C.F. 73

Marine DEPARTMENT.

Paper taken out of the Records from the charge of the Referencer.

Press / Miscellaneous / Routine No 153, dated 17-2-1899 192 .

Date taken out.	For what purpose.			Initials of clerk taking the paper or of attender.	Date returned.	Initials of attender.
	Department.	C. No.	Year.			
13-2-36	Taken out for Orissa			WC		

Marine (1899) Department.

G.O., No. 154 / 155 Marine

DATED 17 Feb 1899.

[Despatch Abstract.]

Sinking of the S.S. Chupra near Kidderpore

Advising that the papers connected with the Court of Inquiry held at Calcutta to inquire into the Cause of the ——— be recalled; and that the thanks of the Govt be conveyed to the Govt Bengal & its Courtesy in conducting the Enquiry.

Letter to the Govt Bengal

[M.—6 / 500—7-1-99.]

Indexed. 20/2/99

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

FURTHER PAPERS.

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

Marine DEPARTMENT.

READ the following :—

Letter from the Secretary to the Government of Bengal, Marine Department
No. 54 Marine, dated 11th January 1899.

Note from the Presidency Port officer, Madras, No. 126/30 G., dated 24th January 1899

Circulated to

ORDER. No: 154 Mar. 17.2.99.

Ordered to be recorded and the thanks of this Government conveyed to the Government of Bengal for its courtesy in conducting the Enquiry

To The Presidency Port officer
with Copies of papers.

(No. 155 Mar. dated 17th February 1899)

To

The Secretary to the Government of Bengal,
Marine Department.

Sir,

I am directed to acknowledge the receipt of your letter No. 54 Marine, dated 11th January 1899 forwarding papers in connection with the proceedings of the Court of Enquiry appointed to ascertain the cause of the grounding of the Steamer "Chupra" near Vizagapatam on the 5th

[P. W. 4
1,000—14-11-98.]

Date.

th November 1898; and, in reply, to request that the thanks of the Madras Government may be conveyed to His Honour the Lieutenant Governor of Bengal for his courtesy in allowing the duty to be undertaken for His Government.

I have &c.

C.S.

Ans
13/2/99
M

Marine DEPARTMENT.

READ the following:--

Letter from the Secretary to the Government of Bengal, Marine Department, No. 54 Mne, dt 11th January 1899.

From the Presidency Port Officer, Madras, No. 1261/30 G., dated 24th January 1899.

Report of the Court of Enquiry into the circumstances connected with the Stranding of the S.S. "Chupra"

Circulated to

FOR ORDERS.

~~His Excellency the Governor.~~

With the letter read above, the Government of Bengal forwards, for the information of the Madras Government, a copy of the report of the proceedings of the Court of Enquiry assembled at Calcutta to ascertain the cause of the grounding of the Steamer "Chupra" near Vizagapatam on the 5th November 1898. It will be seen that the Court has adjudged the master of the vessel, Mr. Ferris, to be guilty of neglect of duty, and has directed that his Certificate be Suspended for three months.

2. The Port officer, Calcutta, has been directed by the Government of Bengal to take the requisite action on the judgment of

W Br perused 4/2/99
Ans 8/2/99

P. W. 43
600—24-11-98.
1,000—8-2-98.

of the Court. The papers may, thro, perhaps, be recorded, and a copy of the report furnished to the Presidency Port Officer for information.

P.S. The thanks of this Govt may also be conveyed to the Govt of Bengal for undertaking this duty for us

W. Peel
30-1-99

19.94
7.2.99

Marine (1899) Department.

CURRENT No. 116

Order

From The Presidency Port-officer

No. 261/30 Q.

Dated 24-1-99

Received 25-1-99

Enclosures 3

Spare copies

SUBJECT.

Steamer "Chupra"

Informing that he has no remarks to offer on the matter of the Report of the Court of Inquiry appointed to ascertain the cause of the Grounding of the — near Diamond Harbour.

BACK PAPERS.

G.O.	No.	Department.	Date.
	P. 43 Eq	20-1-99	
	Chapra		

FURTHER PAPERS.

G.O.	No.	Department.	Date.

G. 65

Marine (1899) Department.

116
84

CURRENT No.

No. 43 E. dy 20th Jany 99

Gndh

PRESIDENCY POST OFFICE

~~Order~~

Referred to the Presidency Post Officer for any remarks which he may wish to offer.

A. Hutchinson
Secretary to Govt.

From The Secretary to the Govt of Bengal.

No. 54 Revenue

Dated 11-1-99

Received 18-1-99

Enclosures 2 (6 Sc 6 E 2).

Spare copies

SUBJECT.

Steamer "Chapra"

Forwarding a copy of the report & proceedings of the Court of Enquiry that was appointed to ascertain the Cause of the Stranding of the Steamer "Chapra" near Vizagapatam

CE
To
The Presidency Post Officer
in original - to be returned.

No. 1261/G
30 I have no remarks to offer in this matter.

A. Catchett
Commander, R.I.M.,
Madras, Dy. Port Officer.
24 January 1899

mmt

BACK PAPERS.

G.O.	No.	Department.	Date.
G.O 1015-16 Q 6-12-98 Heaven			
G.O 1145 Q 5-9-98 Bottle linked			

FURTHER PAPERS.

G.O.	No.	Department.	Date.

No. 5, dated Calcutta, the 20th December 1898.

From—T. A. PEARSON, Esq., Chief Presidency Magistrate, Calcutta,
To—The Secretary to the Government of Bengal, Marine Department.

WITH reference to the Government Resolution No. 2257Marine, dated 8th instant, I have the honour to forward herewith the proceedings and report of the Court of enquiry held to investigate the circumstances attending the grounding of the S.S. *Chupra*, together with the exhibits as noted in the margin.

A.—Government Resolution.
A—Chart from Coconda to Bassein river.
B.—Log-book.
C.—Night Order-book.
D.—Chart from Narsapur point to Bimlipatam.

2. The certificate of competency, No. 08952, dated 1st August 1890, as Extra Master, of Mr. N. F. Ferris, Master of the *Chupra*, is also enclosed.

No. 2257Marine, dated Calcutta, the 8th December 1898.

RESOLUTION—By the Government of Bengal, Marine Department.

READ—

The following letters regarding the grounding of the S.S *Chupra* near Vizagapatam:—

(1) Telegram from the Government of Madras, dated the 27th November 1898.
(2) Letter from the Government of Madras, No. 998Marine, dated the 30th November 1898, and its enclosures.

President:
T. A. Pearson, Esq., Chief Presidency Magistrate, Calcutta.
Members:
T. Leigh, Esq., Master, Peninsular and Oriental Company's steamer *Massilia*.
H. A. Mitchell, Esq., Master, S.S. *Umfuli*.

In accordance with the provisions of section 7 of Act V of 1883 (the Indian Merchant Shipping Act), as amended by Act VI of 1891, the Lieutenant-Governor is pleased to appoint the gentlemen named on the margin to be members of a Court of Enquiry for the purpose of making an investigation into the cause of the grounding of the S.S. *Chupra* near Vizagapatam.

2. The Deputy Legal Remembrancer is appointed to represent the Government.

ORDER.—Ordered that a copy of the Resolution be forwarded to Mr. T. A. Pearson, for information and guidance; to the Port Officer of Calcutta for information and guidance, and for communication to Captains T. Leigh and H. A. Mitchell; and to the Legal Remembrancer for information and for communication to the Deputy Legal Remembrancer.

No. 2258Marine.

COPY forwarded to Mr. T. A. Pearson, for information and guidance. He is requested to fix a date for holding the enquiry in communication with the Legal Remembrancer. A copy of the correspondence cited in the preamble of this Resolution is forwarded herewith.

Proceedings of a Court of Enquiry held under section 7 of Act V of 1883 (the Indian Merchant Shipping Act) as amended by Act VI of 1891, at the instance of the Government of Bengal, for the purpose of making an investigation into the cause of the grounding of the S.S. "Chupra" near Vizagapatam, on the 5th November 1898 at 10-30 P.M.

PORT OFFICE, CALCUTTA.

The 13th December 1898.

PRESENT:

T. A. Pearson, Esq., Chief Presidency Magistrate, Calcutta ... *President.*
Captain T. Leigh, Commander, S.S. *Massilia* ... } *Members.*
" H. A. Mitchell, Commander, S.S. *Umfuli* ... }

Mr. G. Leith, Deputy Legal Remembrancer, represents the Government.

Resolution of the Government of Bengal appointing the Court read and put in, marked A.

Nicholas Frederick Ferris, sworn, Master of the British India S.S. "Chapra" (her tonnage is 1,436 net register).—I hold an Extra Master's certificate, London, No. 08952. I left Tuticorin on 28th October bound to call for orders at Galle. The voyage was from Galle to Collingapatam. The ship was in water ballast, and I had no passengers. She was drawing

approximately, on leaving Taticorin, 14 feet 5 inches aft, and 13 feet 5 inches forward. On the noon of the 4th November I was in lat. 16·6 N., 82·39½ E. I mark my position on this chart (put in and marked A, position A-1). This is my log-book (exhibit B), and this is my signature (marked as exhibit B-1) to the entry of the 4th November. The course then was N. 39 E. true, until 4 P.M., and then the course was N. 40 E. true. We had then run 16 miles, and this course was kept on till noon on the 5th November, when we were 17·8 N., and 83·10 E.; from noon to noon we had made 69 miles. I saw land from there in the distance. The weather was cloudy with passing clouds; it was not bad, but was threatening to the south-east. From noon we steered N. 40 E. true, until 8 P.M. By that time we had by patent log run 39 miles.

The ship's position on the noon of the 5th November I mark on this chart as A-2. I had taken bearings at the Double Quoin Rock at 3-50, 4-50, and 6 P.M. These bearings are down on my own chart; they were single bearings only. At 6 P.M. I should judge we were distant from the Double Quoin Rock from 12 to 16 miles. The patent log at 8 P.M. showed the run as 39 miles.

At 3-50 P.M. the Double Quoin Rock was N. 40 W. true by standard compass.

At 4-50 P.M. it was N. 45 W.

At 6 P.M. N. 53 W.

At 8 P.M. I altered the course to N. 50 E. true. That course was kept, I presume, till 10-30 P.M. when the vessel took the ground. This is my night order-book (exhibit C; orders of the 5th November C-1). When she took the ground, apparently aft, she bumped heavily, and was driven up the beach by the surf. She took the ground at lat. 17·31 N., 83·3½E.

I left the bridge shortly after 8 P.M., making over charge to the 3rd Officer, Mr. F. Lambert. When she struck I was asleep, and I was awakened and came on deck and met the 3rd Officer coming off the bridge with a report that the steamer had struck. I gave an order to the sekani as I passed the helm, to hard-a-port. I went on the bridge, and found the vessel was still going full speed ahead. I put the telegraph full speed astern, and the order was promptly carried out.

When Mr. Lambert went to call me, he left the engines going full speed ahead. In my opinion this was not a seamanlike course to adopt.

The vessel came off on the 21st November hove off by anchors. She was on the ground for 16 days. All hands remained on board during that time.

On the 6th November I sent the Chief Officer on shore with instruction to wire our Managing Agents.

On the 21st November when the vessel came off, she was anchored off the place of stranding; but finding that the steamer was making water an hour after she had floated at 2-30 A.M. in the engine-room, I put both bilge and ballast pumps on, and by 4 P.M. we found the water was not gaining on us, and I decided to run for Coconada, and at 4 A.M. weighed and proceeded to Coconada, anchoring there at 10-30 A.M. on 22nd November. We found a leak in the bunker, and stopped it; the steamer was practically tight after that. We ballasted with coal at Coconada, and waited there for my boats, having been entirely dismantled at the place of the stranding. Her ballast tanks are burst and her bottom set up and sounding frames buckled and fractured and her stern posts and rudder damaged. After the steamer came off, I found on north-easterly courses that I had westerly deviation and errors, whereas I had easterly deviation previously to the stranding. Prior to the stranding I had tested my compasses on the day previous to it, viz., on the 4th November, I had 4 degrees 44 minutes easterly error on N. 45 E.

I had no reason to distrust my compasses on the 5th November. I personally surveyed the vessel last when at sea in October 1897. I can only attribute the change in the error to the hammering the ship got on the surf when stranded. Her head was lying all the time north-east and did not shift till we began to move her. A bank of sand formed outside her.

I have not been on this particular part of the coast for some years; but I have been in Coconada about two years ago, twice I think in three years. I had sailing directions—I was expecting a current, a south-westerly set, with the land. I estimated the current would take off from my log run 1½ or 2 knots. The weather remained about the same as I have mentioned till we struck, but came on rapidly worse after we stranded. On the 6th November it was bad weather, and after that again it moderated and became fair.

According to my reckoning I can show the position where I should have expected to have been at 10-30 P.M. on the 5th November. I marked this position on the chart D as D-4. I found myself 25 miles N. 80W. of the place I had expected to be at at the time of the stranding.

I attribute the differences of the position to an unusual cyclonic set.

The ship was only 11 months out of dock, but was not foul.

From 8 P.M. up to 10-30 P.M. on 6th November no report was made to me till she struck. After 6 P.M., I saw no light. I saw the land a little later, but not to distinguish.

It was a low sandy beach where we stranded; the night was dark, and there had been a slight shower of rain at about 8 P.M.

When I came on deck at 10-30 P.M., the land could not I think be seen. A look out was kept on the forecastle head; from 10 to 12 was Jamir Govind, and at 10-30 the stranding took place. Sheik Ali Hossein was on look out from 8 to 10 P.M. One Megga Pancha was at the wheel from 10 to 12, and he was preceded by Luchman Mundle. The 4th engineer was on watch in the engine-room.

To Captain Leigh.—At 3-50 P.M. I was not certain how far I was off the land. I had no trustworthy sounding machines, as the tubes had deteriorated from climatic influences.

I and my 2nd Officer took observations by the sun on the day we stranded. I do not think I could have mistaken the Double Quoin Rock at 3-50 P.M., as it was not obscured at the time, and I know the Double Quoin well.

The lead which I gave order to be used, is one weighing from 28lbs. to 30lbs., and is hove from the forecastle-head, and the soundings taken by the officer on the bridge. Twenty fathoms could have been got with this lead having regard to the speed the vessel was going.

To the President.—I was in my cabin on the lower bridge, and could hear the lead being hove, and I do not consider, although I expected strong current and was coasting, that it was my duty to be on the upper bridge when being in the position I was before the stranding.

I checked the chronometers on 23rd October at Colombo, and found them only a very little out, but corrected them.

To Mr. Leith.—This is the actual chart I was using on the 5th November (chart marked D). The position of my ship at noon on 5th November is marked on it as D-1. The position when the course was altered at 8 P.M. as D-2, and the position of the ship when she took the shore as D-3. The position I expected to be at when I found the vessel to be stranded is marked as D-4. The position of the Double Queen Rock I mark by the words "Double Quoin Rock" on this chart in pencil. The damage done to the ship is material.

N. F. FERRIS.

Frederick Ellis Lambert, sworn, 3rd Officer of the S.S. "Chupra."—I hold a 2nd mate's certificate granted in London on 7th December 1897. I have been at sea for five years, but under steam only since June 1898. I am aged 24 years.

On the 5th November I came on watch at 8 P.M., having relieved the Chief Officer Mr. Sewell. He gave me the course N. 45 E. standard compass, *i.e.*, N. 50 true. The weather was rather fresh; there was a choppy sea; it was rather dark. The moon did not get up till after 11 P.M. that night; it was not starlight; I saw the land quite plain; I guessed it was 10 or 12 miles off when I first saw it at 8 P.M. The vessel was then steaming about 5 knots. The Captain whom I met in the chart-room told me to take a cast every half hour. That order was in the night order-book also. I took a cast at 8-30 P.M. I gave out 20 fathoms, but got no bottom. I cast at 9, 9-30 and 10 P.M., with the same result. The land did not seem to be plainer, and I saw the land up to 9-30 P.M., when it came over thick, and I lost sight of it..

There was a man on the lookout; he sang out to me at 8, 8-30, 9, 9-30, 10, and 10-30 P.M. The entry in the log-book is correct; the lead was not cast. I found at 10-30 P.M. the line fouled. I fixed the striking of the ship at 10-35 P.M. by the chart-room clock.

During my watch the sekani was steering properly and carefully. The weather at 10-30 P.M. was pitch dark, and it was raining slightly: when we struck we could not see anything.

On striking I went to inform the Captain. I met him coming up the ladder. I then by his orders hove the hand lead from the lower bridge and got three fathoms. The ship gave three bumps when first she struck. I thought she might have struck a rock, and thought it best to go on full speed ahead till the Captain came up. I did not go off the bridge to tell the Captain, quite forgetting that the ship was going full speed ahead. There are general standing rules laid down in the order-book.

The sekani at the wheel and the powriwallah were on the bridge before the stranding. Rule 8 of the standing orders in exhibit C I was aware of, and I have signed these orders. I did not look at the patent log after we struck; it was not hauled in till the following morning, when it registered about 56 or 57 miles from noon the day before.

When I found the ship was in 3 fathoms, I stood on the bridge waiting for orders. I had only taken one cast, that was on the starboard side, which was furthest from the land; the vessel was then heading N. 45 E.

To Captain Leigh.—When I was on watch, I looked at the compass twice about in half an hour, and I am positive the sekani was not steering west instead of east. The patent log can be read without its being hauled in. No other log is used to check the patent log. I lost sight of the land at 9-30 P.M., when it came on thick. I did not call the Captain then, because I did not think it was necessary. The speed of the vessel at about the time of her stranding was about five knots. At 9 P.M., according to the position of the ship and the course she was steering, the depth of water the ship would be in is shown on the chart marked D as at 10 fathoms.

FREDERICK ERNEST LAMBERT.

Megga Pancha, on solemn affirmation, Sekani on the "Chupra."—I remember the vessel going ashore. I was then at the wheel. I took the wheel at 10 o'clock; the vessel struck at 10-30 P.M. The 3rd Officer was on the bridge at the time. I was told to steer N. 32 E. by the steering compass, and I steered so. I was on the lower bridge and the 3rd Officer was above. There is a compass on the upper bridge. At 10 P.M. it was raining and the wind was heavy. We could not see land or lights then. The look out man sang out he was keeping a good look out. Dingan Das was heaving the lead; he was screened from me, but I heard the sound of the lead.

The telegraph is on the upper bridge. The compasses on the lower and upper bridge are alike. The compass was well lighted.

MEGGA PANCHA.
His × mark.

Explained by me.
TRAILOKYA NATH GOSVAMI,
Interpreter.

Francis Harrington, sworn, Master of the S.S. "Umta."—On the 4th November at noon I was in lat. 8·15 N., 82·5 E. on a voyage from Bombay to Calcutta. This is my log signed by me and Chief Officer. On the 4th November, coming round Ceylon, we had ordinary weather. At noon on the 5th November our position was 12·15 N., 84·36 E. I had a strong current that day set N.-E. 20 miles. On the 4th November I had a current S. 13 E., 53 miles. I arrive at my reckoning by observations. On the 6th November I only had dead reckonings. I was then at noon 15·57 N. and 86·8 E. On the 7th November at noon I got observations, and my position was 20·16½ N., 87·4 E. Current for the two days N. 42 W., 54 miles, averaging over a knot an hour.

On the 4th November the wind was north; on the 5th November east-north-east to south-east and east; on the 6th November east-south-east to north-east, cyclonic.

I am familiar with these waters.

I should expect to meet at this time of year, 5th November, a current supposed to be setting down from half a knot to a knot outside, but 1 or 2 knots nearer the coast. I was getting set up exactly contrary to what I expected to be set by the current. The effect of cyclonic disturbances is to abberate the normal currents. With such disturbances I should be on the watch a good deal.

The cyclonic disturbances of the 4th, 5th and 6th November acted all over the Bay. My glass on 5th November was down to 29·60. On the 6th November it began to rise; and at midnight it was 29·89.

At the time of the casualty at 10-30 P.M. on 5th November my own vessel was in the Bay. I was having squally weather.

If I had a set in of S. 70 W. set in of 35 miles, I should not keep on the same course the next day. When coasting I should have allowed for the current after having the same set for three days.

F. HARRINGTON,
Master, S.S. "Umta."

The 17th November 1898.

CHARGE framed. Copy of the charge and of proceedings directed to be supplied to Captain Ferris.

Case adjourned to 17th November at 11 A.M.

T. A. PEARSON.

CHARGE.

THAT you, Nicholas Frederick Ferris, on the 5th November 1898, while in charge of the British India Steam Navigation Company's S.S. *Chupra*, off Vizagapatam, were guilty of default in not verifying the position of the said ship by bearings and using the lead after having soundings which showed the ship to be in much less water than was expected and after experiencing the same set and same rate of current for three days from the 2nd November without making any allowance for it.

T. A. PEARSON, *President.*
T. LEIGH, H. A. MITCHELL } *Members.*

CALCUTTA,
The 13th December 1898.

17TH DECEMBER 1898.

THE Court, as previously constituted, sits with two nautical assessors, Captain J. L. Leftwich, Master of S.S. *Nurani*, and Captain J. A. Macpherson, S.S. *Clan Monroe.*

For the Crown ... ... Mr. Leith.
For Captain Ferris ... ... Mr. Edwards.

Frederick Ellis Lambert, recalled.—I have said that the last cast of the lead I took before the stranding was at 10 o'clock, and that I proposed to cast again at 10-30, but the lead fouled.

I was at that time on the bridge with the watchman. The man on the lookout hove the lead on the forecastle-head on portside. The line got foul of an awning stanchion at the forerigging. The stanchion passes through the rail.

I waived the lantern to indicate to the lookout man to let go the lead. He did so: I heard the splash. I had 18 fathoms in my left hand and the stalk in my right hand. The rail was against my side: I was facing forward. The line from my right hand to the lead was lying outside the ship. I was 100 feet aft of the stanchion on which the line fouled. I did not investigate the stanchion till the next morning; the lead had then carried away.

When the line got foul, I put it down on the bridge. I tried to clear it for two minutes or so.

At 10-30 P.M. the watchman struck the bell and came to me with a lantern. I told him all was ready, and so he waived a lantern for the man on the forecastle to heave the lead. He did so and it fouled. It must have been blown round the stanchion.

After the lead had been hove at 10 o'clock, the lead was worked on the lead wire; and the lead-line is kept rolled through a block. The line is more than 20 fathoms. It is about 30 fathoms of line. One end of it is carried through a block which is on the bridge rail. The line is taut from block to the forecastle head.

At 10 o'clock when I hove the line I had 20 fathoms of line tied to the rail From the rail to the water is about 5 fathoms, *i.e.*, there was no bottom at that cast at 15 fathoms.

During my watch I looked at the tale-tell compass about once every quarter of an hour.

Cross-examined by Mr. Edwards for Captain Ferris.—I have been four years in a sailing vessel, and one year on steamer. I have been two months on board a steamer without having charge of a watch. It was the *Patiala;* she had a telegraph lead rigged up. As 4th Officer I was never called upon to attend the lead.

The first time I have ever had charge of a lead, was when I came on board this vessel. I joined the *Chupra* in August 1898. Since joining this steamer, I have heaved the lead between 20 and 30 times. I have on those occasions found soundings. I know perfectly well the feel of the lead when it touches the ground.

The distance between the bridge where the block is made fast and the forecastle head where the wire is run is about 120 feet.

I and the watchman haul in the line generally after a cast. As soon as I get the line in, I hook the lead on to runner on the wire. Then the lead is run along that wire to the forecastle-head, and it is there unhooked and placed on another hook ready for casting; and the runner on which it came up to the forecastle-head is run back to the bridge.

When I first take the lead line into my hands, there is about 120 feet (twenty fathoms) of clear line between the bridge and forecastle-head hook. I have 18 fathoms in my left hand and about 15 or 16 fathoms in my right hand. This is a mistake.

At the time we stranded, I was still jerking the line to get it clear.

FREDERICK ERNEST LAMBERT.

Donald Black, sworn.—I am the Superintending Engineer of the British India Steam Navigation Company, Limited. I know the *Chupra*. She is in the Upper Howrah Dock now. She arrived in Calcutta on 1st December. Since she came up, she has been under my inspection survey. She is still under repair. The injuries she has sustained are:—

Her stern frame has been broken and twisted. The rudder has been considerably damaged. The bottom of the ship is set up under the main hold about 3½ inches for a length of about 50 feet. The internal structure is damaged a good deal, fore and aft. She is a double-bottomed ship. I estimate that it will cost close on Rs. 50,000 to repair her. She was built by Messrs. Dene and Company of Dumbarton.

From the injuries I have seen, it appears as though she took the ground amidships.

D. BLACK.

Statement made by Nicholas Frederick Ferris.

WITH regard to the 30-fathom cast of the lead, I had no faith in the tubes, as I could see they had become discoloured by the climate, and I presumed myself to be in 40 or 50 fathoms of water. Had I been in 30 fathoms on that line of bearing from the Double Quoin, I ought to have been able to see the place called Ratonga and the Pillar Rock, both of which objects I had been looking out for in the afternoon. Not seeing either of those objects I supposed my position off the land was correct. I kept the telegraph lead going after dark as a matter of precaution, knowing the depth of water to be got by the telegraph lead was only limited by the length of line, 20 fathoms, which could easily have been got with a ship going at 2½ knots an hour.

N. F. FERRIS,
Master.

I AM of opinion that Captain Ferris is not guilty of the default of not verifying his position by taking bearings or by further soundings.

In regard to the current experienced the previous two days, I consider that to be no criterion, as the current, when south of a position in which Hope 3rd bears west, would be to the westward very strongly.

The normal current after passing Hope 3rd would be simply parallel with the land. Had the lead been used by an experienced officer, the ship could never have got into danger, the custom in coasting steamers being to use the telegraph lead, and to navigate with it alone in from 6 to 12 fathoms of water. The steamer making such very little speed, the ship must have been in soundings long before she struck, in my opinion far more than an hour, meaning by soundings anything under 20 fathoms.

J. LEFTWICH.

CALCUTTA,
The 17th December 1898.

I AM of opinion that the grounding of the S.S. *Chupra* was caused by a strong westerly set, and that Captain Ferris took all the precautions available at the time to verify the position of his ship, but was misled by the soundings, the 3rd Officer evidently not being accurate in his method of taking soundings and lacked experience.

J. A. MACPHERSON.

The 17th December 1898.

AT the conclusion of the sitting Captain Ferris, who had previously received a copy of the charge and of the report on which the enquiry was directed to be held, was informed in open Court that his certificate would be suspended for three months, and that our report would be sent to the Local Government in due course.

Case adjourned to the 20th December for report.

T. A. PEARSON.

17th December 1898.

REPORT.

On the 28th October 1898, the S.S. *Chupra* belonging to the British India Steam Navigation Company, Limited, left Tuticorin for Galle: at Galle instructions were received to proceed to Collingaptam. The vessel was then in water ballast, and was drawing approximately 14 feet 5 inches aft and 13 feet 5 inches forward, and was in charge of Captain Ferris, who holds an Extra Master's certificate from the Board of Trade, numbered 08952

At noon on the 4th November the vessel was in lat. 16·6 N. 82·39½ E. This position is shown on the chart exhibit A as at the point marked A-1, her course being then N. 39 E. true; this course was continued till 4 P.M., that day, when it was altered to N. 40 E. true; the distance run from noon to 4 P.M. 16 miles. This course was kept till noon on the 5th November at which time the vessel had run from noon to noon 69 miles, and was in lat. 17·8 N. 83·10 E. The course steered from noon that day was N. 40 E. true until 8 P.M., at which hour the patent log showed the vessel to have made a run of 39 miles. The position of the vessel at noon on the 5th November is marked on the chart exhibit A as at the point A-2, and on chart, exhibit D as at the point D-1.

At the hours of 3-40, 4-50 and 6 P.M. of that day, Captain Ferris states that he took single bearings of the vessel's position, which he says he marked down on the chart he was then using, which is exhibit D. The bearings referred to are found on this chart marked in pencil, the hours at which the bearings were taken appearing in Roman figures, whilst the minutes are in Arabic figures. He states that at 3-40 P.M. the Double Quoin Rock was N. 40 W. true by the standard compass, and at 3-50 P.M. it was N. 45 W., whilst at 6 P.M. it was N. 53 W., and he estimated the distance at this latter hour at which the vessel was from the Double Quoin Rock to be from 12 to 16 miles.

At 8 P.M. that night the vessel's course was altered to N. 50 E. true. At that hour the supposed position of the vessel on chart D is shown as at D-2. This course was kept till 10-30 P.M. when the vessel took the ground at lat. 17·31 N. 83·3½ E. and was driven up the beach by the surf. The position of the vessel when she stranded is shown on chart D as at the point D-3. At the time she stranded, Captain Ferris states that he expected the vessel's position to be at the point marked D-4 on the chart exhibit D.

It appears that at 8 P.M. that night Captain Ferris left the bridge in charge of the 3rd Officer, Mr. Lambert, and went to his own cabin, and that he was asleep there when the vessel stranded. He was awakened by the stranding, and coming on to the bridge, took charge of the vessel.

The night order-book, which is exhibit C, shows that the orders for the night of the 5th November marked C-1 were that the lead should be cast every 30 minutes; that information should be given to the Captain if soundings were obtained, or shore or ship's lights seen; that the Captain should be called if the officer on watch thought the vessel was nearing land, at midnight, 4 o'clock, and at any other time when necessary.

Mr. Lambert, the 3rd Officer, a young man of 24 years of age and evidently of very limited experience, states that he was on the bridge from 8 P.M. until the stranding, and then he noticed when coming on to the bridge, that land was plainly visible about 10 or

12 miles off The vessel was steaming, he says, about 5 knots. He states that he took a cast of the lead (giving out 20 fathoms) at 8-30 P.M., 9, 9-30 and 10 P.M., but found no bottom, and that on attempting to take another cast at 10-30 P.M., the lead fouled, and that at 10-35 P.M., the vessel ran ashore, he having lost sight of the land after 9-30 P.M. It appears that the lookout man was on duty on the forecastle, and regularly sang out the hours.

The vessel was aground for 16 days, being floated on the 21st November, after having been dismantled. It was then found that she was making water, and that the compasses showed on north-easterly courses westerly errors, whereas previously to the stranding there had been easterly errors. Captain Ferris attributes this to the hammering the vessel received when ashore. The vessel was then taken into Coconada on the 22nd November, and after waiting there some days, she was taken under coal ballast to Calcutta, arriving there on the 1st December.

Since the arrival of the vessel in this Port, it has been ascertained on a survey that her stern frame has been broken and twisted, her rudder considerably damaged, her bottom set up under the main hold about 3½ inches for a length of about 50 feet, her internal structure being damaged a good deal fore and aft. The damage done is estimated at about Rs. 50,000.

Captain Ferris attributes the disaster to an unusual cyclonic set. It has been shown by Captain Harrington, Master of the British Indian S.S. *Umta*, that while in the Bay of Bengal proceeding on his voyage from Bombay to Calcutta, the vessel met with strong currents on the 4th and 5th November, and that the barometer fell to 29·60 on the 5th November, and was at 29·89 on the 6th November. The *Umta* was, however, not coasting, but was well out in the middle of the Bay, and it appears to us that a comparison of the currents and force of the wind experienced there is no criterion to guide us as to the current and wind experienced by Captain Ferris when coasting up to Chillingapatam.

The log-book of the *Chupra*, which is exhibit B, shows very little variation in the barometer from the 2nd to the 5th November, and nothing in the nature of cyclonic weather; indeed, up to the time of the stranding there is nothing to be found in the log indicating that the weather was anything but moderate.

We consider this log-book contains evidence which is not in favour of Captain Ferris. It shows that he was aware that for three days previous to the disaster, he had met with a current of nearly a daily average strength; he knew, or should have known, from the chart he was using that the set of the current was that for these three days it had been all in the same direction, and he had had indication of its strength, and there was nothing in the nature of a cyclonic disturbance at or near the coast. Yet under these circumstances the course set on each of these days was the same, no allowance being made for the current.

It appears to us, moreover, that Captain Ferris did not take proper steps to verify his position on the 5th November. He has alleged that he took single bearings at 3-40, 4-50 and 6 P.M. on that day, from a point known as the Double Quoin Rock. The log, however, shows no entry that any such bearings were ever taken. The chart used by Captain Ferris (exhibit D) does not show the position of the Double Quoin Rock, and it is therefore to be presumed that it is a landmark of small dimensions. Captain Ferris has, however, for the purposes of this investigation marked the position of the Double Quoin Rock; he shows it by writing on the chart "Double Quoin Rock" in red ink, placing on the chart an arrow-head pointing towards two hummocks, which he states are the "Double Quoin Rock." We are unable to say whether these hummocks represent the Double Quoin Rock; we note, however, that on another and older chart produced by the Port Officer, and which has not otherwise been used in this investigation, that on it the Double Quoin Rock is marked, and it is there placed very much nearer the sea-line than the hummocks pointed out by Captain Ferris. But even assuming that the position given by Captain Ferris is correct, it is clear that when he took his single bearings, he then imagined himself to be about 20 miles from the shore as shown by the position given by himself on the chart D; and it is clear that when his vessel was anywhere on the lines of those bearings, it was well past the place of disaster D-3; and it is impossible to suggest that if he once passed the position of D-3 on the line of bearing referred to, that it was the set of the current which took him back on to that spot.

Moreover, we consider that there could have been no difficulty in obtaining double bearings, for the chart exhibit D shows a number of hills in proximity to the alleged position of the Double Quoin Rock, of various heights, viz., 270 feet, 458 feet, 558 feet and 538 feet; and others loftier still, at a little distance further inland, varying from 800 feet up to 2,000 feet.

It also appears to us that Captain Ferris took no proper steps to verify the position of his vessel after he had ascertained, as appears from the log, that the vessel was in 30 fathoms of water. An entry in the log shows that at 4-15 P.M., on the 5th November, Captain Ferris took three casts of the lead, and found by the first that he was, or appeared to be, in 6½ fathoms, and by the third of these casts, that the lead showed "30 fathoms sand with black specks." It is true that Captain Ferris states, with regard to this last cast, that he had no faith in the tubes, as they had become discoloured by the climate, and he says, therefore, that when he had taken this cast, he presumed himself to be in 40 or 50 fathoms of water, and adds that had he been in 30 fathoms on that line of bearing from the Double Quoin Rock, he ought to have been able to see Katonga and the Pillar Rock, both of which marks he had been looking out for during the afternoon, and that not seeing them he assumed his position off the land to be correct. As to this we can only say that we see no

good reason for the presumption that he was in 40 or 50 fathoms of water at the time of the last cast; and we see no reason to wonder at the Pillar Rock not being visible, as that Rock is marked on the chart as being in height 30 feet, and would not of course be visible on the line of bearing at which Captain Ferris assumed his vessel to be, even at the 30 fathoms line. We also think that if Captain Ferris did mistrust his tubes, he should have used the deep sea lead. No other steps than the taking of these alleged single bearings and the casting of the lead at 4-15 P.M. appear to have been taken by Captain Ferris to satisfy himself as to the position of his vessel; and it was under these circumstances that he left the bridge in charge of the 3rd Officer, and went to sleep in his cabin, having written out the orders for the night. Under the circumstances mentioned, we do not consider that these orders relieved Captain Ferris from the duty of himself exercising the greatest care and caution and from the imperative duty of verifying his supposed position when in uncertainty as to it. We think that in this state of uncertainty as to his position, Captain Ferris was not justified, considering that he was on a coasting voyage, in leaving the vessel in charge of the 3rd Officer, who is a youth of no experience. And under the circumstances of this case, we can only come to the conclusion that Captain Ferris has been guilty of the defaults mentioned in the charge.

The Assessors have both given opinions exonerating Captain Ferris We are, however, unable to agree with their findings. The opinion of Captain Leftwich, who is master of a coasting vessel, appears to be based on some unmentioned experience of his own, and on an improved custom as to the use of the telegraph lead, and not on any evidence given in the case. The latter part of the statement as to the current does not agree with the entry in the log as to the current experienced by Captain Ferris. The finding of the Assessors does not appear to be justified by the evidence, and disagreeing therewith, we find Captain Ferris guilty, and direct that his certificate be suspended for three months.

T. A. PEARSON,
President.

THOS LEIGH,
H. A. MITCHELL,
Members.

The 20th December 1898.

13
Enclosure 8 & 9/99
116

T. N. R.—Reg. No. 5572C—81—12 1.99.

(Enclo: of Bengal Marine Deptt: Letter No. 54 Mar dated 11th Jany 1899)

Copy of letter No. 51 Mne., dated the 11th January 1899 from the Secretary to the Government of Bengal, Marine Department, to the Port Officer, Calcutta.

In continuation of the endorsement from this Department No. 2259 Marine, dated the 8th ultimo, I am directed to forward herewith a copy of the proceedings and report of the Special Court of Enquiry appointed to ascertain the cause of the grounding of the steamer "Chupra" near Vizagapatam.

2. The Court have found Captain N.F.Ferris, the Master of the vessel, guilty of default in not verifying the position of the ship by bearings and using the lead after having soundings which showed the ship to be in much less water than was expected and after experiencing the same set and same rate of current for three days from the 2nd November without making any allowance for it. The Court have also directed the suspension of Captain Ferris' Certificate for a period of three months. The certificate is herein enclosed and I am to observe that the orders regarding its suspension should take effect from the date on which the judgment was given, viz., the 20th ultimo.

3. I am also to state that a copy of the orders should be communicated to Captain Ferris.

4. The log-books and charts received with the proceedings are herewith sent. They should be returned to the Agents of the vessel.

N/G.
10/1/99.

No. 54 Mne.

All communications should be addressed to the Secretary of the Department concerned.

Government of Bengal,

MARINE DEPARTMENT.

From

Col: A.D.McArthur,R.E.,

Secretary to the Government of Bengal,

To

The Secretary to the Government of Madras,

Marine Department.

Dated Calcutta, the 11th January 1899.

Sir,

With reference to the correspondence ending with your letter No.1016 Marine,dated the 6th ultimo, I am directed to forward, for the information of the Government of Madras, the enclosed copy of the report and proceedings of the Court of Enquiry that was appointed to ascertain the cause of the grounding of the steamer "Chupra" near Vizagapatam,together with a copy of a letter No. 51 Mne.,dated the 11th instant, which has been addressed to the Port Officer,Calcutta,on the subject.

6 s.c.

I have the honor to be,

Sir,

Your most obedient Servant,

C. A. McArthur

Col:, R.E.,

Secretary.

Accompts :-

Copy of the Report and Proceedings refd:to.

Copy of the letter to the P.O.Calcutta,referred to.

N. C. R.-Reg. No. 2748F—2,000—12-9-98.

N/G.
10/1/99.

Ref. 4 8,000-1-4-04.

Foreign DEPARTMENT.

Paper taken out of the Records from the charge of the Referencer.

Press / Miscellaneous / Routine No. 1548. dated 17-2-1899

Date taken out.	For what purpose.			Initials of clerk taking the paper or of attender.	Date returned.	Initials of attender.
	Department.	C. No.	Year.			
6-10-04	Marine	11420	04	BB	14-11-04	

Date taken out.	For what purpose.			Initials of clerk taking the paper or of attender.	Date returned.	Initials of attender.
	Department.	C. No.	Year.			

Marine Dept

Marine Dept

Government {1899} of Madras.

FINANCIAL.

Recd.

Regd.

1899.

Enclosures

Spare copies

G.O., No. 191, 7th February 1899.

Intelligency Port officer

FEBRUARY.

(Sd) A.S.R
14. 2-99.

To
The B.P.O.

Fifty-five years' Rule.

Officers employed under this Government who will attain the age of ns of service after attainment of that age will expire during the next

M.R.Ry.	H.		
M.R.Ry.	Divan Bahadur		
M.R.Ry.		List of Gazetted	
M.R.Ry.		Pattuli	
B. M. D			
M			
J.			

Date taken out.	For what purpose.			Initials of clerk taking the paper or of attender.	Date returned.	Initials of attender.
	Department.	C. No.	Year.			

GOVERNMENT OF MADRAS.

FINANCIAL DEPARTMENT.

Read—the following paper:—

Statement showing Consolidated List of Gazetted Officers employed under the Madras Government who will attain the age of 55 years or whose extensions of service after attainment of that age will expire during the next official year (1899–1900).

Marine Dept

Government {1899} of Madras.

Statement showing Consolidated List of Gazetted Officers employed under the Madras Government who will attain the age of 55 years or whose extensions of service after attainment of that age will expire during the next official year (1899–1900).

Recording officer.	Name of officer.	Date of birth.	Date of entry into service.	Date of attainment of 55 years of age.	Extension.		Date of expiry of extension.	Remarks.
					Number and date of Order.	Period of extension.		
Revenue.								
M.R.Ry. H. Diwan Bahad		31st Jan. 1847.	1st Jan. 1867.	31st Jan. 1897.	G.O., Mis. No. 272, Revenue, 18th January 1898.	1 year ..	31st Mar. 1899.	To retire from 1st April 1899—G.O., No. 60, Revenue, 21st January 1899.
M.R.Ry.		1st Oct. 1844.	1st Jan. 1867.	1st Oct. 1899.	G.O., No. 60, Revenue, 21st January 1899.	1 year ..	31st Mar. 1900.	
M.R.Ry.		30th June 1844.	1st Jan. 1867.	30th June 1899.	Do.	3 months ..	30th June 1899.	To retire from 1st July 1899—G.O., No. 60, Revenue, 21st January 1899.
M.R.Ry. Pantulu		31st Dec. 1842.	1st Jan. 1867.	31st Dec. 1897.	Do.	1½ months ..	31st Mar. 1899.	
B. M. D		1st Jan. 1844.	1st Jan. 1867.	1st Jan. 1899.	G.O., Mis. No. 272, Revenue, 18th January 1898.	1 year ..	31st Mar. 1899.	To retire from 1st April 1899—G.O., No. 60, Revenue, 21st January 1899.
M		31st Mar. 1844.	1st Jan. 1867.	31st Mar. 1899.	Do.	1 year ..	31st Mar. 1900.	
J.		1st Jan. 1844.	1st Jan. 1867.	1st Jan. 1899.	G.O., No. 60, Revenue, 21st January 1899.	1 year ..	31st Mar. 1899.	Do.
		31st Mar. 1844.	1st Jan. 1867.	31st Mar. 1899.	G.O., Mis. No. 272, Revenue, 18th January 1898.	7 months and 22 days.	31st Mar. 1899.	
		1st Jan. 1844.	1st Jan. 1867.	1st Jan. 1899.	G.O., No. 60, Revenue, 21st January 1899.	10 months and 11 days.	31st Mar. 1900.	
		31st Mar. 1844.	1st Jan. 1867.	31st Mar. 1899.	Do.	1½ months nearly.	31st Mar. 1900.	
		....	....	....	....	....	....	To retire from 1st April 1899—G.O., No. 60, Revenue, 21st January 1899.
		....	....	....	G.O., No. 60, Revenue, 21st January 1899.	....	....	
		....	....	....	....	....	....	
Separate Revenue.								
		1st Jan. 1844.	1st Jan. 1867.	1st Jan. 1899.	G.O., Mis. No. 5237, Revenue, 7th October 1897.	1 year ..	31st Mar. 1899.	
		31st Mar. 1844.	1st Jan. 1867.	31st Mar. 1899.	Do.	1 year ..	31st Mar. 1900.	
		1st Jan. 1844.	1st Jan. 1867.	1st Jan. 1899.	G.O., Mis. No. 3995, Revenue, 7th October 1898.	1 year ..	31st Mar. 1899.	
		31st Mar. 1844.	1st Jan. 1867.	31st Mar. 1899.	G.O., Mis. No. 5225, Revenue, 7th October 1897.	6½ months nearly.	31st Mar. 1899.	
		1st Jan. 1844.	1st Jan. 1867.	1st Jan. 1899.	G.O., Mis. No. 3995, Revenue, 7th October 1898.	1 year ..	31st Mar. 1900.	
		31st Mar. 1844.	1st Jan. 1867.	31st Mar. 1899.	....	....	....	

(Sd) A.S.W
14. 2. 99.

To the B.O.O.

Fifty-five years' Rule.

Recording officers employed under the Madras Government who will attain the age of ... ns of service after attainment of that age will expire during the next

nment who will attain the age of 55 years or whose extensions of service ing the next official year (1899–1900)—*cont.*

of ing rs.	Extension.			Remarks.	For what purpose.			Date taken out.	Initials of clerk taking the paper or of attender.	Date returned.	Initials of attender.
	Number and date of Order.	Period of extension.	Date of expiry of extension.		Department.	C. No.	Year.				
l Justice.											
. 1887.	G.O., No. 1505, Judicial, 15th October 1897.	1 year ..	31st Mar. 1899.	To retire on 1st April 1899—G.O., No. 1964, Judicial, 16th December 1898.							
r. 1895.	G.O., No. 1964, Judicial, 16th December 1898.	1 year ..	31st Mar. 1900.								
. 1899.	G.O., No. 1505, Judicial, 15th October 1897.	....	....	To retire on completing 55th year.							
e 1899.	G.O., No. 1964, Judicial, 16th December 1898.	....	....	Do.			do.				
y 1899.	Do.	....	....	Do.			do.				
ıe 1899.	Do.	....	....	Do.			do.				
g. 1899.	Do.	....	....	Do.			do.				
y 1899.	Do.	....	....	Do.			do.				
stration.											
. 1894.	G.O., No. 1463, Judicial, 19th September 1898.	1 year ..	31st Mar. 1900.	....							
t. 1899.	Do.	6 months nearly.	Do.	....							
ucation.											
v. 1894.	G.O., No. 590, Educational, 21st September 1898.	7 months and 5 days.	5th Nov. 1899.	....							
arine.											
ov. 1899.	....		....	....							

A.A.P.
1

ce to G.O., No. 143, Financial, dated 23rd February 1891; G.O., No. 162, 11th September 1895.

(Signed) T. HESKETH BIGGS,
Accountant-General.

Order—No. 191, Financial, dated 7th February 1899.

Recorded.

(True Extract.)

G. STOKES,
Chief Secretary.

To the Revenue Department.
" Judicial Department.
" Educational Department.
" Marine Department.
" Accountant-General.

Date taken out.	For what purpose.			Initials of clerk taking the paper or of attender.	Date returned.	Initials of attender.
	Department.	C. No.	Year.			

Marine Dept.

Government {1899} of Madras.

FINANCIAL.

Recd. / *Regd.* } 1899. *Enclosures* / *Spare copies*

G.O., No. 191, 7th February 1899.

No: 156 Mar dy 17-2-99.
Communicated to the
Presidency Port officer

FEBRUARY.

(Sd) A.S.R
14-2-99.
To
The P.P.O.

Fifty-five years' Rule.

Recording officers employed under the Government who will attain the age of fifty-five years during the next [illegible] of service after attainment of that age will expire

GOVERNMENT OF MADRAS.

FINANCIAL DEPARTMENT.

Read—the following paper:—

Statement showing Consolidated List of Gazetted Officers employed under the Madras Government who will attain the age of 55 years or whose extensions of service after attainment of that age will expire during the next official year (1899–1900).

Consolidated List of Gazetted Officers employed under the Madras Government who will attain the age of 55 years or whose extensions of service after attainment of that age will expire during the next official year (1899–1900).

Name of incumbent.	Designation.	Date of birth.	Date of attaining 55 years.	Extension.			Remarks.
				Number and date of Order.	Period of extension.	Date of expiry of extension.	
			Land Revenue.				
M.R.Ry. H. Subbaraya Aiyar, Diwan Bahadur.	Deputy Collector, South Arcot ..	9th Jan. 1842.	9th Jan. 1897.	G.O., Mis. No. 272, Revenue, 18th January 1898.	1 year ..	31st Mar. 1899.	To retire from 1st April 1899—G.O., No. 60, Revenue, 21st January 1899.
M.R.Ry. D. Ananthayya	Do. South Canara ..	28th Sept. 1843.	28th Sept. 1898.	G.O., No. 60, Revenue, 21st January 1899.	1 year ..	31st Mar. 1900.	
M.R.Ry. K. Murugesam Pillai, B.A.	Do. Tanjore ..	30th June 1842.	30th June 1897.	Do.	3 months ..	30th June 1899.	To retire from 1st July 1899—G.O., No. 60, Revenue, 21st January 1899.
M.R.Ry. D. Jagannatha Row Pantulu.	Deputy Collector	13th Feb. 1844.	13th Feb. 1899.	G.O., Mis. No. 272, Revenue, 18th January 1898.	1½ months ..	31st Mar. 1899.	
B. M. D'Cruz, Esq.	Do. Chingleput ..	27th Sept. 1840.	27th Sept. 1895.	Do.	1 year ..	31st Mar. 1899.	To retire from 1st April 1899—G.O., No. 60, Revenue, 21st January 1899.
M.R.Ry. K. Ganapayya	Special Forest Settlement-officers, North Arcot.	21st Jan. 1844.	21st Jan. 1899.	G.O., No. 60, Revenue, 21st January 1899.	1 year ..	31st Mar. 1900.	Do. do.
J. L. Saldhana, Esq.	Deputy Collector, Malabar ..	9th Aug. 1843.	9th Aug. 1898.	G.O., Mis. No. 272, Revenue, 18th January 1898.	7 months and 22 days.	31st Mar. 1899.	
M.R.Ry. V. Jaganatha Row Pantulu, Diwan Bahadur.	Do. Nellore ..	20th May 1844.	20th May 1899.	G.O., No. 60, Revenue, 21st January 1899.	10 months and 11 days.	31st Mar. 1900.	
M.R.Ry. Suriya Row Naidu, Rao Bahadur.	Do. Vizagapatam ..	16th Feb. 1845.	16th Feb. 1900.	Do.	1½ months nearly.	31st Mar. 1900.	
			Forest.				
W. C. Hayne, Esq.	Deputy Conservator of Forests ..	12th May 1844.	12th May 1899.	G.O., No. 60, Revenue, 21st January 1899.	....	....	To retire from 1st April 1899—G.O., No. 60, Revenue, 21st January 1899.
			Revenue Survey.				
H. O'Connell Cardozo, Esq., C.I.E.	Superintendent, Revenue Survey ..	18th Jan. 1839.	18th Jan. 1894.	G.O., Mis. No. 5237, Revenue, 7th October 1897.	1 year ..	31st Mar. 1899.	
			Salt, Abkári and Separate Revenue.				
C. B. Shawe, Esq.	Assistant Commissioner, Cuddalore Sub-division.	31st Aug. 1843.	31st Aug. 1898.	G.O., Mis. No. 3995, Revenue, 7th October 1898.	1 year ..	31st Mar. 1900.	....
F. W. Ditmas, Esq.	Assistant Commissioner, Arcot Sub-division.	18th Sept. 1843.	18th Sept. 1898.	G.O., Mis. No. 5225, Revenue, 7th October 1897.	6½ months nearly.	31st Mar. 1899.	....
C. Kiernander, Esq.	Head Appraiser, Sea Customs, Madras.	8th April 1843.	8th April 1898.	G.O., Mis. No. 3995, Revenue, 7th October 1898.	1 year ..	31st Mar. 1900.	....
T. A. Paczensky, Esq.	Deputy Collector, Sea Customs, Madras.	19th April 1844.	19th April 1899.	....	....	....	....

[Statement.

Consolidated List of Gazetted Officers employed under the Madras Government who will attain the age of 55 years or whose extensions of service after attainment of that age will expire during the next official year (1899–1900)—*cont.*

Name of incumbent.	Designation.	Date of birth.	Date of attaining 55 years.	Extension.			Remarks.
				Number and date of Order.	Period of extension.	Date of expiry of extension.	
			Law and Justice.				
M.R.Ry. P. Srinivasa Row, Diwan Bahadur.	Judge, City Civil Court, Madras ..	26th Oct. 1832.	26th Oct. 1887.	G.O., No. 1505, Judicial, 15th October 1897.	1 year ..	31st Mar. 1899.	To retire on 1st April 1899—G.O., No. 1964, Judicial, 16th December 1898.
V. P. DeRozario, Esq.	Judge, Court of Small Causes ..	6th Mar. 1840.	6th Mar. 1895.	G.O., No. 1964, Judicial, 16th December 1898.	1 year ..	31st Mar. 1900.	To retire on completing 55th year.
M.R.Ry. S. Subbaiyar	Sub-Judge, Trichinopoly	12th Feb. 1844.	12th Feb. 1899.	G.O., No. 1505, Judicial, 15th October 1897.	....	....	Do. do.
M.R.Ry. T. Ramasawmy Aiyangar.	Do. Kumbakónam	2nd June 1844.	2nd June 1899.	G.O., No. 1964, Judicial, 16th December 1898.	....	....	Do. do.
M.R.Ry. M. Ramayya Pantulu ..	District Munsif, Cocanada	7th July 1844.	7th July 1899.	Do.	....	....	Do. do.
M.R.Ry. V. Malhari Row ..	Do. Tuticorin	28th June 1844.	28th June 1899.	Do.	....	....	Do. do.
M.R.Ry. C. Venkata Rao Sahib ..	Do. Máyavaram ..	20th Aug. 1844.	20th Aug. 1899.	Do.	....	....	Do. do.
M.R.Ry. M. R. Kelappen ..	Do. Quilandy ..	10th May 1844.	10th May 1899.	Do.	....	....	Do. do.
			Registration.				
The Hon'ble P. Rajaratna Mudaliyar, Diwan Bahadur.	Inspector-General of Registration..	16th Dec. 1839.	16th Dec. 1894.	G.O., No. 1463, Judicial, 19th September 1898.	1 year ..	31st Mar. 1900.	....
M.R.Ry. P. Sadaiyappa Mudaliar.	Registrar, Trichinopoly	3rd Oct. 1844.	3rd Oct. 1899.	Do.	6 months nearly.	Do.	....
			Education.				
The Hon'ble Mr. D. Duncan, M.A., D.Sc., LL.D.	Director of Public Instruction, Madras.	5th Nov. 1839.	5th Nov. 1894.	G.O., No. 590, Educational, 21st September 1898.	7 months and 5 days.	5th Nov. 1899.	....
			Marine.				
G. W. Wicks	Port Officer, Cocanada	2nd Nov. 1844.	2nd Nov. 1899.	....		....	....

No. A.A.P.
1

To the Chief Secretary to Government, Financial Department, with reference to G.O., No. 143, Financial, dated 23rd February 1891; G.O., No. 162, Public, dated 6th March 1895, and G.O., No. 685, Financial, dated 11th September 1895.

(Signed) T. HESKETH BIGGS,
Accountant-General.

Fort St. George,
31*st January* 1899.

No. 191, Financial, 7th February 1899.

Order—No. 191, Financial, dated 7th February 1899.

Recorded.

(True Extract.)

G. STOKES,
Chief Secretary.

To the Revenue Department.
" Judicial Department.
" Educational Department.
" Marine Department.
" Accountant-General.

Ext. P. Seetharam.

FOR WHAT PURPOSE.