Marine (1896) Department.

G.O., No. 863 Mar

DATED 15. December

[Despatch Abstract.]

S.S. "Secundra": Passing orders on report submitted by the P.P. Officer of the preliminary enquiry into the circumstances attending the Stranding of the — in the Madras Harbour on the morning of the 27th November 96.

BACK PAPERS.

G.O.	No.	Department.	Date.	G.O.	No.	Department.	Date.

FURTHER PAPERS.

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93	97						
156	97						
50	883	Mar	7.12.00				

Marine Department.

urgent

Marine Department.

No. 863 Mar of 15th December 1896

PROCEEDINGS OF THE MADRAS GOVERNMENT.

READ the following

From the Presidency Port Officer, Madras, No. 1261/403 J. dated 5th Dec 1896.

With his letter recorded above, the Presidency Port Officer submits his report of the preliminary enquiry into the circumstances attending the stranding of the B.I.S.N. Co's S.S. "Secundra" in the Madras Harbour, on the morning of the 27th November 1896.

2 His Excellency the Governor in Council, after a review of the evidence and the Presidency Port Officer's remarks thereon, does not consider any further action necessary beyond calling the attention of the Agents to the rules issued for the guidance of Commanders on the occurrence of bad weather. A copy of these rules c[illegible]

BACK PAPERS.

G.O.	No.	Department.

the Presidency Port Officer. Messrs. Binny & Co. will also be supplied with a copy of the Presidency Port Officer's report for such action as they may think necessary.

14/12/96

To
The Presy. Port Officer.
Messrs. Binny & Co.
with copy of report

Marine Department.

Urgent

Stranding of S.S. Secundra

Read the following:—

Letter from Commander H. A. Street, R.I.M., Presidency Port officer, Madras, No. 1261/403 G, dated 5th December 1896, forwarding with report Minutes of Proceedings of a preliminary enquiry touching the accident to the S.S. "Secundra."

FOR ORDERS.

The above is the result of the preliminary enquiry held by the Presidency Port officer into the circumstances attending the stranding of the B.I.S.N. Co's S.S. Secundra in the Madras Harbour on the morning of the 27th November 1896. The accident is stated to have been caused by the parting of the vessels starboard cable during the heavy squall which passed over the port on the forenoon of that day. There is nothing to show that the cable was not in good order. It was examined by the Government surveyor at Singapore in May last and was then passed as fit for use. But it is pointed out that, owing to the necessarily short scope at which

43—500-27-4-94.

which vessels placed in moorings in the Madras Harbour have to ride, there is considerable strain on the cable. In the case of the "Seemdra" this strain was, it is said, intensified owing to the stern lines not having been eased up sufficiently to permit of the vessel riding head to wind.

2. The Presidency Port Officer states that on the weather becoming suspicious the Commander of the vessel appears to have taken all the usual precautions, but he expresses the opinion that, considering the position of the vessel in respect to wind and sea, he (the Commander) would have acted with better judgment had he proceeded outside the harbour early on the morning of the 2nd November, instead of waiting until the storm signal was displayed from the Port office flag-staff. He should also, the Presidency Port officer considers, have eased up his stern lines until the vessel rode head to wind.

As an additional precaution the port anchor might have been dropped "under foot" on the previous evening, and the cable screw made clear for running freely over the windlass, as it would appear from the evidence that the apparatus does not work easily.

3. No blame is attributed to the port authorities.

4. The case does not appear to require official notice beyond calling the attention of the Agents to the rules issued for the guidance of Commanders on the occurrence of bad weather.

4. It is also suggested that the Agents be furnished with a copy of the present report.

7/12/96

M

K.S.

BP 7/12/96 9.4.H 9.12.96

JG 11/12/96

FOR ORDERS.

Marine (1896) Department.

CURRENT No. 7343

Order

From The Presidency Post Office, Madras

No. 1261/403 G

Dated 5th December 1896

Received 7.12.96

Enclosures 2.

Spare copies

SUBJECT.

Forwarding with Report Minutes of Proceedings of a Preliminary Enquiry touching the accident to the s.s. "Secundra"

BACK PAPERS.

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Memo	619E	Marine	30-11-96
G.O.	736	"	28-10-96
"	705	"	14-10-96
"	690	"	7-10-96
"	506E	"	2-10-96
"	432	"	16-6-96
"	305E	"	9-6-96
"	404	"	8-6-96
"	372-3	"	27-5-96
"	304	"	4-5-96
"	235	"	6-4-96
"	175E	"	26-3-96
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"	95	"	22-3-92
"	45	"	3-2-92
"	273	"	24-6-91

FURTHER PAPERS.

G.O.	No.	Department.	Date.

Minutes of Proceedings of Preliminary Court of Inquiry held at the Presidency Port Office, Madras, by the Presidency Port Officer, in connection with the Stranding of the British India Steamer Navigation (4th Class) "Secunda" in Madras Harbour on the 27th November 1896.

Mr. Henry Laurence Parsons Master of the "Secunda" called and examined, states as follows;

I was in charge of the "Secunda" on the occasion of her stranding in Madras Harbo

the 27th November last.

The vessel entered the harbour on the 26th November and was placed on the South side of the harbour at No 9 moorings, by Harbour Master Taylor

The vessel was moored head and stern to buoys - her stern being towards the South groyne. Her bow was secured to the buoy by the vessels own cable. Two lines, Manilla and a 3½ inch wire hawser were used for securing the stern to the buoy between the vessel and the groyne.

The chain cable used was 1 15/16 inches.

It was examined at Singapore by the Govt Surveyor at that port in May 1896. It was the cable on the starboard side. It had been in constant use since. The port and starboard anchors are used alternately as far as possible. No report

t appear that the cables showed any signs of wear and tear. It would be his duty to bring any notice any signs of weakness showed in the cable. At the last survey, I think, that the length of cable which had been in use was replaced by another length. I should have taken to the ship log to make certain.

when he arrived, but the
barometer stood high. Fires
were banked as per usual
and were kept so until about
8 P.M. on Thursday (the 7th inst)
when I directed the Chief Engineer
to have steam in readiness at
short notice in case it might
be necessary for the vessel
to leave the harbour. By "short
notice" I mean in half an
hour. As per usual watch was
kept, and I left instructions to
have a look out kept for steam
squalls &c. At that time the
vessel was riding quietly. Nothing
did happen to be any motive
steam in the cable. I ascertained
this personally about 9 P.M.
The vessel continued to
ride quietly during the night
On Friday morning after

The breeze began to increase
and the weather became squally.
The wind was veering from N.W
to N.E. During the squalls the
vessel was generally lying head
to wind. She was in light
draft - that is, she was drawing
about 16 feet aft and 14 feet
forward. At no time did
the steam in the cable
bring the buoy out of the
water. It was frequently
on the crest of the waves during
Friday to observe the state
of the cable, and it took the
precaution to station men
at the paravanes so that
it might be let go at short
notice. At 7. AM. I slacked
away a little of the steam

the vessel & ride head on
to the sea; and this caused
her bridle more comfortably.
I did not consider it necessary
to drop the port anchor under
foot as the vessel was riding
safely at the buoy. There was
no great fuss in the wind
until the squall passed me
which caused the vessel to
part her cable. There was
no change in the barometer
beyond the ordinary rise and
fall, up to the time the vessel
parted her cable. It was being
constantly watched. I did not
consider it necessary to have
steam ready at a shorter
notice than half an hour.
The port anchor could have
been let go in an instant

no particly unless there is a
heavy strain on it, owing to the
windlass which is of a description
that does not permit of the
cable running freely out of
the chain locker unless
there is a heavy strain on it. I
did not consider it necessary
to take the precaution of let
so the port anchor under
foot, partly because it might
have fouled the moorings
and further I did not
think it was required.
he was riding at that scope
- that is, there was say about
6 or 7 fathoms of cable outside
the hawse pipe. The vessel
was moored with this short
scope so that she might have
room to clear the head buoy

mornings. There were I think
four steamers besides the
"Secunda" in the harbour.
The nearest vessel to the
"Secunda" was one in No 2
moorings. The "Secunda"
is 315 feet in length, and
the distance of her stern from
the buoy of No 1 moorings
had the steamer been canted
away would not have been
sufficient in my opinion to
avoid touching. I made no
signal for a Pilot nor did
I think it necessary to leave
the harbour. At 11.30 A.M.
the storm signal (a drum)
was hoisted at the Port Office
flagstaff, and almost
immediately afterwards the

did so I had given orders, (on the [illegible] seeing the storm signal) for steam to be ready always for leaving the harbour, and to keep the "Jack" hoisted for a pilot. When I heard the cable snap I ran on to the Inflexible and found that the portuguese had been already let go, and that the crew were doing their best to pay out the cable of that anchor. The vessel was swinging with great rapidity round & port and dragged the anchor with her. I immediately ran aft and directed the steam lines & the cable altogether in the hope that the vessel

almost before the lever was
was taken the vessel
took the ground aft and
and commenced to bump
heavily. Steam was not
ready for moving the
engines when the cable
parted, and consequently
I was unable to move
the vessel. The force of the
wind was so great at the
time the cable snapped,
that I do not think that
even if Steam had been
ready, the moving of the
engines would have had any
effect. I did not consider
it necessary to case the cable

by the engineer. After the vessel
Steam took the ground the
Stuck fast and remained
there. I did nothing with the
engines. The Squall lasted
for about half an hour.
After it had passed over I
Signalled for assistance.
Mr Taylor, Pilot, then came
off and assisted in carrying out
lines by which he endeavored
to haul the vessel off
but without success. It was
difficult for the boats carrying
the lines to move and it took
time to make the lines fast.
I did not ask assistance
of any of the steamers in
port. It would have been
possible in my opinion for

by other vessels had they been
placed for so doing as the
weather had moderated.
The steamers were not
moved into a position for
tugging us off until the
following forenoon. One
steamer (the "Patiala") began
to tug about on Saturday
forenoon and continued to
do so until the towing hawser
parted. Her engines were
not moved on Saturday
because I thought that the
blades of the screw would
take the sand and be broken.
Soundings at various times
were taken all round. The
appeared to be only a few feet in
the vicinity of the steamer.
We and the other steamers

two of the Company's steamers began to tug ashes. I then moved the "Secunda" engines slowly at first, and afterwards at full speed on finding that he could do so. On first moving the engines we broke half a blade of the screw. The steamers continued to tug at us daily until Wednesday the 2nd December when the vessel floated - about 5 P.M. So far as I can learn the boscalaire she has sustained no material damage. The vessel had very little cargo in on her arrival. She has all discharged after the vessel floated and has also put on

[illegible]

as much of the coal, water
and ballast as I considered
advisable. We discharged about
150 tons of coal, about the
same quantity of sand ballast
and 430 tons of water ballast.
The vessel drafted when the
floated was 12ft. 8in. aft.
I do not know for certain
whether the vessel towed
to sea without any ballast.
both discharging was
carried on by day. When the
vessel floated I had 250 tons
of coal on board and nothing
else in the way of ballast.
The proceedings in connection
with the floating of the vessel
were carried out in accordance
with the directions of the Deputy
Conservator after consulting with
me and the Senior Harbour Master

subject.

The above with the evidence of Mr Parsons, the Master of the Secunda taken & me on the 4th day of December 1896.

H. A. Theed

Presidency Port Officer

Mr Reginald Ernest Honywood, Chief Officer of the Secunda called and examined, states as follows;

I have been three years Chief Officer of the Secunda. The Cables are examined yearly by a Govt Surveyor. I was present on each occasion. The length of Cable that snapped had been in contact one since May last. The anchors are, as far as practicable, used alternately

the anchors, cables and gear
connected with them are fit
for service, and any wear
and tear or any signs of
weakness in the links of
the cables would have been
noticed either by me or by
my subordinates. The cable
(the starboard one)
parted just inside the
hawse pipe. There were about
6 fathoms of cable outside
the hawse pipe. When the
vessel tightened the cable
it was almost up and down.
But with the swell and
wind there was considerable
strain on the cable & men were
stationed at the portholes
ready to let it go should
the starboard cable part.

when the cable parted, the
port anchor was at one
cat 80; the chain ran out
freely. Just before the vessel
took the ground I checked
the running out of the cable.
The running out of the cable
about 30 fathoms had run
out. The cable does not
run freely over the bowsills
unless there is a considerable
strain on it. We had all
been on the "qui vive"
from the previous evening.
When the cable parted
there was an appearance
at the hawse hole
Steam was ready and we
were all prepared to go to sea
when the cable parted.
The strain on the port cable was
so great [illegible] was
to. [illegible]

Between 1 PM and Sunset
on the 27th the weather
moderated considerably.
Soundings were taken immediately
it was prudent to do so after the
Vessel took the ground, and
before found the shoalest water
amidships on the Starboard
side. I do not recollect
what water we had under
the stern. The vessel was
drawing about 16 feet aft and
13 ft 6. forward before grounding.
We did not commence to pump
the vessel until Saturday
morning (the 28th inst.) as
the Carpenter was engaged
permit of boats lying alongside
of the vessel. After we pumped
the vessel bumped a good
deal for about an hour & ½
So. S/W for a distance of

to have injured the cement
to any serious extent in the
double bottoms. She is perfectly
watertight.

The above is the evidence of
W.R. E. Honeywood, Chief
Officer of the "Lecundra" taken
before me on the 4th December
1896.

H. Althaus
Presiding Port Officer.

Mr. Alexander Ewing, Chief
Engineer of the "Lecundra"
called and examined,
States as follows;

About 8 Pm on the
26th November I received
orders to have steam ready
at short notice - I received
instructions to get steam
ready to proceed to sea port

The engines have never moved after the Vessel took the ground until Sunday forenoon (the 29th instant) when they have turned ahead and astern alternately. The engines moved freely. So far as I have noticed, no damage to the double bottom or to the hull has been caused by the Stranding.

The above is the evidence of Alexander Ewing, Chief Engineer of the "Lecundra" taken before me on the 4th Decr 1876

H. Althaus
Principal Port Officer

Mr. Claude Herbert Keech, 2nd Officer of the "Lecundra" called and examined, States as follows;

of the 26th November and 4. At
of the 27th. The weather was
squally, but the barometer was
steady. I took charge of the
of the cable attached to the
head buoy frequently during
my watch. The vessel appeared
to be riding quietly. After the
vessel grounded I took soundings
at the stern and bow - I forget
what water there was, but
there was more forward than
under the stern. Cargo could
not have been discharged
on the 27th November.

The above is the evidence of
Mr C. H. Seek, 2nd officer of
the "Leonidas" taken before
me on the 4th December 1896

H. Gilbert
Presidency Port Officer

22/ Mr Henry Charles Taylor, Harbour Master - Madras, called and examined, states as follows:-

I berthed the "Secunda" on the 26th November at No 9 Moorings. The starboard cable was used for the head buoy. About 6 fms of cable was outside the hawse pipe. The vessel might have been given about two fathoms of cable more with safety. I did not give her more because it is always advisable to keep a vessels bow as close to the head buoy as possible. With 8 fathoms of cable out the "Secunda" would have cleared the head buoy if No 2 Moorings had the slack been taken away. There was a Steamer at No 2 Moorings but the "Secunda" would have cleared her. Had the "Secunda's" Starboard anchor been let go under foot with the vessel in the position she was moored, it would not have fouled the [illegible] moorings.

or moorings. As the wind was blowing at the time, the vessel was moored in a line with the wind. In accordance with the regulations relating to "Steam Yachts" - page 7. The "Instructions to Commanders of Vessels calling the Port of Madeira" the Captain could have "cast off" his steam yacht without waiting for orders. I am not able to judge as to the necessity of slacking the steam lowers of the "Lecando" as I was not on board at the time the weather became bad, but had this been done ~~he should~~ I do not think the vessel would have fouled anything even had the stern port anchor been let go under foot and the steam yacht been canted up a bit so prior to the starboard cable parting, I think that the vessel would have drifted some distance before the anchor could have brought her up, and she would probably have touched the ground stern ~~on~~ on. The only advantage of the anchor being on the ground would be that the vessel head to

have been released. I boarded the vessel immediately after the accident and proceeded to take measures to get the vessel afloat. In my opinion Steamer could have been placed in position for towing during the afternoon of Friday the 27th Nov.. I asked the Senior Harbour Master who was on board at the time to go on shore and see about it. He went on shore, but no Steamer was placed for towing until Saturday morning. No cargo could have been discharged on Friday from the vessel on account of the state of the sea in the harbour which was pretty heavy.

I the above is the evidence of Mr. H. C. Taylor Harbour Master taken before me on the 4th Dec 1896.

J. A. Hart
Presiding Port

2457

Mr Norman Corfield,
Senior Harbour Master,
Madras, called and
examined, states as follows;

I went off to the "Secunda"
immediately I saw that
her cable had parted. I
accompanied Mr Taylor, Harbour
Master. He went on board of
the vessel & under sail we
& I remained in the boat
& took out lines. After all
the lines had been made
fast, I boarded the
"Secunda" & consulted
with the Commander and
Mr Taylor as to the measures
to be adopted to get the
vessel afloat. A representative
of Messrs Binning and Co's

was standing on the Sailtea
Steps close to the Vessel, and
the Commander asked him
~~to see about~~ to see about one of the Company's
Steamers (B.I.S.N.Co) then
in Port, being sent to assist
in towing the Secunderee at
once. The Deputy Conservator
was also on the Sailtea
Steps at the time - this
was about 4.30 P.M. — and
I believe heard the request
made by the Commander. I
sent the Deputy Conservator
a note, as he appeared to
be unable to hear what was
said, and sent it to him. In
the note I said that as it
was coming dark the Captain,
Mr Joshi & self had come to the
conclusion to make the Vessel

~~26~~/
27/ well fast so as to prevent
her driving towards the
beach. Mr Taylor having
asked me to see the Deputy
Conservator about having
a steamer placed in position
for tugging at mine at the
'Secunda'. I went on there
and saw the Deputy Conservator
on the subject who then
decided to do nothing further
that night until daylight on
Saturday, the 28th Nov^br. I
do not think that it would
have been prudent to have
moved any of the steamers
in port on Friday evening to
a position for tugging at the
'Secunda'. There was a
German steamer moved

27/
28/ at No 2 moorings and the
boat in the way. We shifted
this vessel the first thing
on Saturday, and the Steamer
"Patiala" (B.I.S.N. Co.) was
then moored in a position
for tugging, the "Secunda"
of clear fact. This position
was considered the best by
the Deputy Conservator, after
consulting with the Commander
of the "Secunda" and myself.
I cannot say whether any
of the ~~the~~ steamers, except
the "Secunda", had steam
up on Friday. The weather
on Thursday did not appear
to be anything out of the way.
The "Secunda" was in a perfectly
safe position under all ordinary
circumstances. There was nothing to

the appearance of the weather on Thursday night to cause me any anxiety regarding the "Secunda". The heavy squall which caused the "Secunda" to part her cable came on suddenly. The sea inside of the harbour was rough, and increased rapidly after the vessel's cable had parted. I was up early on the morning of the 27th Nov. (4-30. A.M.), and came over to see the Deputy Conservator who had sent for me. We both looked at the state of affairs in the harbour, and as the vessel appeared to be riding easily, it was not considered necessary to take them to sea

~~294~~
301

of sea. I attribute the parting of the cable to a defective link. The vessel had the usual length of cable given to all vessels. It would not have been possible to have given more than two fathoms of cable ~~more~~ or eight fathoms in all as the vessel towed not less than Headbury Pier Stage No 1 clear the ~~shore~~ moorings. In my opinion, the shortness of cable, with which vessels are moored under the harbour limits for vessels in heavy weather.

Sworn before me this 4th day of Dec 1896.

H. Abbott
Presiding Port Officer

31/

Commander Williams
Aves. R. I. M, Deputy
Conservator of the Port,
called and examined, States
as follows;
When the "Secundra" arrived
on the 26th Nov. there was
nothing in the appearance of
the weather to render Nº 9
mornings unsafe for a vessel.
After Sunset, the wind began
to freshen, and by 8 P.M. the
weather had become squally,
but not sufficiently so to cause
me any anxiety as to the safety
of vessels in port. There were
five steamers in the harbour.
They were riding quietly on the
morning of the 27th Nov. So far
as I could see all appeared to
have steam up. I gave no
instructions regarding the
Vessels being prepared to leave the harbo

at short notice, as the
state of the weather at
the time did not render
such a course necessary.
In the Instructions to Commanders
of Vessels - Port of Madras -
under the heading "Bad
weather arrangements"
a Commander of a vessel
is permitted to take his
vessel to sea without waiting
for instructions to do so should
he deem such a course
prudent, and he is also
required to keep his vessel
prepared in every respect
to proceed to sea at short
notice. No special instructions
on these points are necessary
from the Port authorities.
The Commander of a vessel

has full freedom of action
in respect to the precautions
to be adopted by him for the
safety of his vessel on the
approach of bad weather.
The Port authorities simply
afford such assistance as
may be in their power when
called on to do so.

When the "Secundra" grounded
I was told by the agents of
the vessel that the Commander
desired vessels placed in
position as soon as possible
for towing his vessel off.
During the state of the sea
and wind at the time and
that the Serang steamer
at No 2 moorings would
have to be moved out of
the way, I considered it

inadvisable to comply
with the Commanders
request until the conditions
were more favourable for
doing so. It was late in
the afternoon, and a vessel
could not have been placed
in position for towing before
dark. The Port Officials have
not the authority to order
the Commander of a private
Vessel to assist another
Vessel. The arrangements
in connection with the
rendering of such assistance
are always made either by
the Commander of the Vessel
requiring assistance or by
his Agents. On the Agents
of the B. I. S. N. Co. at
Medan

acquainting me as to the
vessels of the Company
which they had arranged
for assisting the "Secunda"
I had these vessels placed
in position for doing so,
and advised the Commendos
as to the manner in which
they could render assistance.
It was open to them to adopt
my advice or not, but once
their vessels were in position
they could not change the
position without my consent.
I attribute the grounding
of the "Secunda" to the
parting of her cable. The
Shot scope necessarily
increased the Strain on
the cable. This Strain

might have been saved to some extent had the Commander cast the stern fasts sufficiently to permit of the vessel riding head to wind. As it was, the cable attires appeared to be across the stern of the vessel, and the chain in it while in this position must have been considerable. I examined the broken cable, and so far as I could judge it seemed to be in good condition. It is stated that the cable snapped just inside of the inboard part of the hawse-pipe. The broken

Link however appears
to have dropped overboard,
and this, points I think,
to the probability of the
cable having snapped
outside of the hawse-
pipe. both respect to
the casing up of the lines
lines by the Commander,
I think that he could
have let them go altogether
had he thought fit, as the
direction of the wind towed
her kept the vessel in a
safe position.

I the above is the evidence of
the Deputy Conservator, Commander
G. Aves, R. N. M. taken by me
on the 4th December. 1876

H. Abbott
Presiding Port Off

Report

by

the Presidency Port Officer

on the circumstances

attending the Stranding of

the S.S. 'Secundra' in Madras

Harbour, on the 27th November

1896.

The 'Secundra', a Steamer

of the British India Steam

Navigation Company, of 2610

tons gross, commanded by

W.H. L. Parsons who holds

a certificate as a Master

Mariner, entered the port

on Thursday, the 26th Nov.

1896, and was berthed at

No 9 moorings, on the South

side of the harbour, by

Harbour Master Taylor,

She was moved in the
usual manner – viz; with
one of her bow cables attached
to the head-buoy, and three
lines from her stern to the
stern buoy. In this position
the vessels bow was to the
N N E. The state of the weather
at the time was normal,
and there were no indications
of bad weather. The fires
on board of the vessel were
lowered shortly after she
had been berthed. Towards
evening the Commander
appears to have become
anxious respecting the state
of the weather as the wind
had increased and a slight
sea had got up inside of the
harbour, so he adopted the
usual precaution of setting

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harbour, so he adopted the
usual precaution of setting

Officers watch and ordering steam to be ready at half an hours notice. Before retiring for the night he appears to have satisfied himself that the vessel was not in danger, and that the state of the weather was not such as to require further precautions to be taken. i.e. 2 officers who was on watch between midnight of the 26th and 4. AM of the 27th Nov; states that the vessel was riding quietly, and that there was nothing alarming in the state of the weather.. Towards daylight, it is stated that the sea

by the Deputy Conservator of the Port, who it is stated sent for the Senior Harbour Master at about 4.30 A.M. on the 27th November, to consult with him as to the state of affairs. None of the Commanders of the vessels in port seemed to have considered it necessary to leave the harbour or to take more than the usual precautions to meet the circumstances as they then existed. The squalls, though frequent, do not appear to have been particularly heavy until

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after 10. A.M. the "Storm Signal" was displayed by the Deputy Conservator at 11.40 A.M. after the receipt of a telegram from the Meteorological Reporter, Bengal, regarding the state of the weather in the bay. The Deputy Conservator seems to have acted previously for information on the subject. The "Lascadar" parted her cable shortly after the "Storm Signal" had been hoisted, & the Seven and the 2nd Harbour Master immediately proceeded on board to render assistance, but the vessel had taken the ground before they got alongside. They appear to have acted promptly in laying out lines to keep

to keep the vessel from
drifting further towards
the shore. The "wreck signal"
was hoisted at the Port
Office Flagstaff, and was
attended by the department
concerned. After the
squall, which struck
the port about 11.40 A.M.,
had passed away, the
wind and sea began to
decrease, but not sufficiently
so as to permit of the
"Secundra" being lightered
or of vessels being placed
in position for towing her
off. It was not until
the following day that

8/ arrangements for carrying out these objects were practicable and were made. The vessel is said to have bumped a good deal after grounding on Friday, but this ceased shortly afterwards and she appears to have remained quiet during the remainder of the time she was ashore.

On Saturday, the 28th, the B.I.S.M. Ss. "Patiala" made an attempt to tow the vessel off, but without success, and as the hawser — a 16 inch coir — belonging to the Port department — carried away, further operations were deferred until the following day when another

attempt was made by the "Patiala" assisted by another of the Co.'s steamers, but again without success. During whenever the tide served was continued daily, but on the 1st Dec.r no steamers were available for the p.m. tide. The vessel floated on the 2nd December shortly after 5 P.M. and was taken to a safe position. No material damage appears to have been sustained so far as could be ascertained here, and the vessel was permitted to proceed to Calcutta where she will be placed in dry dock and examined.

The accident appears to have been caused by the

suppo

parting of the vessels
starboard cable during
the heavy squall which
passed over the port during
the latter part of the
forenoon of Friday, the 2nd
of November. Owing to the
necessarily short scope
at which vessels placed
in moorings have to ride,
considerable strain on the
cable attached to the
head-buoy is invariably
felt when there is any
sea inside of the harbour.
In the case of the "Secunda"
this strain was intensified
by the storm tides not
having been cared up
sufficiently

that sight of them and
they might have escaped
notice. All the usual
precautions appear to have
been taken by the Commander
of the vessel on the weather
becoming suspicious on
the night of the 26th Nov.
but I think that considering
the position of the vessel
in respect to wind and sea
he would have acted with
better judgement had he
proceeded outside of the
harbour early on the
morning of the 27th Nov.
instead of waiting ~~to do~~ so
~~as~~ until the storm
Signal was displayed from

the port offee flagstaff.
before signalling for a
pilot and arranging to
go to sea. He showed also
have eased up his stern
lines until the vessel
rode head to wind. As
an additional precaution
on Thursday evening the
Portanchor might have been
dropped "under foot" and
the cable seen clear for
running freely over the
windlass, as it seems
that the apparatus does
not work easily. I do not
think however that the
Portanchor would have
prevented the vessel touching

the ground, but it might
have had the effect to
keeping her head to Seaward.
Means for lightning the
vessel appear to have been
taken by the Commander
without delay, and he
seems to have done all
in his power to extricate
the vessel from her position
after She had grounded.
The Port authorities
appear to have acted
promptly on the vessel
breaking away from her
moorings in rendering all
the assistance in their
power. The Commander's

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and that a Commander is not required to wait for instructions from the Port Officials to proceed to sea.

H. A. Street

Presidency Port Officer

Madras

5th December

1836

Heading.

No. 1201 G / 403 G

PRESIDENCY PORT OFFICE,

Madras, 5th Decr: 1896.

From

Commander H. A. Street, R. I. M.

PRESIDENCY PORT OFFICER,

Madras,

To

THE SECRETARY TO GOVERNMENT,

MARINE DEPARTMENT,

Chepak.

SIR,

With reference to Marine Deptt Memorandum No 619 E dated 30th Novr 1896 I have the honor to forward herewith Minutes of Proceedings of a Preliminary Enquiry held by me touching the accident to the S.S. "Secundra", together with my report thereon.

I have the honor to be,

Sir,

your Obedient Servant,

H. A. Street

Commander R. I. M.

Presidency Port Officer.

Encls 1

Mar 1343 | 96

Marine Dept

No. 619 E of 30-11-26

urgent

Memo:

The Presidency Port officer is authorised to hold the preliminary enquiry into the circumstances attending the stranding of the SS "Secundra" in the Madras Harbour.

30/11/26
M

The PSO.

30/11/26

Asst. Secy.

D/o from Comndr [illegible] 19th/
a/s [illegible] Enck.

There has been no official report yet. It is only after the preliminary inquiry has been held that any official report can be made.

Comndr. Strutt proposed to hold the inquiry himself, but no right under the circumstances. The Executive officer has himself been blamed in the newspapers - and it would be well that he should not hold the inquiry

R. S.

30 Aug 6

Madras, 3

Lieut Campbell

I returned from visiting Cocanada & Vizagapatam this morning and intend landing to-morrow to proceed a-shore the latter vessel port.

As a preliminary enquiry