

(1) Number of pages 28
(2) Date of repair 22.5.87
(3) Initials of the Referencer Long

TAMIL NADU ARCHIVES

GOVERNMENT OF TAMIL NADU

P. W. DEPARTMENT

G.O. No.	3053 W	Press.
B.P. No.		Mis.
Dated	29.10.1883	198

75.81

Not to be folded or roughly handled.

29TH OCTOBER 1883, No. 3053 W., PUBLIC WORKS.

GOVERNMENT OF MADRAS.
PUBLIC WORKS DEPARTMENT.

General.
Establishment.

READ—the following papers:—

From J. W. RUNDALL, Esq., Superintending Engineer, Second Circle, to the Chief Engineer, Public Works Department, dated Masulipatam, 27th September 1883, No. 1679 K.S.

I have the honor to forward a letter to your address from Mr. Boyle, Assistant Engineer, resigning the service.

2. Mr. Boyle has not given any reasons for the step he has taken, and I can furnish no information on the subject.

ENCLOSURE.

From A. R. BOYLE, Esq., Assistant Engineer, to the Chief Engineer, Public Works Department, dated Kistna Eastern Division, 24th September 1883, No. 697.

I have the honor to resign my appointment in this department, and to request you will kindly relieve me of my function as soon as convenient.

Office note by the Examiner, Public Works Accounts, dated 9th October 1883, No. 725.

Telegram from the Superintending Engineer, dated 20th October 1883.

ORDER—dated 29th October 1883, No. 3053 W., Public Works.

The resignation of his appointment in the Public Works Department by Mr. A. R. Boyle, Assistant Engineer, is accepted.

(True Extract.)

Major, R.E.,
Under Secy. to Govt., P.W.D.

To A. R. Boyle, Esq., through the Superintending Engineer, Second Circle,
„ the Examiner, Public Works Accounts.

Exd. A. Aubert.
Spare Copies

GENERAL.
ESTABLISHMENT.

Gobt. of 1883 Madras.

PUBLIC WORKS.

Dated October, 29th.

Recd.

Encl.

G.O., 29th Oct. 1883, No. 3053 W.

OCTOBER.

Mr. A. E. Boyle

The resignation of his appointment by —,
Assistant Engineer, accepted.

11TH AUGUST 1883, No. 636 I., PUBLIC WORKS.

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

Irrigation.

READ—the following letter from J. W. RUNDALL, Esq., Superintending Engineer, Second Circle, to the Chief Engineer for Irrigation, dated Nellore, 24th July 1883, No. 126 C.:—

I regret to have to report that the Steamer *Charles Orr* has been sunk at the mouth of the river Kistna, near Point Divi Light-house.

2. In a letter, dated the 16th instant, the Executive Engineer in charge of the Kistna Eastern Division, Mr. C. Mitford Smith, informed me the steamer and a composite punt had been swept over the anicut on the previous morning. No explanation of the cause of this accident was furnished. Mr. Smith further informed me that, in order to get the steamer back to Bezvada, he had despatched her down the river in charge of Mr. Boyle, Assistant Engineer, with orders to go to Masulipatam via the creek which runs parallel to the coast.

3. Mr. Smith stated that two fishermen well acquainted with the river and the tidal creek accompanied the steamer.

4. Mr. Boyle seems to have reached the mouth of the creek quickly, and to have made two attempts to enter it when the steamer stuck. He then made up his mind that it was impracticable, and determined to go round to Masulipatam by sea.

5. In my opinion this was a most serious error of judgment under any circumstances, but when considered under the actual circumstances was most rash and ill-judged. Mr. Boyle's orders being to proceed by way of the tidal creek, he should have carefully sounded the entrance, and not have given up after two attempts. Instead, therefore, of waiting to the next day, Mr. Boyle put to sea late in the evening with a strong current running out from the river, when he had been warned by the light-house keeper that the sea was rather rough. Nothing is said about the wind, but the sea being rough, there was probably a heavy wind such as has been blowing recently all over the Peninsula. With darkness coming on it would have been very difficult to find the mouth of the Masulipatam Creek, and the chances are that the steamer would have had several hours to wait before being able to cross the bar at its mouth.

6. I do not think that the time from the leaving of the light-house to the sinking of the steamer is satisfactorily accounted for in Mr. Boyle's report, according to which he must have been $5\frac{1}{2}$ hours in going $3\frac{3}{4}$ miles, viz., 2 miles with the stream and $1\frac{3}{4}$ miles against it.

7. It is much to be regretted that Mr. Boyle was placed in charge of the steamer on this occasion. Mr. Boyle's want of judgment in ordinary matters has been frequently exhibited. I have no fault to find with Mr. Mitford Smith's instructions as reported to me. If carefully carried out, all would, I believe, have gone right. I consider the sinking of the steamer to be due to Mr. Boyle's rashness and mismanagement.

8. I trust, from what is stated, that it will be found possible to raise the steamer by the help of the composite punts which have been sent down. On further information reaching me, I will report again.

9. The crew appear to have behaved badly, but I should judge from their deserting the steamer that Mr. Boyle proceeded to sea against their advice or protestations.

10. I shall instruct the Executive Engineer that claims for compensation for loss of clothes can only be considered in the case of those men who behaved properly.

ENCLOSURES.

From C. M. SMITH, Esq., Executive Engineer, in charge Eastern Division, Kistna, to the Superintending Engineer, Second Circle, dated 19th July 1883, No. 1990.

I have the honor to forward Mr. Boyle's report, dated 18th July 1883, on the circumstances connected with the loss of the steamer *Charles Orr*.

2. I have not yet received his report with reference to the steamer's going over the anicut, which, as he was present at the time, I have called upon him to give.

3. I have to remark that the attempt to take the steamer round by sea over the river bar and at night should never have been made, especially in face of the knowledge that the sea was rough.

4. Mr. Boyle was doubtless influenced by the fact that the steamer had come safely by sea from Calcutta, steaming herself.

5. I feel convinced that had Mr. Boyle waited till morning and tried the creek channel again he would have reached Masulipatam with the steamer in safety. Under any circumstances it would have been safer and wiser to have waited.

6. Mr. Boyle is now in Masulipatam under orders to use his best endeavours to rescue the steamer. He is receiving assistance from the Port Officer. I have asked the Collector also to give any assistance he can.

7. I have despatched two composite punts with everything that I think will be required to Masulipatam down the canal.

8. I have put Mr. Joyce, Taluk Overseer, under Mr. Boyle's orders temporarily, but it will be necessary to make other arrangements, as Mr. Joyce's presence is necessary on the river bank.

9. The southern sub-division being without an officer in charge complicates matters. I am unable myself to leave head-quarters, as the river continues in flood, and is again rising, besides which I have to attend to the head-quarter sub-division in addition to my own work.

10. The crew of the steamer have lost everything they had with them, including money and clothes. I have the honor to recommend that compensation be given them. I have taken a statement from each man of what he has lost, which, if called for, will be sent to you. A statement which I took from the lascars on their return to Bezvada differs in some respects from Mr. Boyle's report, but that perhaps was to be expected. I shall send you further information as it reaches me from Mr. Boyle.

From the Officer in charge Head Quarter Sub-Division, to the Officer in charge Eastern Delta Division, dated Masulipatam, 18th July 1883.

In reply to your letter, No. 1941, of yesterday's date, I have the honor to submit hereunder a detail report of what took place. I arrived safely at the mouth of the creek at about 3 p.m. on Sunday the 15th, and twice attempted to enter it, but grounded on both occasions; and as I did not think it advisable to expose the steamer to the shock of a third collision with the bar, I resolved to go by sea, as there appeared to be sufficient daylight.

2. On the second occasion on which the steamer grounded on the bar I was obliged to put the whole crew overboard, with the exception of the engine-driver, in order to get her off. I then went to the engine-room to see that bearings were cold, to examine the fittings, to raise water to 4 glass and raise the steam from 60 to 80 lbs. on the gauge; while thus occupied in the engine-room the steamer was moved off. I had left the mouth of the creek about a mile when I left the engine-room, and then found that four of the crew were absent. On inquiry I found that after pushing the steamer off they had not re-embarked, and being ignorant of the language, I concluded they had deserted. I arrived at the light-house about 5 p.m. and stopped in order that I might see the light-house keeper. I then went with him to the top of the light-house to inspect the course I must take; the light-house keeper observed that the sea was rather rough,

but from the tone of his voice I concluded that there was no particular danger. I then left him expecting to reach the bar of Masulipatam by 6-30.

3. We passed out of the river safely and got some two miles out to sea, when the crew, now reduced to eight men, refused to go any farther. I therefore turned the steamer back and had to anchor twice in order to make steam; the sea was very heavy. At about 11 p.m. I was about $\frac{1}{2}$ of a mile from the river mouth, when I found the steamer was making no headway against the river current and the tide combined. I therefore again dropped anchor a short distance from the shore and raised the steam to over 80, in order not to fail in getting into the river. Here three more men got ashore and refused to come back. When I had sufficient steam up I ordered the anchor to be raised; the two men at the bow were not able to clear it, but as soon as they shifted the anchor slightly the steamer spun round and round. On this I took the helm myself and sent the other two men who were at it to assist the two at the bow in raising the anchor, and just as it was coming up I gave the order to go ahead, but had hardly done so when I shipped my first sea which put about a foot of water in the engine-room, and which washed me from the helm throwing me against the rails. I again returned to the helm and ordered the steamer to go ahead. The engine-driver was, however, too frightened to obey orders. Another heavy sea then broke over the steamer, which raised the water knee-deep in the engine-room, putting the fires out; as the steamer was now unmanageable, I went forward and took the rope off the second anchor and told a man to swim ashore with it; but no one would do so; the crew called to the three men who had deserted and were ashore, asking them to come forward and catch the rope which they intended throwing to them; these, however, refused. On this I took the end of the rope myself and swam ashore with it, and when I got about ankle-deep in water I could go no further. I then called on the three men ashore to assist me, on which one reluctantly came forward and took the end of the rope. I then went ashore and drove the other two men down, and after making them hold on to the end of it, I returned by the rope to the steamer and got the crew ashore. I then put all hands at the rope and grounded the steamer. As I found the dry ground on which we were at this time standing ripple marked, I went further in shore and found a muddy swamp everywhere; fearing that the whole neighbourhood would be submerged at high water, I went on to the light-house, which I reached between 1 and 2 a.m. on Monday the 16th. At day-break I returned to the steamer to see what damage was done, and found the funnel and woodwork of the cabin had been washed away, but could not find out what damage had been done to the hull, as nothing more than the tip of the bow was visible.

4. I then walked into Masulipatam and telegraphed to you, reaching there by about $\frac{1}{2}$ past 5. The distance I had to walk was something like sixteen miles; the whole way was knee-deep in mud, and water being across low-lying swamps, and hence the apparent delay in informing you of what had happened.

5. After consulting with the Port Officer at Masulipatam we decided to raise the steamer by the following method:—

- (1) A large composite punt to be lashed to the steamer on each side of her at low water.
- (2) At high water the punts floating the steamer to be pulled ashore as far as possible by a winch.
- (3) The steamer will then be baled out and the operation repeated until she can float; I expect then she will be light enough to float over the bar at the mouth of the creek, as there will be no water in the boiler, and as she has lost part of the cabin and funnel; the creek at one point is about 200 feet from the canal; here I propose to make a cradle and pull the steamer overland into the canal, and then tow her up to Bezvada.

6. I have left two men to look after the steamer; the Port Officer has also sent his tindale for further report (I was unable to go myself as I am crippled). On his return I will telegraph particulars. I shall wait here until I know how the punts are sent; if they be sent by canal, I shall pull them overland into the creek; if they are sent by river, I will start at once and meet them at the light-house.

7. They should not pass the light-house until I arrive. One punt is already below the anicut; if it is not deemed advisable to pass another over the anicut, the punt loaded with materials may be sent down the canal.

8. The punt in the river if unloaded can come down the creek and assist in pulling the punt in the canal overland into the creek. I think, however, the best course will be to pass another punt over the anicut if there be sufficient water.

ORDER—dated 11th August 1883, No. 636 I., Public Works.

The circumstances under which the Steamer *Charles Orr* sunk near the Divi Light-house indicate a lamentable want of judgment on the part of Mr. Assistant Engineer Boyle, the officer in charge of the steamer.

11TH AUGUST 1883, No. 636 I., PUBLIC WORKS.

2. The Government will await a further report from the Superintending Engineer before passing final orders.

(True Extract.)

(Signed) J. O. HASTED, Colonel, R.E.,
Ag. Joint Secy. to Govt., P.W.D.,
Irrigation Branch.

To the Superintending Engineer, Second Circle.
" Chief Engineer for Irrigation.
" Examiner, Public Works Accounts.

Ed. A. F. Goodall.
Spars Copies

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IRRIGATION.

Govt. of 1883 Madras.

PUBLIC WORKS.

Dated August, 11th.

Recd.

Encl.

G.O., 11th Aug. 1883, No. 636 I.

AUGUST.

"Charles Orr"

Sinking of the steamer — at the mouth of the Kistna. — Further report awaited regarding the —

20TH SEPTEMBER 1883, No. 775 I., PUBLIC WORKS.

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

Irrigation.

READ—the following letter from J. W. RUNDALL, Esq., Superintending Engineer, Second Circle, to the Chief Engineer for Irrigation, dated Masulipatam, 20th August 1883, No. 1386 K.S. :—

I have the honor, in continuation of my No. 126 C., of the 24th ultimo, to forward another letter and diary from Mr. Boyle, Assistant Engineer, reporting the attempt to raise the steamer *Charles Orr* and its failure.

2. As the hull appears to be rent, it would, in my opinion, be waste of money to attempt again to raise her. I think it might be worth while to try and get the boiler out of her, and if there is calm weather next month, either Mr. Grant or Mr. Smith will inspect the wreck and determine whether the attempt to get the boiler out shall be made.

3. The papers now sent up reached me on the 10th instant, and I at once called for a statement as to the sum expended by Mr. Boyle on the attempt to raise the steamer, but up to date I have not been furnished with the information, and I consider Mr. Boyle is much to blame for not having adjusted everything before this.

4. It seems to me certain that Mr. Boyle missed the proper entrance to the creek. There was no difficulty afterwards in getting the boats sent from Masulipatam to assist in raising the steamer along the creek and into the river, and had he waited and explored properly, he would have found the proper mouth of the creek, and would have been able to carry out the orders he received.

5. As regards Mr. Boyle's assertion that the steamer had received one shock coming over the anicut and two at the creek, I would remark that the steamer received no shock at all coming over the anicut, a little water was shipped, but no damage of any kind done. I have made particular inquiries on this point from Mr. C. Mitford Smith, who did not see the steamer go over, but saw her immediately afterwards. If the steamer received two shocks at the creek, it must have been due to Mr. Boyle's mismanagement. Merely grounding on sand while going gently would not subject her to "concussions."

6. Mr. Boyle gives no account of the number of chains which were got under the steamer, or the method by which she was raised 6", nor does he offer any explanation of how the rent in the steamer's hull occurred. When I talked with him about it, he gave me to understand that he considered the bottom plates were weak, and that this is the cause of the hull being damaged. There is also a great deal of sand in the hull, which added to the weight to be lifted. Mr. Boyle suggested rivetting a plate over the rent, but was not clear as to how it was to be done: I consider it would be a mistake to attempt anything of the kind. When the wreck is inspected next month, it can be decided whether an attempt to get the boiler out should be made. This will only be done if further inspection confirms the information given as to the hull being rent. If nothing is done before the north-east monsoon, it is tolerably certain that nothing can be done afterwards, as the hull will either be quite broken up or buried.

7. I send the papers as received, as I do not suppose that any more clear and connected report could be obtained from Mr. Boyle.
8. As regards Mr. Boyle having been attacked by the engine driver, Mr. Boyle prosecuted him, and he was sentenced to three months' imprisonment.

Submitted for orders in continuation of report printed in G.O., No. 636 L., 11th August 1883.

2. Mr. Boyle's diary shows that the loss of the steamer was due to his own rashness in taking a small river steamer out to sea in rough weather. It is difficult to understand how any sane person could have made such an attempt, and it is very fortunate that it did not result in loss of life. Having wrecked the steamer Mr. Boyle spared no efforts to recover her, and from my knowledge of the locality, I can say he must have undergone very considerable hardship.

3. As regards the failure of the attempt to raise the steamer, I think it was unwise to have left Mr. Boyle to superintend the work; but Mr. C. M. Smith, the Sub-divisional Officer at Masulipatam, was then acting for the Divisional Officer at Bezvada, and the Superintending Engineer was away in the Nellore District, and the attempt to raise the steamer must, to be successful, have been made at once.

4. I am doubtful, however, whether it would have been practicable to raise the steamer once she got sand in her, and whether money was not wasted in making the attempt. Seeing that no officer of experience in the Public Works Department was on the spot, it would have been wise to ask the Collector to depute the Port Officer to inspect the steamer.

5. The book value of the steamer is Rs. 4,161, and the cost of attempting to raise her is likely to be a considerable addition to this sum. This is all dead loss caused by Mr. Boyle's want of judgment. Apparently he did his best, and therefore I hesitate to recommend that he should in consequence lose his acting appointment as 1st-Grade Assistant, but it will be advisable to see that he is not placed in any responsible position until he has shown himself more capable.

6. A steam launch is much needed for the Kistna, and it is suggested that another of the same class of boat should be procured from the Calcutta Dockyards. It will be remembered that in the floods of last year the *Charles Orr* rescued several hundreds of people who were washed out of their houses and might otherwise have suffered greatly even if they escaped with their lives.

OOTACAMUND,
30th August 1883.

(Signed) J. O. HASTED, Colonel, R.E.,
Ag. Chief Engineer for Irrigation.

To the Acting Joint Secretary to Government,
Public Works Department, Irrigation Branch.

ORDER—dated 20th September 1883, No. 775 L., Public Works.

The Government have learnt with much regret of the total loss of the steam launch *Charles Orr*, which having been carried over the Bezvada Anicut during a fresh was being taken to Masulipatam to enter the canal.

2. There is nothing in the Superintending Engineer's report now submitted to lead His Excellency the Governor in Council to alter the opinion expressed in previous orders regarding Mr. Boyle, the officer who was in charge of the launch, though it is satisfactory to notice that he worked with much energy after the accident occurred. The Government consider that his future promotion should depend on his showing himself more fit for responsibility.

3. The Superintending Engineer will report, after sale of the portions of the wreck that may be recovered, the total loss to be written off.

4. As a steam launch is absolutely necessary on the Kistna during floods, the requisite drawings and specification for a new launch will be prepared at once, with a view to an estimate being obtained from the Calcutta Dockyards. A launch of the same type as the *Arthur Cotton* in the Godavari is considered suitable, and the Superintending Engineer, Second Circle, will prepare the drawings in communication with the Superintending Engineer, First Circle, in order that any deficiencies which are apparent in that steamer may be provided for.

(True Extract.)

(Signed) J. O. HASTED, Colonel, R.E.,
Ag. Joint Secy. to Govt., P.W.D.,
Irrigation Branch.

To the Superintending Engineers, First and Second Circles.
" Chief Engineer for Irrigation, with three Enclosures.
" Examiner, Public Works Accounts.

Exd. A. F. Goodall
Spare Copies

IRRIGATION.

Govt. of (1883) Madras.

PUBLIC WORKS.

Dated September, 20th.

Recd.

Encl.

G.O., 20th Sept. 1883, No. 775 L.

SEPTEMBER.

"Charles Orr"

The Steam Launch — becoming a total loss, Mr. Boyle, the officer in charge, censured; and drawings and specifications for a fresh launch for the Kistna, called for.

No 1679 M

Superintending Engineer's Office,
2nd Circle, Masulipatam
27th September 1883.

From

The Superintending Engineer,
2nd Circle.

To

The Chief Engineer,
Public Works Department,
Madras.

Sir,

I have the honor to forward
a letter to your address from Mr. Boyle
Assistant Engineer, resigning the Service.
2... Mr. Boyle has not given any reasons
for the step he has taken, and I can
furnish no information on the subject.

I have the honor to be,
Sir,

Your Most Obedt. Servant.

I. W. Rindall
Superintending Engineer
2nd Circle.

Compd. J. S.

Chapman
8th Oct 1883
No 21268
R. No 663
To C
9/10/83

Please state
whether there are
any claims against
Mr A R Boyle, requir-
ing adjustment

W.D.
5/10

From
The Superintending Engineer
2d Circle

To
The Chief Engineer
P. W. D.
Madras

Dated 27th September 1883
Despatch 28th do
Recd 4/10/83

No 1679 K

Boyle. A. R. Mr Asst Engr.
Resignation of his appointment
by - Forwards -

To

Head Quarters Subd. Office
H. E. Eastwood
24 September 1883

W.D.
26-9-83
W.D.

No 697.

To

The Chief Engineer
Public Works Department

Sir

I have the honor to resign my
appointment in this Department and to
request you will kindly relieve me of my
function as soon as convenient.

I have the honor
to be Sir

Your Most Obedient Servant.

A. R. Boyle

Assistant Engineer.

W.D.
5/10

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Go. 181114 d/27.6.83.
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R. 24/10

Oct 18.10
Cir 15/10

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P. W. DEPARTMENT.

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READ the following:—

Telegram from the Suptg. Engineer Second Circle
d/ 20th October 1883.

FOR ORDERS.

Circulated with
reference to the Honorable
Member's note on the original
draft order.

Munthumut
Col. M.E.

Secretary to Govt. M.S.

Ootacamund }
22nd October 1883 }

R/S

Oct 18. 10

Oct 15/10

The Hon. H. S. Sutherland

FOR ORDERS.

3053W

M. 24/10
Genc. 22/10. R 24/10
Cir. 15/10

A 1811 W of 27-6-83
A-6363 of 11-8-83
-7759 of 20-9-83

Mr. C. M. 8777

[Exr. Wls. Form No. 111.]

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n

GOVT.
OF MADRAS.

18

(P. W.
DEPT.)

EXAMINER, P. W. ACCOUNTS.

Madras, 9 October

1883

OFFICE NOTE No. 425

To

W.

There are no advances out-
standing against Mr. Boyle.

KEEP WITH

Genl. No.

dated

18

2. Rs. 514-8-5 are outstanding
in Miscellaneous Advances Schedule
being expenditures incurred in
attempting to raise the Steamer
"Charles Orr" but this amount is
not apparently to be recovered
from Mr. Boyle from the tenor of
para 2 of G.O. No. 775 I. dated 20th.
September 1883.

OC

C.

Copy 12/10 R. S. W. H.
Genc. 18/10 M.
Cir. 15/10. Thine 22/10

N^o 3053 W

PUBLIC WORKS DEPARTMENT.

PROCEEDINGS OF THE MADRAS GOVERNMENT.

Under date the 29th Oct/83

Read the following

From the Superintending Engineer Second File } H.E. 1679 H.S. of 27th Sept/83.
 Office note by the Examr. }
 P.W. Accounts } .. 112 725 of 9th Oct/83.
 Telegram from Suptg Engr } 24th Oct 83.

Telegram despatched to Suptg Engr 24.10.83.

The resignation of this appointment in the Public Works Department by Mr. A. R. Boyle, Asst Engineer, is accepted.
 H.E. No 3053 W of 29th Oct/83

The Rt. Hon. the Secy State for India

My Lord.

We have the honor to forward for thro' the S.E. 2nd file your Lordships information Examr. P.W. Accts. a copy of our Proceedings

seen 14/11

Nº 3053 was. 29th October, 1883
from which it will
be observed that we
have accepted the
resignation of his
appointment by Mr.
A. R. Boyle, Assistant
Engineer in the Public
Works Department of
this Presidency.

Cy.
12/10

W.
29/10

M. 24/10
Civ. 15/10 Recd. 22/10 R. 24/10

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Govt. of (1883)

PUBLIC WORKS.

Date:

Recd.

Entl.

G.O., 29 Oct 1883, No 3053

No.

3053

Mr. A.R. Boyle

His resignation of his
appointment by
Asst Engr, accepted

Forwarding copy of Proc.
accepting his resignation
of his appointment in
the various P.W. Dept of
Mr. A.R. Boyle, Asst Engr
Sutton Ross Ry.

Jan 30/10