

APPENDICES.

APPENDIX A.

Department of Electric Telegraph,
Office of the General Superintendent,
Melbourne, 13th September, 1860.

No. 60 | 720.

SIR,

I have the honor to acknowledge the receipt of your minute of the 10th instant, enclosing to me the papers noted in the margin (returned herewith), and requesting that I should furnish you with my Report thereon. In reply, I do myself the honor to submit the following observations:—

I have perused the Report of the Superintendent of the Bass' Strait line, and from a comparison of the point at which the existing interruption is stated to have occurred with the position of the portion of cable laid in deviation from the indicated course near Sea Elephant Bay, and specially alluded to in my letter addressed to the contractors, dated 2nd August, 1859, which, together with the reply thereto, is quoted in my Report to you of the 22nd idem, I find that the locality of the present break is coincident with the deviation referred to. Although the actual cause of the fracture has not arisen from the one particular damage mentioned in my letter, and while it may be possible that the cable might have suffered abrasion through hidden dangers at some point even had it been laid on the true or indicated line, there is still on the other hand I think a stronger probability that if the stipulatory clauses of the contract with reference to the laying of the cable had been strictly adhered to in this instance the present contingency would not have arisen.

Mr. McNaughton's reply to my letter already quoted shows that he was quite aware at the time that his contract had not been properly fulfilled, in so far as related to the "shore end at Sea Elephant Bay," which "should the Government require it" he promises to alter "afterwards." How far this offer may now be binding on the contractors I cannot say. Upon this branch of the subject I would beg to refer you to my Report of the 15th October last, as to the general performance of the entire contract.

With reference to the course which I would now recommend for adoption, I have no hesitation in stating my belief that the submarine communication across Bass' Strait may, at a moderate additional expenditure, be rendered as perfect, permanent, and reliable as any submarine line of similar extent in other parts of the world.

To make the requisite repairs and alterations it would be necessary to pick up and re-lay in corrected position the sound portions of the length of cable available between the place of fracture and the beach landing at Sea Elephant Bay; to recover the outer broken end and pick up the cable seaward into 25 fathoms soundings; re-lay it on the correct course (as shown by the red line on the chart prepared by the officer who conducted the survey preparatory to the laying of the cable); splice in a sufficient length of cable to connect the two ends and deposit the same carefully on the proper route.

In effecting this, it would be necessary to provide about seven (7) miles of additional cable, which should be ordered from England, unless it may be ascertained that the Government of South Australia is willing to dispose of a portion of the line ordered for Kangaroo Island, and should the latter object be attainable a considerable saving in time would be gained, as the receipt of a supply of cable from England would occupy at least eight months.

The services of a small steamer would also be required for a period of from three to four weeks. The Superintendent of the Bass' Strait submarine line has stated a gross sum (£6000) as the extreme limit of the probable additional expenditure; but, after making a carefully detailed estimate of the probable cost of effecting the alterations and repairs I have indicated, I am of opinion that in practice the expenditure should not exceed £3500.

I am unable to offer any observation in reference to the letter of Messrs. McNaughton and Co., dated the 28th ultimo, written, it is presumed, on behalf of the contractors, Messrs. Brown and McNaughton, of Hobart Town; but I would beg to remark that, viewing the whole of the circumstances connected with the execution of the contract, I consider that whatever "loss and injury" may have been sustained has clearly accrued to the respective Governments interested, and not to the contractors, or the manufacturer of the cable.

I forward herewith tracing (Plate IV.) of a portion of the chart, showing the survey for the line marked in red, and (approximately) the deviation made in submerging the cable south-east of Sea Elephant Bay, by a dotted line in black.

I have the honor to be, Sir,

Your obedient Servant,

SAMUEL W. MCGOWAN.

The Honorable the Postmaster-General,
&c., &c., &c.

1. Despatch from His Excellency Sir H. E. F. Young, Governor of Tasmania.

2. (Enclosure) Official Report of Superintendent of Bass' Strait submarine line.

3. (Enclosure) Letter from Messrs. McNaughton and Co. of London.

Copies of letters attached hereto.

[COPY.]

SIR,

H.M.C.S. *Victoria*,
Sea Elephant Bay, 2nd August, 1859.

With reference to our conversation of this morning relative to the course you have pursued in causing the submarine cable to be laid down for several miles upon an improper course from the landing at this point (where the leading marks referred to in the terms of your contract still show the correct course outwards from the beach), I have now to repeat, in writing, the verbal statement made by me to you in the presence of Commander Norman and Captain Gilmore, viz.—That for the distance which the cable may have been carried on a true line with the leading marks it may remain as deposited, but that at the point where the deviation commences the cable must be brought into correct position, either by being recovered and re-laid or by cutting and adding thereto the remaining quantity still on board the *Omeo*, when the work may be proceeded with.

Against any other course than I have here indicated I am bound to protest most strongly, on the grounds already intimated to you verbally in the presence of the gentlemen already named, the principal objection being—

1st. That the course on which the cable has been laid, from a short distance outwards from the leading marks for several miles seaward, is a wide deviation from the course indicated by the surveyed route.

2nd. That the cable has been laid in dangerous proximity to the refuge anchorage of Sea Elephant Bay.

3rd. That the cable was laid down without the stipulated inspection and supervision necessary for the satisfaction of the Government.

I have the honor to be, Sir,

Your obedient Servant,

SAMUEL W. MCGOWAN.

Alexr. McNaughton, Esq.,
S.S. *Omeo*,

[COPY.]

MY DEAR SIR,

S.S. *Omeo*,
2nd August, 1859.

Taking into consideration all the circumstances in which we are placed, and as the cable is jointed, and tests perfect by the galvanometer, the best course now to pursue, I think, will be to proceed to complete the line, and afterwards if required by the Governments to alter the shore end here.

I am, my dear Sir,

Yours truly,

ALEXR. McNAUGHTON.

S. W. McGowan, Esq.,
Inspector-General of Telegraphs,
H.M.S.S. *Victoria*.

[COPY.]

SIR,

Government House,
Hobart Town, 1st September, 1860.

I have the honor to forward to your Excellency the report of Mr. Savage, Superintendent of the Intercolonial Submarine Telegraph, and also copy of a letter from Messrs. McNaughton and Co., the contractors for laying the cable, in which this Government is threatened with an action for damages, alleged to have been sustained by them in consequence as they represent "of no survey having been made" of the line in which they were required to lay the cable; I request at the instance of my ministry, that your Excellency's advice, and that of your Government may be given in the present emergency.

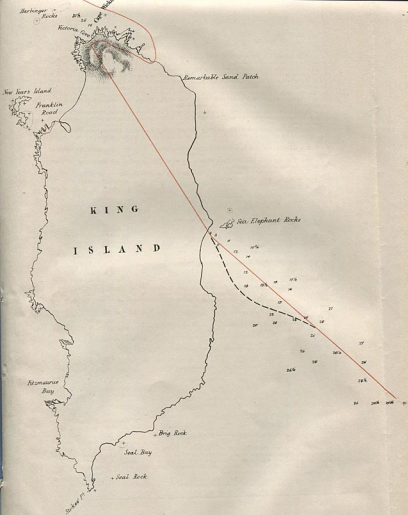
I beg in addition to this request to express my earnest hope that your Excellency's Government may continue to co-operate in whatever further steps may be necessary to the efficient restoration of this intercolonial telegraph.

I have the honor to be, Sir,

Your obedient Servant,

H. E. F. YOUNG.

His Excellency, Sir Henry Barkly, K.C.B.
Governor-in-Chief, Melbourne.



Reid Rocks,
26 ft. high.

TASMANIA SUBMARINE CABLE.

Report of the Superintendent, &c.

[COPY.]

Sir,

Launceston, 21st August, 1860.

I have the honor to submit to you the following Report of my proceedings:—

On the 2nd of May, in pursuance of my instructions, I took possession of the *Ira* schooner, sixteen tons burden, and fitted her suitably for the expedition from which I have just returned, (namely, to ascertain the position and magnitude of the fault in the Submarine Cable across the Bass' Strait,) she being the most suitable vessel then offering for that purpose. On the same day I employed five men, at a salary of six pounds per month, to work the vessel and assist in the necessary operations.

On the 3rd of May I was towed by the *Taswar* tug to George Town where I was detained by a strong westerly gale until the 15th, when the wind favoring, I got under weigh and proceeded to Circular Head. On the following day encountered a heavy gale from the N.N.W., and, but for a sudden change of wind, it is very doubtful if the vessel would have reached Circular Head, at which place I arrived on the night of the 17th.

Heavy westerly gales prevailing I was not able to leave Circular Head until the 21st, and in the meantime I was occupied in repairing sails, fitting the vessel for underrunning cable and taking spare cable on board.

On the morning of the 21st the wind being favorable I started for Three Hummock Island, but again meeting westerly weather I did not arrive there until the evening of the 23rd.

On the 24th grappled unsuccessfully for the cable at West Bay, Three Hummock Island. The next day I attempted to underrun from the beach, but the surf being very heavy and the cable being deeply imbedded in the sand I was obliged to desist. Again took to grappling and succeeded by next evening in picking up and underrunning to about three miles from the beach, where I buoyed it, but the wind again veering to the westward, I thought it advisable to start for Sea Elephant Bay, King's Island, which is the other landing place of that section of the cable.

On the 27th I sighted Sea Elephant Rocks, King's Island, but in consequence of more unfavorable weather was unable to commence operations before the 5th June, although I repeatedly made attempts before that date.

On the 5th I landed at Sea Elephant Bay and tested; the result of my tests caused me to believe the fault existed five or six miles from the shore.

On the same day I succeeded in underrunning about three miles of the cable, which I buoyed at that place; the wind then coming strong from S.E., I was compelled to run for Franklin Roads, where, though frequently making unsuccessful attempts to proceed, I was detained until the 14th June, when the weather moderating I again made Sea Elephant Bay, picked up the cable at buoy, and underrun to about six miles from the shore. I found the water shoaled here suddenly from twelve to nine fathoms; several chafed places were observed on the cable, and before the way of the vessel could be checked the cable parted at one of these chafed places. Upon picking up the end I found the conducting wire was broken and the cable only held together by two of the outer wires, these being almost severed by abrasion on the rocks. I immediately marked the spot by a buoy, and on the following day recovered both ends by grappling, and let in a piece of spare cable to remedy the defect. Ere I had this completed it came on to blow heavy from the N.E., and I was compelled to buoy the cable and stand out to sea.

The gale continued unabated; and on the 23rd June, being short of provisions, and the sails in a very bad state, I proceeded to Circular Head to refit.

After effecting everything necessary at that place I left on the 26th June, but encountering very unfavorable weather was not able again to commence operations at Sea Elephant Bay until 6th July, when the buoy being carried away I was obliged to grapple for the end of the cable again. On the 7th I succeeded in picking up and underrunning to about 300 yards further than where I had let in the piece, when I found the cable had again parted by abrasion on the rocks. I buoyed the end and grappled unsuccessfully for the other until dark.

On the morning of the 8th it came on to blow heavy, and I had to run for Seal Bay.

From this time to the 2nd August I had no opportunity of grappling on the south side of the fault, and the buoys having been carried away I had twice to grapple for and underrun the shore end.

From the 2nd to the 7th August I grappled repeatedly on the south side of the fault, but, from the nature of the bottom, I did not succeed in picking up the end, and all my grapnels being broken or straightened on the rocks all hope of succeeding without repairing the gear was at an end. I therefore left for Launceston to report my proceedings and refit for the proposed work in case it meets with your approval.

It is evident from the nature of the bottom on which the cable now lies that an alteration in the route is absolutely necessary. To effect this a much longer length of cable than is on hand will be required.

I should therefore suggest that a vessel be sent out to take soundings and ascertain the best route on which the shore end may be re-laid. She might also take advantage of the best weather for grappling to the southward of the fault and buoy that end.

As soon as the best route is ascertained the requisite quantity of cable might be sent for, and in all probability long ere it arrived in the colony the vessel employed on the survey would have prepared the cable for effecting the necessary repairs.

I would further advise that, without loss of time, I should proceed upon this work.

The *Ira*, in which I have worked hitherto, was only taken by me until a more suitable vessel could be provided.

I am satisfied that had I taken a steamer at first I could not have done more than has been done with the *Ira* for the first two months, on account of the unfavorable weather; and as the work could not have been properly completed, it is as well that the great expense the hiring of a steamer would have entailed was not incurred.

Until the proposed survey has taken place it would be impossible for me to give an estimate of the cost of the work, but I should say, under unfavorable circumstances, it would not exceed £2000.

I have the honor to be,

Sir,

Your obedient Servant,

GEO. SAVAGE.

Superintendent Intercolonial and Submarine Lines.

The Honorable the Colonial Treasurer,

&c., &c., &c.

[Copy.]

Launceston, Tasmania,
28th August, 1860.

SIR,

As it is evident from the writer's experience, and of those in the *Omeo* and *Storm Bird* that no survey for a Submarine Cable for Bass' Strait was ever made, while the contractors were bound to lay the cable according to a chart prepared by the Officers of H.M.S.S. *Victoria* (and we may here state that it was acknowledged by the first engineers in England that a better cable was never manufactured, and with reference to which Mr. Henley, the celebrated engineer who made it, staked his reputation, and where it was laid by accident clear of rocks its electrical condition has continued perfect), and as we have sustained loss and injury in consequence of no survey having been made, we beg to give notice that our solicitor will proceed against your Government for damages.

We have the honor to be,
Sir,

Your obedient Servants,

McNAUGHTON & CO.

The Honorable the Colonial Treasurer,
&c., &c., &c.,
Tasmania.

Department of Electric Telegraph,
Office of the General Superintendent,
Melbourne, Victoria, 28th July, 1860.

SIR,

In order that you may be fully informed as to my position in reference to the present suspension of communication on section No. 2, of the Bass' Strait intercolonial line of telegraph (Sea Elephant Bay and Three Hummock Island), and the action which I have taken towards aiding the efficient completion of the repairs now in progress, I have the honor to forward herewith copies of official correspondence which has recently passed between the Government of Victoria and myself.

The telegrams alluded to in the concluding paragraph of my letter of the 9th instant, were merely progress reports received from Mr. Savage, from time to time, as he was enabled to communicate with me.

I have the honor to be, Sir,

Your obedient Servant,

SAMUEL W. MCGOWAN.

The Inspector-General Public Works,
Tasmania.

(Telegram, By Electric Telegraph.)

King's Island, 24th July, 1860.

Returned to the cove yesterday in consequence of heavy easterly gales. Succeeded in again picking up cable after three days' grappling, but was unable to underrun until Saturday, the wind being S.S.E. fresh breeze. On Saturday we had light breeze from N.E., for about three hours, when we underrun three miles; but, the wind chopping round E.S.E. I was compelled to buoy and leave it. It has since been blowing a strong gale from the eastward. The reason of the buoys not watching on the last two occasions must have been that there is a shelf of rock close to the buoy-rope, as there was sufficient chain bent on to keep the line off the bottom.

Has anything been arranged respecting steamer!—If so, I will send list of articles required for immediate service.

G. SAVAGE.

Telegram for S. W. McGowan, Esq.

Department of Electric Telegraph,
Office of the General Superintendent,
Melbourne, 9th July, 1860.

SIR,

In acknowledgment of your letter of the 7th instant, requesting information as to the interruptions in the telegraphic communication between this Colony and Tasmania, I have the honor to state, that since the 28th of April last, a break has existed in the section of cable between Sea Elephant Bay and West Bay, Three Hummock Island (50 miles), but owing to the continuance of boisterous and unfavorable weather, as I am informed by Mr. Savage, the Superintendent of the Strait line, it was impossible to make any material progress in effecting the necessary repairs during the month of May. In the beginning of June, however, he was enabled to commence the work of grappling and underrunning; and from that period until the present time he has, I believe, been as constantly at work as the state of the weather would permit.

The injury to the cable would appear to have been sustained on that portion of the line comprised within the deviation specially alluded to in my Report of the 22nd August, 1859, to which document I would beg to refer you for full information as to the manner in which the contractors executed their work on the section in question.

As it will probably be necessary to secure the services of a small screw steamer for two or three weeks in order to complete efficiently the requisite repairs, I purpose addressing you further upon this subject at an early date.

I forward herewith copies of various telegrams which have passed between Mr. Savage and myself up to this time.

I have, &c.

The Honorable the Postmaster-General.

S. W. MCGOWAN.

Department of Electric Telegraph,
Office of the General Superintendent,
Melbourne, 16th July, 1860, 6 p.m.

SIR,

Referring to my letter of the 9th instant and enclosures, relative to the existing interruption on No. 2 section of the Bass' Strait submarine cable (Sea Elephant Bay and Three Hummock Island), I have the honor to inform you that I am, this evening, in receipt of a communication from the Superintendent of the Bass' Strait line, Mr. Savage, reporting the continuance of unfavorable weather, and urging the necessity for the despatch of a small steamer.

I therefore deem it necessary to recommend that, in order to secure the immediate execution of the requisite repairs in a satisfactory and efficient manner, a suitable steam vessel should be despatched to Sea Elephant Bay at the earliest moment; and, with the view of carrying out this suggestion, I would beg to request, that I may be authorized to make such inquiries among the agents and owners of steam vessels now available at this port as will enable me to ascertain whether it may be possible to obtain a suitable vessel here; and, if so, to submit for your approval the most reasonable offer obtainable within forty-eight hours.

The vessel should be a screw steamer not less than 70 nor more than 100 tons register, from 35 to 50 horse-power, and well found in sails, rigging, and ground tackle, particularly the latter, as the anchorages are mostly open roadsteads. Officers, crew, and provisions for 30 days should be found by the owners. Coals should be furnished at contract price by the Government contractor.

I estimate the total expense at or under £500; and the expenditure is provided for under Division No. 55, Subdivision 46, item "Proportion of Expenses for Maintenance of Submarine Line to Tasmania, £1000."

I have, &c.,

S. W. MCGOWAN.

The Honorable the Postmaster-General,
&c., &c., &c.

[COPY.]

Department of Electric Telegraph,
Office of the General Superintendent,
Melbourne, 25th July, 1860.

SIR,

Referring to my letter of the 9th instant (with enclosures), and subsequent letter of the 16th instant, relative to the existing interruption on the second section of the Tasmania intercolonial line in Bass' Strait, requesting that means should be taken for despatching a small steamer to Sea Elephant Bay, in order to afford proper facilities for expediting the necessary repairs, I have the honor to enclose herewith copy of a telegram received last night from Mr. Savage, the officer in charge of the line, and to request that I may be favored with your instructions as to the course to be adopted.

I have the honor to be, Sir,

Your obedient Servant,

SAML. W. MCGOWAN.

The Honorable the Postmaster-General,
&c., &c., &c.