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MADRAS RECORD OFFICE.

Government of Madras.

Public Works DEPARTMENT.
Edn 1076/57

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1066/47
Dated 9-6- 1857

Not to be folded or roughly handled

Proceedings of the Madras Government, Public Works Department, from 1st to 10th June 1859.

No. 146. Read the following letter from J. J. FRANKLIN, Esq., Superintendent of Marine; to D. F. CARMICHAEL, Esq., Private Secretary, to the Honorable the Governor dated 19th May 1859, No. 1991.

I have the honor to acknowledge receipt of the letter from Messrs. Walker and Clement, 2nd and 3rd class Engineers, to the Right Honorable the Governor, complaining that during their passage from England in the "Tartar" they had been deceived and taken in by the Commander, and to inform you that their case has been investigated at my office this morning.

2. Their complaints are.:—

1st. That although their cabins were erected in the cuddy and approved by the Surveyor on behalf of the Council of India, they were subsequently removed to the lower deck.

2nd. That their provisions were bad and insufficient.

3rd. That they had no room to move out of their small cabins, and had no iness berth; and

4th. That they had no servant allowed to attend on them for some time: this last complaint having been put forward during the investigation.

3. The first point to be ascertained was the nature of the engagement. On this, no written testimony could be adduced on either side. It seems that the Engineers were told at the India House to go to the Ship's Agents to arrange about a second class passage, for which £40 was to be paid by Government and 30 guineas by themselves for their wives. They are under the impression that they were entitled to cabin passage, but considering the rates this, of course could never have been intended. The Commander explained that as the vessel was not then tendered for troops, it was his intention to berth them in the cuddy to save the expense of building cabins below; but as they were second class passengers they were only to receive second class fare.

4. Subsequently the vessel was engaged for troops when fresh arrangements had to be made. Two cabins were erected in the steerage for Messrs. Walker and Clement, leaving still one of the Engineers, Mr. Boyle, in the cuddy, who was afterwards removed at the request of Captain Locke, the Inspecting Officer of the India House. Captain Anderson, who came out in charge of the troops on board the "Tartar," has stated that on visiting the ship prior to leaving Gravesend, this Officer expressed much dissatisfaction at the Commander for retaining Mr. Boyle in the cuddy, and desired him (Captain Anderson) to insist on his vacating as soon as the consumption of provisions and water left room on the between decks for a cabin to be there erected for him. It is quite clear therefore that the Engineers had the quarters it was intended they should occupy.

5. The question of provisions is more difficult to decide upon, but I think that, considering the Engineers were steerage passengers, their fare was sufficiently liberal. By their own shewing they had better living than the troops, although they declare they had worse. Of bread, they had but 3½ lbs a week, while the soldier received 5 lbs, but this was made up by giving them 3 lbs of flour, to the others 1 lb 11, oz besides ½ lb of oatmeal. A soldier receives 7 ounces of preserved potatoes, they had 1 lb per week. Their salt meat was much less than the troop ration, but then it was well compensated by a larger allowance of preserved meat and bacon. Then again they had a bottle of beer a day, while the troops have but a pint. I am of opinion therefore that their general fare was as good as might be expected. On the 30th April a reduction took place; but this was when they had been upwards of 140 days on the voyage, and it appears that the Commander did what he could to make amends for the short issue of some articles by giving others. Bacon being all consumed, 4 lbs of salt meat were issued in lieu; and when no more beer remained, wine was supplied at the rate of a pint of wine, for a bottle of beer. No blame can be attached to the Commander on this account. By laying in 140 days stock he did what was required of him by his troop Charter party; and as they appear to have been supplied in full up to the 30th April, it is clear that the full quantities were on board the ship when she left England.

attend on them, for some time: / no
complaints

6. On the 3rd point of complaint little need be said. Had a clear engagement been entered into in England entitling the Engineers to a mess berth, there would have been grounds on which to charge the Commander with an infraction of the agreement; but as it is there is but their words against his and Mr. Boyle's, who is satisfied that he obtained all that he bargained for. I may here say that Mr. Boyle, who appears to be a decent, respectable and well behaved man, has no complaint whatever to urge regarding his treatment on board.

7. The last part of the complaint is that no attendance was afforded. This to a certain extent appears to have been the case at the outset of the voyage in consequence of their servant's illness. The Commander could not say exactly how long it was after the illness of the first that another was appointed. Some delay evidently took place, but on the 28th February a soldier was engaged, with the sanction of Captain Anderson, and no complaint on that score existed afterwards.

8. I have now gone through the whole of the complaints and in concluding beg to state as my opinion that they are frivolous and groundless.

No. 147. ORDER THEREON, 9th June 1859, No. 1400.

Ordered that the following endorsement be made on the petition of Messrs. G. Walker and G. Clements two of the Engineers who accompanied the Steam Tugs on board the "Tartar" and that the same be communicated to the Petitioners through the Chief Engineer.

"The Petitioners are informed that their complaints against the Commander of the Ship "Tartar" have been fully investigated by the Superintendent of Marine, and are considered by him to be without foundation."

(Signed) J. D. BOURDILLON,
Secretary to Government.

No. 1991

From
J. J. Franklin Esq.re
Superintendent of Marine

To
D. F. Carmichael Esq.re
Private Secretary

Sir,

I have the honor to acknowledge receipt of the letter from Messrs. Walker and Clement, 2nd and 3rd Class Engineers, to the Right Honorable the Governor, complaining that during their passage from England in the "Tartar" they had been deceived and taken in by the Commander, and to inform you that their case has been investigated at my office this morning.

2 Their complaints are

1st that although their cabins were erected in the cuddy, and approved by the Surveyor on behalf of the Board of India, they were subsequently removed to the lower deck.

2nd that their provisions were bad and insufficient

3rd that they had no room to move out of their small cabins, and had no mess berth, and

4th that they had no servant allowed to attend on them for some time: this last complaint

complaint having been sent forward during the investigation.

3 The first point to be ascertained was the nature of the engagement. On this, no written testimony could be adduced on either side. It seems that the Engineers were told at the India House to go to the ship's agents to arrange about a second class passage, for which £10 was to be paid by Government and 30 guineas by themselves, for their wives. They are under the impression that they were entitled to cabin passage, and consequently the rates this, of course could never have been intended. The Commander explained that as the vessel was not taken up for troops, it was his intention to berth them in the Cuddy to save the expense of building cabins below, but as they were second class passengers they were only to receive second class fare.

4 Subsequently the vessel was engaged for troops when fresh arrangements had to be made. Two cabins were erected in the steerage for the Capt. Master and Officers, leaving still one of the Engineers, Mr Boyle, in the Cuddy, who was afterwards removed at the request of Captain Hoole, the Inspecting Officer of the India House. Capt. Anderson

Anderson, who came out in charge of the troops on board the "Tartar," has stated that on visiting the ship prior to leaving Gravesend this officer expressed much dissatisfaction at the Commander for retaining Mr Boyle in the Cuddy, and desired him (Capt. Anderson) to insist on his vacating as soon as the consumption of provisions and water &c. &c. would on the deck to for a cabin to be there erected for him. It is quite clear therefore that the Engineers had the quarters it was intended they should occupy.

5 The question of provisions is more difficult to decide upon, but I think that considering the engineers were steerage passengers, their fare was sufficiently liberal. By their own showing they had better living than the troops although they declare they had worse. Of bread they had but 3½ lbs a week while the soldier received 6 lbs, but this was made up by giving them 3 lbs of flour to the others 1 lb 11 oz, besides ½ lb of oatmeal. A soldier receives 4 ounces of preserved potatoes they had 1 lb per week. Their daily meat was much less than the troop ration, but then it was well compensated by a large

No. 1559 Vessels
Consigned No. 1321.

From
The Inspector of Marine
Steam Ship Chief Engr.
Office Dec 18 1862
Sir

Acc 12/19 — 5/19
Ord 28 Aug

Forwarded
Respectfully
Commander Wallace
Lieut Engineer
have received &
the complaint against
the commander of the
ship, which conveyed
them to Alexandria.

Transferred to the Chief
Secy & Supt. Alexandria
Va. Canal Dept.

227 Mary Ann Brown

Scale of Rations for one Man

Rations.	Lbs	Oz	Part of
Beef	1	4	
Pork		8	
Preserved Meat		12	
Flour	1	13	
Suet		4½	
Plums		4½	
Peas		8	1
Rice		8	
Farinaceous Vegetables		8	
Biscuit	1		
Wash-Buttock		4	
Loaf Bread		12	
Potatoes	1	8	1
Preserved Potatoes		2	
Sugar	1	8	
Tea		2	
Coffee		2½	
Vinegar		4	
Mustard		½	
*Lime Juice		1	
Oil		1	
Pickles		½	
Pepper & Spices		¼	
Salt		2	
Lime Juice		3½	

* when procurable at cost with the Meat.

larger allowance of preserved meat and bacon. Then again they had a bottle of beer a day, while the troops have but a pint. I am of opinion therefore that their general fare was as good as might be expected. On the 30th of April a reduction took place, but this was when they had been upwards of 140 days on the voyage, and it appears that the Commander did what he could to make amends for the short issues in some articles by giving others. Bacon being all consumed, a ration of salt meat were issued in lieu, and when no more beer remained, wine was supplied at the rate of a pint of wine for a bottle of beer. No blame can be attached to the Commander on this account. By laying in two days stock he did what was required of him by his Owners Charter Party, and as they appear to have been supplied in full up to the 30th April, it is clear that the full quantities were on board the ship when she left England.

6 On the 3rd point of complaint dietary it may be said. Had a clear engagement been entered into in England entitling the engineers to a specific ration, there would have been grounds on which to charge the Commander with an infraction of the agreement

7

agreement; but as it is there is but their words against his and Mr Boyle's, who is satisfied that he obtained all that he bargained for. I may here say that Mr Boyle, who appears to be a decent respectable and well behaved man, has no complaint whatever to urge regarding his treatment on board.

7 The last part of the complaint is that no attendance was afforded. This to a certain extent appears to have been the case at the outset of the voyage in consequence of their servants illness. The Commander could not say exactly how long it was after the illness of the first that another was appointed. Some delay evidently took place, but on the 28th February a soldier was engaged, with the sanction of Captain Anderson, and no complaints on that score existed afterwards.

8. I have now gone through the whole of the complaints and in concluding beg to state as my opinion that they are frivolous and groundless.

I have the honor to be
Sir
Your most obedient servant

Madras
Marine Supt Office
19th May 1859

Superintendent of Marine

V.V.

On Her Majesty's Service

To the Right Honourable Lord Harris
— &c — &c — &c —
Governor in Council
of Madras

My Lord

We the undersigned beg to bring
also before Your Lordships notice the way
we have been deceived and taken in, by
the Authoritys of the Ship "Tartar"

When we where appointed to procea
in the Ship "Tartar", to this Port, with the
Invalids. We applyed to Her Majesty's
Council of Bodias, to be allowed to take
our Wives with us, and we where allowed to
do so, and to leave our Half Pay to the
Invalids, the Steerage was Paid
and a small advance that was laid
in our Wives behalf, our Cabins was
in the first Place Built up in the Cuddy
and the Bed places, wide enough for a
Married couple, and they where Surveyed
by Her Majesty's Councils Surveyor, Who
left the Ship, under the impression that
we where to occupy those Cabins, but when
we Joined the Ship we where surprised
to find our Cabins built up between
Decks in nothing but a general Store
Room, where we have all the Rubish of
the Ship Thrown with all Ships Stores.

Our Provisions is bad and
not sufficient for us, and it is below a

Books
Scale of Rations

overage scale of a Soldier or Seaman
We are placed in a Place that is constantly
filled with Soldiers, and we have not
room to move out of our small Cabins
with no mess beath. There is nothing
Provided for our Wifes, not as much as
a Pillow, although Shirts Guinneys was
charged for Nine Passage, and the
Captain has laughed at us, and done
all he could, to make our Place quite
Uncomfortable,

We have my Lord, a written Statement
of nearly every thing We have suffered
since leaving England,

We complained to the Government
Agents at the Cape, who saw the Captain
and many Times, Pay us up, the Provisions
We had Lapsed, and provisions that was
Lapsed from us, was paid and He then
promised that he would be as comfortable
which as not been the case.

We hope Your Lordship will
be pleased to cause an Inquiry in
to this Case — The Captain Aboard
Sir Robert Boyle to receive any thing
He requires — to do us the Likes

We are
Your Lordships
Most Humble Servant
1st Engineer { George Walker
3rd Engineer { George Clements

Pendrad May 12th 1859

No 1400

Proceedings of the Madras Government
Under date the 9th June 1859.

Read the following
Letter from the Superintendent
of Marine.

(November 19th May 1859 No 991)

Ordered that the
following endorsement be made
on the petition of Messrs G.
Walker and G. Clements ~~and~~ two of the
Engineers who accompanied the Steam Engraboat
to Tuticorin & that the same be communicated
to the Petitioners through the
Chief Engineer.

"The Petitioners are
informed that their complaints
against the Commander of
the Ship Tartar have been
fully investigated by the
Superintendent of Marine, and
are considered by him to
be

be without foundation".



10 Copies to the Chief Engr. Phila. 10th

(2)
Public Consultation 18th August
Canvas & Cmes

No 1400.
Fro: Govt Madras Govt.
Dtd 2nd June/59.

The Chief Engineer to communicate to Mr Forbes & Clements & Walker that the Complaints made by them against the Commander of the Ship "Tartar" are unfounded

No 146 & 147.

27 June 59 Rd Cmes