, it would appear that my removal was considered advisable because the *trade* is of far greater importance. If it is only for this reason, I most respectfully beg to state, and trust that I may be pardoned for pointing out, that a Revenue Officer is of much more importance to the State when the exports amount to eighteen Lacs a year than a Native Superintendent of Customs as at present located, with a small salary. Some years back I brought to the notice of Mr. Robertson and Mr. Smollet, Collectors of Vizagapatam, the frauds that had been carried on by these Native Superintendents of Customs at Bimlipatam and Vizagapatam to a great amount, and they were in consequence both dismissed. The duties of a Master Attendant at Bimlipatam are more of routine than otherwise, requiring little experience in comparison with the duties required of the Master Attendant at Vizagapatam.

7. Vizagapatam is the chief Port of the district, and at that port Government Stores and Treasure are landed and shipped; Troops are embarked and disembarked; and hitherto in my capacity as Master Attendant, I have had most responsible duties to attend to in connection with such matters, and am, happy in being able to say that hitherto such duties have been discharged to the satisfaction of all parties—as my testimonials will show. Considering the number of Troops located at Vizagapatam and Waltair, which are moreover the Head Quarters of the Staff, and in

which are located the Arsenal, the Medical Stores, and Commissariat, it can scarcely be considered that it is of less importance than Bimlipatam, and the responsible public duties heretofore discharged by me as Master Attendant for both ports for the last 10 years cannot be lost sight of.

8. On public grounds, I submit that I should be allowed to remain at Vizagapatam, and for private reasons, I would humbly hope that the public services I have rendered, as acknowledged in the testimonials already before Government entitle me to some consideration, seeing that my removal is tantamount to severe punishment.

9. Having looked to Vizagapatam as my final residence after a life of hardship at Sea, I have been induced to make myself as comfortable as my circumstances will admit, and by the removal I shall be obliged to sacrifice my comforts, submit to pecuniary loss, and be as it were to commence to settle again.

10. Were it for the good of the public service and on a just complaint against me, I would cheerfully proceed wherever I might be ordered ; but as I trust I have shewn that the good of the public service can be best secured by retaining my services at Vizagapatam, I sincerely trust, and respectfully solicit, that the Government will reconsider their order, which I cannot but look upon as tantamount to a punishment.

11. I would also beg respectfully to bring to your notice that no suitable accommodation whatever is available for myself and family; and to make it a place of residence at Bimlipatam, under these circumstances, I am necessitated to explain all these particulars to you, and request yon will be pleased to obtain permission from Government for at least 2 years for me to remain at Vizagapatam, to enable me to build a house to reside in at the former place.

From A. HYSLOP Esq., Agent to the Bay of Bengal S. Steam Company, limited; to E. G. R. FANE Esq., Collector and Agent to the Governor, Vizagapatam, dated Bimlipatam, 11th September 1861.

I have the honor to draw your attention to the leaky state of the Boats at this port, and to inform you that scarcely a Boat can take any cargo without damaging it.

2. That the full complement of Boatmen are never in the Boats, and owing to this, valuable cargo from the Steamers from being thrown into the sea and then rolled upon the beach is damaged—will you kindly inform me if the men doing this can be punished ?

MEMO.

From E. G. R. FANE Esq., Collector to the Acting Master Attendant Vizagapatam, dated 12th September, 1861.

* To be returned.

Forwarded* to the Acting Master Attendant who is requested at once to proceed to Bimlipatam examine the boats and withdraw all the licenses of such as are unseaworthy under Rule 10 of the Boat Rules.

From the Acting Master Attendant of Vizagapatam and Bimlipatam ; to E. G. R. FANE, Esq., Collector Vizagapatam, dated 16th September 1861. No 252.

In accordance with your request of 12th instant to my address to proceed to Bimlipatam, and examine the state and condition of the cargo boats at that Port complained of and brought to your notice by the Agent of the Steamers, sent for my perusal, I have the honor to state for your information that there are in all 79 Licensed Boats belonging to that port and disposed of as follows :

21 Boats in serviceable order and constantly in use by Mr. Young's factory.
30 Boats serviceable and constantly in use by the several European and Native Merchants.
24 Boats under repair, replacing such boats as get damaged and unseaworthy.
4 Boats (belonging to G. L. Narsing Row Esq.) are laid up and out of use.

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9th April 1862.

2nd. The boats now in operation appear to have lately undergone repair, and are in a tight and seaworthy condition with the exception of five Boats that I have condemned, withdrawing their License from the Owners till they are restored on the list again.

3rd. I have also rejected two accomodation Boats out of four, and substituted them with two other new boats for the comfort of Passengers.

4th. I beg to state that from opportunities I have had of making enquiries of the several Merchants at Bimlipatam of the working order of the boats, that under the natural causes and impediments of the River, the Boat department has been controlled satisfactorily.

5th With reference to cargo discharged by the boatmen and "thrown into the Sea" as represented to you, there have been instances of a package or so falling accidently from the pressure of a heavy load from the shoulders of the boatmen landing it, but not from any wilful intent on their part, and to prevent any such occurrences being repeated in future I have issued strict orders.

Vizagapatam, 26th November 1861.

Captain R. W. MEPPEN, Master Attendant Vizagapatam,

With reference to your enquiry regarding the management of the Marine Department in Bimlipatam, I have the honor to state that as far as I am concerned, I have not the least fault to find with it. I must say on the contrary, that I found the Department there conducted in a most satisfactory manner. I have never had any difficulty in getting boats at all times, and as for their efficiency I must say that they are as good as either the Madras or Vizagapatam boats, if not better, in condition. In a shipment of 2,217 Bags of Gingelly Seeds, made by me between the 25th and 28th of last month, I have scarcely had (30) thirty bags returned wet from the Ship "Frehel" although the surf was high at times. I consider this very creditable to boats and boatmen of the Port, as with every precaution imaginable it is impossible to effect shipments under a smaller average of goods being returned wet all along this coast.

In December 1859, I loaded the French Ship "Merchal de Turenne" with 5,000 Bags of Seed in that Port, and I have not the least complaint to make against the Department, boats or boatmen. I will add here and think it my duty to do so, that those Merchants who have the experience of the Madras Department, and those of Vizagapatam and Bimlipatam under your care must admit that yours is well managed. Boats in Madras cannot be had at all times whereas here and at Bimlipatam they are, as I never was in want of any when required. The rates of boat hire are uniform, whereas in Madras they are left to the tender mercies of boat owners ; and although much has been said and tried to bring about a reform I think that it is now given up as an impossibility.

The real want of the Port of Bimlipatam is in my opinion a good Custom House Officer, and I think that either a European or East Indian should be employed instead of a Native, with a liberal pay. This Officer should moreover be invested with Magisterial powers to protect the Merchants of Bimlipatam against losses which they may incur through the carelessness or evil deeds of the boatmen of the Port ; and as there is scarcely any doubt that the trade of this place will go on increasing steadily every year, the measure I have proposed should be taken into consideration by the authorities.

Yours Faithfully.
(Signed) Hy. A. CAMMIADE.

From GEORGE RIPLEY, Esq., Bimlipatam ; to Captain R. W. MEPPEN, Master Attendant dated 13th December 1861.

I regret having overlooked answering your letter of 6th Instant, I made no remarks in the state of the Boats at this port, as personally I had no objections to raise.

I shipped 750 Bags by the "Isabella Blythe" and not a bag was noted to be wet in the Boat notes.

I shipped some cargo in the "Messina" in last April when several bags were noted by the Mate as wet.

(True Copy.)

(Signed) R. W. MEPPEN,
Master Attendant.

No. 27.

ORDER THEREON, 9th April 1862, No. 98.

In the first of the above letters M. Jugga Row, Principal Sudder Ameen of Rajahmundry appointed as Commissioner under Act XXXVII of 1850, forwards with all the evidence in the case, his report of the inquiry into the charges against Captain Meppen Master Atttendant of Vizagapatam made under Orders of Government, dated 9th October 1861, No. 323.

2. The charges against Captain Meppen, arranged by the Commissioner under four heads, are simply, that he refused Boats, and prevented the Prosecutor's Brig going out to sea, although the weather was favorable, or not unfavorable, until he had received through his writer Rupees 15. Moreover that whereas he stated that he had measured the Brig and demanded a fee for the same, he never went on board of her nor surveyed her at all.

3. Captain Meppen it would seem from his defence admits that the Rupees 15 was paid to his writer, but says that it was deposited as an advance for payment of the Boats that had to tow the vessel out to sea. As regards charging for surveying the Brig, he admits having made such charges, but pleads that he was warranted in making the survey by the tenor of an Order of Government, and according to the decision in a similar case passed by his late Superior the Collector Mr. Reade, as well as in charging a fee of 8 Rupees for hooking or ascertaining the vessels draft. In consequence of the opinion expressed by the Superintendent of Marine, he has however refunded these sums.

4. The Government have carefully perused the report of the Commissioner and the documents which accompanied it. The charges against Captain Meppen do not appear to them to be so conclusively established as would warrant them in acting upon the Commissioner's finding. In such event, they would have had no alternative but to dismiss Captain Meppen from their service. They regard the case however as one of very strong suspicion, and even if the present accusations have been falsely preferred by the parties, they doubtless have had their origin in the irregular and unscrupulous proceedings of Captain Meppen himself. It is clear from the letter of the Superintendent of Marine of the 3rd September last, that the fees for surveying and hooking levied by the Master Attendant on two occasions, were gross exactions, not warranted either by the law, or by the Orders of Government and of the Collector quoted by Captain Meppen.

5. The Government resolve to inform Captain Meppen through the Collector, that they have viewed his proceedings on the above occasions with grave displeasure, and are far from satisfied of his innocence of the charges recently investigated. The orders for his transfer to Bimlipatam will at once be carried out, and he is warned to be circumspect as to his future behaviour, as any further irregularities on his part will be very severely visited.

6. The Government thank M. Jugga Row for the manner in which he has conducted the enquiry.

(Signed) T. PYCROFT,
Chief Secretary.

Exd. R. H. Lee.

11

Madras

No. 430. Marine Supdt. Office
12th February 1862

From

J. S. Franklin Esqre
Superintendent of Marine.

To

The Honorable T. Pycroft Esqre
Chief Secretary to Government.
Marine Department.
Fort Saint George

Sir

Filed

Referring to the Proceedings of Government of the 19th December last, No. 426, I have the honor to forward the printed letter from the Master Attendant at Vizagapatam therein returned (now mis-dated 19th December 1860) with one from the Collector of Vizagapatam.

2 Captain Meppen in his 2nd para: states that he has never been found fault with during the ten years he has held the post of Master Attendant. Mr. Pane however denies this, and while fully recognizing the services of the former as an active and energetic officer on all occasions when his qualities as a Seaman have been called into play, I must in justice to the latter add that Captain Meppen's want of courtesy has been frequently complained of.

3 Captain Meppen in his 5th para: re-

-presents

-presents the statements of the merchants at Bimlipatam, with one exception, as more expressions of opinion; but the Government will perceive that they are more than this. The Master of the "Isabella Blyth" says that many bags of seed shipped to his vessel were wetted from the boats leaking. Mr. Ripley certainly testifies that he shipped 750 bags of seed to her without da-
-mage, but this would be hardly over 60 tons, and would form but a small part of the vessels lading. Mr. Berreaud says that their goods have been damaged by gross carelessness in most instances. Messrs. Vernon and Young similarly complain that their goods have been damaged from the leakage of the boats and from gross carelessness. These are not merely expressions of opinion, but facts which led to those expressions. I consider therefore that there were strong grounds for Mr. Fane's recom-
-mendation that the Master Attendant should be located at Bimlipatam.

I have the honor to be

Sir

Your most obedient Servant.

W. Maclean

Superintendent of Marine.

Marine Letter to Govt 7th May 1863 p 1866

Marine
1862 Sept
From
The Master Attendant
To
The Chief Secretary to Government
Marine Dept.
Fort St George

dated 12th Feby 1862
Rec'd 14th " "

Read 14th Feby 1862 No. 430 Encl 1 to 2.

Submits a letter from the Master Attendant at Vizagapatam with one from the Collector of Vizagapatam on the subject of fishermen's boats with his remarks.

28-2-62

25.

1 to 10.

14

Master Attendants Office
Vizagapatam 19th Octr
1860.

TO

THE CHIEF SECRETARY TO GOVERNMERT

SIR,

FORT SAINT GEORGE

MADRAS,

With reference to the opinions of certain European Merchants residing at Bimlipatam and complaining of the inefficiency of the Boat department at that port, I beg respectfully to submit an explanation on the subject of complaint, and to request that the same may be laid before His Excellency the Honorable the Governor in Council for consideration, and I trust that the Government may be thereby induced to have the order of the 12th November No. 365 cancelled.

2. I have been serving as Master Attendant for the Ports of Vizagapatam and Bimlipatam for the last 10 years and am happy to say that no fault was found in me by the Government under whom I serve, nor even by the several Collectors who were my immediate Superiors, until (I deeply regret to say) Mr. Fane took charge of the Collectorate, and that not until some false charges were brought against me which up to this date remain unproved.

3. The uncalled for complaint regarding the inefficiency of the boat department in my charge at Bimlipatam casts a great reflection on me, bordering on either carelessness, or willful neglect of duty. I have to the utmost of my ability endeavoured to please all parties by keeping the department alluded to in an efficient state, and to effect this I maintained an establishment there at my own expense, when I found that the Government would not sanction one. Further to substantiate that I have been *unjustly* accused of having kept the boat department in an inefficient condition, I beg to append correspondence that passed between the Agent to the Bay of Bengal Steam Company, the Collector of Vizagapatam, and the Acting Master Attendant, while I was at Madras on Privilege Leave.

4. If the opinions of the merchants of Bimlipatam forwarded to me with the order of Government dated 12th Nov. 1861, No. 365, be placed in juxtaposition, I have not the least doubt that the Government will at once see that the ground for complaint is unfounded, and therefore it must fall to the ground.

5. It would also appear that the representations made by the Merchants of Bimlipatam were not *spontanous*, but were made at the instance of some one, as is evident from the fact that all of them except, one, are *direct expressions of opinion*, and they all bear nearly the same date, viz. the 26th, 27th or 28th of Sept., and such being the case they cannot be considered of much importance.

R H. Coles Esq.

6. In a letter from C. Pelly Esq. Member of the Board of Revenue to J. D. Sim Esq. Secretary to Govt. Revenue department, dated 12th July 1861 No. 993. 3rd Para, the Master Attendant was recommended to be removed to Bimlipatam, because that port was of greater *shipping importance*, but this was proved to be to the contrary in my letter of the 2nd Nov. to you. But from a letter from the Superintendent of Marine to J. D. Sim Esq. Secty. to Government Marine Department dated 29th Oct. 1861, No. 3023, it would appear that my removal was considered advisable because the *trade* is of far greater importance. If it is only for this reason, I most respectfully beg to state, and trust that I may be pardoned for pointing out, that a Revenue Officer is of much more importance to the State when the exports amount to Eighteen Lacs a year than a native Supt. of Customs as at present located, with a small Salary. Some years back I brought to the notice of Mr. Robertson and Mr. Smollet, Collectors of Vizagapatam, the frauds that had been carried on by these Native Supts. of Customs at Bimlipatam and Vizagapatam to a great amount, and they were in consequence both dismissed. The duties of a Master Attendant at Bimlipatam are more of routine than otherwise, requiring little experience in comparison with the duties required of the Master Attendant at Vizagapatam.

7. Vizagapatam is the chief Port of the district, and at that port Government Stores and Treasure are landed and shipped, Troops are embarked and disembarked, and hitherto in my capacity as Master Attendant, I have had most responsible duties to attend to in connection with such matters, and am, happy in being able to say that hitherto such duties have been discharged to the satisfaction of all parties, as my testimonials will show. Considering the number of Troops located at Vizagapatam and Waltair. which are moreover the Head Quarters of the Staff, and in which are located the Arsenal, the Medical Stores, and Commissariat, it can scarcely be considered that it is of less importance than Bimlipatam, and the responsible public duties heretofore discharged by me as Master Attendant for both ports for the last 10 years cannot be lost sight of.

8 On public grounds, I submit that I should be allowed to remain at Vizagapatam, and and for private reasons, I would humbly hope that the public services I have rendered, as acknowledged in the testimonials already before Govt., entitle me to some consideration, seeing that my removal is tantamount to severe punishment.

9 Having looked to Vizagapatam as my final residence after a life of hardship at Sea, I have been induced to make myself as comfor table as my circumstances will admit, and by the removal I shall be obliged to sacrifice my comforts, submit to pecuniary loss, and be as it were to commence to settle again.

10 Were it for the good of the public service and on a just complaint against me, I would cheerfully proceed whereever I might be ordered, but as I trust I have shewn that the good of the public service can be best secured by retaining my services at Vizagapatam, I sincerely trust, and respectfully solicit, that the Government will reconsider their order which I cannot but look upon as tantamount to a punishment.

11. I would also beg respectfully to bring to your notice that no suitable accommodation whatever is available for myself and family and to make it a place of Residence at Bimlipatam, under these circumstances I am necessitated to explain all these particulars to you, and request you will be pleased to obtain permission from Government for at least 2 years for me to remain at Vizagapatam, to enable me to build, a house to reside in at the former place.

I have the honor to be,
SIR,
Your most obedient Servant,

Master Attendant and Conservator of Vizagapatam and Bimlipatam.

Vizagapatam
Master Attendant
19th October

15

Bimlipatam 11th Sept. 1861. From A. Hyslop Esq. Agent to the Bay of Bengal S. Steam Company limited To E. G. R. Fane Esq. Collector and Agent to the Governor Vizagapatam.

Sir.

I have the honor to draw your attention to the leaky state of the Boats at this port, and to inform you that scarcely a Boat can take any cargo without damaging it.

2. That the full complement of Boat men are never in the Boats, and owing to this valuable cargo from the Steamers from being thrown into the sea and then rolled upon the beach is damaged, will you kindly inform me if the men doing this can be punished.

MEMO.

From E. G. R. Fane Esq. Collector to the Acting Master Attendant Vizagapatam dated 12th September 1861.

* To be returned.

Forwarded * to the acting Master Attendant who is requested at once to proceed to Bimlipatam examine the boats and withdraw all the licenses of such as are unseaworthy under Rule 10 of the Boat Rules.

From the Acting Master Attendant of Vizagapatam and Bimlipatam to E. G. R. Fane Esq. Collector Vizagapatam dated 16th September 1861, No. 252.

Sir, In accordance with your request of 12th inst. to my address to proceed to Bimlipatam, and examine the state and condition of the Cargo boats at that Port complained of and brought to your notice by the Agent of the Steamers, sent for my perusal. I have the honor to state for your information that there are in all 79 Licensed Boats belonging to that port and disposed of as follows.

21 Boats in serviceable order and constantly in use by Mr. Youngs factory.
30 Boats serviceable and constantly in use by the several European and Native Merchants
24 Boats under repair replacing such boats as get damaged and unseaworthy.
4 Boats (belonging to G. L. Narsing Row Esq.) are laid up and out of use.

2nd The boats now in operation appear to have lately undergone repair and are in a tight and Seaworthy condition with the exception of Five Boats that I have condemned, withdrawing their License from the Owners till they are restored on the list again.

3rd I have also rejected two accommodation Boats, out of four and substituted them with two other new boats for the comfort of Passengers.

4th I beg to state that from opportunities I have had of making enquiries of the several merchants at Bimlipatam of the working order of the boats, that under the natural causes and impedements of the River the Boat department has been controlled satisfactorily.

5th With reference to cargo discharged by the boatmen and "thrown into the Sea" as represented to you there have been instances of a package or so falling accidently from the pressure of a heavy load from the shoulders of the boatmen landing it, but not from any wilful intent on their part and to prevent any such occurrences being repeated in future I have issued strict orders.

Vizagapatam 26*th November* 1861.

Captain R. W. Meppen, Master Attendant Vizagapatam,

With reference to your enquiry regarding the management of the Marine Department in Bimlipatam, I have the honor to state that as far as I am concerned, I have not the least fault to find with it. I must say on the contrary, that I found the Department there conducted in a most satisfactory manner. I have never had any diffieulty in getting boats at all times and as for their efficiency I must say that they are as good as either the Madras or Vizag. boats, if not better in condition. In a shipment of 2217 Bags of Gingelly Seeds, made by me between the 25th and 28th of last month, I have scarcely had(30) Thirty bags returned wet from the Ship "Frehel" although the Surf was high at times. I consider this very creditable to boats and boatmen of the Port, as with every precaution imaginable it is impossible to effect shipments under a smaller average of goods being returned wet all along this coast.

In December 1859, I loaded the French Ship "Merchal de Turenne" with 5,000 Bags of Seeds in that Port and I have not the least complaint to make against the Department, boats or boatmen. I will add here and think it my duty to do so, that those merchants who have the experience of the Madras Department, and those of Vizag. and Bimli. under your care must admit that yours is well managed. Boats in Madras cannot be had at all times whereas here and at Bimli. they are as I never was in want of any when required. The rates of boat hire are uniform whereas in Madras, they are left to the tender mercies of boat owners, and although much has been said and tried to bring about a reform I think that it is now given up as an impossibility.

The real want of the Port of Bimlipatam is in my opinion a good Custom House Officer and I think that either a European or East Indian should be employed instead of a native, with a liberal pay. This Officer should moreover be invested with magisterial Powers to protect the merchants of Bimli. against losses which they may incur thro' the carelessness or evil deeds of the boatmen of the Port and as there is scarcely any doubt that the trade of this place will go on increasing steadily every year, the measure I have proposed should be taken into consideration by the authorities.

Yours Faithfully,

(Signed) Hy. A. . Cammiade.

MARINE DEPARTMENT.

PROCEEDINGS OF THE MADRAS GOVERNMENT.

Read the following letter from J. J. FRANKLIN Esq., Superintendent of Marine; to J. D. SIM, Esq., Secretary to Government, Marine Department, Fort Saint George, dated 29th October 1861, No. 3,023.

I have the honor to submit the accompanying representations, which the European Merchants at Bimlipatam have made to the Collector of Vizagapatam regarding the want of control over the Boats at that Port, and to inform you that with a view of establishing a better system this Officer is desirious of locating the Master Attendant there instead of at Vizagapatam, which port however he would be required to visit once a month as he now does Bimlipatam.

2. The trade of Bimlipatam is of far more importance than that at Vizagapatam as may be seen from the sketch marginally noted, and as Mr. Fane informs me that an excellent Office is provided for the Master Attendant at the first named port, I beg to support his recommendation and would suggest that, pending the sanction of the Supreme Government to the appointment of a Master Attendant at Vizagapatam, the Superintendent of Sea Customs should take charge of it as Conservator, acting under the supervision of the Master Attendant.

	Exports.	
	Bimlipatam.	Vizagapatam.
	Rupees.	Rupees.
1859-60	18,95,818	7,06,038
1860-61	16,52,142	4,14,148
	Imports.	
	Rupees.	Rupees.
1859-60	4,37,069	1,69,265
1860-61	5,58,678	2,26,938

It is my opinion that the Cargo Boats at this port are not in a good state of repair, the Ship that I command is now loading here and my notice has frequently been called to the damaged state of bags of seed brought off to the Ship not from the surf, but from leakage through the sides of the Boats, we are continually obliged to dry the bags on board in consequence of their having been so damaged. I also must remark that they do not carry sufficient hands, seldom more than five men and a boy.

(Signed) T. BLAGDEN HALE,
Master of "Isabella Blyth."

My opinion as to the control of the Boat Department in Bimlipatam is that there is no control whatever on Boats or Boatmen.

Our goods in landing and shipping have been damaged by gross carelessness in most instances.

(Signed) A. BERREAUD,
Agent for Cholet and Co.

26th September 1861.

My opinion is that there no control whatever in the Boat Department. I have many times seen bales of twist and piece goods thrown in the sea and then rolled up, just to save the trouble of bringing heavy packages from the boat to the dry beach. I am of opinion that it is wilfully done.

As to the state of the Boats, I can certify (as I have just finished the loading of the "Meteor") that many of my gingelly seed bags have been damaged from the leaky state of the Boats.

(Signed) E. VERNON.

Bimlipatam,
26th *September* 1861.

I am not of opinion that the Boat Department at Bimlipatam has been "controlled satisfactorily." There seems to be no control at all. The person in charge appears incapable. I have complained both to the Agent and Principal Assistant when they have been here.

My goods have been wet and damaged both in landing and shipping in a way, that if not "wilful" evinced the grossest carelessness.

26th *September* 1861.

(Signed) JOHN YOUNG.

I cannot certainly endorse the statement that the Boat Department here, is conducted satisfactorily; for the Boatmen appear to me to do pretty much as they please, and it is with greatest difficulty a Boat is procurable at times. Not long since I was kept fully half an hour on the beach waiting for a Boat's Crew—this too, between 4 and 5 P. M. and as to shipping Cargo, the Boats are not now available except at high water when they can be most conveniently laden in the back water, thus involving the loss of a great portion of each day in shipping, however emergent the case may be. Boats too are frequently undermanned at this Port, five men and a boy being the usual complement, and they also are frequently overladen without regard to the prevailing weather, for what may be a moderate Boat load in fair weather, is not so with a high sea, and short handed crew. So that it appears to me there is ample room for improvement in our Boat Department, and that it might be controlled more satisfactorily with advantage to all concerned.

(Signed) R. H. COLES.

27th September 1861.

While shipping a quantity of seeds per "Messina" my clerk frequently complained of the *bad* condition of the Boats. My opinion is that there should be some proper system established, so as to have Boats and Boatmen under proper control, and it merely requires a little energy and attention upon the part of the Marine Superintendent of the Port.

(Signed) BURTON GUNDROD,
Agent for Messrs. C. Shand & Co.
Madras.

Bimlipatam.
28th *September*, 1861.

Order thereon, 12 November 1861, No. 365.

The Government authorize the transfer of the Master Attendant and his establishment from Vizagapatam to Bimlipatam—the trade of the latter port largely exceeding that of the former.

2. The Superintendent of Sea Customs at Vizagapatam will act as Conservator of the Port, under the general supervision (in that capacity only) of the Master Attendant, who will visit Vizagapatam once every month.

(True Extract)

Chief Secretary.

To the Superintendent of Marine.
" " Collector of Vizagapatam.
" " Civil Pay Master.
" " Accountant General

(Signed) E. FANE.
Collector.

Exd: F. Cartledge.

From Geo: Ripley Esqre Bimlipatam
To Captain R. H. Mesprez Master Attendt — dated 13th December 1861

I regret having overlooked answering your letter of 6th Instant, I made no remarks in the state of the Boats at this port as personally I had no objections to raise

I shipped 750 Bags by the "Isabella Blythe" and not a bag was noted to be wet in the Boat notes

I shipped some Cargo in the "Mysina" in last April when several bags were noted by the Mate as wet

True Copy
R. Mesprez
Master Attendt

A

Marine 162 Dept
No 31

Marine Letter to Gen.l from May. 1st 1813 to Oct.r

A Letter from the
Captain of the Marine Detach.t
12th Dec.r 1762 No. 430

SCHOONER JOVAN CORINA,
Madras Roads, June 28th, 1851.

TO J. J. FRANKLIN, ESQ.,
Secretary to the Marine Board, Madras.

SIR,

I have the honor to call the attention of the Marine Board to several very important inaccuracies which I have discovered in the "sailing directions from Eunore House in Lat. 13°, 13′, 40″, North, Long. 80°, 24′, 55″, East, to the Santipilly Rocks in Lat. 18°, 09′, 20″, Long. 83°, 46′, 50″, East, by Lieut. Fell, I. N.," and which directions are printed by the Board for the information and guidance of Mariners voyaging along the Coast. The inaccuracies I allude to are of so serious a nature that if a stranger were to follow them implicitly I hesitate not to say he would run his ship into danger; and I therefore feel bound to call the attention of the Board to the matter that the errors may be rectified and the danger which may surely be expected to follow if the present directions are acted upon, may be removed without loss of time.

For the sake of perspecuity I append in seperate columns the errors of Lieut. Fell and the corrections of the errors.

Para. 10th, From Midday River is in Lat. 15°, 00′, 30″ N.	From Midday, River in Lat. 14°, 15′, N.
Para. 11th, Pennair River is in Lat. 15°, 37′, 30″ N.	Pennair River is in Lat. 14°, 40′, N.
Para. 12th, Eskapilly Flag staff in Lat. 15°, 45′, 10″ N. Long. 81°, 11′, 30″ E.	Eskapilly Flag Staff in Lat. 14°, 45′, 00″ N. Long. 80°, 10′, 00″. East.

You will perceive that the errors both in Latitude and Longitude are not trifling but extend in some instance to upward of a degree. The last inaccuracy can be proved to be so from the para. which follows it in which it is said that Rameapatam is 18 miles to the Northward of Eskapilly and yet the position of the former is placed in Lat. 15°, 3′, 10″, N. If Eskapilly is in Lat. 15°, 45′, 10″, N. and Rameapatam is 18 miles to the Northward of it, it must be in Lat. 16°, 3′, N. but the true position of the former place is 14°, 45′, the latter being 18 miles to the Northward, its position is truly given in Lat. 15°, 3′, 30″, N.

The sailing directions furnished by the Master Attendant of Madras are very correct and may safely be relied upon.

Trusting to be favoured with a reply.

I have the honor to remain,
Sir,
Your most obedient Servant,
(Signed) R. W. MEPPEN,
Commander of the Jovan Corina.

No. 1850.

To Captain Meppen.

Sir,

I have the honor, by desire of the Marine Board, to acknowledge the receipt of your letter of yesterday's date, pointing out several inaccuracies in Lieutenant Fell's sailing instructions for the Coromandel Coast, published for general information by this Department, and to return you their thanks for the important service you have thus rendered.

The necessary corrections will be immediately made and the directions republished in an amended shape.

Madras, Marine Board Office, 1*st July*, 1851.

I have, &c.
(Signed) J. J. FRANKLIN,
Secy. Marine Board.

Waltair, 18*th Dec.* 1852.

Captain Meppen,
Master Attendant.

Sir,

Pray accept my best thanks for your services and kind co-operation in assisting to get the "Nile" from the unfortunate position in which she was placed on the night of the 13th December, your presence on board was of great value in giving instructions to the boatmen as from our ignorance of the language we should have been at a great loss otherwise.

Believe me, &c.
(Signed) E. N. NISBET,
Commanding Ship "Nile."

Madras, 15*th Dec.* 1853.

My dear Captain Meppen,

I am very much obliged to you for having so promptly given me the sad intelligence of the "Alfred's" disaster, and for your zealous exertions in rendering her assistance.

Believe me, &c.
(Signed) C. BIDEN,
Master Attendant.

No. 327.

Vizagapatam District, Vizianagram,
Coltr.'s Circt. Cutchery, 23*rd Dec.* 1853.

From A. Robertson, Esq.,
Collector.

To Captain R. W. Meppen,
Master Attendant, Vizagapatam.

Sir,

I have much satisfaction in annexing an Extract from a letter from Mr. McKenzie in which he particularly mentions the services rend-

ered by you on board the Ship "Alfred." I this day forward a copy of the same to the Marine Board.

I have, &c.
(Signed) A. ROBERTSON,
Collector.

Extract from a Letter from Mr. McKenzie, Agent of the Ship "Alfred," dated 20th Dec. 1853.

* * *

"I am under great obligations also to Captain Meppen, Master "Attendant of Vizagapatam, who proceeded on board the "Alfred" "as soon as he heard of her misfortune, and remained on board night "and day until her departure—Captain Voss and his Officers re- "ceived great assistance from him in superintending and directing "the labors of the Lascars and Coolies—Captain Meppen also as you "are aware most readily volunteered to go on the Ship to Coringa "when it seemed very doubtful that she could be kept afloat so far."

* * *

(Signed) JOHN McKENZIE,
Agent of the Ship "Alfred."

(True Extract.)
(Signed) A. ROBERTSON,
Collector.

Marine Department.

No. 18.

Extract from the Minutes of Consultation, dated 23rd January 1854.

Read the following letter from the Secretary Marine Board

(Here enter 3rd January 1854. No. 13.)

"The Right Honorable the Governor in Council desires that the "Marine Board will convey the expression of his approbation to the "Master Attendant at Vizagapatam and the other Public Servants "who rendered such good service in the case of the Ship "Alfred."

(Signed) H. C. MONTGOMERY,
Chief Secretary.

To the Marine Board.

(True Copy.)
(Signed) J. J. FRANKLIN,
Secretary Marine Board.

(True Copies.)
(Signed) A. ROBERTSON,
Collector.

To the Master Attendant,
Vizagapatam.

For his information.

Extract from a letter of the Collector of Vizagapatam to the Secretary to the Marine Board, dated 29th January 1855.

* * *

Para. 2. The trade of this province has of late considerably increased and with the construction of new roads and the opening up of passes leading to the Nagpore country, it must be expected

still further to increase, leading to the resort of more vessels to the several Ports at which Mr. Meppen is Master Attendant. Hitherto, it is true his continuous duty has not been onerous, but in this as in many other situations, the skill which is at his command should be considered at least equally with the extent of duty to be performed. Taking this view of the case I would beg to recall the attention of the Marine Board to the valuable assistance rendered by Mr. Meppen to several vessels of a large class during the time he has held the office of Master Attendant. In the case of the "Nile," the particulars of which are well known to the Board, he received the thanks of those whom he so well assisted. When the "Alfred" was in such a state that it was feared she could scarcely be kept afloat, if she were to set sail for Coringa, Mr. Meppen applied for my permission to proceed with the vessel that the Commander might have the benefit of his aid on board, and of his acquaintance with the Coast. He afforded assistance also to the "Carnatic" and by his promptitude and decision there can be little doubt, saved the "Coldstream" from a danger of which those on board seemed to have no apprehension.

3. On such a Coast as this the like services may be required at any moment and I am satisfied would be immediately rendered. I beg leave to request that the Marine Board will be pleased to recommend to the Right Honorable the Governor in Council that Mr. Meppen's salary as Master Attendant at the Ports of Vizagapatam and Bimlipatam may be increased from Rupees 105 to Rupees 200 per mensem.

4. Taking the main point on which my recommendation is founded I have not adverted to incidental expenses attendant on the offices held by Mr. Meppen as well as to other matters which will readily suggest themselves to the Marine Board.

I have, &c.
(Signed) A. ROBERTSON,
Collector.

(True Copies.)
(Signed) CHARLES READE,
Collector.

BIMLIPATAM, 15*th Dec.* 1857.

TO THE MASTER ATTENDANT,
Vizagapatam.

SIR,

As you heard already perhaps, the French Ship Madras came yesterday on roads; filling with water: as the water increases I fear that the ship will be obliged to come on shore this night, so I beg you instantly, as belonging to the same owner, to come to Bimlipatam, in order to give suitable orders.

If you would send three or four pumps of native vessels, it would be possible to sustain the ship, and to bring her to Cocanada.

I remain,
Sir,
Your obedient Servant,
L^s^ MEISTRY,
Commander of Ship Orixa.

SUGAR WORKS, *Dec.* 15*th, Bimlipatam.*

CAPTAIN MEPPEN,
Vizagapatam,

SIR,

The "Madras" having struck on the Santapilly on the evening of the 13th Instant is now at anchor here, in distress—she has four pumps going and the water gaining on her—I write to ask if you can procure any large pumps suited for the above purpose, and if so please to send them with all dispatch. Your presence here is also much needed, to keep order among the Lascars, &c.

Yours faithfully,
J. F. MACKENZIE.

No. 129.

FROM THE SECRETARY MARINE BOARD.
TO THE COLLECTOR OF VIZAGAPATAM.

SIR,

1. I have the honor, by desire of the Marine Board, to forward the accompanying copy of a letter they addressed to Government on the subject of Mr. Meppen's conduct in carrying safely to Cocanada the French vessel "Madras" after she had struck on the Santapilly Rocks and had become so leaky that it was doubtful whether she could have been kept afloat.

2. The order of the Government on the report follows, and I am to request that you will be good enough to make both known to Mr. Meppen, with the expression of the Board's satisfaction at finding that he was able and willing to render such important aid to a vessel in such perilous circumstances as was the "Madras."

I have, &c.
MADRAS, Marine Board Office, 11*th January*, 1858.
(Signed) J. J. FRANKLIN,
Secretary.

(True Copy.)
(Signed) CHARLES READE,
Collector.

TO THE MASTER ATTENDANT,
For his information.

MARINE DEPARTMENT.

No. 8.

Extract from the Minutes of Consultation under date the 5*th Jan.* 1858.

Read the following letter from J. J. FRANKLIN, Esq., Secretary Marine Board, to T. PYCROFT, Esq., Chief Secretary to Government, Fort Saint George, dated 30th December 1857, No. 4641.

SIR,

1. I have the honor, by desire of the Marine Board, to report that in the evening of the 13th instant, about sunset, the French ship "Madras" of about 1000 Tons struck on the Santapilly rocks. The weather was very fine and the water so smooth that there was no ripple over the danger, yet the vessel was injured so severely that it was with the utmost difficulty she could be kept afloat.

2. In this state she reached Bimlipatam where boats and coolies

were immediately sent to her assistance by Mr. Mackenzie of the Firm of Messrs Arbuthnot and Co. The Master Attendant at Vizagapatam was then sent for, and on his arrival finding that the vessel could not be kept afloat much longer offered to carry her to Cocanada, which he did successfully, arriving there at 10 P. M. on the 17th instant. The vessel then had 5 feet water in the hold with 4 Pumps constantly at work and two gangs bailing, but as she is near the shore and in smooth water she may yet be saved.

3. The board desire me to add that the Master Attendant at Vizagapatam deserves much credit for his readiness to undertake a difficult task and for the manner in which he executed it ; and they are about to express to him their sentiments on the occasion.

(Signed) J. J. FRANKLIN,
Secretary.

The Right Honorable the Governor in Council agrees with the Marine Board that much Credit is due to Mr. R. W. Meppen, Master Attendant at Vizagapatam, for his exertions for saving the French Ship "Madras" as reported in the above letter. The Board will convey to Mr. Meppen the approbation with which the Government regard his conduct on the occasion.

(True Extract and Copy)
(Signed) T. PYCROFT,
Chief Secretary.

To THE PRESIDENT AND MEMBERS MARINE BOARD.

(True Copy.)
(Signed) J. J. FRANKLIN,
Secretary.

(True Copy.)
(Signed) CHARLES READE,
Collector.

To THE MASTER ATTENDANT VIZAGAPATAM,
For his information.

Extract from a Memorandum from the Agent to the Governor, dated 10th March 1858.

No. 133.

1. The Agent to the Governor has very great pleasure in conveying to the Master Attendant his entire approval and satisfaction at the arrangements made for the landing and re-embarking of the Right Honorable the Governor.

2. It was left entirely to the Master Attendant, in the absence of the Agent to do all that was necessary without any particular instructions, the more credit is therefore due to that Officer for the completeness of the arrangements which he both originated and so well carried out.

* * *

VIZAGAPATAM,
Govt. Agent's Office,
10th March 1858.

(Signed) CHARLES READE,
Agent to the Gov.

To THE MASTER ATTENDANT,
Vizagapatam.

No. 1180.

FROM THE SUPERINTENDENT OF MARINE.
TO THE MASTER ATTENDANT,
Vizagapatam.

SIR,

I have the honor, by desire of the Superintendent of Marine, to forward for your information an Extract from a Despatch from the Right Honorable the Secretary of State for India, dated 19th January 1859, conveyed in Extract Minutes of Consultation, No. 81 of 8th instant, relative to the prompt assistance rendered by you to the French Ship "Madras" when she struck on the Santapilly Rocks.

MADRAS,
Marine Supt's Office,
18th March 1859.

I have the honor to be,
Sir,
Your most obedient Servant,
J. B. CROWTHER,
Assistant Superintendent of Marine.

Extract from an Extract from a Despatch from the Right Honorable the Secretary of State for India, dated 19th January 1859, No. 5.

Marine Department, No. 81.
Extract Mins. of Cons: under date the 8th March 1859.

Marine Letter, No. 22, *dated 30th June* 1839.

	20. The prompt assistance rendered by Mr. Meppen the Master Attendant at Vizagapatam, on the occasion of the disaster here noticed reflects much credit on that Officer.	
(9 and 10.) Perilous situation of the French Ship Madras when she struck on the Santapilly Rocks.		10. The Superintendent of Marine will be requested to communicate this para. to Mr. Meppen in continuation of Extract Mins: of Cons: No. 8, dated 5th January 1858.

(True Extract)
J. B. CROWTHER,
Assistant Superintendent of Marine.

No. 1948.

FROM THE SUPERINTENDENT OF MARINE.
TO THE MASTER ATTENDANT,
Vizagapatam.

SIR,

I have the honor, by desire of the Superintendent of Marine, to forward to you the annexed copy of the Proceedings of Government marginally noted conveying to you their approval of your conduct on the occasion of the wreck of Bark "Sally."

No. 172,
dated 4th May 1858.

MADRAS,
Marine Supt's Office,
16th May 1859.

I have the honor to be,
Sir,
Your most obedient Servant,
J. B. CROWTHER,
Assistant Superintendent of Marine.

MARINE DEPARTMENT.

Proceedings of the Madras Government.

Read the following letter from the Superintendent of Marine.

(Here enter 21st April 1859, No. 172.)

The Government notice with approval the exertions made by Captain Meppen, Master Attendant of Vizagapatam, for saving the property of the wrecked Barque "Sally."

(True Extract.)

(Signed) T. PYCROFT,
Chief Secretary.

TO THE SUPERINTENDENT OF MARINE.

(True Copy.)

J. B. CROWTHER,
Assistant Superintendent of Marine.

WALTAIR, *August 7th*, 1859.

MY DEAR CAPT. MEPPEN,

As I am leaving this part of the world and may not see you again, I am anxious to send you a few lines expressing my gratitude for the many kindnesses I have received at your hands since I have been here.

Your uniform attention and kindness to all persons either embarking or landing at this station, has been the subject of comment among many persons here, and I myself have great pleasure in bearing witness to the same, as I have always met with the most prompt attention at your hands.

Wishing you every happiness.

I am,
Yours faithfully,
LAUNCE H. ISACKE,
Lieut. 2nd B. L. I.

CAPTAIN MEPPEN,
Master Attendant, Vizagapatam.

CALCUTTA, 16*th May* 1860.

TO CAPTAIN MEPPEN,
Calcutta.

SIR,

Allow me to tender you my best thanks for your valuable assistance in having taken charge of my ship and bringing her safe to the Sandheads and delivered her over to the Pilot.

I am also grateful to you for so readily assenting to navigate my ship in her disabled state in this season of the year, when other Commanders at the Port declined to undertake the dangerous service.

I remain, Sir,
Yours much obliged,
J. FLOTTE,
Commander, Ship Nouvelle Penelope.

No. 2980.

FROM THE SUPERINTENDENT OF MARINE.
TO THE COLLECTOR OF VIZAGAPATAM.

SIR,

I have the honor to request an early reply to my letter of the 23rd Ultimo on the subject of Mr. Meppen's proceeding to Calcutta in charge of the French Ship "NOUVELLE PENELOPE." You may perhaps have imagined, as mention was made in the Postscript of my letter of Mr. Meppen's return, that it did not require a reply, but I am desirous of learning from you whether there were good grounds for his taking charge of the Vessel. He appears to have conducted her into a safe port under circumstances of peculiar difficulty with much skill and energy, but what I wish to ascertain is whether there was no one else at Vizagapatam competent and willing to undertake the duty.

MADRAS,
Marine Superintendent's Office,
23rd June 1860.

I have &c.,
(Signed) J. J. FRANKLIN,
Superintendent of Marine.

(True Copy.)

(Signed) G. FANE,
Collector.

(Extract from the Vizagapatam Chronicle, June 22.)

The Tullochgorum barque was beached on Sunday night opposite the Battery. The necessity for such a desperate course was apparently unavoidable, as she was in a sinking state, and no other could prevent her from foundering at her anchors. When this resolve was formed the greater portion of her native crew, it would appear, deserted in the boats that were alongside at the time furnished by the Master Attendant to provide against any contingency, and the remaining portion subsequently cut the quarter boat adrift and launched themselves in her, thus depriving those on board of their only resource in need. Signals of distress were repeatedly shown, and amid the lurid glare of blue lights the ship headed on to the beach, where she struck at 9 o'clock in the outer breakers, which, surging over her now and again, extinguished the lights. At this crisis calls for help were heard by those on the beach, and boat after boat was dispatched, but owing to the force of the sea and the darkness of the night, none of them could reach the ship. Hours passed on and no relief came. The chief mate had succeeded in reaching the shore by swimming, and still there were two on board, the Master and Steward, the former of whom could not swim, when, as a final step, the Master Attendant himself pushed off to the rescue at the peril of his own life, and after a determined effort for the space of two hours and more succeeded at last in saving the Captain, who, from his own account, would in all probability have perished but for this timely aid; for shortly after—indeed, scarcely was the Steward taken off—the ship went to pieces, and nothing was to be seen at daylight but a tangled mass of floating spars and fragments of wreck strewed along the beach. The conduct of Captain Meppen on this occasion is beyond all praise.

VIZAGAPATAM, *23th June* 1860.

To E. G. R. FANE, ESQ.
Collector and Agent to the Governor of Fort Saint George,
Vizagapatam.

SIR,

I beg to bring to your notice, my testimony to the meritorious conduct of Captain Meppen, the Master Attendant of Vizagapatam on a late trying emergency.

The zeal, energy, and spirit with which he has discharged the functions of his responsible Office in circumstances of peculiar peril to myself and ship and the readiness with which he has responded to my every requirement at all times and on all occasions, demand my warmest thanks, but in a more emphatic manner would I express my lasting gratitude to him, for the preservation of my life, which under Providence I owe entirely to his unwearied exertions, for when I was compelled by the force of necessity to run my sinking ship ashore, and all relief from the shore became hopeless from the failure of many and repeated attempts, he, at the hazard of his own life and in the face of no ordinary difficulties, came to my rescue while in a position of extreme danger, and succeeded in saving me when perhaps a few moments more would humanly speaking have closed my earthly career.

The darkness of the night, the high surf and the danger of the boat being stove by the pieces of my ill fated vessel which was fast going to pieces, the crumbling wreck irrespective of previous fruitless exertion would have discouraged further effort as fraught with increasing risk, but nothing daunted, Captain Meppen did his duty and that right nobly.

Such high spirited and disinterested conduct in the cause of humanity demands a more fitting acknowledgment than it is in my power to accord, but I bring it to the notice of the Government under which he serves to receive such consideration as merit deserves, or they may think right to bestow.

I have, &c.
(Signed) A. SELLAR,
Commander of the late
Barque "Tullochgorum."

No. 755.

VIZAGAPATAM, COLLECTOR'S OFFICE, *24th July* 1860.

FROM E. G. R. FANE, ESQ.
Collector, Vizagapatam.

To CAPTAIN R. W. MEPPEN,
Master Attendant, Vizagapatam.

SIR,

Superintendent of Marine's letters, dated 23rd June No. 2080 & 17th July 1860.

I have the honor to forward Copies of letters marginally noted for your information.

I have the honor to be, Sir,
Your most obedient Servant,
(Signed) E. G. FANE,
Collector.

No. 678.

VIZAGAPATAM, COLLECTOR'S OFFICE, *6th July* 1860.

FROM E. G. R. FANE, ESQ.
Collector.

To J. J. FRANKLIN, ESQ.
Superintendent of Marine, Madras.

SIR,

In submitting for your consideration, Copy of Captain Meppen's letter and printed Testimonials as requested by him, I have the honor to state that as the recorded opinions of my predecessors are already in your Office, all bearing witness to the prompt and efficient aid, Mr. Meppen has on every occasion rendered to Vessels in distress, I have now nothing to add but that I myself have also always found him zealous and attentive to his duty.

2. I beg herewith to refer you to the conduct of Captain Meppen at the Shipwreck of the "TULLOCHGORUM" that lately occurred at this Port, he at a very late hour of the night pushed off to the stranded Ship and succeeded in rescuing from the middle of the surf the Captain and Steward.

Without Captain Meppen's aid they certainly would have perished. Captain Meppen afterwards as was his duty did all that could be done to save the spars, &c. &c. of the Vessel for the benefit of those concerned.

3. As the salary of the Master Attendant at Coconada has been recently raised to 350 Rupees, 150 more than what Captain Meppen at present receives, and as Captain Meppen's duties are quite as onerous as those of Cocouada, more particularly now that so many European Vessels come for cargo to the Ports of Vizagapatam and Bimlipatam. I think that Captain Meppen's salary ought also to be augmented, I therefore herewith beg to forward this my recommendation for the same.

I have, &c. &c.
(Signed) E. FANE,
Collector.

No. 3305.

FROM THE SUPERINTENDENT OF MARINE.

To THE COLLECTOR OF VIZAGAPATAM.

SIR,

No. 678 of 6th July 1860.

With reference to your letter marginally noted, I have the honour to inform you that Government have directed a revision of the Marine establishments at the various outports and that Capt. Meppen's application for increase of salary will come under consideration in due course.

MADRAS, Marine Superintendent's Office, *17th July* 1860.

I have, &c.
(Signed) J. J. FRANKLIN,
Superintendent of Marine.

(True Copy.)
(Signed) G. FANE,
Collector.

Extract from the Narrative Report of the Coast Series, Great Trigonometrical Survey of India for the Season 1859-60.

30. "I propose that a stone arch should be erected over the Mark,* and the sides filled in with brick and mud cement so as to be easy of access for future reference, and yet protected against violence, and that the whole should be made over eventually to the care of Captain R. Meppen, Master Attendant at Vizagapatam, a gentleman who takes an interest in our work and has rendered me valuable assistance in this part of our proceedings."

(True Extract.)
(Signed) A. STRANGE, MAJOR,
Astronomical Assistant,
G. T. S. in charge Coast Series.

* N. B. This Mark is for the important purpose of affording the Mean Sea Level at Vizagapatam.

COCONADA, *July 26th* 1860.

MY DEAR CAPTAIN MEPPEN,

Before leaving your hospitable roof it was my intention to have given expression to my deep sense of obligation to you for the many acts of kindness I have received at your hands, during my stay at Vizagapatam, but from the confusion attendant by a hasty departure by the Steamer, I had most reluctantly to defer that pleasure until now.

It is with no common feelings of gratitude I acquit myself of the duty of returning my warmest and heartful thanks for your kind hospitality and the generous manner in which you befriended me when landed by misfortune a stranger in your port, but when I call to mind your generous conduct in imperiling your own life to save that of a perfect stranger on that eventful night on which my Ship was lost, and that I owe my life to another act of self-devotion on your part. Language fails me. Suffer it to say I shall ever retain a grateful remembrance of all that you have done for me.

Wishing yourself and family long happiness with my best respects to all.

Believe me, dear Sir,
Yours ever gratefully,
(Signed) ALEX. SELLAR,
Master, Late Tullochgorum.

No. 1209.

VIZAGAPATAM DISTRICT,
VIZIANAGRUM COLLECTOR'S CIRCUIT OFFICE,
17th November 1860.

FROM E. G. R. FANE, ESQ.,
Collector.

TO CAPTAIN R. W. MEPPEN,
Master Attendant, Vizagapatam.

SIR,

With reference to the enclosed letter* from Mr. Clarkson, I have the honor to request you

* To be returned.

will render him every assistance, only so arranging matters, that the commercial interests of the port do not suffer.

I have the honor, &c.
(Signed) E. FANE,
Collector.

No. 123.

Extract from a letter of the Civil Assistant G. T. Survey Coast line Series to E. G. R. Fane, Esq. Collector of Vizagapatam.

COAST SERIES OFFICE,
Vizagapatam, 13th November 1860.

TO E. G. R. FANE, ESQ.,
Collector of Vizagapatam.

* * *

Para 2. I am already under obligations to the Master Attendant for many useful suggestions and much assistance in the preliminary arrangements for the work; and have addressed that gentleman now to aid me in preventing interference or opposition on the spot required at the Jetty; but it would appear that your support is necessary to enable the Master Attendant, who is always near the place, to afford such help. For this reason I have deemed it my duty to apply to you for extending authority to the Master Attendant. It is requisite that boats plying in the backwater should not approach close to the Guage, especially about the time of observation and disturb the water and vitiate the work. It is further requisite that all opposition to my proceedings should be prevented. It is right to add I am not in the least apprehensive of any being offered, still it is indispensable to provide against a probability of this nature.

I have the honor, &c.
(Signed) R. CLARKSON,
Civil Assistant G. T. Survey, in charge Coast Series.

COCONADA, *12th January* 1861.

TO CAPTAIN R. W. MEPPEN,
Master Attendant, Vizagapatam.

DEAR SIR,

We are extremely obliged to you for the timely and effective assistance rendered by you to Captain Bouteiller of the Ship "Marie Aline" stranded at Wattara and beg to tender our warmest thanks for your able assistance and co-operation with the Commander in regard with Sale of that Ship and salvage.

And remain, dear Sir,
Your much obliged,
(Signed) BONCHEZ VANSOHTEN FASCIOLLE & CO.

COCONADA, *12th January* 1861.

TO THE COLLECTOR OF VIZAGAPATAM.

SIR,

I am unable to express my thanks adequately for the prompt and unrequitted exertions and assistance rendered me by Captain Meppen,

Master Attendant at Vizagapatam on the occasion of the wreck of my Ship the "Marie Aline" on 8th December 1860, you can better picture than I can describe, our forlorn position, cast away in a place where none could understand us, being totally ignorant of the language, but Captain Meppen hurrying down, expelled all our fears and through his able assistance part of the wreck was saved. I cannot say too much in favor of that Officer and shall make it my duty to bring to the notice of the Superintendent of Marine of Madras the able and prompt assistance he rendered me in my deplorable condition.

I have the honor, &c.

(Signed) BOUTEILLER,

Commandant French Barque, "Marie Aline."

(True Copy.)

(Signed) E. FANE,

Collector.

To Captain Meppen,

Master Attendant, Vizagapatam.

Colonial Maritime Insurance Compy. of Mauritius,

Port Louis, 4th February, 1861.

R. Meppen, Esq.,

Master Attendant, Vizagapatam.

Sir,

The attention of the Directors has been drawn to the valuable services rendered by you on the occasion of the loss last year at your port of the Bark "Tullochgorum" of this place, and, as underwriters on the ship and cargo, they have charged me with the agreeable duty of conveying to you the best thanks of the Company for the very efficient assistance then afforded by you, and which, as regards the rescue of the Commander from the wreck, they learn was rendered at very considerable peril to your own life.

I remain,

Sir,

Your faithful Servant,

FREDERICK M. DICK,

Secretary.

Marine Department.

Proceedings of the Madras Government.

Read the following papers :—

From J. J. Franklin, Esq.,

Superintendent of Marine.

To T. Pycroft, Esq.,

Chief Secretary to Government.

Fort Saint George, *dated 10th January* 1861, No. 126.

I have the honor to acknowledge receipt of the Proceedings of Government of the 24th ultimo, No. 445, forwarding a Despatch from the Right Honorable the Secretary of State for India, on the subject of the loss of the "Tullochgoram" at Vizagapatam in June last, and of the conduct of Captain Meppen the Master Attendant at that Port on the occasion, and requesting particulars of the case.

2. The only official report of the circumstances made to myself is contained in a letter from the Master Attendant, dated 18th June, copy of which is herewith forwarded. It appeared from this that the vessel had anchored in Vizagapatam roads in a leaky state and was engaged on the 16th and 17th of the month in landing cargo ; but as notwithstanding this the leakage continued, she was run on shore at 10 P. M., on the last named day and broke up at 5 A. M. next morning. The crew, it is reported, were all saved, having, I presume, been brought on shore when the vessel was stranded.

3. *Subsequently, I received from the Commander of the lost vessel* a letter, *dated the 2nd July, enclosing copy of a communication he* had addressed to the Collector of the District, representing in terms precisely similar to those contained in his letter to Sir Charles Wood, the very great assistance he had received from Captain Meppen. The previous report, however, not leading me to suppose that the circum-

stances were such as to call forth any unwonted display of energy and courage, I awaited a communication from the Collector, and none having reached me, inferred that he did not consider it necessary to forward Captain Sellar's letter.

4. I will now request that Officer's opinion on the Commander's representation and forward it to Government with such remarks from myself as it may appear to require.

From Captain R. W. Meppen,
Master Attendant, Vizagapatam.
To The Superintendent of Marine.
Madras, *dated 18th June* 1860, No. 182.

I have the honor to bring to your notice that the Barque "Tullochgoram," Captain Sellar, put into this Port from Cocanada on the evening of the 15th instant; she left that Port on the 13th instant, bound to the Mauritius, but on the 14th and 15th instant encountered heavy weather, and having sprung a leak and the pumps being choked, the Commander deemed it prudent to put into the nearest Port; a part of her cargo was landed on the 16th and 17th instant, but as I found the Ship could not be kept afloat longer, I desired the Commander to run her ashore, instead of allowing her to sink under anchor and foul the roadstead; at about 10 P. M. last night she was run on shore abreast the flag staff, and at 5 this morning broke up to pieces—no lives were lost.

(True Copy.)
(Signed) J. B. CROWTHER,
Assistant Superintendent of Marine.

From J. J. Franklin, Esq.,
Superintendent of Marine.
To T. Pycroft, Esq.,
Chief Secretary to Government.
Fort Saint George, *dated 6th February* 1861, No. 366.

In continuation of my letter of the 10th ultimo, No. 126, I have now the honor to report further on the service performed by Captain Meppen, Master Attendant at Vizagapatam, on the occasion of the wreck of the "Tullochgoram." Before doing so, however, I beg to express my regret at an error I unwittingly fell into in stating at the conclusion of the 3rd paragraph of the above cited letter that no report of the circumstances had reached me from the Collector of the District. On applying to him for particulars, he refers me to a communication from him dated the 6th July last, in which he states the circumstances, and recommends the Master Attendant for an increase of salary. The revision of the Marine Establishments at outports being under the consideration of Mr. Pelly the letter was unfortunately allowed to lie over pending the conclusion of his arrangements, and was thus lost sight of.

2. I now beg to forward the letter in question from which it will be seen that Captain Meppen's conduct on the occasion was exceedingly praiseworthy. He put off at a late hour of the night and succeeded in bringing from the Ship the Captain and Steward who, Mr.

Fane states, must otherwise have perished. I likewise enclose copy of the Collector's letter in reply to my late application, in which he states that the surf was particularly high and dangerous at the time, and that before the Master Attendant himself put off four boats had fruitlessly attempted to reach the Ship.

3. There can be no doubt that Captain Meppen behaved with great intrepidity on the occasion, and that he is moreover deserving of much credit for the readiness and energy he invariably evinces whenever the situation of a vessel calls him into action. He has always been forward to render assistance to vessels in distress and the case of the "Tullochgoram" is only one of many which have been brought prominently to notice, and which are set forth in a pamphlet just received, which I beg to forward with a letter from Captain Meppen to Government.

4. I am directed to report what I would propose in reference to the recognition of this Officer's services. It will be seen that he desires to hold rank as a Lieutenant of the Indian Navy, and I see no objection to this being granted to him.

From E. G. R. Fane, Esq.,
Collector of Vizagapatam.
To J. J. Franklin, Esq.,
Superintendent of Marine.
Dated 6th July, 1860, No. 678.

In submitting for your consideration copy of Captain Meppen's letter and printed Testimonials as requested by him, I have the honor to state that as the recorded opinions of my predecessors are already in your Office, all bearing witness to the prompt and efficient aid Mr. Meppen has on every occasion rendered to vessels in distress, I have now nothing to add but that I myself have also always found him zealous and attentive to his duty.

2. I beg herewith to refer you to the conduct of Captain Meppen at the Shipwreck of the "Tullochgoram," that lately occurred at this Port, he at a very late hour of the night pushed off to the stranded Ship, and succeeded in rescuing from the middle of the surf the Captain and Steward: without Captain Meppen's aid they certainly would have both perished. Captain Meppen afterwards, as was his duty, did all that could be done to save the Spars, &c., of the vessel for the benefit of those concerned.

3. As the salary of the Master Attendant at Cocanada has been recently raised to 350 Rupees, 150 more than what Captain Meppen at present receives, and as Captain Meppen's duties are quite as onerous as those of Cocanada, more particularly now that so many European vessels come for cargo to the Ports of Vizagapatam and Bimlipatam, I think that Captain Meppen's salary ought also to be augmented. I therefore, herewith beg to forward this my recommendation for the same.

(True Copy.)
(Signed) J. B. CROWTHER,
Assist. Superintendent of Marine.

FROM CAPTAIN W. R. MEPPEN,
Master Attendant, Vizagapatam.
TO T. PYCROFT, ESQ.,
Chief Secretary to Government.

FORT SAINT GEORGE, *dated 22nd January*, 1861, No. 17.

I have the honor most respectfully to beg that you will be pleased to lay before His Excellency the Governor in Council, the accompanying printed copies of Testimonials, which I hold touching services rendered by me to ships and individuals found in circumstances of imminent peril (from stress of weather and other causes) on various occasions during the past nine years.

It would, I feel, be quite out of place in me to offer any comment upon the events which called forth the Testimonials in question, but in seeking to place them now before His Excellency in Council, and with especial reference to Captain Sellar's letter on page 14,* and the letter of E. G. R. Fane, Esq., to the Superintendent of Marine on page 15,† I would respectfully solicit at the hands of His Excellency in Council that the said services, which speak for themselves, may be favourably represented to the Right Honorable the Secretary of State for India (should they be deemed worthy of it) with a view to the rank of Lieutenant in the Indian Navy, being conferred on me.

It has ever been a rule with me, as I trust, it shall always continue to be, never to shrink from the performance of my duty, whether in the path of official requirement or otherwise, and however arduous, or beset with personal peril to myself the act may be, if the faintest hope can be cherished that my endeavours may result in saving either life or property, placed in jeopardy; and should my past hearty and willing exertions in so good a cause, be considered worthy of the honor which I have ventured most humbly to solicit at the hands of the Government which I have the honor to serve, my highest ambition will be gratified while such a reward could not fail to stimulate others, to pursue a like course with that which has hitherto been, and will always be, regarded by me as a sacred duty.

FROM E. G. R. FANE, ESQ.,
Collector of Vizagapatam.
TO J. J. FRANKLIN, ESQ.,
Superintendent of Marine.

MADRAS, *dated 24th January*, 1861, No. 57.

In acknowledging the receipt of your letter of the 10th instant, No. 127, requesting to know what extraordinary service was rendered by the Master Attendant of this Port to the Captain and Crew of the "Tullochgoram," I beg to refer you to my letter dated the 6th July last, wherein I referred to the circumstance. It happened that at the time in question, I was at Vizagapatam. I recollect well that the surf was particularly high and dangerous from the boisterous state of the weather.

2. I did not myself go down to the beach, but I was informed by

* P. 10.—† P. 11.

the Master Attendant that no less than four boats put off under his instructions, but all failed to reach the vessel and to give any assistance; the Master Attendant himself at last put off and succeeded in getting near enough to the vessel to save the two or three persons that still clung to its wreck. His exertions were certainly very praiseworthy, but have been already made known to you by me, and have been gratefully acknowledged by Captain Sellar the Commander of the ill-fated ship.

3. Captain Sellar's letter to me of the 26th June last, would have been forwarded along with my communication of the 6th July, but it was somehow mislaid, and was not found until a few weeks ago. As you say you have already a copy of the same, I do not now send you one.

(True Copy.)
(Signed) J. B. CROWTHER,
Assistant Superintendent of Marine.

ORDER THEREON, 25th February 1861, No. 61.

The Government resolve to forward the above papers to the Secretary of State, in reference to his Despatch of the 17th November last, No. 28, and to recommend Captain Meppen's request for favourable consideration.

(True Extract.)
(Signed) T. PYCROFT,
Chief Secretary.

To the Superintendent of Marine.
„ Collector of Vizagapatam.

(True Copy)
J. B. CROWTHER,
Assistant Superintendent of Marine.

Forwarded to the Master Attendant at Vizagapatam for his information.

MARINE DEPARTMENT.
Proceedings of the Madras Government.

Read the following Despatch from the Right Honorable Sir C. WOOD, Bart., Secretary of State for India; to His Excellency the Honorable the Governor in Council, Fort St. George, dated London, 16th May 1861, No. 16.

1. With your Marine letter, dated the 25th February last, No. 6, you have forwarded a copy of a correspondence relative to the intrepid conduct of Mr. Meppen, Master Attendant at Vizagapatam, in rendering assistance to vessels in distress, by which he has been the means, on several occasions, of saving life and property; and with reference to my Despatch, No. 28 of 1860, in which I called your attention to his meritorious behaviour in the case of the ship "Tullochgoram" in view to its being suitably noticed by you, you have recommended that Mr. Meppen's solicitation, that the rank of a Lieutenant in the Indian Navy may be conferred on him in recognition of his services, may be acceded to.

2. You state that Mr. Meppen is "deserving of much credit for "the readiness and energy which he invariably evinces, whenever the "situation of a vessel calls him into action" and that the case of the "Tullochgoram" is only one of many which have been prominently brought to notice.

3. The testimonials which Mr. Meppen has submitted relative to the services rendered by him, to ships and individuals found in circumstances of imminent peril, also give proof of his brave and disinterested conduct in the cause of humanity.

4. The question of suitably recognizing the services of Mr. Meppen, on the occasion which has been brought directly to my notice, and his general conduct as reported in the papers now before me, has had my consideration in Council.

5. His request to have conferred on him the rank of a Lieutenant in the Indian Navy, cannot be complied with, the constitution of that service entirely precluding the introduction into it of any individual in the manner solicited, but as I am desirous of marking my sense of Mr. Meppen's conduct in the case of the wreck of the "Tullochgoram," I have to request that you will direct the presentation to him of the sum of (1,000) one thousand Rupees.

ORDER THEREON, 18th June 1861, No. 201.

Communicated to the Superintendent of Marine, and the Collector of Vizagapatam.

2. The Collector will disburse to Captain Meppen, Master Attendant, the sum of (1,000) one thousand Rupees presented to him by the Right Honorable the Secretary of State, in recognition of his services in the case of the wreck of the "Tullochgoram," and will furnish him with a copy of the Despatch from the Secretary of State.

(True Extract.)
(Signed) T. PYCROFT,
Chief Secretary.

To the Superintendent of Marine.
" Collector of Vizagapatam.
" Civil Paymaster.
" Accountant General.

No. 707.

1. Ordered that copy of the foregoing Despatch from the Secretary of State for India be forwarded to Captain Meppen for his information with reference to his application for a Commission in the Indian Navy dated 22nd January 1861, No. 25.

2. The Cash Keeper has been ordered to pay the 1,000 Rupees to Mr. Meppen upon his presenting a receipt for the same.

VIZAGAPATAM,
Collector's Office,
25th June, 1861.

E. FANE,
Collector.

Filed in Court this 4th day of January 1862
Mr. Joseph Rose
Commissioner

Printed
Enc: C. page 2.

page 10.

5.

Memo:

The amount, Rs. 15 as Measurement fee, with another fee for Rs. 8 for Hooking, was refunded by Capt. Messpey, but under protest. He maintains that, under E. M. C; 17" April '57 No: 145, and Mr. Reade's letter, 26" ~~of~~ May '59 No: 445, he was entitled to those fees — & argues that Mr. Franklin's letter, 3" May '61 ~~of~~ No: 1,547, if it is to stop all future exactions, cannot have retrospective effect.

2. The points, therefore, on which

which would fix the charge of corrupt & irregular conduct in the instance which has been investigated, are —

I. Whether the Master Attendant had any improper motive in delaying the Brig from crossing the Bar, &

II. Whether the payment of Rs. 15 was only for the measurement of the vessel.

3. The application of Bhava Narraidoo is dated 4th Sept. '60, & in it he solicited permission to take the Brig from the river to the Sea "tomorrow, & also boats for the purpose." The Commissioner considers that the Brig crossed the bar on the 7th. The application appears to have been received in the Master Attendant's Office on the 6th. If this was the case, there was no delay. The date of receipt, however, is not noted with sufficient distinctness on the original application. Under any circumstances, the delay was only for 2 days, the 5th & 6th. The Master Attendant's Register of Winds & Weather recorded unfavorable weather on those two days. On the 7th, more moderate weather is registered — & even then, the vessel struck & the rudder was displaced while crossing the bar. Some of the witnesses + as-

Note. The application is in English, & the signature is in the Native character.

Note. Some of the Witnesses speak of the 3rd or 4th day after Bhava Narraidoo asked for boats — at Cabtain Stephens house or on the walk to his office.

+ for the prosecution, 1st 11 7

sert

that the operation could have been attempted on the days Bhanu Narraidu was seeking permission — while the third Witness stated that "the Syrang" of the Brig hesitated on the first day, because the wind was rather too strong." The 4th Witness stated that in the afternoon of one of those days, the surf of the sea being very high, boats did not go to the sea." The Prosecutor has produced Boat Notes to prove that Cargo Boats crossed the bar. But there is the question whether a rigged vessel, requiring some draft of Water, could have done the same?

4. There as to the levy of the fee for measurement, & whether Captain Mepham earned the money or not, is not the whole question. The point is whether the money was not paid under circumstances which give the transaction the aspect of extortion. The Commissioner thinks that the evidence on the side of the prosecution establishes the fact that the amount was paid before, & immediately the Writer ordered the boats for the Brig. This evidence is not rebutted. The prosecution went on to prove that no measurement of the Brig was ever made to entitle the Master Attendant to the fee. Captain Mepham calls this proving a negative. ~~It is true, however, that~~ The Tamadar of Sea Customs, admitted that when he was applied to for the Port Clearance of the Brig, he did refer to the Master Attendant for

Note. Captain Mepham was absent when this before took place. As Master Attendant of Viragapatam, he was in charge of the neighboring port of Bimlipatam also.

for the amount of the Tonnage. The Tonnage first entered in the Port Clearance, dated 19th Sep. '60, No. 140 was altered from 114 to 207 18/100 Tons — The Tidewaiter on this reexamination that he adopted the alteration, & altered his Office Registers at the time. The measurement of the Brig was effected then, if it was made at all, about the 19th Sep. Captain Mespen produced a letter from the Commander of the "Dalhousie", pointing to the 18th as the day, & the 2nd, 3rd, & 4th Witnesses for the Defence deposed that he proceeded from the "Dalhousie" in Boat No. 5, & measured the Brig, then riding

+ It was elicited from

Note — Capt. Mespen points out that this measurement increases the amount of Port dues.

at anchor in the sea. The Commissioner disbelieves their testimony altogether. But, supposing their evidence is admitted, the Commissioner points out that the measurement had been made 11 days after the payment. But looking to the rule that the Master Attendant cannot survey, unless he is first preferred to by the Officer; in this case, the Tidewaiter of Sea Customs, whose duty it is to levy the Port dues & issue the Port Clearance — the payment was made even before it could have been officially known that the measurement was necessary.

As the operation of Hooking must have been performed before the bar was crossed, Rs 8, of the entire payment had been earned — but it

Note. The statement in para 9 of the report must be taken as part of the Commissioner's reasons for the rejection of the witnesses evidence. But in his letter, 13th Sep. '61 to Govt. para. 9 (page 13 of Book C.) Capt. Mebben alludes to this mode of proof.

it has not been pleaded that the payment was a deposit, subject to adjustment — & this state of things is actually set forth in the Answer's first Ubzi to the Collector, Book C. page 1.

Memo.
Captain Meppen complains that much of the evidence is hearsay. Opinions have also been recorded.

Memos

Marine Departt.

Memorandum.

From the Commissioner. /Dated 24th. January 1862./

From the Supdt. of Marine. /Dated 12th. February 1862./ No. 430.

In the first of the above letters M. Cugga Row, Principal Sudder Ameen of Rajahmundry appointed by Commissioner under Act XXXVII of 1850 forwards with all the evidence in the case, his report of the inquiry into the charges against Captain Mepham Master Attendant of Vizagapatam made under orders of Govt. dated 9th October 1861 No. 323.

2 The charges against Captain Mepham arranged by the Commissioner under four heads are

briefly

There can be no doubt that Capt. Mepham did receive the sum in question - and it does not appear that he was in any way authorized to make the charge which he did. The person employed to report on the case is of opinion that the charge was proved & he must have had better means of ascertaining the value of the evidence produced than the Govt. can have - I am therefore disposed to accept his decision and having done so I cannot think that the removal to Bimlipatam would be any severer punishment - Still I should not like to dismiss Capt. Mepham as he could not be reduced to a lower position. 2

- The evidence does not appear to me sufficiently clear & reliable to establish the charges that Rs 15 were exacted before Capt Stephen would furnish boats or that Capt St did not go on Board the Brig at the time she was said to be measured. - But the owner of the Brig had come to complain of vexatious delay, and Mr Franklyn's letter of 3rd Sept/61 shows that the charges of Rs 15 & for measuring the Brig & hooking were quite unauthorised -

There seems upon these facts to be sufficient ground for suspending Capt Stephen from the exercise of his irregular proceedings & he should be informed by suspending him say for 3 months? & he should then be stationed at Bombay Pattan with a caution regarding his future behaviour. JHL

I think with the Collector that the proof as to the exaction of Rs 15 before the boats were given is not sufficiently clear & reliable to establish the charges that Rs 15 were exacted before Capt Stephen would furnish boats or that Capt St did not go on Board the Brig at the time she was said to be measured. - But the owner of the Brig had come to complain of vexatious delay, and Mr Franklyn's letter of 3rd Sept/61 shows that the charges of Rs 15 & for measuring the Brig & hooking were quite unauthorised -

There seems upon these facts to be sufficient ground for suspending Capt Stephen from the exercise of his irregular proceedings & he should be informed by suspending him say for 3 months? & he should then be stationed at Bombay Pattan with a caution regarding his future behaviour. JHL

3. Captain Stephen in which it would seem from his defence admits that the Rupees 15 was paid to his writer - but says that it was deposited as an advance for payment of the Boats that had to tow the Vessel out to Sea - As regards charging for surveying the Brig he admits having made such charge, but pleads that he was warranted in making such

Survey

simply, that he refused boats and prevented the Prosecutor's Brig going out to Sea, although the weather was favorable, or not unfavorable, until he had received thro' his writer Rupees 15. Moreover that whereas he stated that he had measured the Brig and demanded a fee for the same - he never went on board of her nor surveyed her at all. -

Just worthy - the delay also has been by the charge for hand - Which I think in my opinion, his Assistant & the balance of the evidence -

There can be no doubt but that the Brig & the Measuring Rod & Capt Stephen absent themselves - & that the Brig was detained by the Custom House Peons & others & that by the interference & influence of Capt Stephen

Survey by the Assr of pu order of Govt, and accord=ing to the decision in a Similar case passed by his late Superior the Collector Mr Reade, as well as in charging a fee of 8 Rupees for hooking or ascertaining the Vessels draft. The consequence of the opinion expressed by the Superintendent of Marine, he has however refunded the Peons sums - On this point I would beg particular reference to Mr Franklin's letter of 3rd September 1861 in Proceedings of Govt. of 4th October which shows that the survey and hooting fees at one time Rs. 23, and another Rs. 25 were charged twice over - and on each occasion as it seems to me, the demand was wholly unauthorized.

JHL

4. The Commissioner convicts Captain Mapperu on each of the four heads of charge.

5. No doubt if the witnesses for the prosecution are to be implicitly believed, the charges have been fully made out. It is further not easy to discover why such an accusation should have been made against a man in Captain Mapperu's position, had there not been some truth in it, or had not his conduct generally been irregular and improper. Natives are not prone to bring charges against European officers unless there be some foundation for them. Captain Mapperu's charge for measuring the vessel admitting that he did measure her — was clearly altogether unauthorized, as pointed out by the Superintendent of Marine in his letter of the 3rd September 1861. The circumstances related in para: 14 of Lugga Rowi's report is also not a little suspicious as regards Captain Mapperu.

6. On the other hand there is the opposite testimony adduced by Captain Mapperu — added to the fact that it is difficult to place much dependence on the testimony of native witnesses whether for prosecution or defence & speaking of a transaction which occurred a considerable time before. Further Captain Mapperu has laid himself open to these charges by his conduct in making unauthorized reactions for surveying and hooking

but

but it will probably be thought unsafe to take any action on the finding of the Principal Sudder Ameens. Captain Mapperu has been ordered to be transferred from the Port of Vizagapatam to that of Masulipatam on grounds urged by both the Collector of Vizagapatam, the Superintendent of Marine and by Mr. Colly and unconnected with the present charge. He has remonstrated against this as unnecessary and very inconvenient to himself. But those by whom his transfer was sometime since proposed must be the fairest Judges of its expediency - and the present inquiry shows that it is not desirable that he should remain at Vizagapatam.

My Uncovenanted Assistant Mr. Lyons who has gone through the papers has made some notes on them to which I would call attention.

JP

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Marine Department.

17

PROCEEDINGS of the MADRAS GOVERNMENT.

Read the following letters:

From the Commissioner, Vizagapatam &c. / Dated entered 24th January 1862 /

From the Supdt. of Marine — / — " — 12th Feby. 1862 No 430 /

Order thereon 9th April 1862 No 98

In the first of the above letters M. Juggga Row, Principal Collector Ancern of Rajahmundry, appointed as Commissioner under Act XXXVII of 1850 forwards with all the evidence in the case, his report of the inquiry into the charges against Captain Meppen Master Attendant of Vizagapatam made under Orders of Govt. dated 9th October 1861 No 323.

2. The charges against Captain Meppen, arranged by the Commissioner under four heads, are simply, that he refused boats, and prevented

prevented the Prosecutor's brig going out to sea, although the weather was favorable, or not unfavorable, until he had received through his writer Rupees 15. Moreover that whereas he stated that he had measured the brig and demanded a fee for the same he never went on board of her nor surveyed her at all.

3. Captain Hoppen it would seem from his defence admits that the Rupees 15 was paid to his writer but says that it was deposited as an advance for payment of the Boats that had to tow the Vessel out to sea. As regards charging for surveying the brig he admits having made such charges, but pleads that he was

warranted

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warranted in making ~~such~~ the Survey by the tenor of an order of Govt, and according to the decision in a similar case passed by his late Superior the Collector Mr. Read, as well as in charging a fee of 8 Rupees for shooking or ascertaining the Vessels draft. In consequence of the opinion expressed by the Superintendent of Marine, he has however refunded these sums.

4. The Govt have carefully perused the report of the Commissioner and the documents which accompanied it. The charges against Captain Hoppen do not appear to them to be so conclusively established as would warrant them in acting upon the Commissioner's finding. In such event, they

would

would have had no alter-
-native but to dismiss
Captain Meppen from
their service. They regard
the case however as one
of very strong suspicion,
and even if the present
accusations have been
falsely preferred by the
parties, they would doubt-
-less have had their
origin in the irregular
and unscrupulous pro-
-ceedings of Capt. Meppen
himself. This clear
from the letter of the
Suppt of Marine of the
3d Sept.r last that the
fees for surveying and
hooking levied by the
Master Attendant on
two occasions, were
gross exactions, not
warranted, neither by the
law, or by the orders
of Govt. and of the Col-
-lector, quoted by Capt.
Meppen.

The

5. The Govt. resolve to
inform Captain Meppen
thro' the Collector, that
they have viewed his
proceedings on the above
occasions with grave
displeasure, and are
far from satisfied of
his innocence of the
charges recently inves-
-tigated. The orders for
his transfer to Vizi-
-gapatam will, at once
be carried out, and he
is warned to be circ-
-umspect as to his
future behaviour
as any further irregu-
-larities on his part
will be very severely
visited.

6. The Govt. thank
M. Jaggia Row for the
manner in which he
has conducted the
inquiry.

P. JJ

To the Supt. of Marine
" Collector of Vizagapatam
To M. Jaggia Row
Copy of the Govrs Report forwd to the Supt of Mar: & Coll.r of Vizag.m on the 16/4.

Despd 9th

Marine Letter to Engd 7th May
No 13 of 1866
Replied to No 15 of 1866

Marine 1862. Department

No. 98.

PROCEEDINGS of the MADRAS GOVERNMENT.

Dated 9th April 1862.

Report of the inquiry into the charges preferred against Captain H. W. Hepper submitted by the Commissioner. As regards the charges, did not appear to Govt so conclusively established as to warrant them to dismiss Captain H. from their service but that Officer informed of the grave displeasure with which his proceedings have been viewed by Govt and warned to be circumspect as to his future behaviour.

5829] Madras—Printed at the Government Press.

25 & 27

29 March
2 April