

(1) Number of pages _____

(2) Date of repair _____

(3) Initials of the Referencer _____

MADRAS RECORD OFFICE.

Government of Madras.

Public Admin. DEPARTMENT.

G.O. No.	1211	Press Mis.
20-21		
Dated	1 - 2 - 18	71 .

Not to be folded or roughly handled

24.5.11
H R

No 20. Read the following Endorsement of the Acting Superintending Engineer, 8th Division, dated Madura, 31st April 1871, No 31 —
From the Superintendent of Operations, Paumotu, to the Superintending Engineer, 8th Division, dated Paumotu, 22nd December 1870, No. 44

In compliance with your instructions as conveyed in memorandum No 2,482, 13th December 1870, at the foot of Government Proceedings No 1,924, 3rd December 1870, I have the honour to report that I yesterday handed over the schooner *Edith* to Tindal Meerancunnee, who on two occasions of her being sent to Tuticorin took charge of her.

2. With reference to Captain H Richardson's remarks, as conveyed in paragraph 1 of his letter No. 32, 10th October 1870, I have the honour to report that to the best of my judgment I have done what I could for her preservation. On every occasion that rain occurred, as soon as weather permitted, her sails were loosed to the full, and when the rain had fully cleared away they were loosed out till thoroughly dried, and then clewed up. Before the commencement of every north-east monsoon, since I have been in charge of the works, the whole of her sails were removed from her, and after being thoroughly aired were stowed in a dry godown of the fort, occasionally, when weather permitted, they were taken out and aired.

3. Regarding these sails they are the same that were fitted to her in the early part of 1866; prior to my arrival, the canvass of which they were made was mildewed when new.

4. Regarding no water ever having been thrown on her decks, this is equally incorrect, prior to the reduction in my establishment a lascar always slept on board at night and cleaned her before leaving in the morning, but since that date (May 16th, 1870), I have not been able to spare a man for this purpose, as out of three lascars one is constantly in attendance at the fort and two only remain for the out duties of the works. Notwithstanding she was occasionally cleaned, although at an inconvenience, this for the purpose of cleanliness. I was not aware that beyond this it was essentially necessary for preservation, otherwise I would have done so, although it would have had to be done at a very great inconvenience and would have pressed heavily on the lascars; the loose small stores were then removed from her and placed in the fort.

5. Regarding there having been no crew or care-taker attached to her, I need not revert to the correctness of this being well known to you.

6. Regarding the charge of neglect, you, Sir, are well aware I have no funds at my disposal for any repairs, and that her repairs have to be attended to at Tuticorin. In my letter No 56, 5th January 1869, to your office, as likewise in letter No 50, 20th January 1869, to the Superintendent of Pearl Banks at Tuticorin, I pointed out the urgent necessity there then existed for repairs to her sails, hull, and rigging, yet with all this she was returned at the latter end of May 1869 to this station without any material repairs having been effected, they only consisted of her being indifferently painted white, her main shrouds and some other minor ropes removed and others not quite so old, and rattan being placed in their stead, what spare sails she had were removed from her, and she was supplied with a new red ensign. I am not aware of the cause of her not being properly repaired or whether it arose from funds not being available, but what funds there were, were and are at that port, and not at this; therefore she ought in that case to have been kept

there, so that from time to time as repairs were needed, they could have been executed, and having a better establishment she could have been seen to better there than here, where there is, or has been, no funds, and no crew attached to her. Since her return her four old ton gallant shrouds rotted and gave way, as likewise two of the iron bands, fixed to her sides, to which the shrouds were secured; these I replaced from the works here with the best materials at my disposal (having only coconut and no hemp rope), and other minor repairs were seen to as far as I could; likewise her anchor chain cable was in a bad condition, this I placed in store, and lent for the purpose one from the stores attached to the works, only replacing it and her other loose stores and sails yesterday when preparing her for return. The other iron bands, to which the shrouds are attached, are in a precarious condition, these I would have replaced too did it not involve a cost of material and labour in refixing the shrouds, which I could not spare without prejudice to the works at Paumben. Care was always taken, as far as possible, to anchor her in a secure situation from the effects of the weather.

7. In conclusion, I would respectfully submit that the term I believe which Captain H. Richardson makes use of is rather an ambiguous one, especially since he must have trusted to information derived from others, as on the only occasion of his coming to this port to my knowledge he did not visit the *Edith*. Had he done so, and from his superior knowledge on such a subject than mine had he possibly pointed out other measures necessary for her preservation beyond those I was adopting, they would have been cheerfully accepted and followed out by me as far as practicable.

SUBMITTED to Government for information, with reference to G. O., No. 26, dated 7th December 1870. The schooner *Edith* reached Tuticorin on the 21st idem.

(Signed) R. A. ROBERTS, Lieut.-Colonel, R.E.,
Acting Superintending Engineer, 8th Division.

No. 21.

ORDER THEREON, 1st May 1871, No. 1,211.

ACCOUNT, No. 3.

COMMUNICATED to the Revenue Department with reference to the Orders in that department, dated 3rd December 1870, No. 1,921.

(True Extract)

Colonel, R.E.,

Secretary to Government

To the Revenue Department
" Superintending Engineer, 8th Division

Ltd. E. C. Shunker

22nd December 1870.

From,

The Superintendent of Operations
Paumben

To,

The Superintending Engineer,
8th Division, Madras.

Sir,

In compliance with your instructions as conveyed in Memo No. 2482, at the Port of Government Proceedings No. 1924, I have the honor to report that I yesterday handed over the schooner *Edith* to "Kidal" Men - "Cunna" who on two occasions of her being sent to Tuticorin, took charge of her.

With reference to Captain H. Richardson's remarks as conveyed in Para 1 of his letter No. 32, 10-12-70, I have the honor to report that to the best of my judgment, I have done what I could for her preservation. On every occasion that rain occurred as soon as weather permitted, her sails were hoisted to the full, & when the rain had fully cleared away, they were hoisted out till thoroughly dried, & then stowed up, before the commencement of every

North

North east Monsoon since I have been in-
- charge of the works, the whole of her sails
were removed from her, & after being thoroughly
aired were stored in a dry go-down of the
Fort, occasionally when weather permitted,
they were taken out & aired. Regarding these
sails; they are the same that were fitted
to her in the early part of 1866, prior to
my arrival, the canvas of which they were
made, was mildewed, when new. Regarding
no water ever having been thrown on her
decks, this is equally incorrect. Prior to the
reduction in my Establishment, a Vascor
always slept on board at night & cleaned
her before leaving in the morning, but since
that date (May 16th 1869) I have not been
able to spare a man for this purpose, as
out of 3 Vascors, one is constantly in attend-
-ance at the fort, & only remain for the
out duties of the works; notwithstanding
she was occasionally cleaned, although at
an inconvenience, this for the purpose of
cleanliness, I was not aware, that beyond
this

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this, it was essentially necessary for preservation,
otherwise I would have done so, although
it would have had to be done, at a very
great inconvenience, & would have pressed
heavily on the Vascors; the loose small stores
were then removed from her, & placed in
the Fort. Regarding their being crew or care-
taker, having been attached to her, I need
not revert to, the correctness of this being
well known to you. Regarding the charge
of neglect, you "Sir," are well aware, I have
no funds at my disposal for any repairs,
& that her repairs have to be attended to
at Subicorin. In my letter No. 56 to
your Office, as likewise in letter No. 50
to the Superintendent of Pearl Banks at
Subicorin, I pointed out the urgent necessity
then then existed, for repairs to her sails,
hull & rigging. yet with all this, she was
returned, at the latter end of May 1869, to
this station, without any material repairs
having been effected. they only consisted

of her being indifferently painted white,
her main shrouds & some other minor ropes
removed & others not quite so old, and
rotten being placed in their stead, what
spare sails she had, were removed from
her, & she was supplied with a new
red Ensign. I am not aware of the cause
of her not being properly repaired or whether
it arose from funds not being available,
but what funds there were, were & are,
at that point, & not at this, therefore
she ought in that case to have been kept
there, so that from time to time, as repairs
were needed they could have been executed
& having a better Establishment she
could have been seen to better there, than
here, where there is, or has been, no funds,
& no crew attached to her, since her return,
her 4 old top gallant shrouds rotted
& gave way, as likewise two of the iron
bands (fixed to her sides) to which the
shrouds are secured; these I replaced
from

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from the works here, with the best material
at my disposal (having only coconut, &
no hemp rope here) & other minor repairs
were seen to, as far as I could. Likewise
her anchor chain cable was in a bad
condition, this I placed in store, & lent
for the purpose, one from the stores, attached
to the works, only replacing it, & her other
loose stores, & sails, yesterday when pre-
paring her for return. The other iron bands
to which the shrouds are attached are in
a precarious condition, these I would have
replaced too, did it not involve a cost
of material, & labor in repairing the
shrouds, which I could not spare without
prejudice to the works at Pambou. Care
was always taken as far as possible to
anchor her in a secure situation from
the effects of the weather.

In conclusion I would respectfully
submit that the term (I believe) which
Captain B. Richardson makes use of is rather

an ambiguous one, especially since he must have trusted to information derived from others, as on the only occasion of his coming to this port to my knowledge he did not visit the "Edith"; had he have done so, & from his superior knowledge on such a subject than mine, can possibly be necessary for her preservation beyond those I was adopting they would have been cheerfully accepted, & followed out by me as far as practicable.

I have for
 signed J. B. Sanderson
 J. Sanderson, in charge of
 Operations Panama

No. 31

True Copy.

Submitted to Government for information with reference to G. O. No. 26, dated 7th December 1876. The steamer "Edith" reached Antioch on the

24th

13th Dec 77

24th Idem.

6 Dec 77

Madison
 30th April
 1877.
 Acting Superintendent Engineer
 8th Division

8 Widdowson, 1907

Proy. December 26th

Cost of 1871 *Order*
PUBLIC WORKS.

To *The Finance Department*

Dated

Recd

1 May 1871 No 1211

Nos. 11821

*Scholarship for the
year 1871-72
to the amount of 200
francs to be paid
in three instalments
of 66 2/3 francs each
to be paid on the 1st
of May, 1st of June
and 1st of July 1871.*