

# Revenue (1897) Department.

MISCELLANEOUS SERIES.

G.O., No. 2566

DATED 19<sup>th</sup> May 1897

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[Despatch Abstract.]

Writing to the Secy of State for a fresh engagement  
of 15 tons of fuel oil and requesting the Director  
the Port Crichton Plantations to furnish information  
on certain points

# BACK PAPERS.

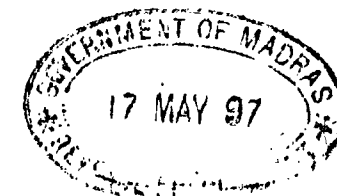
| G.O. | No. | Department. | Date. | G.O. | No. | Department. | Date. |
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# FURTHER PAPERS.

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| 4128<br>757<br>5245<br>897 | 3322 |             | 1-7-97 |      |     |             |       |

## Revenue (1897) Department.

CURRENT No. 4116



From *W. M. Stauden Esq.*  
*Director*  
*Govt. Cinchona Plantations*  
*Nilgiris*

No. 31

Dated 15<sup>th</sup> May 1897

Received 17.5.97

Registered 17.5.97

Enclosures - one -

Spare copies

## SUBJECT

Loss of Fuel oil

Reports the — shipped  
 per *SS Tantigern* and urges  
 reasons for wiring to the  
 Right Honorable the Secretary  
 of States for India for  
 15 tons of fuel oil to be  
 shipped to Madras.

Order

# BACK PAPERS.

| G.O. | No. | Department. | Date. |
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# FURTHER PAPERS.

| G.O. | No. | Department. | Date. |
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James Fairweather, Master of the Steam Ship *Rallier* the *Kentigern*. of the burthen of 1585 tons or thereabouts laden with a general Cargo, on a voyage from Newport and London, to Calicut, Cochin, Madras, and Calcutta, sailed from London, on the fifth day of April 1897, and arrived at Calicut on the morning of the ninth day of May 1897.

During the voyage, that is to say, on the eighth day of April when off Ashant, I experienced strong gale and heavy breaking sea, ship rolling heavily and shipping heavy seas fore and aft, 4. P.M. same weather (Log 34 miles) 8. P.M. Strong, increasing gale with heavy squalls and high breaking sea ship rolling and pitching heavily and shipping heavy seas fore and aft, filling her decks (Log 48 miles) Midnight strong. N. N. W. gale with heavy breaking sea ship rolling and straining very much and shipping large quantities of water on deck filling her decks fore and aft. Ashant, dead to leeward distance about 10 miles. At 1.10 A.M. same weather, very dark, steam steering, got deranged and would not move. On investigation it was found that the deck Cargo of acids were adrift and fouling the steering chains on poop, the cases getting smashed up and acids running all over and breaking and smashing up the permanent fittings on poop. To get the steering gear clear and to save the ship from fire I had to throw them over-board. As by this time owing to the Engines being stopped and the vessel falling off in the trough of the sea and filling her after main-deck with water.

The 30 Casks of Fuel oil that were lashed thereon got adrift and were washing from side to side and smashing themselves and doing a lot of damage to tarpaulins and deck fittings, the oil running all over the decks until finally the Casks got all emptied and smashed up, when they were thrown overboard, but this could not be accomplished before the Hand Gear was shipped and the vessel brought head to sea, as all the crew could do with so many Cases and Casks adrift and the ship rolling so violently, was to look out for themselves and I hereby protest against carrying acids on deck until such time as proper provision can be made for carrying it, for, in this case, it was nearly the means of us losing the ship.

At 8 A.M. I got clear of all the wreck, consisting of the whole of the deck cargo of acids and oils. After 7 hours of hard and trying work I got steering chains clear and shipped the steam gear and proceeded full speed ahead on our course again. 10 A.M. I set fore and mainstay sail and fore try sail. Soon strong S.W. wind and rain in sails altered course to S.W. (log 34 miles)

List of deck fittings broken &c through deck cargo, breaking adrift:—

Large Hucop. Completely broken up.  
 Poop rails &c bent and twisted  
 Hold ladder broken in 4 places.  
 Deck ladders broken.  
 Main Deck broken and torn up.  
 Tarpaulins cut and broken and other damage.

I, the undersigned will not be responsible for any damage done to ship or cargo through said stress of weather, every possible precaution having been taken to prevent or lessen same.

Sd/ James Fairweather.  
 Master

S. S. Kentigern

Before me.

Sd/ R. F. Austin

Assistant. Magistrate. 1st. Class.

this 10<sup>th</sup> day of May 1897. at Calicut.

(True Copy)

Sd/ R. F. Austin  
 Assistant. Magistrate

(True Copy)

Sd/ Director of the  
 Octacendum  
 15<sup>th</sup> May 1897

Wm Standen  
 Director

DIRECTOR'S OFFICE,  
OOTACAMUND, 15 May 1897.

From

W. M. STANDEN, Esq.,

DIRECTOR OF THE GOVERNMENT

CINCHONA PLANTATIONS,

Nilgiris.

To

*The Secretary to Government  
Revenue Department  
Ootacamund.*

SIR,

In continuation of my letter No 29 dated 12 May 1897, I have the honor to enclose a copy of the Sworn Statement of the Commander of the S.S. Koutigerin, from which it will be seen that the whole of the Consignment of Fusel oil viz 15 tons, required for use in the Government Factory at Nedivattam during the current year, has been lost.

2. It is not clear from the Statement, whether all the Sulphuric acid has been lost, but the loss of this acid is not so material, as we have a sufficient stock in hand, at Nedivattam, for the requirements of the year.

3. The loss of the Fusel oil is however a serious matter, for there is no stock on hand, and without it, the manufacture of Quinine is impossible. Unfortunately this oil cannot

cannot be procured in India, and I have, therefore, the honor to request that, in view of the urgency of the question of a fresh supply at an early date, you will be good enough to wire to the Right Honorable the Secretary of State for 15 Tons of Fuel oil to be shipped to Madras as soon as possible.

4. In the ordinary course when stores are indented for by letter, there is an interval of 6 to 7 months between the date of the Indent and the arrival of the Consignment, and if the fuel oil now required be ordered by letter, the probability is that it will not arrive until November or December, till which date the manufacture of Quinine will have to be suspended.

5. If, on the other hand, the order be sent by wire I estimate that the oil should arrive by September.

6. Fortunately there is a stock of Quinine in hand almost equal to the estimated demand for the current year, owing to the largely increased output from the factory during the past season,

and although the making of Quinine will be suspended for 4 months, the manufacture of Hebrifer by the acid process will be carried on throughout the year, arrangements having already been made to carry on this work on a large scale.

7. The oil should be shipped to Madras, as the Port of Calicut is closed during the South West Monsoon.

8. In connection with this most unfortunate loss of all the oil required for the year's work, I may mention that the late Mr Lawson, in his Explanatory Note on the Budget Estimates for 1893-94, urged the importance of keeping an ample stock of all chemicals to provide against loss caused by war or disaster at sea, but the Government in para 5 of G.O. No 1101-Revenue - dated 28<sup>th</sup> October 1892, did not then consider it necessary to make provision for such an unforeseen contingency in Civil Budgets.

I have the honor to be  
Sir  
Yours Most obed<sup>t</sup> Servant  
Wm Standen  
Director

Read C. No 4116 797

Order misc no. 2566 of 19<sup>th</sup> May 97.

The Hon Mr G. W. C. C.

The following  
telegram will be sent to  
the Rt Hon the Secretary  
of State for India:-

" From the Govt of  
Madras to the Secy of  
State of for India fuel  
oil per steamer Kentigern  
has been lost at sea  
Please order a ship  
via canal to Madras  
fifteen tons by the

Earliest opportunity. Full  
further report will be sent  
as soon as possible "

2. The Govt observes  
that in the Director Genl's  
letter read in G.O. No 2175  
dated 30<sup>th</sup> April 1897 the  
shipment in the steamer  
above referred to of the  
Sulphuric acid and  
charcoal intended for  
has not been advised.

Mr Stansford will however  
be requested to make

JH  
19/5/95

c 1895/97  
21/5/97

1875/6/7

To the Brethren of the S.C.P.  
" Acc't Genl E. L. L. 24/5797

W.H. The oil now lost was  
shipped to Calicut to sea  
carriage but that post  
with close shipping in of 4  
the monsoon

The above telegraphic  
message codifies into  
11 words.

H.C.  
after Smith's  
papers deposited  
code 73 <sup>113</sup>  
(18/1/67)

attended to.  
C.R.  
19/5/92

When given for copying \_\_\_\_\_  
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189

READ AGAIN G.O., No  
189 .

DATE \_\_\_\_\_

**CURRENT No.**

ENCLOSURE TO C. No.

## ORDER OF GOVERNMENT

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LETTER OF GOVERNMENT.

STATEMENT WITH DITTO.

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