



Mangalore,

TURN OVER.

Report by the Port Officer,  
Dy. Conservator.

(This is a specimen form. Proceedings are to be drawn up in manuscript in this form.)

[MARINE FORM No. 41a.]

Minutes of Proceedings of a Preliminary Court of Enquiry held in the  
Port Office at Malhe by the Port Officer  
Dy. Conservator in connection  
with the stranding of the Steamer Battle of the  
on 27<sup>th</sup> June 1910.

Odia Shadia (A. B.) Master of the Steamer Battle of the  
Kallam Shija Seaman  
Tons 81.32 Register No. 1403 of Nvalon  
called and examined states as follows:—

(Here enter evidence. Questions need not be entered.)

Examined again on the 27<sup>th</sup> June 1910

At a time of salt is equivalent to 36 bags or 72 casks. We had taken in our Battle 42 such casks or 1512 bags of Uran salt to clempet. We obtained clearance for our Battle at Cochin on 10.5.10. Four days after obtaining Port Clearance we weighed anchor and left the Port. Both the wind and flow of water was from the north so it took us about 24 days to come to Malhe. We had reached Elia only about 12 days after we left Cochin. Our rudder got broken near Elia and we were not able to get into Kheolis Port on account of the rough sea. Some of our Kheolis who had been working on the steamer told us that Bledrop was the only safe Port for us to get into where we could have shelter from the rocks, so we came in here knowing that the S.W. monsoon was after us on 16.6.10 when there was heavy wind and rough sea. We had cast two anchors. There was one shore anchor on the Battle. As soon as we lost our anchor we cast the shore one. But by the time the last was cast the Battle got stranded.

When the Battle was stranded I sent three men to shore swimming and got our boat. It was stranded at 12 noon on 17<sup>th</sup>. We could have similarly brought our boat in the morning but we did not anticipate danger and our men were engaged in discharging logs. We had discharged three logs that day. It was evening on 16<sup>th</sup> when the boat was taken to shore.

At our request Dawood Sulman made a contract with the Government to drag the wreck into the beach water and after 4 or 5 days' work they brought the wreck into the beach water. But the wreck is completely disabled and water is coming in profusely and becomes immersed in water.

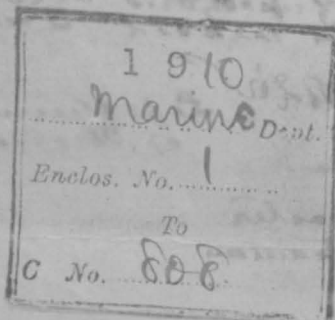
Left thumb  
mark of Kallam  
Shija.

The above is the evidence of Mr. Odia Shadia Master taken by  
Kallam Shija Seaman  
me on the 27<sup>th</sup> day of June 1910.

[Witness to sign here  
if evidence has been  
taken on oath.]

Dr. Vico  
27. 6. 10  
Port Officer.  
Dy. Conservator.

TURN OVER.



STATION \_\_\_\_\_  
DATE \_\_\_\_\_

Port Officer.  
Deputy Conservator.

It would have been wise on the tindal's part to send his men in his boat to bring it back when he gave the loan of the boat. Failing this he might have at least sent men next morning and got it back as was done when the vessel got stranded. But neither the tindal nor the pilot anticipated the danger which was due to the loss of an anchor, <sup>at about noon on 17. 6. 10</sup> By the time the shore anchor was cast the Battela drifted and got stranded and all efforts to rescue it failed. The wreck has now been dragged into the backwater but it is of no use.

*P. M. Wright.*  
MARINE STATION  
*Vt. Urecocks*  
*Mr. Officer*  
*Melke*  
Enclos. No. *9* DATE *27. 6. 10*  
To  
C No. *808*

W. Vegas  
27. 6. 10  
Port Officer.  
Deputy Conservator.

Abstract Accidents & Casualties. Recording letter from the  
DPO reporting the stranding of the Battleship "Dhan  
Prasad" of Goa outside the bar at Dalpe on the  
17<sup>th</sup> June 1960

(Cao 808) from the R.D. No. 1261/1911 Eq 12.7.10. Int.

ORDER No. 232, dated 20-7-1900.

Ris

Recorded

1870

167-40

APR 16/70

DISPATCHED  
2 JUL 1940

To the PPD (ato)  
- Com: of S. Camero (ato)

DATE GIVEN FOR ISSUE \_\_\_\_\_

" COPIED \_\_\_\_\_

" EXAMINED \_\_\_\_\_

" SIGNED \_\_\_\_\_

*Wlu*  
*207*

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[illegible]