GERMANY—

(1) *Light-vessels.*—None are electrically connected, although experiments have been made.
(2) *Outlying Lighthouses.*—Five of these (Oberer Eversand, Unterer Eversand, Meyers Legde, Hoheweg, and Rothersand) are in direct electrical communication with the general telegraphic system of the country.
(3) *Lighthouses on the Mainland.*—Thirty of these are electrically connected with the general telegraphic system of the country.

GREECE—

(1) *Light-vessels.*
(2) *Outlying Lighthouses.* } —There are none.
(3) *Lighthouses on the Mainland.*—There is no electrical communication.

ITLAY—

(1) *Light-vessels.*
(2) *Outlying Lighthouses.*
(3) *Lighthouses on the Mainland.* } —No electrical communication.

NETHERLANDS—

(1) *Light-vessels.*
(2) *Outlying Lighthouses.* } —No electrical communication.
(3) *Lighthouses on the Mainland.*—All these are in electrical connection with the general telegraphic system of the country.

The chief signal stations and all the coastguard stations are electrically connected.

PORTUGAL—

(1) *Light-vessels.*—There are none.
(2) *Outlying Lighthouses.*—No electrical communication.
(3) *Lighthouses on the Mainland.*—All these are connected with the telegraphic system of the country.

ROUMANIA—

(1) *Light-vessels.*
(2) *Outlying Lighthouses.*
(3) *Lighthouses on the Mainland.* } —No electrical communication.

RUSSIA—

(1) *Light-vessels.*—No electrical communication.
(2) *Outlying Lighthouses.*—A few island lighthouses are electrically connected.
(3) *Lighthouses on the Mainland.*—A few are electrically connected.

SPAIN—

(1) *Light-vessels.*—
(2) *Outlying Lighthouses.*—
(3) *Lighthouses on the Mainland.*—

SWEDEN AND NORWAY—

SWEDEN—

(1) *Lighthouses.*—No electrical communication.
(2) *Outlying Lighthouses.*—Five island lighthouses (Vinga, Sparö, Landsort, Sandhamn, and Söderarm) are electrically connected.
(3) *Lighthouses on the Mainland.*—Some of these are in telephonic communication with the district telephone systems.

NORWAY—

(1) *Light-vessels.*—There are no light-vessels.
(2) *Outlying Lighthouses.*—Two island lighthouses (Oxö and Färder) are in electrical communication with the general telegraphic system of the country.
(3) *Lighthouses on the Mainland.*—No electrical communication.

UNITED STATES OF AMERICA—

(1) *Light-vessels.*—None are electrically connected.
(2) *Outlying Lighthouses.*—Four (Tarpaulin Cove, Gay Head, Nantucket, and Block Island (S.E.) Lighthouses) are in electrical connection with the general telegraphic system of the country.
(3) *Lighthouses on the Mainland.*—Three are in electrical connection with the general telegraphic system of the country.

All the signal stations and the majority of the life-saving stations are electrically connected.

Government of India, Central Printig Office.—No. 781*a*. F. & C. D.—18-2-95.—130.—R. N. D.

[G/11]
3,000—26-9-94.

ORDINARY, MS.

Marine DEPARTMENT.
G.O., DATED 4 March 95
No. 65, 66.

When given for copying. 4/3

[Despatch Abstract.]

Passing orders on the preliminary enquiry into the stranding of the S.S. [illegible] held by Port Officer, Calcutta, and asking the Bengal Govt for investigation.

GERMANY—

(1) *Light-vessels.*—None are electrically connected, although experiments have been made.
(2) *Outlying Lighthouses.*—Five of these (Oberer Eversand, Unterer Eversand, Meyers Legde, Hoheweg, and Rothersand) are in direct electrical communication with the general telegraphic system of the country.
(3) *Lighthouses on the Mainland.*—Thirty of these are electrically connected with the general telegraphic system of the country.

GREECE—

(1) *Light-vessels.*
(2) *Outlying Lighthouses.* } —There are none.
(3) *Lighthouses on the Mainland.*—There is no electrical communication.

ITLAY—

(1) *Light-vessels.*
(2) *Outlying Lighthouses.* } —No electrical communication.
(3) *Lighthouses on the Mainland.*

NETHERLANDS—

(1) *Light-vessels.*
(2) *Outlying Lighthouses.* } —No electrical communication.
(3) *Lighthouses on the Mainland.*—All these are in electrical connection with the general telegraphic system of the country.
The chief signal stations and all the coastguard stations are electrically connected.

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(3) *Lighthouses on the Mainland.*

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(2) *Outlying Lighthouses.*—
(3) *Lighthouses on the Mainland.*—

SWEDEN AND NORWAY—

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Government of India, Central Printig Office.—No. 781*a*. F. & C. D.—18-2-95.—130.—R. N. D.

[G / 11]
3,000—26-9-94.

ORDINARY, MS.

Marine DEPARTMENT.

G.O., DATED 4 March 95

No. 65, 66.

When given for copying. 4/3

[Despatch Abstract.]

Passing orders on the preliminary enquiry into the stranding of the S.S. [illegible] held by Port Officer, Calcutta, and asking the Board for investigation

Read again Order of Government, dated
189 , No. , Miscellaneous.

Enclosures.

Current No.

Statement with ditto.

Order of Government. .. .. .. A A

Letter of Government.

Statement with ditto.

Papers not filed up, being meant for despatch in original (not paged).

N.B.—
A = Copy in full.
B = Not to be copied.
P = Copy abstract only.
Q = Copy heading only.

Back Paper, No. of 189 .

Further Paper, No. 164 of 1895

1575/97

---

3. The Government of Bengal will be addressed.

J.S.
27/2/95

TO
The Presidency Port Officer.
(with papers to be returned)

despd 5/3/95

Copied 4/3

LETTER Dy 4 March 95, No. 66.

Copied 4/3

TO
The Secretary to the Govt. of Bengal,
Marine Department.

despd 5/3/95

SIR,

With reference to your No. 300 of the 4th instant I am directed to inform you that it has been decided not to take further action in the matter of the stranding of the S.S. Sirdhana.

2. I am to convey the thanks of this Government for the investigation held and add that the Government of Bengal would not have been troubled had it not been reported that the vessel had after being got off proceeded direct to Calcutta.

J.D.B.
25.2.95.

J.S.
27/2/95

STRANDING OF THE
S.S. SIRDHANA.

CHIEF SECRETARY
2 MAR 1895
GOVERNMENT OF MADRAS

W
1 Mar

H.E. the Governor

c 27/2
R 1/3

G.
24
200—8-2-95.

Marine DEPARTMENT.

Papers to be read in proceedings :—

Again G.O., dated 189 , No.
Again G.O., dated 189 , No.
Current No. of 189 , dated from

Current No. 90 of 1895 , dated 4 Febry. from the Govt. of Bengal (Marine Deptt.)

ORDER. Dy 4 March 95, No. 65

in
1 Mar

No further action need be taken in the matter. The papers will be forwarded to the Presidency Port Officer for perusal and return.

2. It is observed that the Commander of the S.S. Sirdhana stated when the preliminary enquiry was being held at Calcutta that on arrival at Calingapatam he ~~did~~ reported to the Port Conservator the fact of the vessel having stranded. In these circumstances the Presidency Port Officer will ascertain how it was the Government was not apprised of the matter. From Commander Powell's letter No. 1732 of the 3rd January it is observed that the Port Officer, Bimlipatam, ~~reported~~ stated that the Sirdhana had proceeded to Calcutta direct. He was evidently misinformed and the Port Conservator at Calingapatam seems not to have made any report to the P. P. O regarding the communication made to him when the Sirdhana called in at Calingapatam

3.

G.
24
200—8-2-95.

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3.

1 Mar

G/9
900—23-1-95.

Mar f.o. No 2 of 4-1-95.
Court of Enquiry file
Act V of 1883

Current No. 90

Mar DEPARTMENT.

From The Govt of Bengal
Mar. Dept

No. 300

Dated 4. 2. 95
Received 8/2
Enclosures 10

SUBJECT.

Forwds with remarks the papers relating to a preliminary Enquiry into the stranding of the S.S "Sirdhana" held by the Port Officer of Calcutta.

LETTER,

TO

The Secretary to the Govt. of Bengal,
Marine Department.

Marine C. No 90
C 27/2

Stranding of the S. S. Sirdhana

SIR,

With refference to your No. 300 of the 4th instant I am directed to inform you that it has been decided not to take further action in the matter of the stranding of the S.S. Sirdhana.

2. I am to convey the thanks of the ~~Madras~~ Government for the investigation held and to add that the Government of Bengal would not have been troubled had it not been reported that the vessel had after being got off proceeded direct to Calcutta ~~from the scene of the stranding~~.

F.D.B.
11/2/95.

Retype
done 25/2

~~H.E. the Governor~~

Mar Pro. No 2 & 3 4-1-95.
Court of Enquiry file
Act V of 1883

[G/9.]
2,000—23-1-95.

90

Mar DEPARTMENT.

From

The Govt of Bengal
Mar. Dept

No. 300

Dated 4.2.95

Received 8/2

Enclosures 10

SUBJECT.

Forwdg with remarks the papers relating to a preliminary Enquiry into the stranding of the S.S "Sirdhana" held by the Port Officer of Calcutta:

LETTER,

TO

The Secretary to the Govt.of Bengal,
Marine Department.

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FDB.
11/2/95.

Stranding of the S.S. Sirdhana

done 25/2

Retype

~~H.E. the Governor~~

Marine DEPARTMENT.

Papers to be read in Proceedings:—

Again G.O., dated 189 , No.

Again G.O., dated 189 , No.

Current No. of 189 , dated from

Current No. 90 of 1895, dated 4th Feby. from the Govt of Bengal (Marine Dept)

ORDER,

No further action need be taken in the matter. The papers will be forwarded to the Presidency Port Officer for perusal and return.

2. It is observed that the Commander of the S.S. Sirdhana ~~Whether~~ ~~[illegible]~~ when the preliminary enquiry was being held at Calcutta stated that on arrival at Calingapatam he did report to the Port ~~Officer~~ Conservator the fact of the vessel having stranded. ~~The~~ In these circumstances the Presidency Port Officer will ascertain how it was the Government was not apprised of the matter. ~~[illegible]~~ ~~[illegible]~~ From ~~his~~ Commr Porsell's letter No. 1732 of the 3rd January it is observed ~~was stated~~ that the Port-Officer, Bimlipatam, reported that the Sirdhana had proceeded to Calcutta direct.

G.O. 14.2.95.

3. The Government of Bengal will be addressed.

13/2/95

TO
The Presidency Port Officer
(with papers to be returned)

LETTER

---

re any further proceedings in the matter.

I have the honour to be,
Sir,
Your most Obdt servt.

C. Cowley
Secretary.

Accomps.
Papers & opinion reqd.

CURRENT NO. 90

All communications to be addressed to the Secretary, Government of Bengal, Marine Department.

MARINE DEPARTMENT.

No. 300 Marine

From

C. W. Bolton Esqre. M. E.

Secretary to the Government of Bengal

CHIEF SECRETARY 8 FEB. 1895

To

The Secy. to the Govt. of Madras,
Marine Department.

Dated Calcutta, the 4th Feby. 1895.

Sir,

With reference to your telegram No. 4, dated the 4th January last, I am directed to forward, for the information of his Excellency the Governor of Madras, the papers relating to a preliminary Enquiry into the stranding of the S.S. "Sirdhana" held by the Port Officer of Calcutta.

2. A special Court was appointed under Sec. 10 of Act VI of 1891, but has not been held as it appeared such Court could only be held under the orders of the Government of Madras the report of the Casualty having been made to the Port Officer, Calingapatam. A copy of an opinion dated 8th March /89, by the Advocate General in a similar case is appended.

3. As pointed out by the Port Officer, the Officer's Certificates cannot, in any case be dealt with, so that it appears to be questionable whether it is desirable to

H. E. A.—Reg. No. 3782F—1,000—5-11-94.

take

1895
Mar. Dept.
No. 10
To
90

[Enclosure of Bengal Government Marine Dept. No. 300 Mne, dated the 4-2-1895.]

~~Copy of~~ ~~No.~~ ~~, dated the~~
~~189 from the~~
~~to the~~

Opinion.

Assuming that a report was made by the Master
the officer appointed by the Bombay Local Government under Sec
6 of Act V of 1883 and that such officer reported in writing the
information which he had received with regard to the Stranding
"County of Bute" to the Local Government under the same s
I am of opinion that the Local Government which may a
a special court under Section 7 is the Bombay Local
the Local Government to which the officer appointed under
6 made his report and that the facts being as I have a
the Bengal Local Government could not under Secti
appoint a special court.

s/d G. C. Paul
Advocate General

The 8th March 1889.

E. 11/2

H. E. A.—Reg. No. 3815F—2,000—6-11-94.

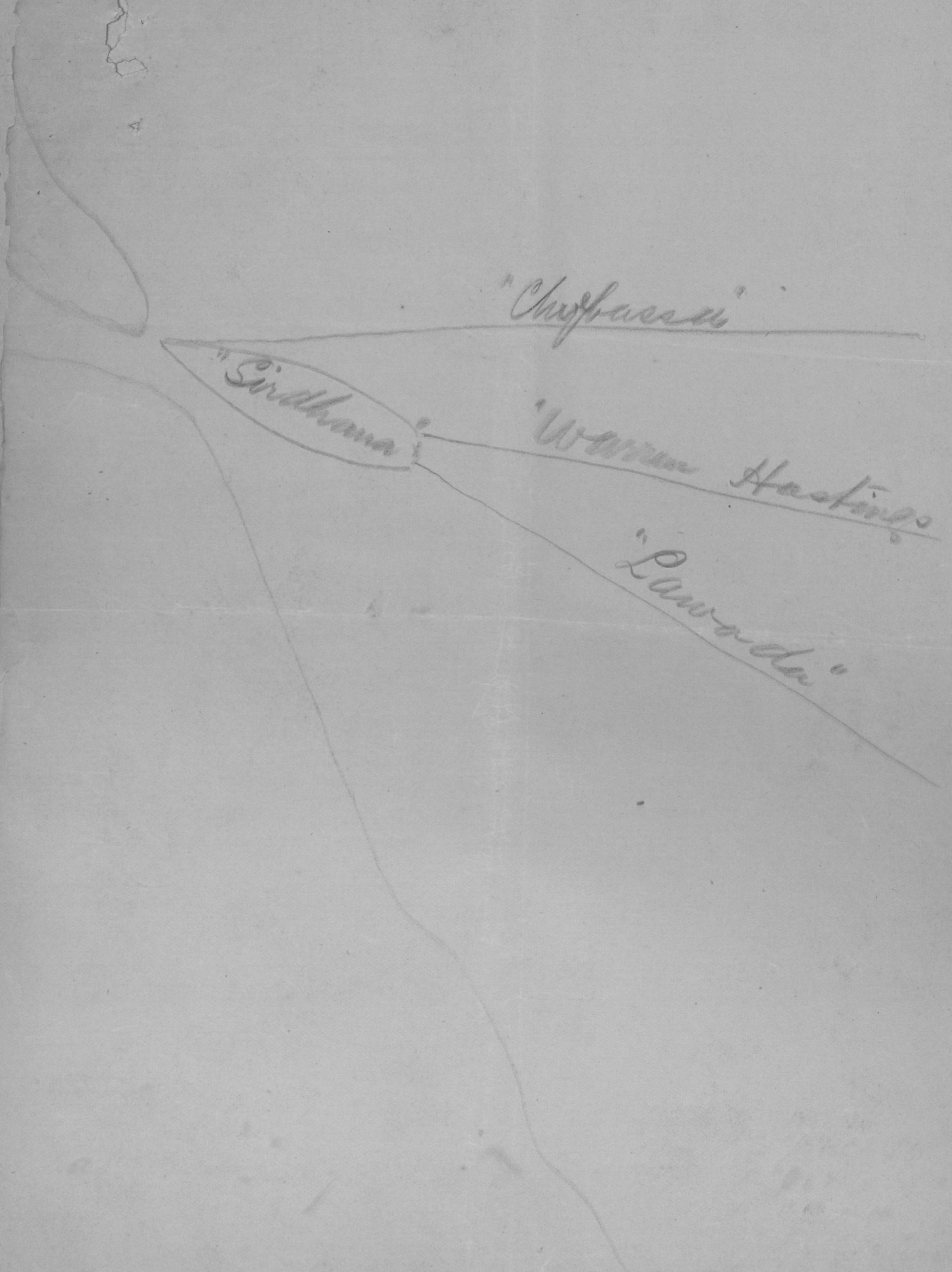
1895
Mar Dept.
Enclos. No. 9
To
C. No. 90

[*Enclosure of Bengal Government* Marine Dept. No. 300 Mne, *dated the* 4 - 2 - 1895.]

~~No.~~ ~~, dated the~~

~~Copy of~~

189 ~~from the~~



1895 Mar Dept.
Enclos. No. 8
To
C. No. 90

5
Mar
7
90

Annexe No 4

BRITISH INDIA STEAM NAVIGATION COMPANY, LIMITED.

No. S. 251-18-10-94.

10 JAN 95 CALCUTTA

S. S. Comilla 9th January 1895.

To Comdr. B. Creagh
Port Officer
Calcutta

Dear Sir

I am receipt of your letter of date and the reason why I did not report the stranding of the S.S. Sirdhana below Calingapatam in Calcutta was that I had reported the accident at Calingapatam to the Port officer being the first port of call after the accident and also as the accident had happened in the Madras Presedency I thought it was not required to be reported in Bengal Trusting this explenation will be satisfactory

I remain
Your faithfully
A. Langlois
Commander

Extract from the Log Book of "Sirdhana" voy: 122 Co
Cocanada to imlipatam.

Hours | Courses by Standard | Courses Magnetic | Knots | Fathoms | Winds | Barometer | Thermometer | Inches in well

12. Comdrs orders 3 6 ENE 29·90 81° No 1.3 · 2.2 · 3.2 · 4.0. Noon light b

Courses made distance Latitude Longitude Current Bearing & distance

Obsn.

Acct

Chron. Dien

Winds | Barometer | Thermometer | Inches in well

N.W.

"

"

North

"

"

No 1-3 · 2-0 · 3-1 · 4-0.

" 29·96 78°

East to ESE

"

"

No 1.0 · 2.0 · 3.0 · 4.0

" 29·95 80°

Remarks.

Sunday Dec:

Hands employed clearing & layin
pumped out No 2 Ballast tan.
out a kedge anchor from each qua
Ship in 6 ft of water forward with n
breaking from No 2 hatch to stern, in
stream anchor to boat heavy sea struck cutter
& stove in quarters of boat, lowered port
cutter & ran out stream anchor, to
lighten Ship aft pumped fresh water from No 4 B tank into
No 1, Endeavouring to heave stern off into
deep water –

Water commenced to shoal all round from
3 ft forward to 12 ft aft, hove taut on both
quarter lines and made fast, waiting
for high water

Despatched 2nd Officer with boats crew to
Calingapatam for assistance, also com-
-municated with shore, attempted to get
boats to discharge cargo.

Furled all fore deck awnings & bridge
awnings

Noon strong breeze & high breaking sea
battened down forwd. sent all coolies
aft ship bumping heavily at times, lead in
constant use, wells sounded every ½ hour.

Sd/- A. Langlois.

Annexure No 3

Encl. Dr. A. Langlois.

Ex.

Courses Mag

Courses by Standard

Hours

Dec. 23rd 1894.

rand Bridges

rand Race

rder

ik. dea

rearing

1895
Mar Dept.
Enclos. No 6
O. No 90

Annexure No. 3

Encl. in Mr. A. Langlois

Ex.

Hours	Courses by Standard	Courses Mag.
		Dec. 23rd 1894.

[illegible] Budget
[illegible] Rand [illegible]
[illegible] rolan
[illegible] ith Dec
[illegible] leaving

189 5
Mar Dept.
Enclos. No 6
To
O. No 90

Annex No. 2

Port of Calcutta

Surveys 14.

ISSUED BY
THE GOVERNMENT
OF BENGAL.

SURVEYORS' REPORT

TO THE GOVERNMENT OF BENGAL.

Of the result of a Survey made on a Ship by direction of a magistrate or detaining officer.

NAME OF SHIP.

Name and Official No.	Port of Registry.	Tons Register.	Power of Engines (if any).	Name of Managing Owners.
"Sirdhana" 80448.	Glasgow	2055	270	Messrs Mackinnon Mackenzie & Co

RESULT OF SURVEY.

(To be stated shortly.)

On the morning of the 5th examined the above vessel in the Kidderpore Graving Dock, and found about 30 rivets in the inner stern post, farboard strake, plating stented, and a small indindation but slight and scarcely perceptible under the Boiler.

Examined the cement in doubled bottom under the Boilers and engines, Cement in these parts strained no signs of being cracked or injured. Also cement in Nos 2-3 and 4 compartments doubled bottom, the cement in these compartments in good condition and showed no signs of crack or damage.

The probable cost will be about Rs 150/- exclusive of docking charges.

*Insert "I" or "we," as the case may be.

Having been requested to survey the above-named Ship* I have done so. The result of the Survey is stated shortly above.

Dated at Calcutta
this 7th day of January 1895.

S. H. Mitchell

I at the same time examined Propeller and shaft, and found all in order.

To the Secretary,
Government of Bengal,
Marine Department.

S. A. Robertson
Engr & Shipwright Surveyor

H. E. A.—Reg. No. 2500F—1,050—6-2-93.

---

being able to inflict any punishment —

Comdr R N
Port officer

Janry 9th 1895
Port office

5
mar
5
90

Annex No. 2

Surveys 14.

ISSUED BY
THE GOVERNMENT
OF BENGAL.

Port of Calcutta

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Engr & Shipwright Survey

To the Secretary,
Government of Bengal,
Marine Department.

H. E. A.—Reg. No. 2500F—1,050—6-2-93.

Report

It would appear that the B I S S "Sirdhana" in command of A Langlais Master left Bimlipatam for Baruwah at 5.05 PM on the 22d Decr/94 the weather being fine and clear. The ship being well manned and equipt. in compasses navigating instrument and charts for the voyage she was undertaking via the Coast Path to Calcutta — a various course to the NEd was maintained in 7 fathoms of water by the lead until Santapilly Light House was abeam Bearing N 50 W true dist. 2 miles the course was then set N 64 E true by standard compass at 7.30 PM. The 1st officer in his evidence states that he checked the leadsman's soundings 7 fathoms and on giving over charge of the deck to the 3d officer Mr D Cruz

Annex No. 2

Port of Calcutta

Surveys 14.

Issued by
the Government
of Bengal.

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TO THE GOVERNMENT OF BENGAL.

Of the result of a Survey made on a Ship by direction of a magistrate or detaining officer.

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A various course to the N Ed was maintained in 4 fathoms of water by the lead untill Santapilly Light house was abeam Bearing N 50 W true dist. 2 miles the course was then set N 64 E true by standard compass at 4.30 P M The 1st officer in his evidence states that he checked the leadsman's soundings 4 fathoms and on giving over charge of the deck to the 3rd officer Mr D Cruz pointed out the ships position and soundings - and directed the soundings to be taken - This latter part of the evidence is contradicted by Mr D'Cruz who states that he was merely told that the lead was ready - Unfortunately the Master who should have been on the qui vive and alert when the vessel was in such close proximity to the shore sat down and not having had any rest for some two nights inadvertently as he states went to sleep - The Officer of the watch neither took bearings of the Santipally Light which was in sight nor hove the lead which is the general custom in this company when coasting, and which it was his duty to have done irrespective of definite orders which the first officer said he gave to him; and entirely to this neglect on the part of Mr D Cruz 3d officer and officer of the watch I attribute the cause of the accident —

The vessel not having been materially damaged vide Surveyors report hereto attached the government cannot deal with the officers certificates, I have learnt ~~that~~ the company will degrade or dismiss the officer of the watch

The officers certificates being Colonial and the government having no power to deal with them or to punish the officers in any other way I do not recommend that under the circumstances the expense should be incurred of holding a Marine Court which could only arrive at the conclusion that the Master was venially and the officer of the watch gravely at fault for neglecting his duty without being able to inflict any punishment —

Comdr R.I.M.
Port officer

Jany 9th 1895
Port office

5
mar
5

5.15 P.M. 9th Jany Abdool Kadir Lascar examined states I have been ten years at sea and was on the lookout. I reported the land twice a quarter of an hour before and when the ship struck I could not see the beach but the land at the back

The foregoing is the evidence of Abdool Kadir Lascar taken before me

Comdr R.I.M.
Port Offr

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Daily 8th 5 P.M. - Latoo Sookhani examined states I have been fifteen years at sea in the B.I. company I was steering N 60 E The officer was taking bearings of the light - I told the officer that I could hear the breakers he said never mind - I received no orders from the officer of the watch but put the helm over The Captain came up and helped to put the helm over when the ship struck - The two look out men did not report the land I got eight fathoms abreast of Santapilly Light.

The foregoing is the evidence of Latoo taken before me

R. Wreagh
Coroner
/ Port officer

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he came back to the bridge ladder and told me to take a dipping bearing of Santapilli Light and to let the Capt know when it dipped - The first officer said there is the telegraph lead passed along if you want it during the night - He said we are in 7 fathoms - I did not hear the 1st officer order me to heave the lead - I know it to be my duty to heave the lead if necessary I did not consider it necessary that night I thought that she was outside and that there was deep water in shore I am not aware that I can receive two years penal servitude if life is lost from the neglect of the officer of the watch - In my opinion the accident was caused by neglecting to heave the lead and taking bearings - I should have done that as officer of the watch

Jany 8th 5 P.M. – Latoo Sookhanee examined states I have been fifteen years at sea in the B.I company I was steering N 60° E. The officer was taking bearings of the light - I told the officer that I could hear the breakers he said never mind - I received no orders from the officer of the watch but put the helm over The Captain came up and helped to put the helm over when the ship struck — The two look out men did not report the land I got eight fathoms abreast of Santapilly Light.

The foregoing is the evidence of Latoo taken before me

R Olleragh
Coroner
/
Port officer

he came back to the bridge ladder and told me to take a dipping bearing of Santapilly Light and to let the Capt know when it dipped - The first officer said there is the telegraph lead passed along if you want it during the night - He said we are in 17 fathoms — I did not hear the 1st officer order me to heave the lead — I knew it to be my duty to heave the lead if necessary I did not consider it necessary that night I thought that she was outside and that there was deep water in shore I am not aware that I can receive two years penal servitude if life is lost from the neglect of the officer of the watch — In my opinion the accident was caused by neglecting to heave the lead and taking bearings — I should have done that as officer of the watch

Jany 8th 5 PM – Laboo Sookhanie
examined states I have been
fifteen years at sea in the
B.I company I was steering N 60 E
the officer was taking bearings
of the light – I told the officer
that I could hear the breakers
he said never mind – I received
no orders from the officer of the
watch but put the helm over
The Captain came up and helped
to put the helm over when the
ship struck – The two look out
men did not report the land
I got eight fathoms abreast of
Santapilly Light

The foregoing is the evidence of
Laboo taken before me

R O Creagh
Comdr RN
Port Officer

2 PM Jany 8th G I Gross 1st Mate of the
B I S S 'Vindhana' examined states I
hold an Extra Masters certificate and
have been sixteen years at sea, I have been
first officer since Jany/90 – At 7.30
PM Decr 22nd Santapilly Light abeam B.S.
N 50 W true dist dist 2' in 7 fathoms dist
obtained by 4 Pt bearing – I checked
the soundings myself and am therefore
sure of the position at that time —
Mr D'Cruz relieved me at 8 oclock I
shewed him the ships position on the
chart gave him the course N 64 E true
which was N 59 E by standard – I
told him that the ship was pretty
close to the land and to keep
the lead going – and to report the
dipping bearing of Santapilly Light to
the Comdr – I then went to my cabin
The Captn was on the lower bridge
at this time – We have seven
compasses the standard by Mr Hughes
on the upper Bridge – The compasses
are tested and errors taken daily —
The vessel went on shore at 9.45 PM
The account of the ~~flo~~ means used
to float the vessel are correctly
detailed in the Log Book which

was written by me copy attached (Annex B) — The cause of the vessel's going on shore was the neglect of the officer of the watch in not using the lead or taking a bearing to verify his position by chart of the light — The accident in my opinion could have been avoided had the officer of the watch carried out his duty —

The foregoing is the evidence of G I Goss 1st Mate of the S S 'Sirdhana' taken before me

Bowring
CMDR I M
Port officer

3 PM 8th Jany W M Stewart examined states I am 4th Engr of the 'Sirdhana' I have no certificate — I was on watch in the Engine Room at 10 PM when the Sirdhana grounded I keep the chief engineer's watch I felt the vessel bump before the engines were stopped The telegraph was immediately put full speed astern but the vessel failing to come off the engines were stopped at about 11 PM — The ship has sustained no material damage

The foregoing is the evidence of W M Steward taken before me

Bowring
CMDR I N
Port officer

Jany 8th /95 — 3 PM — Andrew J Craig examined states ~~that~~ I hold a second mates certificate and have been at sea for six years — I have been 2nd officer since Feby the 8th /94 — I have been keeping a watch during this time — The first officer when I relieved him on the Bridge at 8 PM on the 22nd Dec last asked me if I had been in the chart room. I said I had seen the position at 7-30 PM he said we had altered the course from then to N 59 E ½ Standard and N 60 E ½ Steering Compass — There were 5° Easterly error on Standd — Mr Goss then went down to the chart room to write up the log after which he came back to the bridge ladder and told me to take a dipping bearing of Santapilli Light and to let the Capt Know when it dipped – The first officer said there is the telegraph lead passed along if you want it during the night – He said we are in 7 fathoms – I did not hear the 1st officer order me to heave the lead – I know it to be my duty to heave the lead if necessary I did not consider it necessary that night I thought that she was outside and that there was deep water in shore I am not aware that I can receive the years penal servitude if life is lost from the neglect of the officer of the watch – In my opinion the accident was caused by neglecting to heave the lead and taking bearings – I should have done that as officer of the watch

to a strong westerly set and to the neglect of the officer of the watch in not heaving the lead or verifying his position by the bearing of the light and chart – I did not give him a special order to heave the lead because it is a general order in the service when coasting – and I thought that it was being carried out – The chief officer ordered the lead to be hove when relieved at 8 oclock – I had been up two nights coasting and suppose ~~that~~ this is what made me inadvertently fall asleep in the chart room – In my opinion the accident might have been avoided had the officer of the watch done his duty –

The foregoing is the evidence of A Langfair taken before me

Comdr R In
Port Officer

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he came back to the bridge
ladder and told me to take
a dipping bearing of Santapilli
Light and to let the Capt Know
when it dipped - The first officer
said there is the telegraph lead
passed along if you want it
during the night - he said we
are in 17 fathoms - I did not
hear the 1st officer order me to
heave the lead - I know it to be
my duty to heave the lead if necessary
I did not consider it necessary that night
I thought that she was outside and
that there was deep water in there
I am not aware that I can receive
two years penal servitude if life is
lost from the neglect of the officer
of the watch - In my opinion
the accident was caused by
neglecting to heave the lead and
taking bearings - I should have
done that as officer of the watch

to a strong westerly set and
to the neglect of the officer
of the watch in not heaving
the lead or verifying his position
by the bearing of the light
and chart - I did not give him
a special order to heave the lead
because it is a general order in
the service when coasting - and I
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at 8 oclock - I had been up two
nights coasting and suppose ~~that~~
this is what made me inadvertently
fall asleep in the chart room -
In my opinion the accident might
have been avoided had the officer
of the watch done his duty -

The foregoing is the evidence of A Langlais
taken before me

Comdr RN
Port officer

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P. 1.

Preliminary Enquiry re grounding of the B I S N Coy S S "Sirdhana"

Rom Jany 8th/95 A Langlois Master of the B I S S "Sirdhana" examined states I have held a Masters certificate for thirteen years and have commanded the British India steamers for the last three years - We left Bimlipatam for Barwah at 5.05 PM on the 22nd Dec last I steered a various course to the NE keeping the vessel in 7 fathoms water by the lead and about 1½ to two miles off the shore until 7h 30 when Santapilly Lt being abeam N 50 W true dist by 4 Pt bearing 2 miles soundings 7 fathoms by hand lead, set the course N 49 E Mag N 64 E true to pass 5½ miles west of Calingapatam - At 8 PM the 3rd officer Mr D'Cruz relieved the 1st officer Mr Goss as officer of the watch - at 8.30 I instructed the officer of the watch to let me know when the Santapilly Light dipped and then I went into the chart room and sat down and fell off to sleep sitting down - at 9.45 the officer of the watch Mr D'Cruz came and reported that the Santapilly Lt had dipped S 58 W ~~Mag~~ by standard compass true being S 63 W I have not time to ascertain her position before the 3rd officer rushed off the Bridge and said that the ship was in the breakers I immediately went on the bridge and found the helm ten degrees to port I put it hard over and reversed the engines full speed astern - after going astern for three quarters of an hour and finding ~~that~~ the ship did not move - I lowered a boat and sounded round the ship and found fifteen feet amidships stbd 2 fathoms Port and three fathoms off stern fifteen feet - The ship drawing about 14' 6" aft - Ship making no water wells sounded frequently after getting on shore The weather was fine with a light NE wind, the wind came off the Land towards morning - At Midnight ran out Kedge and Stream anchor with 2 3/4" wire And hove it tight and waited until daylight - Tried to get the vessel off at high water unsuccessfully - Sent away 2nd officer in gig to Calingapatam for assistance - Next morning the S.S. Henzada arrived with boats and coolies - Commenced discharging at 10 am to 'Henzada' Passed 4in ropes (3) and one 4in wire at 5.45 PM being about high water and having discharged 150 tons of cargo - we endeavoured to tow off with Henzada using our own engines unsuccessfully at 7.30 PM all ropes parted stopped for the night - Dec 25th we

we discharged ballast ashore also ran out Stream and Kedge these anchors having come home Owing to the surf we were unable to get at the bower anchors — At 8 PM high water tried unsuccessfully to back off - ship hanging amidships - at 10.15 PM 29th having discharged all cargo and water we were towed off by the 'Sewada', on the Pt Quarter, 'Warren Hastings' astern and the 'Chybassa' on starboard quarter with her lines fast to our cables and 120 fathoms of chain out - annex A is the position of the ships when we came off The ship was not damaged and made no water, no cargo was damaged nor lost — next morning the ship steamed up to 'Calingapatam' for instructions from managing agents reported accident to the Port officer Calingapatam — Ship was docked at Calcutta — we have seven compasses the standard compass by McGregor being on the upper Bridge - The compass errors are ascertained daily - Errors were taken before and after the accident and no change was observed the error was ½° Easting I attribute the cause of the accident to a strong westerly set and to the neglect of the officer of the watch in not heaving the lead or verifying his position by the bearing of the light and chart - I did not give him a special order to heave the lead because it is a general order in the service when coasting - and I thought that it was being carried out - The chief officer ordered the lead to be hove when relieved at 8 o'clock - I had been at two nights coasting and suppose ~~that~~ this is what made me inadvertently fall asleep in the chart room - In my opinion the accident might have been avoided had the officer of the watch done his duty -

The foregoing is the evidence of A Langfair taken before me

Comdr RIM
Port Officer

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THE INDIAN MERCHANT SHIPPING ACT, V OF 1883.

6. (1) Whenever any Magistrate, or any officer appointed by the Local Government in this behalf, receives credible information that—

(*a*) any ship has been lost, abandoned, stranded or materially damaged on or near the coasts of British India; or

(*b*) by reason of any casualty happening to, or on board of, any ship on or near those coasts, loss of life has ensued; or

(*c*) any ship has caused loss or material damage to any other ship on or near those coasts; or

(*d*) any such loss, abandonment, stranding, damage or casualty has happened elsewhere to, or on board of, any British ship, and any competent witnesses thereof have arrived or are to be found at any place in British India; or

(*e*) any British ship is supposed to have been lost, and any evidence can be obtained in British India as to the circumstances under which she proceeded to sea or was last heard of;

he shall forthwith report in writing the information to the Local Government.

(2). In the cases mentioned in clauses (*a*), (*b*) and (*c*), the master, pilot, harbour-master, or other person in charge of the ship, or (where two ships are concerned) in charge of each ship, at the time of the loss, abandonment, stranding, damage or casualty, and

in cases under clause (*d*), where the master of the ship concerned, or (except in the case of a loss) where the ship concerned, proceeds to any place in British India from the place where the loss, abandonment, stranding, damage or casualty has occurred, the master of the ship,

shall, on arriving in British India, give immediate notice of the loss, abandonment, stranding, damage or casualty to the nearest Magistrate, or, when he arrives at a port in British India, to the officer appointed as aforesaid at that port.

(3). Any person bound to give notice under this section and wilfully failing to give the same shall be punished with fine which may extend to five hundred rupees, and, in default of payment, to simple imprisonment for a term which may extend to three months.

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Annexure No 1

No. 12

To

Captain A. Langlois
Commanding S. S. "Sirdhana"
Through Messrs. Mackinnon Mackenzie & Co.

CALCUTTA, PORT OFFICE,
The 2nd. January 1895.

SIR,

IT having come to my knowledge that the vessel under your command grounded at Calingapatam

I have to request that you will be good enough to submit full particulars regarding this casualty *with the least possible delay*, as required by section 6, sub-section (2) of the Indian Merchant Shipping Act, V of 1883.

2. The penalty laid down in the Act for failing to give such notice is printed on the back of this for your information.

I have the honour to be,
SIR,
Your most obedient servant,

COMDR., R.I.M.,
Port Officer of Calcutta.

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Annexure no 1

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To

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Through Messrs Mackinnon Mackenzie & Co.

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2. The penalty laid down in the Act for failing to give such notice is printed on the back of this for your information.

I have the honour to be,
SIR,
Your most obedient servant,

COMDR., R.I.M.,
Port Officer of Calcutta.

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Proceedings of a Preliminary Enquiry held in pursuance of Bengal Government, Marine Department, Resolution No. ~~1~~ 2296 Marine, dated ~~3rd January~~ 2nd October 1893, in order to ascertain the cause of the grounding of the B. I. S. N. Coy's S. S. "Sirdhana" official No. 80448 registered tonnage 2055 tons, which occurred ~~on the~~ 15 miles south of Calingapatam on the 24th December 1894, while the vessel was proceeding up to ~~the river~~ Calcutta in ~~pilotage~~ charge of Mr. A. Langlois, Master of that vessel

Annexure No. 1.— Letter No. 12 dated 2nd Jany 1895 to Mr. A. Langlois.—

Do. " 2.— Surveyors' Report dated 7th Jany 1895.—

Do. " 3.— Extract from the Log of the S.S. "Sirdhana"

Do. " 4.— Letter dt. 9-1-95 from Mr. A. Langlois.

Do. A.— A rough Sketch shewing the position of the S.S. "Sirdhana" when on shore and the positions of the three Steamers rendering assistance.—

C. A. P.—Reg. No. 2765F—200—6-9-93.

Govt. of {1895} Madras.

MARINE.

Issued

Recd. *Encl.*

G.O., 18th March 1895, No. 86.

MARCH.

Stranding of the S.S. "Sirdhana."

Recording letter from the Government of Bengal forwarding copy of opinion of the Advocate-General considering that the action of the Lieutenant-Governor in appointing a Court of Enquiry to ascertain the cause of the — at Calingapatam was in accordance with the provisions of law.

18th March 1895, No. 86, Marine.

GOVERNMENT OF MADRAS.

MARINE DEPARTMENT.

Read—the following paper :—

From C. W. ODLING, Esq., M.E., Secretary to the Government of Bengal, to the Chief Secretary to the Government of Madras, dated Calcutta, the 26th February 1895, No. 472, Marine.

In continuation of the letter from this Government, No. 300, Marine, of the 4th instant, I am directed to forward, for the information of the Government of Madras, the enclosed copy of a further opinion of the Hon'ble the Advocate-General in which it is pointed out that the action of the Lieutenant-Governor in appointing a Court of Enquiry to ascertain the cause of the stranding of the S.S. *Sirdhana* at Calingapatam was in accordance with the provisions of the law.

Enclosure.

OPINION.

I am of opinion that under section 10 of Act VI of 1891 by which a new section is substituted for section 7 (1) of V of 1883, the order of the Lieutenent-Governor appointing a special Court in the case of the S.S. *Sirdhana* was in accordance with law. The case of the "County of Bute" referred to by the Chief Presidency Magistrate was under Act V of 1883, and a reference to paragraph (*e*) of the Statement of Objects and Reasons of the Bill which afterwards was passed and became Act VI of 1891 (*Gazette of India*, 15th February 1890, part V, page 22), and the speech of Sir David Barbour in Council in introducing the Bill (*Gazette of India*, 22nd February 1890, part VI, 17), makes it clear that the law was purposely amended to meet cases like that of the "County of Bute."

(Signed) G. C. PAUL.

18*th February* 1895.

Order—dated 18th March 1895, No. 86, Marine.

Recorded in continuation of G.O., dated 4th March 1895, No. 65.

(True Extract.)

J. F. PRICE,
Chief Secretary.

To the Presidency Port Officer.

Exd. W. J. Lewis.

Govt. of {1891} Madras.

MARINE.

Issued

Recd. *Encl.*

G.O., 10th December 1891, No. 534.

DECEMBER.

Court of Enquiry.

Passing orders on the Proceedings of the — into the circumstances connected with the stranding at Madras of the S.S. *Waverley*.

18th March 1895, No. 86, Marine.

GOVERNMENT OF MADRAS.

MARINE DEPARTMENT.

Read—the following paper :—

From C. W. ODLING, Esq., M.E., Secretary to the Government of Bengal, to the Chief Secretary to the Government of Madras, dated Calcutta, the 26th February 1895, No. 472, Marine.

In continuation of the letter from this Government, No. 300, Marine, of the 4th instant, I am directed to forward, for the information of the Government of Madras, the enclosed copy of a further opinion of the Hon'ble the Advocate-General in which it is pointed out that the action of the Lieutenant-Governor in appointing a Court of Enquiry to ascertain the cause of the stranding of the S.S. *Sirdhana* at Calingapatam was in accordance with the provisions of the law.

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(Signed) G. C. PAUL.

18th February 1895.

Order—dated 18th March 1895, No. 86, Marine.

Recorded in continuation of G.O., dated 4th March 1895, No. 65.

(True Extract.)

J. F. PRICE,
Chief Secretary.

To the Presidency Port Officer.

Exd. W. J. Lewis.

10th December 1891, No. 534, Marine.

GOVERNMENT OF MADRAS.

MARINE DEPARTMENT.

Read—again the following paper :—

G.O., dated 30th November 1891, No. 524, Marine.

Abstract.—Directing that a Special Court be convened at the Presidency Magistrates' Court, Black Town, to inquire into the circumstances attending the stranding of the S.S. *Waverley* at Madras.

Read—also the following paper :—

From O. R. JONES, Esq., Chief Presidency Magistrate, Madras, to the Chief Secretary to Government, dated Madras, 3rd December 1891, No. 331.

I have the honour to submit a copy of the proceedings of the Special Court convened by order of Government, dated 30th November 1891, No. 524, Marine, to inquire into the circumstances connected with the stranding at Madras of the S.S. *Waverley* and of the evidence taken.

2. The Court came to the decision that no incompetency or misconduct could be charged against any one concerned, but they expressed an opinion that the Pilot had committed an error of judgment in trying to manœuvre the ship as he did, and it is apparent that the Pilot was weak in giving way to the wishes of the Captain. The Court also considered that the Captain should not have made so many "suggestions" to the Pilot, but as he did his best to carry out the Pilot's orders even when they did not coincide with his suggestions, the Court refrained from doing more than remarking on the number of these suggestions which caused the Pilot to alter his intentions several times.

3. The plan submitted with these proceedings was handed in by the Presidency Port Officer, the positions marked in red-ink and red-pencil being already entered, as well as the positions of other ships. Positions marked by the Pilot and Captain, as stated in their evidence, are in black-lead pencil.

4. The Government Solicitor did not appear to conduct the case on behalf of Government as ordered in G.O., dated 19th September 1884, No. 419, Marine.

ENCLOSURE.

PROCEEDINGS of a Court of Inquiry appointed by Government (G.O., dated 30th November 1891, No. 524, Marine Department) under section 7 of the Indian Merchant Shipping Act V of 1883, to inquire into the circumstances connected with stranding at Madras of the S.S. *Waverley*.

PRESENT.

O. R. Jones, Esq., Chief Presidency Magistrate.
Captain H. S. Parsons, S.S. *Secundra.*
Captain G. Johnstone, S.S. *Vadala.*

Mr. Wilson appears on behalf of Captain Calvert and owners.
Mr. Champion appears on behalf of the Harbour Master.

Read the order of Government appointing the Court. And the Court proceeded to hear the evidence of—

Mr. Kelland Howard, the Pilot.
Captain Calvert, S.S. *Waverley.*
Mr. Garmey, Chief Engineer, S.S. *Waverley.*
Mr. Williams, Chief Officer, S.S. *Waverley.*
Mr. Lewis, Third Officer, do.

The Court then considered and delivered the following judgment :—

Judgment.—The Court, having heard all the evidence that could be produced, find that, on 21st November 1891, the S.S. *Waverley* was brought into harbour at Madras by Pilot Kelland Howard, who intended to take her to No. 1 berth. All went well until the port anchor had been let go. The Pilot states that he gave the order to go slow astern, but that the Captain considered that unnecessary. At any rate the ship did not go astern, and the Court consider that the probability is that the ship had more way on her than was supposed either by the Captain or Pilot and that the strain thus caused parted the chain. The Pilot swears that he did give the order to go astern and that the Captain altered it. The Captain does not absolutely deny that the order was given, but states that he would not have interfered with it if it had, and that whatever order the Pilot gave was carried out. After the steamer's cable parted the ship was backed out into the middle of the harbour, and the Pilot intended to take her to No. 8 berth; the Captain objected to this, as the sea was a little rough for working cargo. The Pilot and Captain had some further discussion as to which berth they should go to, and finally decided to go back to No. 1 berth. On again coming into position the Pilot wished to drop the starboard anchor, but yielded to the wish of the Captain to get a little to windward in order not to foul the chain they had lost. The ship again backed out, and on returning the Captain wished to drop anchor and turn on it, but the Pilot decided to turn with the engines; this he did not succeed in doing and the ship drifted inshore until the Captain, with consent of the Pilot, ordered the anchor to be dropped with 15 fathoms of chain and the ship was steaming round, but it was found that she would come very close to the buoy, therefore the engines were stopped and the chain hove on; the ship turned a little but took the ground almost at once.

The Court consider that the stranding of the S.S. *Waverley* was an accident which cannot be said to have been caused by the incompetency or misconduct of any one concerned. They are of opinion that it would have been better if the Pilot had dropped anchor and steamed round instead of trying to turn the ship by going ahead and astern. The Captain is said to have suggested this; but the Pilot states he did not until too late. The Pilot's not having taken that course was, the Court consider, an error of judgment. The Court cannot close their judgment without remarking on the number of suggestions the Captain thought proper to make to the Pilot. It cannot, however, be said that he interfered with the Pilot's orders or that he did not do his best to carry them out.

(Signed) O. R. JONES,
Chief Presidency Magistrate.

(„) H. S. PARSONS,
Master Mariner.

BLACK TOWN COURT,
1st *December* 1891.

(„) G. JOHNSTONE,
Master Mariner.

Deposition of W. I. Kelland Howard, Pilot.—I am temporary Pilot in the Madras Harbour. I brought the S.S. *Waverley* into harbour on Saturday, 21st November, about 9 A.M. She was to take up No. 1 berth. I steered for this berth, and when about 80 fathoms away I dropped the port anchor, having previously stopped the ship at the entrance of the harbour. I gave the order to run out 60 fathoms of chain; when about 50 fathoms was out I gave the order to go

astern. The Captain then said she had no way on and it was unnecessary to go astern, so I stopped her. Then the Chief Officer called out that the chain had carried away. I gave the order to "Slow astern." The Captain gave the order "Full speed astern." When the ship was right ahead of the *Purnea* in No. 9 berth I stopped her and told them to get a line ready on the forecastle head. The Captain asked what I intended to do. I told him I was going to take him to No. 8 buoy; he declined to be taken there. I then said I would take him to No. 7 berth; he asked if she went there whether the stern would not lie across the entrance of the harbour. I said she would lay stern on to the wind. Captain said he would not go there, and told me to put the ship into No. 1 berth. I gave order to go ahead intending to drop the starboard anchor about 10 fathoms to seaward of the port anchor. After getting a little headway on I stopped her and got into position for dropping the anchor, and was going to let it go when the Captain stopped me and asked what I intended to do. I told him I was going to let go the anchor. He said "Drop the anchor to windward of the other one," as it would foul his other chain. I gave order "Full speed astern," stopped her and put helm hard aport, and "Full speed ahead," intending to try and get the ship to windward of the port anchor. I could not get the ship in that position. She drifted down towards the groyne. The Captain asked how much water there was. I told him 7 or 8 feet alongside the groyne. He said "Going ashore in Madras harbour," and he gave order to let go the starboard anchor and he ran a line out to No. 1 buoy and hove up the anchor and hove in on the line. After heaving some time the ship took the ground. We tried to run out lines to take her off. It is not usual for the Captain to interfere with my orders in bringing a ship into harbour nor to dictate what berth he should have. If the Captain had not interfered, the accident would not have occurred. The Captain can at all times take command of the ship if he thinks necessary. He declined to go to the other berths, so I had to alter my intentions.

Cross-examination.—I have been a Pilot since the end of June. No. 1 berth there is no objection to. It was my suggestion to go there first. When the chain parted, we went astern and the ship backed into the middle of the harbour. I wanted to shackle on to No. 8 berth. The Captain did not say that there was a good deal of sea and he would be stern on to wind; he did object to No. 8 owing to the sea. I proposed to go to No. 7. The Captain first asked if she would not lie across entrance to harbour. I said "No, she would be stern on to wind." For discharging cargo, No. 1 berth was best. The Captain then said I should take him back to No. 1 berth. I saw no objection to this. In my judgment there was no objection in going to that berth (No. 1) when I said the Captain stopped me letting go the anchor. No order had been given to let go. Captain asked me to get to windward so as not to foul the lost anchor. It would not have done so unless it dragged. I did not say so to Captain. I did not say anything which would let him know that I did not agree with him. I was in charge of the ship as Pilot. I cannot say that any order I gave on board was not carried out. I don't remember the Captain suggesting to let go the anchor and 15 fathoms and turn her before I said there was 7 or 8 feet of water. He did not do so until it was too late. He did so just before he let go the anchor. That was just before* I said there was 7 or 8 feet. I did not accept the suggestion, as she would have swung on to shoal water. I got into this position because the Captain wanted to drop his anchor to windward of the other. She would not answer her helm. Dropping anchor to windward would have fouled the next berth. I did not tell the Captain so. My boat took the line to No. 1 buoy before the ship touched. The Chief Officer gave the line from the forecastle head.

* After (?)

Re-examination.—I made a step forward to give order to let go when Captain said "Hold on; what are you going to do?" At that time the ship was in position. I mark the position by an arrow-head pointing the way the ship was going. If we had dropped then, it would have been all right. With ships in that position I could not put the anchor to windward of the other. It was in my endeavour to get her to windward that she drifted and would not answer her helm. I ordered slow astern but the Captain ordered full speed; that was an alteration of my orders; he did not consult me. The Captain stopped my letting go the anchor. Before the chain ran out I was going astern, but the Captain said there was no way on and not to go astern. There was a little way on. About two minutes afterwards the chain parted. If my order "Slow astern" had been carried out, I don't think the chain would have parted. It was to relieve the strain on the chain I wanted to go astern.

Court.—There was about 60 fathoms out when chain parted. I had told them previously to hold on when 60 fathoms were out. When we backed out, we were a little to south of entrance. I don't think it would be risky to try to turn on starboard anchor into No. 1 berth. Ship did not appear to be going through water. I told Chief Officer to look out that nothing parted. Ship drew 23 feet. We had 24 feet at No. 1 buoy. We were inside No. 1 berth when the anchor was let go. I did not wish to go full speed astern in case we fouled the *Purnea*. Wind was N.N.E.

Taken on oath.

(Signed) O. R. JONES,
Chief Presidency Magistrate.

1st *December* 1891.

Proceedings of a Court of Inquiry
No. 524, Marine Departmer
of 1883, to inquire into th
S.S. *Waverley.*

O. R. Jon
Captain I
Captain (

Mr. Wilson apr
Mr. Champion

Read the order of Govern
evidence of—

Mr. Kelland Howard, the
Captain Calvert, S.S. *W*
Mr. Garmey, Chief Eng

The Court then con

Judgment.—The C
21st November 1891,
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We could do nothing but let go anchor at that time

Taken on oath.

1st December 1891

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e into No. 8. I told him there was too much sea there as I had a lot of cargo. Pilot then pro- osed to put us into No. 7, and moor stern on. I objected to moor stern on as the breeze was fresh nd stern mooring might part. The Pilot did not seem to object to my reasons. He seemed to hink them reasonable. No. 1 berth was originally the Pilot's selection. I proposed to go back to o. 1 because I had so much cargo that I wanted smooth water near the pier. I pointed out to he Pilot that we were in as good a position to go there with the remaining anchor as we were at irst. Pilot did not object; all he asked was "Are you certain of going away to night?" I said e were. Pilot agreed to go back to No. 1, and we headed in for it. Wind was from north then, and when in what I thought the best position I suggested to let go the anchor. Pilot said No, he wanted to get the marks right, or something about marks. Pilot worked the ship back and forwards for a little time and when in position he wanted, he said he would anchor there. The buoy on the lost anchor was on our starboard bow. I pointed that out, and said if we anchored there we should overlay the chain and make it difficult to recover. The Pilot did not dissent, and I said "Why don't you anchor a few fathoms to windward and be clear of everything?" He said "Very well, I will do so," and backed the steamer into middle of harbour again. She would hardly have passed the *Purnea* this time, but it was not necessary. The ship's head ought to have turned to starboard with a right-hand screw, but it did turn to port. We put her ahead again, and she did not quite reach up to where she had left. I then suggested to drop the anchor and turn on it till we got into the position required, pick it up, and go ahead as required. This he refused to do, saying he would turn her by going ahead and astern. I went to the speaking tube to Engineers. I told them the chain had parted and we were going to turn by working ahead and astern and to work the engines quickly. We then commenced, but the ship turned very slowly, and when I saw she was drifting down into the corner I asked how far we could go towards the breakwater with our stern, and he said "Not very far." I was getting anxious then, and again asked him to drop anchor and turn that way. This time he consented and anchor was let go with 15 fathoms of chain. Ship was not ashore then. The anchor checked her head round, and as she was coming round I saw the sweep she was making would bring her head close up to, if not touching, the buoy. I asked the Pilot if there was sufficient water there, and he said there was not. The engines were then stopped and we hove on the anchor to try and turn a little more, but we were on shore almost at once. No line was taken out to the buoy before the ship was aground. If at first any order was given to go astern, I did not interfere with it. There was not sufficient way on to make it necessary in my judgment. The chain, however, parted, as chains will occasionally. Every order of the Pilot was carried out. I did nothing more than suggest to him. When the ship was ashore, I ordered the anchor down again. I was on the bridge all the time with Third Officer and the man at the wheel.

Cross-examined.—I have an interest in the ship as part owner. I am not prepared to deny that the Pilot gave order to go slow astern just before chain parted. Up to then all had gone right and I had made no suggestions. I could not say whether engines were working just before chain parted. My impression is they were stopped. If Pilot gave order to go astern, it was carried out. After chain parted, the Pilot gave the order to go astern. To the best of my memory, I did not give order to "Full speed astern." I may have, as we are bad at going astern. I am not prepared to say whether I did or not. The ship was safe enough when we passed the *Purnea.* Her head was about south-west. I don't know whether Pilot thought I should blame him about the chain. Chief Officer was at the chain. I don't remember the Pilot calling out to him to see the chain did not part. We have recovered the chain, but the broken link is missing. I mark on the plan the spot where I first wanted the anchor to be dropped (position with anchor in bow). After that the Pilot worked ahead and astern a few times to get into position. When the starboard anchor was dropped with 15 fathoms, I don't know whether I gave the order or the Pilot did. I repeated his orders. I am certain I did not give the order without Pilot first consenting to it. My suggestions were not given as orders, even when Pilot was acting against my suggestion. I told Engineers to carry his orders out smartly. When I said she went to port instead of starboard she was just near the place marked (on plan) by arrow. Between that time and when we dropped the anchor, it might be about ¼ hour. When we dropped anchor we were heading about west. We could not go astern or should have gone into the breakwater. When Pilot wanted to anchor and I objected as it would overlay the chain, the ship was in no danger. But to anchor then would overlay the other chain.

Taken on oath.

1st *December* 1891.

(Signed) O. R. JONES,
Chief Presidency Magistrate.

Order—dated 10th December 1891, No. 534, Marine.

The Proceedings of the Court of Enquiry into the circumstances connected with the stranding at Madras of the S.S. *Waverley* will be communicated to the Right

Deposition of John Garmey.—I am Chief Engineer of S.S. *Waverley.* I was in the engine-room the whole time while the ship was coming into the harbour. After entering the harbour we had several orders, but unfortunately the board was wiped clean before I could copy it in the log. My first entry is—

8-33 A.M.—Half speed.
8-34 A.M.—Stop.
8-35 A.M.—Half astern.
8-36 A.M.—Stop.

Then "Sundry orders" till 9-31.

Taken on oath.

1st *December* 1891.

(Signed) O. R. JONES,
Chief Presidency Magistrate.

Deposition of Harold Lewis.—I am Third Officer of S.S. *Waverley.* I was on the bridge while coming into harbour the other day. We let go our port anchor slacked out 60 fathoms. We stopped engines when dropping anchor. I can't say whether any order was given to engines between stopping and when the chain carried away. After chain broke, "Full speed astern" was given. I had too many orders that day. I can't remember them all. I can't say whether any order was given to go astern after dropping anchor until the cable parted.

To Mr. Wilson.—I was on bridge all the time. I heard all the orders given from time to time. They were carried out. I heard no order of the Captain contradictory to those of Pilot. We backed out after chain parted and came back. I then heard Pilot suggest to anchor. Captain said we were over the other anchor and to get to windward; the Pilot agreed and we backed again. Then on returning Captain suggested to drop anchor and turn her, but Pilot said he would do it with the engines. Captain gave order to work engines quick. I remember this because Chief Engineer asked which orders should be worked quick. I said "All orders."

To Mr. Champion.—We had more orders than usual coming in that day. There was a little argument between the Pilot and Captain. There was a little friction between them. I don't remember the Captain say there was no necessity to go astern after Pilot had given order to go astern. We generally go astern after dropping anchor, but I can't remember whether we did on this occasion or not. When the Captain suggested swinging round on anchor, I don't think we were too near to breakwater. We were nearer when we did let it go. Then the Captain said something must be done; he asked the Pilot. and then gave order to let go the anchor. We cleared the breakwater then.

To Mr. Wilson.—We could do nothing but let go anchor at that time.

Taken on oath.

1st *December* 1891.

(Signed) O. R. JONES,
Chief Presidency Magistrate.

Deposition of Henry Williams.—I am Chief Officer of S.S. *Waverley.* I remember when the anchor was let go the ship was going very slow. I got the order to hold on at 60 fathoms, but don't recollect any order to see that nothing carried away, It may be the way on the ship caused the chain to give way. I can't say whether it was strain on the chain or a flaw that caused the parting. I was checking the chain while paying out.

Taken on oath this 1st December 1891.

(Signed) O. R. JONES,
Chief Presidency Magistrate.

Deposition of Robert Calvert.—I am Master of S.S. *Waverley.* I have been at sea since 1857 I have been Captain 20 years, of which 10 have been in this ship. I have been at Madras port almost monthly since March last. I have been here before that as well. Pilotage is compulsory. The first witness was the Pilot; on Saturday 21st, he came on board about 8-30 A.M. We came into harbour in the usual manner and made for No. 1 berth. I did not then know which was No. 1 berth. We let go the port anchor and the chain parted at 50 fathoms. The ship had very little way upon her, and after chain parted the Pilot said "She has not too much way on her." I said "No, I will hold you harmless from responsibility in losing that chain." I heard no order given to look out for the chain parting. We backed the ship into middle of harbour across the bows of *Purnea.* I don't remember saying full speed astern when the Pilot gave slow astern, but I might have done so, as our propeller is a bad one for coming astern to stop way. Pilot made no objection to this. Either I asked or he told me that he was going to put

me into No. 8. I told him there was too much sea there as I had a lot of cargo. Pilot then proposed to put us into No. 7, and moor stern on. I objected to moor stern on as the breeze was fresh and stern mooring might part. The Pilot did not seem to object to my reasons. He seemed to think them reasonable. No. 1 berth was originally the Pilot's selection. I proposed to go back to No. 1 because I had so much cargo that I wanted smooth water near the pier. I pointed out to the Pilot that we were in as good a position to go there with the remaining anchor as we were at first. Pilot did not object; all he asked was "Are you certain of going away to night?" I said we were. Pilot agreed to go back to No. 1, and we headed in for it. Wind was from north then, and when in what I thought the best position I suggested to let go the anchor. Pilot said No, he wanted to get the marks right, or something about marks. Pilot worked the ship back and forwards for a little time and when in position he wanted, he said he would anchor there. The buoy on the lost anchor was on our starboard bow. I pointed that out, and said if we anchored there we should overlay the chain and make it difficult to recover. The Pilot did not dissent, and I said "Why don't you anchor a few fathoms to windward and be clear of everything?" He said "Very well, I will do so," and backed the steamer into middle of harbour again. She would hardly have passed the *Purnea* this time, but it was not necessary. The ship's head ought to have turned to starboard with a right-hand screw, but it did turn to port. We put her ahead again, and she did not quite reach up to where she had left. I then suggested to drop the anchor and turn on it till we got into the position required, pick it up, and go ahead as required. This he refused to do, saying he would turn her by going ahead and astern. I went to the speaking tube to Engineers. I told them the chain had parted and we were going to turn by working ahead and astern and to work the engines quickly. We then commenced, but the ship turned very slowly, and when I saw she was drifting down into the corner I asked how far we could go towards the breakwater with our stern, and he said "Not very far." I was getting anxious then, and again asked him to drop anchor and turn that way. This time he consented and anchor was let go with 15 fathoms of chain. Ship was not ashore then. The anchor checked her head round, and as she was coming round I saw the sweep she was making would bring her head close up to, if not touching, the buoy. I asked the Pilot if there was sufficient water there, and he said there was not. The engines were then stopped and we hove on the anchor to try and turn a little more, but we were on shore almost at once. No line was taken out to the buoy before the ship was aground. If at first any order was given to go astern, I did not interfere with it. There was not sufficient way on to make it necessary in my judgment. The chain, however, parted, as chains will occasionally. Every order of the Pilot was carried out. I did nothing more than suggest to him. When the ship was ashore, I ordered the anchor down again. I was on the bridge all the time with Third Officer and the man at the wheel.

Cross-examined.—I have an interest in the ship as part owner. I am not prepared to deny that the Pilot gave order to go slow astern just before chain parted. Up to then all had gone right and I had made no suggestions. I could not say whether engines were working just before chain parted. My impression is they were stopped. If Pilot gave order to go astern, it was carried out. After chain parted, the Pilot gave the order to go astern. To the best of my memory, I did not give order to "Full speed astern." I may have, as we are bad at going astern. I am not prepared to say whether I did or not. The ship was safe enough when we passed the *Purnea.* Her head was about south-west. I don't know whether Pilot thought I should blame him about the chain. Chief Officer was at the chain. I don't remember the Pilot calling out to him to see the chain did not part. We have recovered the chain, but the broken link is missing. I mark on the plan the spot where I first wanted the anchor to be dropped (position with anchor in bow). After that the Pilot worked ahead and astern a few times to get into position. When the starboard anchor was dropped with 15 fathoms, I don't know whether I gave the order or the Pilot did. I repeated his orders. I am certain I did not give the order without Pilot first consenting to it. My suggestions were not given as orders, even when Pilot was acting against my suggestion. I told Engineers to carry his orders out smartly. When I said she went to port instead of starboard she was just near the place marked (on plan) by arrow. Between that time and when we dropped the anchor, it might be about ¼ hour. When we dropped anchor we were heading about west. We could not go astern or should have gone into the breakwater. When Pilot wanted to anchor and I objected as it would overlay the chain, the ship was in no danger. But to anchor then would overlay the other chain.

Taken on oath.

1st *December* 1891.

(Signed) O. R. JONES,
Chief Presidency Magistrate.

ORDER—dated 10th December 1891, No. 534, Marine.

The Proceedings of the Court of Enquiry into the circumstances connected with the stranding at Madras of the S.S. *Waverley* will be communicated to the Right

Honorable the Secretary of State for India, and copies will be forwarded to the Chairman, Harbour Trust Board, and to Messrs. Wilson & Co., the vessel's agents, with reference to the Court's remarks in regard to the Pilot and the Commander.

2. Payment of the usual fee to the Marine members of the Court has been sanctioned * in separate Proceedings.

* G.O., dated 3rd December 1891, No. 528.

(True Extract.)

J. F. PRICE,
Chief Secretary.

To the Chairman, Harbour Trust Board.
,, the Presidency Port Officer.
,, Messrs. Wilson & Co.
,, the Government Solicitor.
,, O. R. Jones, Esq.

LETTER—to the Right Honorable the Secretary of State for India, dated Fort St. George, 15th December 1891, No. 13, Marine.

We have the honour to forward three copies of our Proceedings * on the report of a Special Court appointed by us to inquire into the circumstances attending the stranding of the S.S. *Waverley* in the Madras Harbour on the 21st November last.

* G.O., dated 10th December 1891, No. 534.

Exd. A. Raitt.

Govt. of {1891} Madras.

MARINE.

Issued

Recd. *Encl.*

G.O., 10th December 1891, No. 534.

DECEMBER.

Court of Enquiry.

Passing orders on the Proceedings of the — into the circumstances connected with the stranding at Madras of the S.S. *Waverley*.

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3,000—26-9-94.

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Recd I 6/3

ORDINARY, MS.

Marine DEPARTMENT.

G.O., DATED 4 March 95

No. 68

INDEXED.

When given for copying. 5/3

[Despatch Abstract.]

Sanctioning paymt. of Rs. 251-7-3 from Port Funds being balance of allowances recd. from Messrs. Binny & Co. for special services rendered by the Port Divers in connection with the stranding f the S.S. Lanark at Cocanada.