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MADRAS RECORD OFFICE

Government of Madras

Public Works DEPARTMENT

G.O. No.	1651	(11)	Press
B.P. No.			Mis.—
Dated	30-6-	1876	

Not to be folded or roughly handled

No 620 Read the following endorsement of the Officiating District Engineer, Presidency, dated 22nd June 1876, No 1,561 —

From J N GRAINGER, Esq, General Superintendent of Public Works Stores and Workshops, to Major P. MONTGOMERIE, R E, District Engineer, Presidency, dated Chepauk, 20th June 1876, No. 369.

I HAVE the honor to return, for transmission to Government, the Packing Account

1 Packing Account
1 Survey Report.

of Public Works Stores per S S. *Surat*

* At Lisbon,

2 In consequence of the breaking down of this vessel, the cement was transhipped* to the *Australia*, which vessel

conveyed and landed it at Madras

3 The condition in which the barrels of cement were landed is noted in the column of remarks The original copy of the Proceedings of Survey Committee on these stores is enclosed.

PROCEEDINGS of a Committee of Survey held at Madras on Monday the 29th day of May 1876, to examine and report on certain Stores landed damaged from the S S *Australia* for the Harbour Works, Madras

President

J N GRAINGER, Esq, General Superintendent, Public Works Stores and Workshops

Members

J B CROWTHER, Esq, Deputy Master Attendant, Executive Department, Madras

N St B BEARDMORE, Esq, Acting Superintendent of Harbour Works, Madras

W E Fox, * Esq, Acting Appraiser, Sea Customs

C PRINCE, Esq, in attendance on behalf of the P and O Company

The Committee proceeded to examine (156) one hundred and fifty-six casks of Portland Cement landed from the P and O Company Steamer *Australia*, which was shipped by the Right Honorable the Secretary of State for India on the P and O Steamer *Surat* and transhipped at Suez on account of the break down of this vessel

2. Of the 156 casks inspected, (46) forty-six appeared more or less broken This the Committee observe is owing to the casks being too slight for the dead weight contained in each, viz, 420 lbs The ship, therefore, is not liable for the damage Two casks appeared quite damaged, the contents forming a solid mass, having evidently been immersed in water On inquiry it was ascertained that these two casks were landed with general cargo, the boat broke adrift from the side of the Steamer, and could not fetch the pier, and so was broached As this happened at about 9 P M and the ship took all risk of landing cargo after dark, the Committee were of opinion that the ship is liable for this damage, and that the value of the two casks of cement viz, Rupees 16-8-0, should be made good by the ship

3 As regards the rest of the casks, the Committee considered that the partial damage to their contents would be caused by the casks being rolled over the beach, wetted by the receding waves, and from exposure afterwards on the beach, to the action of the sea air The ship, therefore, is not liable These casks could not be landed on the pier, as the work on the pier was clogged

THE Superintendent, Madras Harbour Works, finds himself unable to subscribe the above report for the following reasons —

The cargo is admitted to have been transhipped from the S S *Surat* to the S S *Australia* by which the casks in the speed of transhipment probably got a good deal knocked about

I am informed that the casks were landed into boats, not sent by the Marine Department as the rest of the cargo was, into whose boats only, according to the condition of the freight, the Government Stores are to be landed.

* Owing to pressure of work was unable to attend this survey.

Proceedings of the Madras Government, Public Works Department,
30th June 1876 No 1,651.

An article in the condition of freight says, that "All rules and regulations made by Government for, and in force at the port of discharge in relation to stores and other landing shall be strictly observed by the Master and Crew" It must have been known to owners of the vessel that the pier at Madras is not a large one when they tendered for the freight, and, if the work on the pier is clogged, I presume that a vessel should, under her conditions of freight as above-mentioned, wait until the pier is clear

It is no fault of the Government if a vessel is behind her time, and, in consequence of having to supplement a broken-down vessel, that it has to use great despatch

The casks were not left for any length of time exposed on the beach as stated, but were removed at once, as they were turned out of the boats, and no cask could have been exposed for a longer period than twelve hours, and the few that were left so exposed were covered with tarpaulins, nor does the undersigned believe the exposure to the action of the sea air would have deteriorated the cement to any appreciable extent, even after the lapse of some days

(Signed) N St B BEARDMORE,
Acting Superintendent, Harbour Works

1 Packing Account
1 Survey Report

SUBMITTED to the Chief Engineer
and Secretary to Government for orders

(Signed) P MONTGOMERIE, Major, R E,
Offg District Engineer, Presidency

No 621.

ORDER THEREON, 30th June 1876, No 1,651

ACCOUNT, No 44

THE subject will be referred to the
Master Attendant, Administrative Depart-
ment, for report as to the force of Mr

Beardmore's objections on the score of—

- I —Transshipment at Suez
- II —Landing in boats not supplied by the Marine Department
- III —Not landing at the Pier

2 The Committee of Survey will be good enough to state—

- (1)—Whether the forty-six broken casks were of slighter make than those that arrived sound, there being otherwise no reason why they in particular should have suffered
- (2)—Why the ship should be held free from liability in connection with the damage caused to the 108 casks by exposure, and by having to be rolled over the beach in the dark, considering that, as stated by the Committee, "the ship took all risk of landing after dark"

3. The Officiating Superintendent of the Harbour Works will report at what amount he estimates the loss on the forty-six and 108 casks respectively

(True Extract)

To the Superintendent, Madras Harbour Works
" District Engineer, Presidency
" Marine Department.

Exd E C Shunker
Spare Copies

Colonel,
Offg Under Secy to Govt, P W D.

PROCEEDINGS of a Committee of Survey held at Madras

on Monday the 29th day of May 1876,
to examine and report on certain Stores landed damaged
from the S.S. "Australia" for the Harbour Works at Madras

PRESIDENT.

J. V. Grainger Esq. General Superintendent
P. H. Stores and Workshops

MEMBERS.

J. H. Crowther Esq. Deputy Master Attendant
Executive Department, Madras
N St B. Beardmore Esq. Acting Superintendent
of Harbour Works, Madras

* W E Fox Esq. Acting Appraiser Sea Customs
* owing to pressure of work was unable to attend the survey
* C Vincent Esq. in attendance on behalf of the P.W.D.
The Committee proceeded to examine (156) One hundred and fifty six casks of Portland Cement landed from the P.W. Coy S.S. "Australia" which was shipped by the new Co. Right Honourable the Secretary of State for India on the

the P. & O. Str. "Surat" and transhipped at Suva on account of the break-down of this vessel.

Of the 156 casks inspected, (116) forty six appeared more or less broken. Thus the Committee observe owing to the casks being too slight for the dead weight contained in each viz 420 lbs. The Ship therefore is not liable for the damage. The casks appeared quite damaged the contents forming a solid mass having evidently been immersed in water. On enquiry it was ascertained that these two casks were landed with general cargo. The boat broke a drift from the side of the Steamer, and could not fetch the Pier and so was beached. As this happened at about 9 P.M. and the Ship took all risk of landing cargo. After dark, the Committee were of opinion that the Ship is liable for the damage, and that the value of the two casks of Cement viz. Two per bushon should be made good by the Ship. As regards the rest of the casks, the Committee considered that the partial damage to their contents, would be caused by the casks being rolled over the boards, inside by the heaving waves, and from exposure afterwards on the beach to the action of the Sea Air. The Ship therefore is not liable. These casks could not be landed on the Pier as the work on the pier was stopped.

J. H. Crainier
General Capt. 1st Illinois & Massachusetts } President.

Dr. Heinrich
 Gynäk. u. Kinder- u. Hebammen, Eisenh. 2. 1/2. H.

The Superintendent Andrew Barber Worcester

himself unable to subscribe the above report for the following reasons
The cargo is admitted to have been transhipped from the
S.S. "Sarat" to the S.S. "Australia" by which the cargo on the
speed of transshipment probably got a good deal knocked
about

I am informed, that the Hatches were landed into boats not sent by the Marine Department as the rest of the cargo was, into whose boats only, according to the condition of the freight, the Government Stores are to be landed

"An Article in the condition of Freight says that. All
 "rules and regulations made by Government for, and in force
 "at the Port of discharge in relation to Stores and other
 "Landing shall be strictly observed by the Master and Crew
 "It must have been known to owners of the Vessel that the
 "Pier at Madras is not a large one when they tendered for the
 "Freight, and if this work on the Pier is clogged, I presume
 "that a Vessel should under her conditions of Freight as
 "above mentioned wait until the Pier is clear.

It is no fault of the Government if a Vessel is behind her time; and in consequence of having to Supplement a broken down Vessel, that it has to use great despatch.

The Shells were not left for any length of time exposed on the beach as stated, but were removed at once as they were turned out of the Houls, and no Shell could have been exposed for a longer period than 12 hours and the few that were left so exposed were covered with tarpaulins, nor does the undersigned believe the exposure to the action of the Sea Air would have deteriorated the Cement to any appreciable extent, even after the lapse of some days.

Wm
Hath St B Beardmore

Offg Superintendent Madras Harbor Works.

Public Works Store Department
Chepauk 20 June 1876

W. H. P. Stores & Workshops
The General Superintendent

To, The District Engineer
Presidency, Fort St George

Sir,

I have the honor to return for transmission to Government the Packing Account of P.W. Stores per S. S. "Sarat".

In consequence of the breaking down of this vessel, the cargo was transhipped to the "Australia" a schooner conveyed and landed at Madras.

The conditions in which the barrels of cement were landed is noted in the column of Remarks. The original copy of the Proceedings of Survey Commission on this stores is enclosed.

I have the honor to be
Sir

Your most Obedt Servant

J. H. Maciver
General Superintendent P.W. Stores & Workshops

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FORMER CASES

Current No of 187

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P. W. 1876 Department
M WORKS FORM No 3

Current No 14498

From

The District Engr^d Presidency

No 1461
Date 22-
Recd 28-

June

1876

Subject -

Submitting letter from the
General Engr^d of P. W. Works, forward-
ing Packing Account of Madras
Resistance letter for S. L. Engr^d
together with survey report.

LATER CASES

Current No of 187

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ENCLOSURES 2-1 ✓

From

to

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Orders and Proceedings in file

Depart- ment	No	Date	ENDORSEMENTS.		
			Depart- ment	No	Dated

No 1651

Public Works Department

PROCEEDINGS of the MADRAS GOVERNMENT.

UNDER date the 30 June 76

READ the following -

Endorsement by the Dist^y } (N.C. No. 1561 of 22^d June 1876)
Engr^d Presidency +

The subject will
be referred to the Master
Attendant Administrative
Dept^y for report as to the
force of Mr. Beardmore's
objections on the score of
(1) Transshipment at the
(2) Landing in boats not
supplied by the Marine
Department.
(3) Not landing at the Pier

2. The Committee of
Survey will be good enough
to

N. 620

Civ. 28.6.96 P. 124 30.6.76
Repts to Govt. 26-76

to state

casks respectively -

13

(1) whether the 46 broken
casks were of slighter
make than those that
arrived sound; there
being otherwise no reason
why they in particular
should have suffered.

(2) why the ship should be
held free from liability
in connection with the
damage caused to the
108 casks by exposure
and by having to be rolled
over the beach in the
dark; considering that,
as stated by the Committee,
"the ship took all risk
of landing after dark."

3. The officiating
Superintendent of the Harbour
Works will report at
what amount he estimates
the loss on the 46 & 108

casks

Supt. M. H. Wells ✓
Dist. Eng. Prindley ✓
Marine Dept. ✓

Depd 8/7/76

X² 07/11/76

44986

COPI. OF 18701
PUBLIC WORKS.

*The Supp. to the
Public Works
3-11-1870*

27 June 1870

10-620/21

10-7-78

Public Works Stores

Having orders on the
Endowment of the D2 Engr
Secretary submitting the (the)
ing Accounts of Stores shipped
for S. S. Surat and the Pro
ceedings of a Committee of
Survey held to examine and
report on the Stores -