

Gobt. of (1896) Madras.
PUBLIC WORKS.

Marine

11/1/96

Dated

Recd.

Encl.

G.O. 27/5/1896 No. 372-3.44

Check of the Barque "David".

Reports of a preliminary enquiry
held by the Dy. Conservator of the
Port of Madras into the cir-
cumstances attending the
loss of the barque "David" and
copy forwarded to the Chief
Commissioner Barua for
such action as may be
deemed necessary.

In view of the attention
drawn to the facts elicited at the preli-
minary enquiry held by the Dy.
Conservator of the Port of Madras into
the circumstances attending the
loss of the barque "David" in view to the
being taken of the action
of Port Authorities at
Madras in allowing the
barque to leave for Negapatam
in an unsafe condition described.

29/5 1896

10/2

10/2

GOVERNMENT OF MADRAS.

MARINE DEPARTMENT.

READ—the following papers:—

From Commander W. AVES, R.I.M., Acting Deputy Conservator of the Port of Madras, to the Joint Secretary to Government, Marine Department (through the Presidency Port Officer, Madras), dated 9th May 1896, No. 938.

I have the honour to report having held a preliminary inquiry into the wreck of the barque *David* at Cassimode, north of Madras Harbour, which took place on May 2, 1896, at 5-20 P.M.

The cause of the wreck was through her being in such a leaky condition that she had to be beached at the nearest spot in order to prevent her sinking in deep water.

The vessel appears to have been very old and had been leaky for some months past and she was on her way from Negapatam to Cocanada (there to be beached for repairs) when she put in to Madras (on 1st May 1896) for assistance in the way of men and pumps.

No pumps, however, were procurable in time, and the following day the water had gained so much that she had to be beached at a spot where there can be no chance of her being saved owing to the heavy surf.

The Nacodar and crew did all that was possible to save the vessel, and this is admitted also by one of the owners who was on board during the voyage and I do not consider it necessary that any further enquiry should be held. I consider however that the vessel might have reached her destination had efficient steps been taken to prevent the sand ballast from getting into the limbers and so choking the ship's pumps, planks and matting not being sufficient for the purpose. Any other form of ballast but sand would have been preferable had it been obtainable at the port she sailed from.

Attached is the statement of the Nacodar, which was corroborated by the syrang and also by one of the owners of the vessel.

ENCLOSURE.

Preliminary inquiry into the wreck of Barque "David" north of Madras Harbour, dated 5th May 1896.

Allee Mercayar Nacodar examined. I have no log book, no chronometer, but have a sextant. The ship left Moulmein with another Nacodar and crew in charge about three months ago; all of whom were discharged at Negapatam, their time having expired. I was then given command of the ship by the owners for the first time, and shipped a new crew and proceeded to Thondee. I was aware before I took command that she was leaking, but did not suppose that the leak was so bad. I discharged the remainder of the timber at Thondee and took in sand ballast, no other kind of ballast being procurable at the place. I represented to the owner's son who was with me at the time, that it was dangerous to have sand ballast. I think if stone ballast had been procurable, the owners would have agreed to the expense. On leaving Thondee the leak was no worse than when I left Negapatam. On arrival at Negapatam we were discharged. Shortly after I was re-engaged along with another crew to take the vessel to Cocanada, in order to beach the ship there, that being a safe harbour for the purpose. It was by the advice of the owner's son and also the Port officer, Negapatam, that I proceeded to Cocanada. When between Pondicherry and Madras the leak increased to 12 inches an hour. I can only attribute it to more of the caulking having dropped out, she being a very old vessel. As far as I know, she was bought from an Italian owner about three years ago for Rs. 13,000 at an auction. I believe a sum of

Rs. 2,000 was spent by the owners for sundry repairs. On arrival off Madras and finding the leak very great, I anchored off the north of the harbour, and landed in order to procure the assistance of men and pumps, the ship's pumps constantly getting choked with sand. There are two pumps on board, a wind pump and the main pumps. I could not get any pumps for hire in Madras, which would have been of any service. I also asked the Port officer, but he had none. Finding I could not get any assistance in the way of pumps, and there being 8 feet of water in the hold I considered it necessary to beach the vessel at the nearest spot clear off the port, in order to prevent her sinking in deep water. I telegraphed to the Agent at Negapatam on my arrival at Madras that the ship was in danger, &c., requesting him to send money to cover expenses. The same evening I received a reply to the effect that I should telegraph to Moulmein to the owners for money which I did the same evening (1st May 1896, Friday) and to which I received a reply "how is she and I am sending money." On Tuesday the 5th May 1896, I received a telegraph money order for Rs. 200. My crew behaved very well and carried out my orders till she was beached. I consider it impossible to save the ship even if pumps could be procured.

[The above statement was made in my presence and was corroborated by the mate of the vessel as well as by one of the owners who was a passenger in the vessel at the time.]

No. 1261/171 G.

Forwarded. Observing that as the vessel "appears to have been very old, and had been leaky for some months past," it seems somewhat extraordinary that she should have been permitted to leave Moulmein for Negapatam. Judging from her condition on arrival here, I am at a loss to understand how she could have been considered seaworthy by the Port authorities at Moulmein. A reference to the Commissioner of British Burma on the subject seems advisable. The Port officer, Negapatam, allowed the vessel to leave that port only for the purpose of being beached at Coringa, as she was in an unsafe and unseaworthy state, and he considered it inadvisable for her to remain in the roadstead at Negapatam. I concur in the view of the Deputy Conservator of the port that the beaching of the vessel at Cassimode was unavoidable, and that the Nacodar and crew did all that was possible under the circumstances to save the vessel.

MADRAS,
18th May 1896.

(Signed) H. A. STREET,
Presidency Port Officer.

ORDER—No. 372, Marine, dated 27th May 1896.

Ordered to be recorded, and a copy forwarded for the information of the Chief Commissioner, Burma, for information and such action as may be considered necessary in respect to proceedings of the Port authorities at Moulmein in allowing a vessel in the condition described to leave that port for Negapatam.

[Here enter No. 373, Marine, dated 27th May 1896.]

(True Extract.)

Under Secy. to Government.

To the Presidency Port Officer.

Exd. T. K. Narayana Aiyangar.
Spare Copies

Gobt. of {1896} Madras.

MARINE.

Dated May, 27th.

Recd.

Encl.

G.O. No. 372, 27th May 1896.

MAY.

Wreck of the Barque "David"

The reports of a preliminary enquiry held by the Deputy Conservator of the port of Madras into the circumstances attending the —, ordered to be recorded, and a copy forwarded to the Chief Commissioner, Burma, for such action as may be considered necessary.

Gobt. of {1896} Madras.
MARINE.

Dated May, 27th.

Recd.

Encl.

No. 373, 27th May 1896.

MAY.

Wreck of the Barque "David"

Inviting attention to the facts elicited at the preliminary enquiry held by the Deputy Port Conservator of the port of Madras into the circumstances attending the —, in view to necessary notice being taken of the action of the Port authorities at Moulmein in allowing the vessel to leave for Negapatam in the unsafe condition described.

No. 373, MARINE, 27TH MAY 1896.

MARINE DEPARTMENT.

LETTER—from

THE HON'BLE COLONEL D. McNEIL CAMPBELL, R.E.,
Joint Secretary to the Government of Madras,
Marine Department,

To

THE CHIEF COMMISSIONER,
BURMA.

SIR,

In submitting for your information the accompanying copy of reports of a preliminary inquiry held by the Deputy Conservator of the port of Madras into the circumstances attending the wreck of the barque *David* which had to be beached at Madras to save her from sinking in deep water, I am to invite your attention to facts elicited at the inquiry, in view to such notice being taken as may be deemed necessary of the action of the Port authorities at Moulmein in allowing the vessel to leave for Negapatam in the unsafe condition described.

I have the honour to be,

Sir,

Your most obedient servant,

Colonel, R.E.,
Joint Secy. to Government.

OOTACAMUND,
27th May 1896.

Exd. T. K. Narayana Aiyangar.
Spare Copies

No. 938.



PORT OFFICE,

Madras, 9th May 1896.

From

THE DEPUTY CONSERVATOR OF THE

PORT OF MADRAS,

To

The Secretary to Government

Marine Department.

Through

The Presidency Port Office

Madras

Sir,

I have the honor to report
having held a preliminary
inquiry into the wreck of the Barque
"David" at Cassimode north of
Madras Harbour, which took place
on May 2nd 1896 at 5.20 P.M.

The cause of the wreck was
through her being in such a
leaky condition, that she had to
be beached at the nearest spot
in order to prevent her sinking

in deep water.

The vessel appears to have been very old and had been leaky for some months past - and she was on her way from Negapatnam to Coonada (there to be beached for repairs) when she put in to Madras (on 1st May 1896) for assistance in the way of men and pumps.

No pumps however were procurable in time - and the following day the water had gained so much that she had to be beached at a spot where there can be no chance of her being saved owing to the heavy surf.

The Kacodar and crew did all that was possible to save the vessel and this is admitted also

also by one of the owners who was on board during the voyage. and I do not consider it necessary that any further enquiry should be held. I consider however that the vessel might have reached her destination had efficient steps been taken to prevent the sand ballast from getting into the timbers and so choking the ship's pumps; planks and mattrass not being sufficient for the purpose. Any other form of ballast but sand would have been preferable had it been obtainable at the port she sailed from.

Attached is the Statement of the Kacodar, which was corroborated by the Syrang and also by one of the owners of the vessel.

I have the honor to be
Sir

Yours most obed^t Serv^t

M. Aves.

Comd^r R. S.

By Dy Conservator of the

No 1261
17th.

Forwarded, observing that
as the vessel "appears to
have been very old, and
had been leaky for some
months past", it seems
somewhat extraordinary that
she should have been permitted
to leave Moulmein for
Negapatam. Judging from
her condition on arrival
here I am at a loss to
understand how she could
have been considered seaworthy
by the port authorities at
Moulmein - a reference to
the Commissioner of British
Burma on the subject

Seems advisable. 3 P
The Port Officer, Negapatam,
allowed the vessel to leave
that port, ^{only} for the purpose of
being beached at Couriga, as
she was in an unsafe
and unseaworthy state, and
he considered it inadvisable
for her to remain in the
roadstead at Negapatam.
I agree in the view of the
Deputy Commissioner of the
port that the beaching of
the vessel at Carrimode
was unavoidable, and that
the Sacoda and crew did
all that was possible under
the circumstances to save the
vessel.

Madras
10th May, 1896.

H. J. Street
Principal Port Officer

Preliminary inquiry into the
Wreck of Barque "David" north of
Madras Harbour.

L.P.

Allu Mercayar Kacodar examined -
I have no log book, no chronometer
but have a sextant. The ship
left Moulmein with another -
Kacodar and crew in charge about
3 months ago. All of whom were
discharged at Negapatnam, their
time having expired. I was then
given command of the ship by
the owners for the first time, and
shipped a new crew and proceeded
to Thondar. I was aware before
I took command that she was
leaking, but did not suppose
that the leak was so bad. I
discharged the remainder of
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the
Bu

a wind mill pump aft
and the main pumps. I could
not get any pumps for hire in
Madras, which would have been
of any service. I also asked the
Port Officer, but he had none. Find-
ing I could not get any assistance
in the way of pumps, and there
being 8 feet of water in the hold
I considered it necessary to beach
the vessel at the nearest spot
clear off the port. in order to
prevent her sinking in deep water.
I telegraphed to the Agent at
Negapatnam on my arrival at Madras
that the ship was in danger &
requesting him to send money to
cover expenses. The same evening
I received a reply to the effect
that I should telegraph to
B. O. to the owners for money
I did the same evening

evening (1st May 1896 Friday) and to
which I received a reply "how is
she and I^{am} sending money". On
Tuesday the 5th May 1896, I received
a Telegraph Money Order for
Rs 200/- My crew behaved very
well and carried out my orders
till she was beached. I consider
it impossible to save the ship
even if pumps could be procured.

The above statement
Port Office — } was made in my presence
Madras 5th May 1896 } and was corroborated by
the mate of the vessel as well
as by one of the owners who was
a passenger in the vessel at the time
W. H. G. Esq. Commr. P. O.
By Dy Conservator of the Port

DEPARTMENT.

PORT OFFICER,
Madras,

SECRETARY TO GOVERNMENT,
PUBLIC WORKS (MARINE) DEPARTMENT,
Madras.

No. $\frac{1261}{171} G$

Dated 18 } May 1896.
Received

No.

Subject.

Forwarding with remarks
the report from the Dy
Port Conservator, Madras,
regarding the inquiry
into the wreck of the
Barge "David" near
Madras Harbour.

No. 25488-5-96.
No. 252

PUBLIC WORKS DEPARTMENT.

(Marine)

PROCEEDINGS OF THE MADRAS GOVERNMENT.

88
Read the following

From the Presidency Port Officer, Madras } (H.C. No. $\frac{1261}{171} G$, d/18 May 1896).
No. 372 Marine d/27 May 1896.

Ordered to be recorded,
and a copy forwarded for the
information of the Chief Com-
missioner, ~~British~~ Burma
for information and such action
as may be considered necessary
in respect to proceedings of the
Port authorities at Moulmein
in allowing a vessel in the
condition described to leave
that port for Negapatam.

A.H.
25.5.96

The Presidency Port Officer.

DEF

(H.C. No. 373 Marine, d/27 May 1896)

To the Chief Commissioner,
~~British~~ Burma.

Sir, In submitting for your
information the accompanying
copy of reports of a preliminary
inquiry held by the Deputy
Conservator of the port of
Madras into the circumstan-
attending the wreck of the
Barge