

Date taken out.	FOR WHAT PURPOSE.			Initials of clerk taking the paper or of attender.	Date returned.	Initials of attender.
	Department.	C. No.	Year.			
				Checked by JRM		
				Checked by Rog 20/6/98		
				checked on 13.11.98		
				Checked by JRM		
				Checked by 17/13/98		

Marine (1898) Department.

G.O., No. 773 Marine

DATED 9th Sept 1898.

R-9.749
11-10-98

[Despatch Abstract.]

S. S. (Lau) Cameron

Deciding that the value of 25 Bars Steel lost over board the _____, should be deducted from the freight bill.

JL

Indexed. 14/9/98

Marine DEPARTMENT.

Lehman for value of lost
iron bars deducted from
freight bill. Papers to be read in P

Papers to be read in Proceedings:—

189 , No.

189 , No.

of 1898, dated 11th July, from Messrs. Gordon Wood-
roffe & Co.,

„ 189 , „

" 1898, " 29th August, " the P.P.O.

ORDER. 773 mar 29 - September 1898.

The Hon Sir Henry Blais, K.C. & E

His Excellency the Governor in Council considers that, as on inquiry it would appear that the loss of the 25 bars in question was not due to a peril of the sea, the --- value should be deducted from the freight bill.

MS
8/2/98

2. The statement in the ships log to the effect that the bars fell into the sea owing to the boat ranging alongside, bumping against the sling, and slackening it, is not borne out by the evidence of the preventive officer, and the boatmen who witnessed the accident. They aver that the sling containing the bars struck the ship's side and discharged the bars into the sea ~~before it reached~~ ^{and made some} ~~having touched~~ the boat below.

5. It would also appear that the state of the sea inside the harbour on the day in question was not

[P. W. 4.
500-17-6-18.]

$\left[\frac{P. W. d.}{500-17-6-18.} \right]$
H. M. 6.9.28 K. 8.9.28

not such as to render unloading
hazardous. It is described as
"slight".

N.S. *W.S.*
6-5-98

Note. The exceptions in
the bill of lading
are worded thus
"all & every other Danger
& Accidents of the Sea,
Risks & Navigation of what
nature & kind soever, during
the said voyage, always
excepted".

The occurrence in question
may be described as an
accident, & the terms of
the exceptions are so wide
that they might well be held
in a Court of Law to
include it. No mention being
made of negligence on the
part of the crew. However,
I defer the opinion of
the Court whether they
be accepted.

I don't think this is an accident of the
sea
W.S.

The Presidency Port Officer,
with 3 original enclosures.
Messrs. Gordon Woodroffe & Co.

Marine (1898) Department.

CURRENT No. 1092

From

The Presy Port Officer,
Madras

Order

No. 2884.

Dated 24th August 1898

Received

Registered

Enclosures 8.

Spare copies

SUBJECT.

Returning with remark
Government Reference
regarding refund of
the value of 25 bars
iron deducted in the
freight bill of the S.S.
"Clan Cameron".

No.	Date.
-----	-------

No.	Date.
-----	-------

Extract of the Log of the ss "Clan Cameron" lying in the Madras
Harbour.

(Signed) W. Barr
Master.

(Signed) Chief Officer.

The enclosures to your letter are herewith returned.

Copies of letters from Messrs. Gordon Woodroffe & Co.

Madras 4th July 1898.

We are in receipt of your letter No. 873 M of 2nd inst. forwarding freight bills of the "Clan Cameron" for presentation to the Accountant General for payment less value of 25 bars steel lost overboard. In reply we have the honor to point out that the steamer is not responsible for the accident, as the Captains affidavit states the bars were lost "owing to the boat ranging alongside bumping against the sling and slackening it".

We herewith return the papers and request you will be good enough to send them back cancelling the endorsement re. 25 bars.

(4) Madras 8th July 1898.

We have the honor to acknowledge receipt of your favor No. 900 M dated 6th inst. regarding 25 Bars Steel lost overboard the ss "Clan Cameron" and are much surprised that you decline to recognise the authority of an extract from the steamer's log certified by the Commander.

Under the circumstances we can only refer the matter to Government and this we are doing.

Madras 10th April 1898.

Extract of the Log of the ss "Clan Cameron" lying in the Madras Harbour.

While discharging cargo from No. 2 Hold one Sling of Iron about 25 Bars marked P.W.D. slipped out and fell into the sea, owing to the boat ranging alongside, bumping against the sling and slackening it.

(Signed) W. Barr

Master.

(Signed) G.W. Cowie

Chief Officer.

Traffic Manager.

Harbour Trust.

Madras 8th July 1898.



To
The Chief Secretary,
Government of Madras,
Ootacamund.

Sir,

We have the honor to hand you herewith copies of correspondence between the Presidency Port Officer and ourselves (as agents for the steamer) regarding a claim for value of 29 steel Bars short landed per "Clan Cameron", of which 25 were lost overboard in the course of discharge, as per extract of log, copy of which is enclosed for your information. The total claim amounts to Rs 191-0-3 and we now beg to request that instructions be issued for the value of the bars lost overboard to be paid us, seeing the extract of the log clearly shows that the steel was lost through a peril of the sea.

We have the honor to be,

Sir,

Your most obedient servants,

W. B. Mil
per bro GORDON WOODROFFE & CO.

Agents, Clan Line.

*Register
and papers
11*

Copies of letters from Messrs. Gordon Woodroffe & Co.
Madras 4th July 1898.
We are in receipt of your letter No. 878 M of 2nd inst. forwarded the freight bill of the "Clan Cameron" for presentation to the Accountant General for payment less value of 25 bars steel lost overboard. In reply we have the honor to point out that the steamer is not responsible for the accident, as the Captain's affidavit states the bars were lost "owing to the boat ranging alongside bumping against the sling and slackening it".
We herewith return the papers and request you will be good enough to send them back cancelling the endorsement re. 25 bars.

*See 4
90575
1092*

Madras 8th July 1898.
We have the honor to acknowledge receipt of your favor No. 900 M dated 6th inst. regarding 25 Bars Steel lost overboard the "Clan Cameron" and are much surprised that you decline to recognize the authority of an extract from the steamer's log certified by the Commander.
Under the circumstances we can only refer the matter to Government and this we are doing.

No. 288 G

Presidency Port Office,

Madras, 24th August 1898.

Heading.....

From

Commander W. Aro R.I.N.

Ag: Presidency Port Officer,

Madras,

To

THE SECRETARY, TO GOVERNMENT,

MARINE DEPARTMENT,

CHEPAK.

Sir,

With reference to Endorsement of Government No 387 E dated 16 July 1898, referring to me for remarks letter from Messrs Gordon Woodroffe and Co dated 8 July 1898, (herewith returned with its enclosures), regarding re-fund of the value of 25 bars iron deducted in the freight bill of the S.S. "Clan Cameron", I have the honor to forward herewith, for the information of Government, two letters dated 30 July and 18 August 1898, received from the Government Solicitor, Madras, to whom the whole case has been referred for opinion as desired by Government.

Statements of two boatmen who were in the boat and who witnessed the bars falling into the sea were furnished to the Government Solicitor and it would appear from his second letter that the value of the bars in question can be deducted from the freight bill payable by Government.

2. The bill of Lading referring to the bars of iron is herewith forwarded as directed by Government, and I request that this and the two letters of the Government Solicitor may be returned to this office when no longer required.

I have the honor to be
sir
Your Obedient Servant

W. Aves.
Commander R.M.
Ag. Presidency Port Office