

conditions from the log-
of s.s. "Hashmi" and
r vessel showed that on
ateful day the sea was
and the vessels were
ng heavily.

These reports, it was
t that the weather chang-
the worse after the
ay Star" left the shores
rachi. But expert wit-
and the assessors agreed
his change would not have
sufficient to affect the
of the vessel if she had
in a proper stable condi-

SECONDARY CAUSE

Court, therefore, held
the weather conditions may
contributed to the loss of
Cambay Star", which was
y due to an insufficient
n of stability caused by
per loading and trimming
e vessel.

ough there was no exact
available, it was found
the "Cambay Star" was
on or about January 10.
in or about Latitude 18-16
ongitude 70-45 E, where the
boat was sighted. All hands
board the ship, 28 in num-
and two passengers were
ned.

FAULTY LOADING

cluding, the Court found
the loss of the vessel was
arily due to its being im-
erly loaded and trimmed.

the master of the ship was
onsible for this loading and
sinking was due to his
gful act or default.

had been argued, the report
eds, that 135 bags of salt-
stowed on top of No. 2
h were late in arriving
side the steamer, and were
ed on top of Hatch No. 2
rder to avoid damage to
of grain stowed in the
l's Hold. Salt-petre had
already stowed in the ves-
Hold with bags of grain
mat separation, and the
ssors saw no reason why the
e mentioned 135 bags of
Petre should not have been
ed in the ship's Hold.
he goods were arriving
alongside the vessel, the
ought to have been reserv-

at the Rambaugh Maldan to
observe the All-India 'Forward
Bloc' Day. A resolution to that
effect was passed.

The meeting was presided
over by Swami Govindanand.

Among the past or the pre-
sent Congressmen attending the
meeting were Dr. Lilaram Pher-
wari, Mr. Alim T. Gidwani and
Ghanshyam Mirchandani.

The meeting of the Select
Committee on the Bill for the
Registration of Vaidis and
Hakims is due to be held on the
18th instant.

ed in the Hold for the same, or
this cargo should have been
shut out.

PILOT CENSURED

Next to the responsibility of
the ship's Master who himself
was drowned it cannot be
gainsaid, the Court held, that
the Pilot Mr. J. J. Collier, had
not performed his duties dili-
gently. Admittedly, it was one
of the official functions of the
Pilot to see that the vessel was
not overloaded. Instead, it ap-
peared that Mr. Collier had
taken things for granted and
not even cared to examine the
"load line mark" on both sides
of the ship as he should have
done, particularly when the
vessel was low on the water
with considerable cargo on the
deck.

"For this act of indifference"
the report asserts "the present
pilot should be taken to task so
that it might be an eye-opener
to others in the future".

Lastly, the report recommends
that the rules regarding the
stowage of dangerous goods such
as salt-petre must be strictly
enforced and the practice of
carrying free passengers on
cargo-boats may be stopped
forthwith.

Finally, it is hoped that the
amount of labour and money
devoted to this inquiry would be
well spent if some good came
out of the above recommenda-
tions.

The Court has also expressed
sympathy for the relatives of
those who met their watery
grave with the ill-fated vessel.

LR

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