

Marine (1898) Department.

G.O., No.

94012
19413 m

DATED

7-11-98

[Despatch Abstract.]

"Kagor Meera Saibu"

Agreeing with the Post Office
a. Considering that a formal inquiry into the
circumstances of the handling of the big ^{is not necessary} at
Leaslip station on the 10th Oct 98, and ^{advisedly}
that the Garry Cullen be addressed ^{in view to the Board}
notice being taken of the ~~Master's~~ conduct on the
occasion in question.

The Girty Caylon addressed

41

M. 6,
2,000-23-10-96.

BACK PAPERS.

G.O.	No.	Department.	Date.	G.O.	No.	Department.	Date.
	1028	Mar	9-12-98				

FURTHER PAPERS.

G.O.	No.	Department.	Date.	G.O.	No.	Department.	Date.
	1028	Mar	9-12-98				

B. from Dept.
[500-14-10-97.]

Enquire

Marine

DEPARTMENT.

Papers to be read in proceedings:—

Again G.O., dated

189 , No.

Again G.O., dated

189 , No.

Current No. 1395

of 1898, dated 3 Nov 98, from the P.P. Officer

" "

" 189 , "

" "

" "

" 189 , "

" "

ORDER.

No 940 Mar 27 1898

The Government agrees with the P.P. Officer in considering that a formal enquiry into the circumstances of the stranding of the brig at Manipatam is not necessary.

2. The Ceylon Govt will be addressed in view to the notice being taken of the Master's conduct on the occasion in question.

To the P.P. Officer

(4 EN-941 Mar 27 1898)

7/11/98

To

The Colonial Secretary, Colombo.

Sir,

I am directed to forward for the information of H.E. the Govt of Ceylon, the

per 8/11/98

Date

accompanying copy of Pro:
of this Govt N^o 940 dated 7th Nov 1898,
embodying a letter from the
P.P. Officer reporting the stranding
of the brig "Nagoor Meera
Saiboo" at Masulipatam
on the 10th Oct last. From the
letter, it will be seen that
the stranding is attributed
to the conduct of the master.
The Certificate held by
him having been granted
by the Ceylon Govt. I
am directed to communicate
the ^{report} ^{to you} ~~particulars~~ for such action
as may be considered
necessary by the Governor.
I have, &c

R.S. APK
7.11.98.

[Signature]

Urgent

Marine DEPARTMENT.

C. No. 1395 of 1898.

SUBJECT

HIS EXCELLENCY THE GOVERNOR.
THE HON'BLE SIR HENRY BLISS, K.C.I.E.
THE HON'BLE MR. GROSE, C.I.E.

Stranding of the brig "Nagoor
Meera Saiboo" at Masulipatam.

FOR ORDERS.

It will be seen that the Presi-
dency Port Officer has detained the
Master and Mate of the stranded
vessel pending orders on the ---
question of holding a formal in-
quiry into the cause of the acci-
dent.

2. He does not think such an
inquiry to be necessary, but sug-
gests that the Ceylon Government
be communicated with in view to
the Master's certificate being --
withdrawn.

Not needed, he says -
I agree *[Signature]*

This had better be
done *[Signature]*

5/11/98

[Signature]

APK
4.11.98

D.W.

urgent
Marine (139⁸) Department.

CURRENT No. 1395

Order

From

The Presidency Port office,
Madras

No. $\frac{1261}{382} 4$

Dated 3rd November 1898.

Received

Registered

Enclosures - "

Spare copies -

SUBJECT.

Reporting of the stranding
of the brig "Agoo Meeru"
"Sailor" at Masulipatam
on the 10th October last.

BACK PAPERS.

FURTHER PAPERS.

No. 1261 4
382

Presidency Port Office,
Madras, 3^d November 1898.

From

Commander H. A. Street, R. S. M.,
Presidency Port Officer,
Madras.

To

THE SECRETARY TO GOVERNMENT,
MARINE DEPARTMENT,
CHERAK.

Sir,

I have the honour to acquaint you, for the information of Government, of the stranding of the brig "Nagoo Meera Saiboo" at Masulipatam on the 10th October last. The vessel is owned by Hajee Hagutha Sahib of Porto Novo, and is of 205 $\frac{44}{100}$ tons burthen. Her Master holds a certificate granted by the Ceylon Government. She arrived at Masulipatam from Porto Novo on or about the 6th ultimo, took up a safe position in the usual anchorage

anchorage, and shortly afterwards commenced to take in cargo.

2. On the 10th ~~July~~ ^{Aug.} Ulting, a cyclonic storm caused the vessel to drag her anchors and to strand at a spot on the coast about 6 miles from the place where she was originally anchored.

3. In accordance with my instructions an informal enquiry into the cause of the stranding was held by the Port Officer, Malipatam, who reports that the Master of the vessel was absent on shore at the time of stranding and did not make any attempt to go on board when the storm signal was hoisted though twice warned to do so.

4. The vessel appears to have been well found, in ground tackle and the Port Officer attributes the stranding to negligence on the part of the Mate of the vessel

- one

— one B. Periathumbar Chetty — who, in his opinion, might have made better use of the anchors and cables, and also to the absence of the Master.

5. The certificate held by the Master having been granted by the Ceylon Government cannot be dealt with by this Government, and I do not think that an official enquiry into the circumstances attending the stranding is requisite, but I am of opinion that the action of the Master in remaining on shore at a time when bad weather was expected should be made known to the Ceylon Government in view of the certificate granted by that Government being withdrawn. In respect to the value of certificates granted by the Ceylon Government

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I would draw attention to
G.O. No 495, Marine, dated 18th Novem-
ber 1896.

6. The tonnage of the stranded
vessel, as before stated, was 205 tons
odd, and section 13 of ^{Indian} Merchants
Shipping Act 1 of 1859 does not
apply.

7. Pending instructions with
regard to an official enquiry
I have directed the Port Officer,
Masulipatam, to detain the
Master and Mate of the
stranded vessel.

I have the honour to be,

Sir,
Your obedt. servant,

A. A. Threlkeld.

Commander, R. I. M.

Presy. Port Officer

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