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MADRAS RECORD OFFICE

GOVERNMENT OF MADRAS

Revenue DEPARTMENT

G.O. No.
B.P. No.

879

Press
Mis.

Dated

7.6.1875

196

Not to be folded or roughly handled

Proceedings of the Madras Government, Revenue Department
7th June 1875.

No. 46. Read the following Proceedings of the Board of Revenue, dated 20th May 1875, No. 1,37 :—

Read the following letter from W. H. COMYN, Esq., Acting Collector of Tinnevely, to J. E. STOKES, Esq., Acting Secretary to the Board of Revenue, dated 1st April 1875, No. 155.

I HAVE the honor to submit copy of a report received from the Superintendent of Pearl Banks on his recent voyage in the S. S. *Margaret Northcote* to Calcutta and back.

2. It is unfortunate that the *Margaret Northcote*, after having been docked at Calcutta, should have encountered such heavy weather on her return voyage, and sustained the damage described by Captain Phipps, and it is a matter for regret that before leaving Calcutta her machinery was not put into thorough order. The necessary repairs, however, are now being made to the vessel at Tuticorin.

3. The conduct of the Engineer, Mr. Redford, appears to have been most reprehensible, and it may be a question whether he should be retained in the service of Government.

4. As Captain Phipps seems to have been put to considerable expense at Calcutta, I beg to support his application for the usual Batta of Rupees 4 per diem for the time he was absent from his station.

EXCERPT FROM NO. 1

From Captain G. A. PHIPPS, Superintendent of Pearl Banks, to W. H. COMYN, Esq., Acting Collector of Tinnevely dated Tuticorin, 15th April 1875, No. 8.

REFERRING to my letter of the 10th instant, reporting the return of the S. S. *Margaret Northcote* from Calcutta, I have now the honor to submit, for the information of Government, the particulars of the voyage.

2. Having left Tuticorin, as you are aware, on the 28th January last, I reached Madras on the 6th February, which place I again left on the 8th with Captain Taylor on board. Calling

10th, Cocanada.	14th, Gopalpore.	at the ports on the dates as per margin, we
11th, Vizagapatam.	16th, False Point.	made the sand-heads on the night of the 17th,
13th, Bimlipatam.		and arrived off the Keddiapoor Dockyard,

Calcutta, on the 18th. On the following day, having allowed the Superintending Engineer to see the vessel under steam, she was during the same tide placed in dry dock, and the next morning the work of scraping and cleaning was commenced. The bottom was found in remarkably good preservation; there being little corrosion on the iron, it was here scraped clean and received four coats of paint. While this was being done, I had all the sea-cocks examined and re-bound, the strainers renewed, and some other repairs and alterations made, which were much required. Captain Taylor having intimated that the vessel was wanted for service at the Laccadives, time did not permit so much being done to the machinery as the Superintending Engineer and myself wished, but the boiler was well scraped, painted, and tested to his satisfaction, and he considered it in good preservation and likely to last for several years longer. The propeller and shaft were examined, but it appeared so firmly secured that it was not considered advisable to have it meddled with. I also obtained from the Store Department such stores as were wanted for the use of the vessel and machinery. On the 4th ultimo the vessel was put out of the dock, and on the 6th tried at the measured mile, when she made a speed of 8½ miles per hour, which was considered satisfactory, this being nearly the same as she did when first received from England.

Proceedings of the Madras Government, Revenue Department,
7th June 1875.

3. The repairs having been all completed on the 7th, the vessel ready for sea, I obtained a pilot and left the anchorage on the morning of the 8th. The following night we reached the sand heads; there the weather was threatening with a strong head wind and sea; finding with this that we made little way, it was considered prudent to return to Saugor, and wait for a change. On the 12th it seemed more moderate, and we again left at 6 p.m.; the pilot was taken out and we proceeded on our voyage. During the night the weather again became very bad with strong south-west wind and high sea, which continued during the next day; in the afternoon I was fortunately able to get shelter under the Fairfairs Shoal on the coast of Orissa; here we remained during the 14th. Early the following morning, the 15th, I again started, and, having a few hours interval of light weather, reached False Point, where I filled up the coal bunkers from the Government Coal Hulk, and again left at daylight on the 16th. During the next few days we had to encounter very strong head winds and sea, but eventually reached Vizagapatam on the 20th and Cocanada on the 22nd. At the latter port I obtained eight tons of coal, and left on the 22nd; after being out for two days, and finding that the current was setting strong to the north-east with a head wind and sea which appeared likely to greatly prolong our passage, I steered a course to get in with the land to the north of the Armoogam Shoal; this enabled me to set some sail and the vessel made good way through the water, and I was anticipating an early arrival at Madras, but at 10-30 p.m. the engine commenced to race, and on examination it was discovered that the propeller had fallen off, and at daylight it was seen that the outer end of the shaft was carried away; as it would take some weeks to reach Madras under canvass, and as the vessel was not prepared with provisions and water for a long sea voyage, I determined to return to Cocanada, where we arrived on the 26th. Being anxious to return to Tuticorin, where I had a spare propeller, I considered it better to ask the permission of Government by wire to have the vessel towed down as far as Point Pedro in preference to remaining at Cocanada. This having been sanctioned, an arrangement was made (at an expense of Rs. 2,000 for our service) with the Agents of the B. I. S. N. Company, and on the 31st the *Margaret Northcote* was taken in tow by the Company's S. S. *Canara*; after touching at Madras, Pondicherry, and Negapatam, she was cast off near Point Pedro on the evening of the 5th. With light wind she reached Paumben on the 7th, passed the channel on the 8th, and arrived safely at Tuticorin on the 10th. I am now having the coals and ballast removed, and will proceed with the repairs to the shaft and refixing of the spare propeller at once. This unfortunate accident will prevent the vessel being available for a visit to the Laccadives, the season being now too far advanced.

4. The only way that I can account for the accident is that, from the continual heavy pitching while on the northern part of the Bay, the pins and nuts, by which the propeller was fastened, must have got loose; this was not noticed while the vessel was being pressed against the wind and sea; but as soon as the vessel was put under canvass, and there was a drag on the propeller, it would at once commence gradually to work aft, and, as happened on reaching the end of the shaft, fall off. I cannot help regretting greatly that I did not remain longer at Cocanada; had I done so, I might have started with perhaps more moderate weather and smoother sea, and avoided the accident; but having been so much longer away from my station than I had expected, and knowing that the Collector of Malabar was wanting the vessel for duty at the Laccadives, and the fine season rapidly drawing to a close, this made me anxious to hurry on and to make the best of my way without any delay.

5. I regret to have to bring to the notice of Government the conduct of the Engineer Mr. W. Redford. This person has now been employed for the past eighteen months, during which he attended to his duties to my satisfaction; but when in Madras he absented himself from the vessel and refused to come on to Tuticorin, the reason being that I was unable to pay him there his salary in full. During the time we had been away at Calcutta, &c., I had advanced him as much as I could conveniently, and he was only due a trifle more than one month's pay, and was well aware that I was unable to obtain money during our hurried stay at Madras. It afterwards transpired that he had determined to remain behind, as he had removed his effects from the vessel without my knowledge. After such conduct, knowing the inconvenience my not having

Proceedings of the Madras Government, Revenue Department,
7th June 1875.

his services was likely to occasion, I think that he should not be employed again in any situation under Government.

6. Having been absent from my station on this duty for seventy-two days, during which my expenses particularly in Calcutta were heavy, I trust that you will be pleased to recommend to Government that I be allowed to draw the usual *batta* of Rupees 4 per day for that time, which was the amount allowed me on a previous occasion when employed for a considerable time beyond the limits of the Tinnevely and Madurai Coasts. I may mention that in Calcutta, the vessel being in dock, I was obliged to live on shore and incur carriage-hire and other expenses.

(True Copy.)

(Signed) W. H. COMYN,
Acting Collector.

SUBMITTED for the information of Government. It is to be regretted that the *Margaret Northcote* should have lost her screw in the heavy weather met with on the voyage back from Calcutta, but the damage can be repaired at Tuticorin.

2. The Board recommend the grant of the *batta* applied for.

(True Copies and Extract.)

(Signed) C. A. GALTON,
Acting Sub-Secretary.

ORDER THEREON, 7th June 1875, No. 879.

Miscellaneous.

THE *batta* proposed is sanctioned. The Acting Master Attendant, Madras, will report on the subject of Mr. Redford's desertion.

(True Extract.)

(Signed) A. MACGREGOR,
Acting Secretary to Government.

To the Board of Revenue.
„ the Accountant-General.
„ the Acting Master Attendant, Madras.

Exd. J. W. Fischer.

PROCEEDINGS OF THE BOARD OF REVENUE, dated 20th May 1875

Read the following letter from W. H. COMYN, Esq., Acting Collector of Tinnevely, to H. E. STOKES, Esq., Acting Secretary to the Board of Revenue, dated 19th April 1875, No. 185.

I HAVE the honor to submit copy of report received from the Superintendent of Pearl Bank, on his recent voyage in the S. S. *Margaret Northcote* to Calcutta and back.

2. It is unfortunate that the *Margaret Northcote*, after having been docked at Calcutta, should have encountered such heavy weather on her return voyage, and sustained the damage described by Captain Phipps, and it is a matter for regret that before leaving Calcutta her machinery was not put into thorough repair. The necessary repairs, however, are now being made to the vessel at Tuticorin.

3. The conduct of the Engineer, Mr. Redford, appears to have been most reprehensible, and it may be a question whether he should be retained in the service of Government.

4. As Captain Phipps seems to have been put to considerable expense at Calcutta, I beg to support his application for the usual batta of Rupees 4 per diem for the time he was absent from his station.

ENCLOSURE No. 1.

From Captain G. A. PHIPPS, Superintendent of Pearl Banks, to W. H. COMYN, Esq., Acting Collector of Tinnevely, dated Tuticorin, 15th April 1875, No. 8.

IN REPLY to my letter of the 10th instant, reporting the return of the S. S. *Margaret Northcote* from Calcutta, I have now the honor to submit, for the information of Government the particulars of the voyage.

2. Having left Tuticorin, as you are aware, on the 28th January last, I reached Madras on the 6th February, which place I again left on the 8th with Captain Taylor on board. Calling at the ports on the dates as per margin, we made the sand-heads on the night of the 17th, and arrived off the Keddipoor Dockyard, Calcutta, on the 18th.

On the following day, having allowed the Superintending Engineer to see the vessel under steam, she was during the same tide placed in dry dock, and the next morning the work of scraping and cleaning was commenced. The bottom was found in remarkably good preservation; there being little corrosion on the iron, it was here scraped clean and received four coats of paint. While this was being done, I had all the sea-cocks examined and reground, the strainers renewed, and some other repairs and alterations made, which were much required. Captain Taylor having intimated that the vessel was wanted for service at the Laccadives, time did not permit so much being done to the machinery as the Superintending Engineer and myself wished, but the boiler was well scraped, painted, and tested to his satisfaction, and he considered it in good preservation and likely to last for several years longer. The propeller and shaft were examined, but it appeared so firmly secured that it was not considered advisable to have it meddled with. I also obtained from the Store Department such stores as were wanted for the use of the vessel and machinery. On the 4th ultimo the vessel was put out of the dock, and on the 6th tried at the measured mile, when she made a speed of 8½ miles per hour, which was considered satisfactory, this being nearly the same as she did when first received from England.

Govt. of 11875

REVENUE.

THE BOARD OF REVENUE.

Secy. to Govt.

Recd.

Encl.

G. O., 7th June 1875, No. 59.

JUNE.

16-47.

Superintendent of the Pearl Banks, Tuticorin.
Tinnevely District.—Sanctioning the proposed
batta of Rs. 4 per diem to the — for the time he
was absent from his station, on his recent voyage
to Calcutta and back; and requesting the Acting
Master Attendant, Madras, to report on the subject
of the despatch of Mr. Redford, Engineer of the
S. S. *Margaret Northcote*.

3. The repairs having been completed on the 7th, the vessel ready for sea, I obtained pilot and left the dockyard on the morning of the 8th. The following night we reached the sand-heads; here the weather was threatening with a strong head wind and sea; finding with this that we made little way it was considered prudent to return to Sangor, and wait for a change. On the 12th the weather became more moderate, and we again left at 6 P.M.; the pilot was taken out and we proceeded on our voyage. During the night the weather again became very bad with strong south-west wind and high sea, which continued during the next day; in the afternoon I was fortunately able to get shelter under the Palmiras Shoal on the coast of Orissa; here we remained during the 14th. Early the following morning, the 15th, I again started, and, having a few hours interval of light weather, reached Point Pedro on the 16th. During the next few days we had to encounter very strong head wind and sea, but on the 20th we finally reached Vizagapatam on the 20th and Cocanada 21st. At the latter port I obtained eight tons of coal, and left on the 22nd; after being out for two days, and finding that the current was setting strong to the north-east with a head wind and sea which appeared likely to greatly prolong our passage, I steered a course to get in with the land to the north of the Armoogam Shoal; this enabled me to set some sail and the vessel made good way through the water, and I was anticipating an early arrival at Madras, but at 10-50 P.M. the engine commenced to race, and on examination it was discovered that the propeller had fallen off, and at daylight it was seen that the outer end of the shaft was carried away; as it would take some weeks to reach Madras under canvass, and as the vessel was not prepared with provisions and water for a long sea voyage, I determined to return to Cocanada, where we arrived on the 26th. Being anxious to return to Tuticorin, where I had a spare propeller, I considered it better to ask the permission of Government by a wire to have the vessel towed down as far as Point Pedro in preference to remaining at Cocanada. This having been sanctioned, an arrangement was made (by the promise of Rupees 2,000 for this service) with the Agents of the B. I. S. N. Company, and on the 31st the *Margaret Northcote* was taken in tow by the Company's S. S. *Omara*; after touching at Madras, Pondicherry, and Nagapatam, she was cast off near Point Pedro on the evening of the 5th. With light wind she reached Pamban on the 7th, passed the channel on the 8th, and arrived safely at Tuticorin on the 10th. I am now having the coals and ballast removed, and will proceed with the repairs to the shaft and refixing of the spare propeller at once. This unfortunate accident will prevent the vessel being available for a visit to the Laccadives, the season being now too far advanced.

4. The only way that I can account for the accident is that, from the continual heavy pitching while on the northern part of the Bay, the pins and nuts, by which the propeller was fastened, must have got loose; this was not noticed while the vessel was being pressed against the wind and sea; but as soon as the vessel was put under canvass, and there was a drag on the propeller, it would at once commence gradually to work aft, and, as happened on reaching the end of the shaft, fall off. I cannot help regretting greatly that I did not remain longer at Cocanada; had I done so, I might have started with perhaps more moderate weather and smoother sea, and avoided the accident; but having been so much longer away from my station than I had expected, and knowing that the Collector of Malabar was wanting the vessel for duty at the Laccadives, and the fine season rapidly drawing to a close, this made me anxious to hurry on and to make the best of my way without any delay.

5. I regret to have to bring to the notice of Government the conduct of the Engineer Mr. W. Redford. This person has now been employed for the past eighteen months, during which he attended to his duties to my satisfaction; but when in Madras he absented himself from the vessel and refused to come on to Tuticorin, the reason being that I was unable to pay him there his salary in full. During the time we had been away at Calcutta, &c., I had advanced him as much as I could conveniently, and he was only due a trifle more than one month's pay, and was well aware that I was unable to obtain money during our hurried stay at Madras. It afterwards transpired that he had determined to remain behind, as he had removed his effects from

the vessel without my knowledge. After such conduct, knowing the convenience my not having his services was likely to occasion, I think that he should not be employed again in any situation under Government.

6. Having been absent from my station on this duty for seventy-two days, during which my expenses particularly in Calcutta were heavy, I trust that you will be pleased to recommend to Government that I be allowed to draw the usual batta of Rupees 4 per day for that time which was the amount allowed me on a previous occasion when employed for a considerable time beyond the limit of the Tinnevely and Madura Coasts. I may mention that in Calcutta, the vessel being in dock, I was obliged to be on shore and incur carriage and other expenses.

(True Copy)

(Signed)

W. H. COMYN,

Acting Collector.

SUBMITTED for the information of Government. It is to be regretted that the *Margaret Northcote* should have lost her screw in the heavy weather met with on the voyage back from Calcutta, but the damage can be repaired at Tuticorin.

2. The Board recommend the grant of the batta applied for.

(True Copies and Extracts)

Acting Sub-Secretary.

To the Secretary to Government, Revenue Department.

Copy to the Acting Collector of the Tinnevely District.

Exd. J. W. Fischer.

25 June 1875

No 879

The batta proposed is *1000*
for *1000* *Madras* *side* *export* *to* *the* *subject*
Mr. Richards *deputation* *Mr*

1. *Letter Board* *Dec 19 Jan 0*
2. *Check account* *Jan 1875*
3. *Check* *Jan 1875* *Madras*

1875.
Board of Revenue,
MADRAS.

PROCEEDINGS, 20TH MAY 1875, No. 1376.

Diary 26 Nov 1875
Encl.

Received 4 June 1875

MAY.
No. 1376.

Volige—made by Superintendent of Pear
Banks, Tuticorin, in Tinnevely District, in
S. S. Margaret Northcott to Calcutta and back
—Report on—submitted to Government with
remark. Application of the Superintendent
for a Batta of Rupees 4 per diem for the time he
was absent from his station recommended for
sanction.

No 879 *1875* *June 1875*
Madras