(1) பக்கங்களின் எண்ணிக்கை 38

(2) புதுக்கித் திருப்பிய நாள் October/90

(3) ஆதாரங்குறிப்பவர் சுருக்கொப்பம்

தமிழ்நாடு ஆவணக் காப்பகம்.

82

தமிழ்நாடு அரசு

PWD துறை

அரசாணை எண். / மு. கோப்புத் தாள் எண். 653 அச்சகம் / பலவகை

நாள் : 6 . 3 1891 198 .

Statement No 10

17A

மடிக்கவோ கண்டபடி கையாளவோ கூடாது

19 18 sheets

ஆவண. கா-1—18,006—15-6-87.

No 4/531 Port Office Masulipatam
July 5th 1890

ENGINEER'S
No 3743
25 JAN 94

From
J. M. Simpson Esquire
Port Officer

653

To
The Executive Engineer
Kistna Eastern Dn

653/4

Sir,

I have the honor to submit a final account of charges incurred for landing and forwarding timber, particularly nineteen logs Ex s.s. Puttiala and to submit also a few remarks explaining the heavy expenditure amounting to Rs. 486-12-0.

2. The s.s. Goalpara was the original carrying steamer from Rangoon and arrived here on the 10th of June but did not discharge on that date. At Madras 33 logs were transferred to the s.s. Puttiala which was the coasting cargo steamer and 17 remained on the Goalpara.

3. The s.s. Puttiala arrived on the 18th June and three boats were sent out

out for the timber. The weather was moderate in the morning but in the afternoon bad weather commenced and as the men were unable to handle the logs in such a rough sea the Captain resolved to wait till the next day and hoisted on board again the few logs already in the water.

4 The next day the Goalpara arrived also but made no attempt to discharge as the weather was even worse than the day before; but the Puttiala insisted in discharging, in spite of the danger and difficulty of rafting.

5 6 of the smaller logs were put on the decks of the three boats but an attempt was made to raft 19 logs: the sea being so high that the ship eventually left with 8 logs still on board.

6. The boats left the ship on the afternoon of the 19th June when a strong landwind from South-west made it impossible for them to fetch the entrance and they were drifted about six miles to the north where they anchored.

7. The next day all the ropes parted and the men used their spare anchor ropes, but these also parted and the rafts soon broke up and were eventually washed on shore near a place called Pedapatam about 12 miles up the coast. §53/8

8 I at once sent out extra men and one of my own men to report all proceedings.

9 It was suggested to me that the boats would be unnecessary as the logs were imbedded in the sand nearly up to high water mark and that it would be better to make the logs float and allow two coolies to each log to float them along the sea shore. I dismissed two boats on the evening of the 21st and the third boat the following day.

10 The logs were of course widely separated and on Wednesday they had only succeeded in bringing 12 logs to Sattanapalem, the rest being still five miles off at Pedapatam.

11 On Friday the 27th June all the logs were safely alongside the wharf viz the 8th day after the ship discharged them

them and I sent all of them on to Bezwada the next day.

12 I have numbered each item of this Bill in continuation of the two bills already sent in to you for easy reference if you wish to criticise any of them.

13. Coolies always get 12 annas afloat and 2 annas extras for batta. There were about 15 Native vessels and 2 steamers, so I do not think the 14 annas and 2 annas batta was excessive. For the surf work I granted them an anna extra for the purchase of toddy as they had to work day & night according to tide and were so constantly in the water.

14 I have only paid full ~~fair~~ fare of boats on the actual date of discharge: on all other days I have only allowed usual demmurage rates of half fare.

15 The coir yarn for the Scindia was rather two thin, so I purchased better quality and sufficient for both the Puttiala & Goalpara. Six maunds of the coir have not been used but the original sellers will not take it back.

16 Many of the bamboos and lashings used for Scindia were still on the rafts at the Lock so I had to buy more lashings and Riggers many of which were broken or lost. 653/63

17 The damaged ropes are a serious item. One valuable Manilla rope was broken into fragments and only two short pieces have been saved. The men used their own ropes as a last resource and these are so much cut up that they are unfit for the boats to trust to when at anchor off the Bar, for they have to anchor nearly every time they go to sea. The owners refuse to have any thing more to do with the ropes. So I have got all of them and I think it would be more advisable to send all the things to Bezwada for auction sale. They will be much more prized there for Canal work but I do not think that an auction at this place would realize any thing worth having,

to kindly advise me as to your intention and if you wish I will send one of my own men or of yours in a canoe with the things comprising - 1 Old ropes & lashings
2 Bamboos & piggers
3 Coir yarn

18 I ~~am~~ debiting you with cost of all telegrams according to the orders of the Presidency Port Officer

19 I shall feel greatly obliged if you will settle this account as soon as possible as I have made large advances and I should be in a difficulty if any emergency arose for the use of my contingent allowance.

20 Also kindly inform me if you want the detail vouchers or shall I keep them?

An early reply will greatly oblige.

I have &c.

(Sd.) J. M. Simpson
Port Officer

(True copy)

W. Lopp
21-1-91
Executive Engineer
E D K

Adv. 21/1/91

Mar. 129/91
2

No. 2299
Encl: 2
3-8-90

SUPD. ENG...
25 JAN 91

From
The Executive Engineer
Eastern Division Kistna

To
The Managing Agent
British India Steam
Navigation Company
Calcutta.

6 5 3
7

Sir,

I have the honor to bring to your notice that owing to the action of the Commander of the S.S. ... Government has suffered a loss of Rs 408-12-0 under the circumstances described below and I request that you will kindly enquire into the matter and remit the amount at your early convenience.

2. The fly hatched repaired flags were consigned by the Bombay Burmah Trading

Corporation to the Port Officer Masulipatam and were shipped by the B. I. S. N. S.S. Goalpara which arrived at Masulipatam on the 10-6-90.

3. On arrival of the Goalpara at Masulipatam it was found that the weather was too bad to land the logs. They were therefore overcarried to Madras. At that port I understand that 33 logs were transhipped to S.S. Pattiala.

4. The S.S. Pattiala arrived at Masulipatam on the 18th June/90 but the weather proving unfavourable the Commander determined to wait until the next day the chance of its changing.

5. On the next day the Goalpara arrived also from the South but as the weather was even worse than on the previous day she made no attempt to discharge the logs but proceeded on her voyage.

The Commander of the Pattiala on the contrary in spite of this and of the difficulty and danger that must have been obvious to him that would be and was experienced in rafting the logs insisted on discharging them. Having discharged 25 logs he left the Port with 8 logs still on his ~~trip~~ ship.

6. Every arrangement was made by the Port officer to ensure the safe landing of the rafts but owing to the state of the weather when the logs were discharged, the boats then found it impossible to tow them into port and eventually the rafts broke up and the logs were ~~crushed~~ washed ashore some 12 miles north of the port and became embedded in sand. 90.

7. It then became necessary to remove them from the sand and tow them separately by manual labour into Masulipatam where they were all eventually landed after the greatest difficulty and expense.

8. All that I need now do is to request your attention to the Port Officer's letter No. 4/530 of 5th July and the statement of expenditure accompanying and I am sure that you will be convinced that the responsibility for the loss rests entirely with your Company and that Government is fairly entitled to reimbursement.

I have &c

(signed) W. Jopp

Executive Engr Edn Kistna

(True copy)

W. Jopp

Executive Engr Edn Kistna

[illegible] 19/1/91

No. 5466

British India Steam Navigation
Company Limited.
Calcutta 22nd December 1890.

SUPDG ENGINEER'S
No. 2437
28 JAN 91
SECOND CIRCLE

To
W. Jopp Esquire
Executive Engineer
Eastern Division Vizilur

Sir,

We have the honor to acknowledge receipt of your letter no 4289 and dated 8th instant enclosing copy of your letter no 2299 of 3rd August (original of which does not appear to have reached us). We have looked into the matter, as far as it is in our power to do so at present. From the facts, as reported in your letter, as also from the attached extract of arrival letter from Captain Smith of the "Patiala" at the end of the voyage, it appears to us to have been a question where the Captain had to use his judgment whether to continue the discharge or to stop it. In this case the Commander of the Patiala using that judgment landed 25 out of 33 logs and we regret to note the serious expenses the Government has been put to in connection with those landed. We regret however our inability to admit liability on behalf of the Company for the expenses which you incurred amounting to Rs 408-12-0 because all expenses in connection with the landing of Cargo are borne by the Consignees, but granted that we paid this amount we think you overlook the fact that the Company has a Counter claim against Government for the overcarriage of these logs which it has not put forward but which it would be quite entitled to put forward.

We are of opinion that the freight on the logs overcarried by the "Goalpara" to Madras and thence back to Masulipatam by the "Goalpara" and "Patiala" and by the "Patiala" to Calcutta and thence back to Masulipatam would exceed the amount of your bill.

Under these circumstances we trust you will withdraw your bill.

We have &c
(sd) Mackinnon Mackenzie
Managing Agents.

True copy
W. Jopp
1 Encl. Executive Engr. E. Kistna

Mr 14/9/91

Letter from W. Jopp Esquire, Executive Engineer, Kistna Eastern Division, to the Superintending Engineer, 2nd Circle, No. 4943 dated 16 January 1891.

I have the honor to forward herewith a copy of my letter No. $\frac{2299}{3.8.90}$ and a statement that accompanied it and a copy of a letter No. 566 of 22-12-90 from the Managing Agents of the British India Steam Navigation Company in reply for your perusal.

2. In my letter, I have made a claim of Rs 408-12-0 against the B. I. S. N. Company being the cost to Government, caused by the action of the Captain of B. I. Steamer Patiala in unloading certain teakwood logs at Masulipatam when he should not have done so the weather being very bad.

3. The Managing Agent of the Company disclaims responsibility and asserts that even if the Company were responsible, it would put in a counter-claim for overcarriage of the logs owing to bad weather at Masulipatam preventing their being discharged on the first voyage.

4. I understand that with the acceptance of the Cargo, the Company accept all risks and that the discharging of Cargo in bad weather

is not at their discretion. I should, therefore, be much obliged if you would forward the papers to the Government Solicitor, Madras, and obtain his opinion on the subject as soon as possible.

No. 2650 K.S.

Copy submitted to the Chief Engineer, P.W.D. for favor of disposal

Encls. 4
1 Copy of Mr. Jeffs's letter No. 2299/3-8-90
1 Statement
1 Port Officer's No. 4/530.
1 Copy of B. I. S. N. Company's letter No. 5 of 22-12-90

Supg Engineer's Office }
2nd Circle 27th January 1891 }

J. Hammon
Superintending Engineer,
2nd Circle,

H.
24-1-91.

[illegible]

Cuo. 129

P.W.C. No. 1058

1807/
5327/91

From

The Superintending Engineer
II Circle

To

The Chief Engineer
P. W. Department

3 FEB 91

F.D.B.
5/2/91

Dated 27th January 1891

R/ 30.1.91

No. 2650 R.S.

Enclosures. 4

Teak wood logs – certain – claim of Rs. 408-12-0 against the B. I. S. N. Company being the cost to Government caused by the action of the Captain of B. I. Steamer Pattiala in unloading – forwards for disposal correspondence regarding.

No. 583 C d/ 3rd Feby: /91
4/70

Referred to the Marine Dept: for favour of the Presidency Port officers opinion.

Col: R.E.
Secy: to Govt: P.W.D.

2.2.91

6 FEB 91

British India

Steam Navigation Company, "Limited."

E/59

MEASUREMENT AND WEIGHT.						
Tons.	Feet.	Inches.	Tons.	Cwts	Qrs.	Lbs.

Freight on
at per ton
Total,

N B.—Any claim for short delivery of, or damage done to Goods, and all other claims whatsoever, to be made at Port of discharge or at Ports of Calcutta or London, and at no other Port; and the Goods are shipped and this Bill of Lading granted subject to this express condition, and no claim for damage will be admitted unless notified in writing before the goods are removed. No claim for short delivery will be entertained unless made within one month after the delivery of any portion of the goods entered in this Bill of Lading.

Calcutta Advertiser Press.

Shipped, in good order and well-conditioned, by
in the Steam Ship
Commander, or whoever else may be placed in command for this present Voyage, and now lying in
and bound for and intermediate Ports

being marked and numbered as in the margin, and are to be carried and delivered subject to the conditions after mentioned, including those at the foot of this Bill of Lading, in the like good order and well conditioned, at the Port of
The Act of God, the Queen's Enemies, Restraint of Princes or Rulers, Pirates or Robbers by Sea or Land, accidents, loss and damage from Vermin, Barratry, Jettison, Collision, Fire, Accidents to, or defects latent or otherwise in Hull, Tackle, Boilers, or Machinery, or their appurtenances, Steam, and all the perils, dangers, and accidents of the Sea, Rivers, Land Carriage, and Steam Navigation of whatsoever nature and kind; and accidents, loss or damage from any act, neglect, or default whatsoever of the Pilot, Master, or Mariners or other servants of the Company, or from any deviation, excepted; with liberty to sail with or without Pilots, and tow and assist Vessels, in all situations and circumstances; and the Company are to be at liberty to carry the said Goods to their Port of Destination by the above or other Steamer or Steamers, Ship or Ships, either belonging to the Company or to other persons, proceeding either directly or indirectly to such Port; and in so doing to carry the Goods beyond their Port of destination, and to tranship or land and store the Goods either on shore or afloat, and re-ship and forward the same at the Company's expense, but at Merchant's risk; and with liberty also, at the like risk, to deviate for any purpose from above voyage, and to call and stay at any Ports or places whether in or out of the usual course of the voyage, and in any order, and for any purpose, or at any time whatsoever unto
or to his or their assigns. Freight for the said Goods at the rate of
paid in
by the Shippers as per margin, Steam Ship lost or not lost. **In Witness** whereof, the Commander or Agents of the said Steam Ship have affirmed to Bills of Lading, all of this tenor and date; one of which Bills of Lading being accomplished, the others to stand void.

Dated at *on* 18

This Bill of Lading is issued subject to the following Conditions:—

Weight, Contents and Value when shipped unknown. The Company is not to be responsible for damage, evaporation, effects of climate or heat of holds,
leakage or breakage, or other consequences arising from the insufficiency of the address or package; or for the condition or contents of re-exported Goods.
The Company reserves the right of charging freight by weight, measurement, or value, and of re-measuring or re-weighing the same, and charging freight
accordingly before delivery. Freight on Dates, Fruit, and perishable produce to be paid on the weight shipped; and no allowance will be made for
wastage on the voyage.
The Company does not guarantee that the Steamers shall have room at Ports of transhipment, or that there shall be no delay there.
Packages weighing more than 3 cwt. (excepting bales and boxes of manufactured Goods) are only carried at advanced rates of freight and by special agreement.
The Company shall have a lien for freight unpaid on these Goods, or upon any portion of the Goods covered by the Shipping Order, granted in respect thereof,
which may not have been Shipped, and for any charges herein stipulated to be borne, or customarily borne, by owners of Goods.
Should all or any part of the within goods not be found, or if, from bad weather or other cause the goods cannot be landed during the Steamer's stay at Port of
destination, the Company reserves the right to convey same to the next or the final Port of the Voyage to be returned thence at the Company's
expense, but at the Merchant's risk; and should necessity arise for detaining and storing the Goods, it shall also be done at the Company's expense
and the Merchant's risk; and the Company shall not be answerable for any delay so occasioned, or for loss of Market.
The Company will not be accountable for Gold, Silver, Bullion, Specie, Jewellery, Precious Stones, Plated Ware, or other valuables, or beyond the amount of
Five Hundred Rupees for any one package, or relatively for any portion thereof, unless a declaration of the value of such Goods has been made prior to
shipment, and a special shipping order granted for same, with which the Bill of Lading shall correspond. A wrong description of Contents or false de-
claration of value shall release the Company from all responsibility in case of loss, seizure, or detention, and the Goods shall be charged double Freight on the
real value; which Freight shall be paid previous to delivery. The Company will not receive on board of its Vessels any Goods of a dangerous or damaging
nature. If any such Goods be shipped without notice, the shipper will not only be liable to the penalties imposed by Statute, but also for all damages
sustained in consequence of such Shipment.
The Goods are to be distinctly marked with the marks, numbers, and Port of Destination, or the Company is not to be responsible for detention or wrong delivery.
Bill of Lading must be presented and delivered up cancelled before delivery of Goods can be granted.
The Company to have the option of delivering these Goods into receiving Ship or landing them at Consignees' risk and expense, as per scale of charges to be seen
at the Agents' Offices, the Company having a lien on all, or any part of the Goods, against expenses incurred on the whole Shipment. The Company's
liability shall cease as soon as the packages are free of the Ship's tackle, after which they shall not be responsible for any loss or damage, however
caused. If stored in receiving ship, godown or upon any wharf, all risks of fire, dacoity, vermin or otherwise, shall be with the Merchant; and the
usual charges shall be paid before delivery of the Goods. Fire Insurance will be covered by the Company's Agents on application.
Specie, Gold, Silver, Bullion, Jewellery, Precious Stones, Plated Ware, or other valuables will not be taxed by the Company. They can only be
delivered on presentation of Bills of Lading on board, and will be carried on at Consignees' risk, if delivery is not taken during the Steamer's
stay in port.
In case of Quarantine, Goods may be discharged at risk of the owners of the Goods into Quarantine depot, lighter, barge, hulk, or other vessel, as
required for the ship's despatch. Quarantine expenses upon the Goods of whatever nature or kind, shall be borne by the owners of the Goods.

Shippers are requested to note particularly the terms and conditions of this Bill of Lading with reference to the validity of their insurance upon their goods.

653

for Captain.

for Agents.

the S.S. Pattialla, but it would be
difficult

Mar. Cnd. 1828/8-91

Mar. Cno. 182

No. 1125/53 G.

PRESIDENCY PORT OFFICE,
Madras, 12 Feby 1891.

Heading.
Govt Stores

653/PW 10

From

THE PRESIDENCY PORT OFFICER,
MADRAS,

To

THE CHIEF SECRETARY TO GOVERNMENT,
MARINE DEPARTMENT,
FORT ST. GEORGE.

SIR,

In reply to Public Works Department Reference No 583 C., dated 3d February 1891, herewith returned, I have the honor to state that a counter claim by the Agents of the B I S N Company for overcarriage of the logs in question would be untenable there being no provision for it in the Company's form of Bill of Lading (Copy enclosed). The heavy expenditure incurred in landing was apparently caused by an error of judgment on the part of the Commander of the S.S. "Pattialla", but it would be difficult

difficult, I think, to establish the ships' liability for the expenditure. Legal opinion might however be obtained in the case.

2. The fact that the Commander only put out part of the consignment and not the whole shews that the weather was such as to compel him to give up discharging cargo and that he should not have attempted it at all

I have the honor to be,
Sir,
Your Obedient Servant,

H. B. Simpson
Captain H.M.s I.M.
Acting Presidency Port-Officer.

X
Wm.

P.W.C. G.O. No. ~~1887~~ 51
2335/91

D/ 18 February 1891.

Transferred and the referred papers returned to the Public Works Dept.

Frederick Price,
Chief Secretary

F.D.B.
17.2.

Rd 19.2.91

P. W. Dept.
To be returned with reply.

No. 1042 C. of 24th Feb 1891

Referred to the Government Solicitor for favour of opinion.

(By order)

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

C. No. 182

Marine (1891) Department.

From
THE PRESIDENCY PORT OFFICER,
Madras,

To
THE CHIEF SECY. TO GOVERNMENT,
MARINE DEPARTMENT,
Fort St. George.

No. 1125/53 G

Dated 12th
Received
February 1891.

Enclo: one
No.
+ Cw: 119 with enclspts.

14 FEB 91

Subject.

Informing that counter-claim by the Agents of the B. I. S. N. Co. for overcarriage of logs by the "Pattialla" is untenable.

Transferred

653/18

No. 583 C/ 3-2-91

1891.

P. W. DEPARTMENT.

Current No. 10584 1887

From The Marine Dept

ENCLOS.— 6

No. —

Dated 18th Feb 1891

Received 19 — do —

SUBJECT.

Transferring letter from the Presy: Port officer Madras stating that a counter claim by the Agents of the B. I. S. N Co for overcarriage of the logs would be untenable there being no provision for it in the Cos form of Bill of Lading & informing that the heavy expenditure incurred in landing was apparently caused by an error of judgment on the part of the Commander of the S.S. "Pattialla"

DISPOSAL.

No. 1042 C dated 24th Feb 1891

Referred to the Government Solicitor for favour of opinion.

(By order)

(Sd) W. L. C. Baddeley
Major R.E.
Under Secy to Govt PW

J 24/2

No. 96

Madras 28th February 1891

653/96

From
Ernestly & Barclay
Government Solicitor
Madras

To
The Secretary to Government
Public Works Department
Madras

Sir,

1. I am in receipt of your docket dated 24th instant No. 1042 C endorsed upon a letter dated 12th instant No. $\frac{1125}{53}$ G. from the Presidency Port Officer Madras, to the Chief Secretary to Government.

2. The question whether the claim against the British India Steam Navigation Company Limited for expenses incurred in landing teak logs ex S. S. "Puttiala" can be sustained depends upon the terms of the bill of lading, and there are really two questions involved; first, whether the claim itself is sustainable and, second; if so, whether the counter claim of the Company for freight for the over carriage of the logs can be sustained.

3. According to the Bill of Lading the logs were to be carried and delivered subject to the conditions mentioned in the Bill, including those

those in the foot note thereto; and, amongst the exceptions in the bill of lading, are all the perils, dangers and accidents of the sea of whatsoever nature and kind, and accidents, loss or damage from any act, neglect or default whatsoever of the Master or Mariners or other servants of the Company.

4. The Bill of Lading further provides that the Company should be at liberty to carry the goods to their port of destination by the vessel in which they were originally shipped or by any other vessel or vessels and, in so doing, to carry the goods beyond their port of destination and to tranship the goods and forward the same at the Company's expense; but, at Merchant's risk.

5. Amongst other conditions in the foot note to the bill of lading it is provided that the Company shall have the option of delivering the goods into receiving ship or landing them at the consignee's risk and expense and that the Company's liability shall cease as soon as the packages are free of the ships tackle after which they (the Company) shall not be responsible for any loss or damage however caused.

6. Under these terms and conditions some of the logs were transhipped from the "Goalpara" to the "Puttiala", those in the "Goalpara" were over carried, while some of those in the "Puttiala" were landed at the Consignee's risk and expense and the rest were overcarried.

As

As soon as the logs ex "Puttiala" left that ship's tackle the Company's liability for them ceased, according to the terms of the bill of lading, and the Company was not responsible for any loss or damage to those logs however caused. The Master of the "Puttiala" may have exercised an unwise discretion in putting the logs over the vessel's side considering the state of the weather; but, then, the Company is not, according to the terms of the bill of lading, responsible for any act neglect or default of the Master or Mariners or other servants of the Company.

7. I am of opinion therefore that, according to the terms of the bill of lading the Company is not responsible for the expenses incurred by Government in landing the logs ex "Puttiala"

8. With regard to the counter-claim of the Company for over-carriage, though it is perhaps hardly necessary to consider this as it is not really put forward, I am of opinion that it could not be sustained as the foot note to the bill of lading provides that if from bad weather or other cause the goods or any part of them cannot be landed during the steamer's stay at port of destination, the Company has the right

to

PWC No 2335

to convey the same to the next or the final port of the voyage to be returned thence at the Company's expense; but, at the Merchants risk.

9. I return the papers sent me &.

I have the honor to be
Sir,
Your most Obedient Servant

Ernest Barclay

Government Solicitor

B 2-2-91

3. 2. 91. 583 C
24. 2. 91. 1042 C

ENGINEER'S OFF
No. 2/2437
23 JAN. 91
P.W.D.
SECC. IN CH

Bill No. B.

Charges incurred for landing and forwarding nineteen logs of Teak Timber ex S.S. "Patiala" to the Executive Engineer, Kistna Eastern Division, Bezwada.

N.B. These logs were discharged in bad weather and were stranded 12 miles North of Masulipatam [illegible]

Item	Month	Day	No.	Articles	Particulars $\frac{5}{20}$ 3	Rate	Per	Rs	As	Ps	Remarks
6	June	18	2	Boats	Large for towing	Rs 15/	each per day (1)	15	"	"	(1)
	"	"	1	"	Small						
28	"	"	26	Coolies	For rafting	10/8	" " (1)	5	4	"	Half rates
29	"	19	2	Boats	Large for towing	-/9 (2)	" " (1)	14	1	"	(2) Including 2 as batta
30	"	"	1	"	Small	Rs 15/	" "	30	"	"	
31	"	"	25	Coolies	For rafting	10/8	" "	10	8	"	
32	"	20	2	Boats	As before large. Bad weather [illegible] 3 logs drifted	Rs 1/-	" "	25	"	"	
33	"	"	1	"	" Small Ashore at Pedapatnam.	Rs 15/	" " (1)	15	"	"	
34	"	"	25	Coolies	"	10/8	" " (1)	5	4	"	
35	"	21	2	Boats	" large	Rs 1/- (3)	" "	25	"	"	
36	"	"	1	"	" Small	Rs 15/	" " (1)	15	"	"	
37	"	"	38	Coolies	Two coolies were sent out to Pedapatnam: one anna for each log.	10/8	" " (1)	5	4	"	
38	"	22	1	Boat	Large boat in attendance to attach logs. Dismissed two boats	-/11 (3)	" "	26	2	"	(3) 3 annas batta
39	"	"	38	Coolies	As before	Rs 15/	" " (1)	7	8	"	
40	"	23	38	Coolies	As before	-/11 (3)	" "	26	2	"	
41	"	24	38	"	" " Dismissed the boat	-/11 (3)	" "	26	2	"	
42	"	25	38	"	" "	-/11 (3)	" "	26	2	"	
43	"	26	38	"	" " 12 logs brought back to Pattampalem	-/11	" "	26	2	"	
44	"	27	38	"	" " All logs at [illegible] late this evening	-/11 (3)	" "	26	2	"	
45	"	28	2	Carts	Conveying material from Pedapatnam: Coolies collecting along the shore &c.	-/11	" "	26	2	"	
								5	8	"	
46	"	28	12	Coolies	Putting logs into boats for forwarding	-/6		4	8	"	
47	"	28	-		Crane hire of 19 logs	-/8	per ton	5	"	"	
					Ropes — Vide my letter No. 468 of June 14th para 2.						
48	May	27	3	Ropes	Hired from native vessels at Gilakaladindi for S.S. "Scindia"	1/8	each	4	8	"	
49	June	6	1	Rope	Hired from B.I.S.N. Co. Broken into several pieces Manilla rope	Rs 50/	When new (4)	25	"	"	(4) Half cost.
50	"	"	1	Rope	Hired from Messrs. [illegible] & Co. broken: (hire Rs 1/8: damage 25 per cent)	Rs 6/4 (5)		7	8	"	(5) One quarter value
51	"	10	3	Boats	Anchor ropes. Badly damaged: used for recovering logs and rejected by owners as unfit for use.	Rs 30/	each when new	(4) 45	"	"	
					Rafting — Vide para 3 of my letter 468 of June 14th						
52	June	18	20	Riggers	Rough spars for rafting on hire						
53	"	"	11	"	Broken			1	8	"	
54	"	"	26	maunds	Coir yarn for making lashings	4 as.	each	2	12	"	
55			2	Carts	from Market. Steamer's [illegible] on same day	Rs 26/	per Candy	21	5	"	(6) [illegible] used for S.S. Scindia
56			4	Coolies	For making lashings (2 days)	-/8	each	1	"	"	
57			5	Telegrams	As per vouchers (Departmental order of Presidency Port officer)	-/4	each daily	2	"	"	
								5	8	"	
							Rs	486	12	"	

Rupees four hundred and eighty six and annas twelve only.

This is to certify that I have examined each item of the above charges with the greatest care. I have rejected demands which in my opinion were exorbitant or unnecessary, and I am of opinion that the expense was incurred with due regard to the nature of the Service. I have carefully examined the ropes that have been included in these charges by the enquiries I have made personally from trustworthy sources.

N.B. Detailed explanations are found in separate correspondence from June 6th to this date.

Port office
Masulipatam July 25th 1890

(Signed) John Simpson
Port officer

Allowing Rs 5 per ton as fair cost at which the logs could have been landed and deducting this from the gross cost, the excess owing to the action of the Commander of the Patiala works out [illegible] 408 12 0

[illegible] Rs 78

Rs 486-12-0
78-0-0
408-12-0

(True copy)
W. [illegible]
Executive Engr. Kistna Eastn. Divn.
21/1

P. W. DEPARTMENT.

653/16

READ the following :—

Letter from the Supdg Engineer II Circle No. 2650 W.S. d/ 27th January 1891.

Letter from the Presidency Port Officer No. 1125/53 G. d/ 12th February 1891

Endorsement by the Marine Dept d/ 18th Feby 1891

FOR ORDERS. whether the papers should be referred to the Government Solicitor for opinion.

19.2.91

D.W.

Yes.

20 Feby

Cn

653
217

Hlo 20.11.91
R 23/-

1887 / Ms. 20. ii

1891.

P. W. DEPARTMENT.

Current No. 1058

From

The S.E. II Circle

ENCLOS.— 4

No. 2650 KS

Dated 27-1-91

Received 30- "

SUBJECT.

Forwarding for disposal copies of correspondence reg: the claim of the Ex: Engr: Kistna Eastern Dn for Rs 408-12-0 against the B. I. S. N. Company being the cost to Govt. caused by the action of the Captn of B. I. Steamer Patiala in unloading certain teakwood logs at Masulipatam when he should not have done so the weather being very bad.

DISPOSAL.

No. 583 C dated 3rd Feby /91

Referred to the Marine Dept. for favor of the Presidency Port Officers opinion.

23/2

27/2

673/17 A

P. W. DEPARTMENT.

653/12

READ the following :—

Letter from the Government Solicitor No. 96 d/ 28th February 1891

FOR ORDERS. whether, in the circumstances mentioned by the Government Solicitor, the claim should be pressed.

I think not
[illegible] 4 Mar

OVB
3.3.91

H.m

H.w 3.iii.91
R 5/-

72

B
From orders

No. 653 W. d/ 6th March 1891

PUBLIC WORKS DEPARTMENT.

PROCEEDINGS OF THE MADRAS GOVERNMENT.

653 W.

READ the following

Letter from the S.E. II Circle H.E. No. 2650 H.S. d/ 27th Jany. '91
Letter from the Presy. Port officer H.E. No. 1125/53 d/ 12th Febry. '91
Endorsement by the Marine dept. H.E. No. — d/ 18th Febry. '91
Letter from the Govt. Solicitor H.E. No. 96 d/ 28th Febry. '91

653
18

The Govt. is not prepared to press the claim against the B.I.S.N. Company.

OOB
5.3.91

The S.E. II Circle

7/3/91

R.S.

No 653 d/ 6" [illegible]

187

⑩

9/12/3