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Enclosures to General No. 15 of 1873, Forwarding Papers Relating to Aid Rendered by the Officers and Crew of HMS

Holding Institution	British Library: India Office Records and Private Papers
Reference	IOR/L/PS/6/108, ff 507-510a
Date(s)	8 May 1873-3 Jun 1873 (CE, Gregorian)
Written in	English in Latin
Extent and Format	1 item (6 folios)
Copyright for document	<u>Unknown</u>



About this record

This item consists of copies of a General Despatch from the Government of India Foreign Department to the Secretary of State for India, dated 8 May 1873 and received in the India Office Political Department on 3 June 1873, forwarding papers relating to aid rendered by the officers and crew of HMS *Hugh Rose*, Bombay Marine, to the British steam-ship *Mesopotamia*, when on fire in Bushire [Būshehr] Roads.

Enclosures to General No. 15 of 1873, Forwarding Papers Relating to Aid Rendered by the Officers and Crew of HMS Hugh Rose, Bombay Marine, to the British Steamship Mesopotamia, when on Fire in Bushire Roads [507r] (1/12)



507

No. 422-24, dated Bushire, 5th April 1873.

From—Her Britannic Majesty's Acting Political Resident in the Persian Gulf,
To—Secretary to the Government of India, Foreign Department.

I HAVE the honor to transmit a report received from the officer commanding Her Majesty's Ship *Hugh Rose*, Bombay Marine, detailing the aid rendered by the officers and crew of that vessel to the British Steamship *Mesopotamia*, when on fire in Bushire Roads.

2. Similar assistance was afforded by Captain Pohlmann, Master of the Dutch Vessel *Persian Packet*, and it appears that it was owing mainly to those combined efforts that the ship and cargo were ultimately saved.

3. I have, through the Consul for the Netherlands at this Port, thanked Captain Pohlmann for his friendly succour to a British vessel, and stated that I should have the pleasure of mentioning his conduct when reporting the affair to my Government.

4. The Commander of the *Hugh Rose*, Captain Campbell, his officers, and crew, were unwearied in their exertions whilst the *Mesopotamia* was in danger. I have much pleasure in reporting their conduct, as well as that of the Commander, officers, and crew of the Dutch Brig *Persian Packet*, for such notice as Government may deem fitting.

5. Certain claims of the Persian officials in connection with this case, which have been reported to Her Britannic Majesty's Chargé d' Affaires, will be communicated in a separate despatch.

N. B.—Copy forwarded to India Office direct.

Dated H. M.'s Gun-boat *Hugh Rose*, Bushire, 5th March 1873.

From—Officer commanding Her Majesty's Gun-boat *Hugh Rose*,
To—British Resident, Persian Gulf.

I HAVE the honor to report for your information that in the forenoon of the 26th February smoke was observed issuing from the hatchways of the Steamship *Mesopotamia*, and her ensign was flying Union down as a signal of distress.

At the time I happened to be on shore, but in my absence the first officer acted with promptness in despatching two boats with all available hands to their assistance, also taking with them all hoses and fire buckets required in an emergency of this kind. The Agents, Messrs. Gray, Paul, & Co., informed me by letter that the *Mesopotamia* was on fire, and mentioned the steps taken by the first officer in my absence, and on receipt of their intimation I at once proceeded to the burning ship by native boat. On arriving there I found the flames had made so much progress in the main-hold that all attempts to quench it by means of the donkey engine and pouring water from buckets would be futile. I at once recommended the beaching of the ship. This was accordingly done at about 3 p. m., in the meanwhile I deemed it advisable to have a gun from Her Majesty's ship *Hugh Rose* in readiness, in case it was found necessary to scuttle the vessel, all other means to quench the fire being found ineffectual. On the arrival of the gun, at about 3-30 p. m., Captain Phillips requested me to fire into the ship, but at that time owing to the heavy sea running I pointed out to him the great difficulty of striking her in the proper place, and recommended the attempt to be made to cut out some rivets in the water line; the Engineers were called for this purpose, and on being told what was required, they stated they could do so if they had the necessary tools; on this I sent my Chief Engineer to the *Hugh Rose* to obtain them, in the mean time still continuing the endeavour to quench the fire by means of the pump and fire buckets. On the return of

Enclosures to General No. 15 of 1873, Forwarding Papers Relating to Aid Rendered by the Officers and Crew of HMS Hugh Rose, Bombay Marine, to the British Steamship Mesopotamia, when on Fire in Bushire Roads [507v] (2/12)

the boat with the tools we found the flames still spreading in spite of our efforts, and that the delay accruing from cutting out rivets would greatly imperil the property at stake, so I considered it best to get the gun into position and fire into the vessel. This was done at about 6-30 p. m., and two shots were fired at the water line, both perforating the hull within a few inches of the water. We then moved some machinery which happened to be on deck, and listed the vessel so as to allow the water to cover the shot holes. Before we fired into the vessel the plates on the port side of the main-hold were so hot that they commenced to bulge, and an hour or so afterwards they were so cool as to admit of being touched by the hand. From that fact I consider we had succeeded in reaching the main body of the fire, and I have no doubt we would also have completely extinguished the flame had it not unfortunately happened that the tide was ebbing, and at 2 A. M. of the 27th, being low water, we were obliged to plug the shot-holes up until the tide made; again, about 5 A. M., we opened them to admit the water; at that time the smoke was forcing its way through the seams of the upper deck, and the combings of the main-hatch were almost red-hot.

During all the night the hose from the donkey pumps had been playing on the fire through holes cut for the purpose in the deck; but as it had not the slightest effect we removed one of the fore-hatches and made an attempt to get at the flames from it; this we soon found perfectly hopeless, as the smoke rushed up in such dense volumes that we were driven back from the hatchway, and, judging from the great heat of the decks, the flames then appeared to be making rapid headway to the between-decks. As from appearances at this time, 8 A. M., it seemed almost beyond hope to save the ship, I then thought it advisable to turn our attention towards saving as much of the cargo as possible; we commenced discharging it from the after-hatchway and continued at it throughout the day. I had all of our working party thus employed, with the exception of three told off to attend the hose under the supervision of the third mate of the ship.

I cannot speak too highly of the way the men worked at the cargo under the able directions of Mr. Hill, the second officer of Her Majesty's Gun-boat *Hugh Rose*. The smoke and heat of the between-decks was so great that on several occasions the men had to be carried to the hatchways completely exhausted, still they did not abandon the attempt to save all that could be got at. This continued until the evening, about 5 o'clock, when, owing to the smoke becoming less dense, and the heat being greatly reduced, we at once knew the water admitted by the shot-holes was effectually doing its work.

About 9 p. m. the fire was so far got under that we were able to take off one of the main-hatches and go into that hold, and direct the hose of a fire-engine I had obtained from the Mail-steamer *Cashmere* on the then smouldering cargo, the donkey engine being at this time useless. At this time, as nearly as I could ascertain, there were 17 feet of water in the main compartment, and judging from after appearances the greatest body of fire must have been submerged. At 10 p. m., the 27th, I sent my men to try and get some rest, as they had been at work for 34 hours incessantly, and left a watch to attend the hose, as I still considered it prudent to continue the supply of water in case of any smouldering fire; this was continued throughout the night, and on the morning of the 28th, at 5-30, all danger to the ship from fire being at an end we at once turned our attention to having the ship freed of water and got afloat again, in case of bad weather setting in. The first difficulty to encounter in this undertaking was the stopping of the shot-holes, as they were now far under water, and a very swift tide running; this was overcome by one of our lascars diving and inserting tapered plugs covered with bagging and grease. The leak having been by these means stopped, we then got all available hand-pumps at work and commenced to clear the ship. This work continued until 10 p. m. on Sunday, the 2nd March, when by means

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Enclosures to General No. 15 of 1873, Forwarding Papers Relating to Aid Rendered by the Officers and Crew of HMS Hugh Rose, Bombay Marine, to the British Steamship Mesopotamia, when on Fire in Bushire Roads [508r] (3/12)

508

of two anchors (one from the *Hugh Rose*) being run out astern, and steam got on the ship's engines, we succeeded once more in getting the *Mesopotamia* afloat and mooring her in safety in the Roads. During the whole of the time that the vessel was in danger I received great assistance from the crew of the Dutch Brig *Persian Packet*, "No. 2." They worked most zealously, and cheerfully carried out all orders under the supervision of their own mate.

Dated Bushire, 5th March 1873.

From—Commander Steam-ship *Mesopotamia*,

To—Commander H. M.'s Gun-boat *Hugh Rose*.

I HAVE pleasure to acknowledge receipt of your No. 12 of yesterday, and have pleasure to inform you there is no necessity for further employing your crew on board the *Mesopotamia*.

I avail myself of this opportunity to return my grateful thanks for the prompt and valuable assistance you afforded me, and request you will convey the same to Mr. Hill, your second Officer, and the men employed on board my vessel.

BUSHIRE,
13th March 1873.

DEAR SIR,—Having received reports on the circumstances attending the late fire on board the British Steam-ship *Mesopotamia* I observe that valuable assistance was rendered on the occasion by the Dutch vessel *Persian Packet*.

I shall have the pleasure of mentioning this in reporting to my Government, and meanwhile it may be permitted me to offer you my thanks, and request you will convey them to the Captain of the *Persian Packet* before her departure from these seas.

The question of salvage having been raised, I should esteem it a favor if you would kindly obtain for me a report of the services rendered by the *Persian Packet*, and also the Captain's opinion as to whether the *Mesopotamia* and her cargo could possibly have been saved from destruction without aid from without.

Believe me to remain, &c.,
(Sd.) E. C. ROSS.

R. C. KENN, Esq.,
Consul for H. M. the King of Holland, Bushire.

BUNDER BOUCHER,
14th March 1873.

DEAR SIR,—I have had the honor to receive your letter of the 13th instant last night, and I am most happy to learn that the conduct of the Captain and crew of the Netherlands' Brig *Persian Packet* has won your satisfaction in their favor.

I will with much pleasure transmit the contents of your letter to Captain Pohlmann, and request him to comply with your wish concerning a report about the incidents of the fire on board the *Mesopotamia*.

I have, &c.,
(Sd.) R. C. KENN.

COLONEL E. C. ROSS,
H. B. M.'s Poll. Resident
in the Persian Gulf.

Enclosures to General No. 15 of 1873, Forwarding Papers Relating to Aid Rendered by the Officers and Crew of HMS Hugh Rose, Bombay Marine, to the British Steamship Mesopotamia, when on Fire in Bushire Roads [508v] (4/12)

Translation of a letter from G. POHLMANN, Esq., Master, Netherland-India Brig *Persian Packet* No. 11, to His Netherlands Majesty's Consul, &c., dated Bussorah Harbour, 18th March 1873.

WITH great satisfaction and sincere thanks have I received your letter, 16th March, and I will satisfy your request as well as possible, hoping you will please translate in English my report and opinion.

On the morning of the 26th February last, it was not later than 10-30 A. M., we saw water drawn hastily and smoke rising on board the English steamer *Mesopotamia*. I immediately went with my mate, J. A. Zwan, and 14 men to the said vessel taking for assistance all the buckets I had on board. On my arrival there I found only the second mate, as the first was sick and the Captain had gone on shore not an hour before, and not the least order. I employed my men with some coolies to draw water for the extinction of the fire which was in the main-hatch under heavy cases of machinery, but made little progress. In the meanwhile I got the signal "I am on fire" hoisted and fired two guns for assistance. I kept myself busily occupied with repairing the holes of the hose of the steam-pumps which was very bad. I shut the main-hatch and cut two holes in the deck. It did not last long when a boat with extinguishing means arrived from H. M.'s Gun-boat, and afterwards Captain Phillips and Captain Campbell came on board. Now there were plenty hands. That day both crews of H. M.'s Gun-boat and of the Brig were continually working well, but we saw with pain the excessive diminution of the crew of *Mesopotamia*.

I made the proposition to fire two shots and scuttle the vessel as the fire was still increasing, but notice was not taken of it, but after I was returned on board my own vessel at about 5-45 P. M.

I returned next day with my crew on board the *Mesopotamia* and we discharged many goods, notwithstanding it was insufferable on account of the strong smoke. I heard that day every one praising my crew for their good labour in the middle of that heavy smoke as the other crews could not stand it at all.

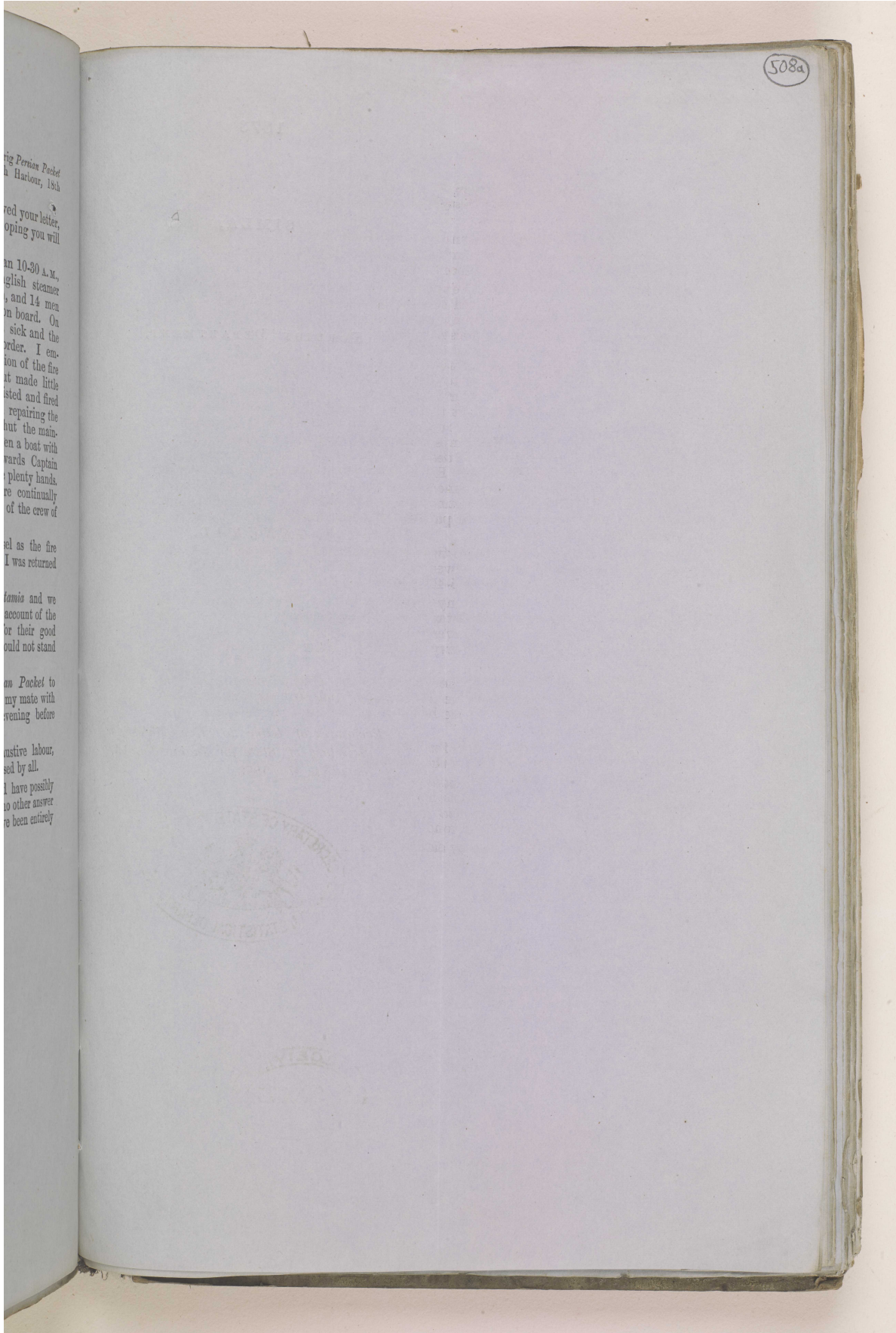
The third day I took out the pumps of the Brig *Persian Packet* to draw out again the water from the *Mesopotamia* and sent also my mate with 14 men as the remainder of the fire had been extinguished the evening before by my mate and crew.

I have then thanked my crew for their three days of exhaustive labour, telling them that they could enjoy the satisfaction of being praised by all.

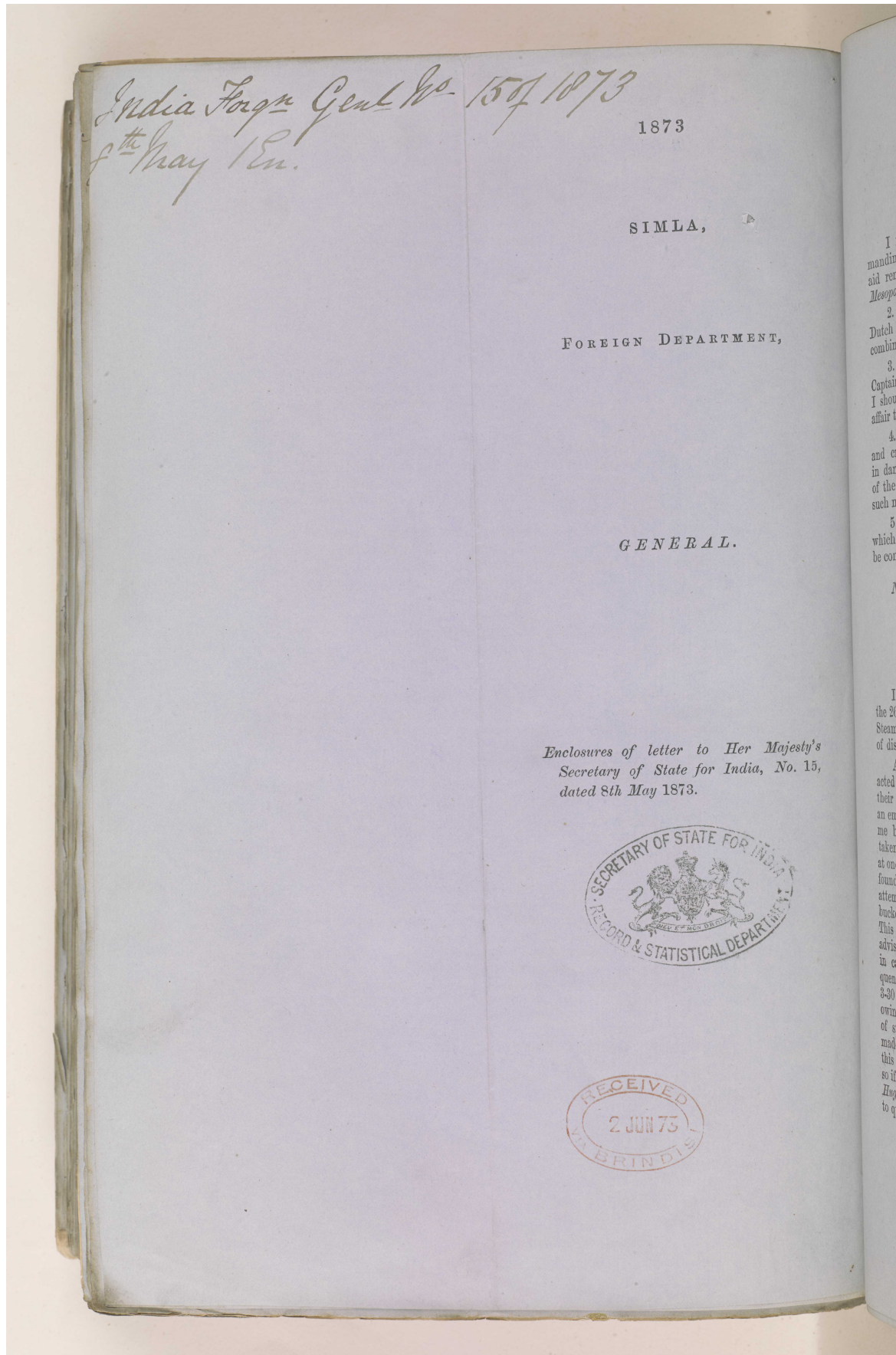
On the question if the *Mesopotamia* and her cargo could have possibly been saved from destruction without help from without, there is no other answer to give but that the *Mesopotamia* and her cargo would have been entirely burned if no assistance had been rendered.

In the hope of having hereby satisfied your request.

Enclosures to General No. 15 of 1873, Forwarding Papers Relating to Aid Rendered by the Officers and Crew of HMS Hugh Rose, Bombay Marine, to the British Steamship Mesopotamia, when on Fire in Bushire Roads [508ar] (5/12)



Enclosures to General No. 15 of 1873, Forwarding Papers Relating to Aid Rendered by the Officers and Crew of HMS Hugh Rose, Bombay Marine, to the British Steamship Mesopotamia, when on Fire in Bushire Roads [508av] (6/12)



Enclosures to General No. 15 of 1873, Forwarding Papers Relating to Aid Rendered by the Officers and Crew of HMS Hugh Rose, Bombay Marine, to the British Steam-ship Mesopotamia, when on Fire in Bushire Roads [509r] (7/12)

509

No. 422-24, dated Bushire, 5th April 1873.

From—Her Britannic Majesty's Acting Political Resident in the Persian Gulf,
To—Secretary to the Government of India, Foreign Department.

I HAVE the honor to transmit a report received from the officer commanding Her Majesty's Ship *Hugh Rose*, Bombay Marine, detailing the aid rendered by the officers and crew of that vessel to the British Steam-ship *Mesopotamia*, when on fire in Bushire Roads.

2. Similar assistance was afforded by Captain Pohlmann, Master of the Dutch Vessel *Persian Packet*, and it appears that it was owing mainly to those combined efforts that the ship and cargo were ultimately saved.

3. I have, through the Consul for the Netherlands at this Port, thanked Captain Pohlmann for his friendly succour to a British vessel, and stated that I should have the pleasure of mentioning his conduct when reporting the affair to my Government.

4. The Commander of the *Hugh Rose*, Captain Campbell, his officers, and crew, were unwearied in their exertions whilst the *Mesopotamia* was in danger. I have much pleasure in reporting their conduct, as well as that of the Commander, officers, and crew of the Dutch Brig *Persian Packet*, for such notice as Government may deem fitting.

5. Certain claims of the Persian officials in connection with this case, which have been reported to Her Britannic Majesty's Chargé d' Affaires, will be communicated in a separate despatch.

N. B.—Copy forwarded to India Office direct.

Dated H. M.'s Gun-boat *Hugh Rose*, Bushire, 5th March 1873.

From—Officer commanding Her Majesty's Gun-boat *Hugh Rose*,
To—British Resident, Persian Gulf.

I HAVE the honor to report for your information that in the forenoon of the 26th February smoke was observed issuing from the hatchways of the Steam-ship *Mesopotamia*, and her ensign was flying Union down as a signal of distress.

At the time I happened to be on shore, but in my absence the first officer acted with promptness in despatching two boats with all available hands to their assistance, also taking with them all hoses and fire buckets required in an emergency of this kind. The Agents, Messrs. Gray, Paul, & Co., informed me by letter that the *Mesopotamia* was on fire, and mentioned the steps taken by the first officer in my absence, and on receipt of their intimation I at once proceeded to the burning ship by native boat. On arriving there I found the flames had made so much progress in the main-hold that all attempts to quench it by means of the donkey engine and pouring water from buckets would be futile. I at once recommended the beaching of the ship. This was accordingly done at about 3 p. m., in the meanwhile I deemed it advisable to have a gun from Her Majesty's ship *Hugh Rose* in readiness, in case it was found necessary to scuttle the vessel, all other means to quench the fire being found ineffectual. On the arrival of the gun, at about 3-30 p. m., Captain Phillips requested me to fire into the ship, but at that time owing to the heavy sea running I pointed out to him the great difficulty of striking her in the proper place, and recommended the attempt to be made to cut out some rivets in the water line; the Engineers were called for this purpose, and on being told what was required, they stated they could do so if they had the necessary tools; on this I sent my Chief Engineer to the *Hugh Rose* to obtain them, in the mean time still continuing the endeavour to quench the fire by means of the pump and fire buckets. On the return of

Enclosures to General No. 15 of 1873, Forwarding Papers Relating to Aid Rendered by the Officers and Crew of HMS Hugh Rose, Bombay Marine, to the British Steamship Mesopotamia, when on Fire in Bushire Roads [509v] (8/12)

the boat with the tools we found the flames still spreading in spite of our efforts, and that the delay accruing from cutting out rivets would greatly imperil the property at stake, so I considered it best to get the gun into position and fire into the vessel. This was done at about 6-30 p. m., and two shots were fired at the water line, both perforating the hull within a few inches of the water. We then moved some machinery which happened to be on deck, and listed the vessel so as to allow the water to cover the shot holes. Before we fired into the vessel the plates on the port side of the main-hold were so hot that they commenced to bulge, and an hour or so afterwards they were so cool as to admit of being touched by the hand. From that fact I consider we had succeeded in reaching the main body of the fire, and I have no doubt we would also have completely extinguished the flame had it not unfortunately happened that the tide was ebbing, and at 2 A. M. of the 27th, being low water, we were obliged to plug the shot-holes up until the tide made; again, about 5 A. M., we opened them to admit the water; at that time the smoke was forcing its way through the seams of the upper deck, and the combings of the main-hatch were almost red-hot.

During all the night the hose from the donkey pumps had been playing on the fire through holes cut for the purpose in the deck; but as it had not the slightest effect we removed one of the fore-hatches and made an attempt to get at the flames from it; this we soon found perfectly hopeless, as the smoke rushed up in such dense volumes that we were driven back from the hatchway, and, judging from the great heat of the decks, the flames then appeared to be making rapid headway to the between-decks. As from appearances at this time, 8 A. M., it seemed almost beyond hope to save the ship, I then thought it advisable to turn our attention towards saving as much of the cargo as possible; we commenced discharging it from the after-hatchway and continued at it throughout the day. I had all of our working party thus employed, with the exception of three told off to attend the hose under the supervision of the third mate of the ship.

I cannot speak too highly of the way the men worked at the cargo under the able directions of Mr. Hill, the second officer of Her Majesty's Gun-boat *Hugh Rose*. The smoke and heat of the between-decks was so great that on several occasions the men had to be carried to the hatchways completely exhausted, still they did not abandon the attempt to save all that could be got at. This continued until the evening, about 5 o'clock, when, owing to the smoke becoming less dense, and the heat being greatly reduced, we at once knew the water admitted by the shot-holes was effectually doing its work.

About 9 p. m. the fire was so far got under that we were able to take off one of the main-hatches and go into that hold, and direct the hose of a fire-engine I had obtained from the Mail-steamer *Cashmere* on the then smouldering cargo, the donkey engine being at this time useless. At this time, as nearly as I could ascertain, there were 17 feet of water in the main compartment, and judging from after appearances the greatest body of fire must have been submerged. At 10 p. m., the 27th, I sent my men to try and get some rest, as they had been at work for 34 hours incessantly, and left a watch to attend the hose, as I still considered it prudent to continue the supply of water in case of any smouldering fire; this was continued throughout the night, and on the morning of the 28th, at 5-30, all danger to the ship from fire being at an end we at once turned our attention to having the ship freed of water and got afloat again, in case of bad weather setting in. The first difficulty to encounter in this undertaking was the stopping of the shot-holes, as they were now far under water, and a very swift tide running; this was overcome by one of our lascars diving and inserting tapered plugs covered with bagging and grease. The leak having been by these means stopped, we then got all available hand-pumps at work and commenced to clear the ship. This work continued until 10 p. m. on Sunday, the 2nd March, when by means

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Enclosures to General No. 15 of 1873, Forwarding Papers Relating to Aid Rendered by the Officers and Crew of HMS Hugh Rose, Bombay Marine, to the British Steamship Mesopotamia, when on Fire in Bushire Roads [510r] (9/12)

510

of two anchors (one from the *Hugh Rose*) being run out astern, and steam got on the ship's engines, we succeeded once more in getting the *Mesopotamia* afloat and mooring her in safety in the Roads. During the whole of the time that the vessel was in danger I received great assistance from the crew of the Dutch Brig *Persian Packet*, "No. 2." They worked most zealously, and cheerfully carried out all orders under the supervision of their own mate.

Dated Bushire, 5th March 1873.

From—Commander Steam-ship *Mesopotamia*,
To—Commander H. M.'s Gun-boat *Hugh Rose*.

I HAVE pleasure to acknowledge receipt of your No. 12 of yesterday, and have pleasure to inform you there is no necessity for further employing your crew on board the *Mesopotamia*.

I avail myself of this opportunity to return my grateful thanks for the prompt and valuable assistance you afforded me, and request you will convey the same to Mr. Hill, your second Officer, and the men employed on board my vessel.

BUSHIRE,
13th March 1873.

DEAR SIR,—Having received reports on the circumstances attending the late fire on board the British Steam-ship *Mesopotamia* I observe that valuable assistance was rendered on the occasion by the Dutch vessel *Persian Packet*.

I shall have the pleasure of mentioning this in reporting to my Government, and meanwhile it may be permitted me to offer you my thanks, and request you will convey them to the Captain of the *Persian Packet* before her departure from these seas.

The question of salvage having been raised, I should esteem it a favor if you would kindly obtain for me a report of the services rendered by the *Persian Packet*, and also the Captain's opinion as to whether the *Mesopotamia* and her cargo could possibly have been saved from destruction without aid from without.

Believe me to remain, &c.,
(Sd.) E. C. ROSS.

R. C. KENN, Esq.,
Consul for H. M. the King of Holland, Bushire.

BUNDER BOUCHER,
14th March 1873.

DEAR SIR,—I have had the honor to receive your letter of the 13th instant last night, and I am most happy to learn that the conduct of the Captain and crew of the Netherlands' Brig *Persian Packet* has won your satisfaction in their favor.

I will with much pleasure transmit the contents of your letter to Captain Pohlmann, and request him to comply with your wish concerning a report about the incidents of the fire on board the *Mesopotamia*.

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(Sd.) R. C. KENN.

COLONEL E. C. ROSS,
H. B. M.'s Poll. Resident
in the Persian Gulf.

Enclosures to General No. 15 of 1873, Forwarding Papers Relating to Aid Rendered by the Officers and Crew of HMS Hugh Rose, Bombay Marine, to the British Steamship Mesopotamia, when on Fire in Bushire Roads [510v] (10/12)

Translation of a letter from G. POHLMANN, Esq., Master, Netherland-India Brig *Persian Packet* No. II, to His Netherlands Majesty's Consul, &c., dated Bussorah Harbour, 18th March 1873.

WITH great satisfaction and sincere thanks have I received your letter, 16th March, and I will satisfy your request as well as possible, hoping you will please translate in English my report and opinion.

On the morning of the 26th February last, it was not later than 10-30 A. M., we saw water drawn hastily and smoke rising on board the English steamer *Mesopotamia*. I immediately went with my mate, J. A. Zwan, and 14 men to the said vessel taking for assistance all the buckets I had on board. On my arrival there I found only the second mate, as the first was sick and the Captain had gone on shore not an hour before, and not the least order. I employed my men with some coolies to draw water for the extinction of the fire which was in the main-hatch under heavy cases of machinery, but made little progress. In the meanwhile I got the signal "I am on fire" hoisted and fired two guns for assistance. I kept myself busily occupied with repairing the holes of the hose of the steam-pumps which was very bad. I shut the main-hatch and cut two holes in the deck. It did not last long when a boat with extinguishing means arrived from H. M.'s Gun-boat, and afterwards Captain Phillips and Captain Campbell came on board. Now there were plenty hands. That day both crews of H. M.'s Gun-boat and of the Brig were continually working well, but we saw with pain the excessive diminution of the crew of *Mesopotamia*.

I made the proposition to fire two shots and scuttle the vessel as the fire was still increasing, but notice was not taken of it, but after I was returned on board my own vessel at about 5-45 P. M.

I returned next day with my crew on board the *Mesopotamia* and we discharged many goods, notwithstanding it was insufferable on account of the strong smoke. I heard that day every one praising my crew for their good labour in the middle of that heavy smoke as the other crews could not stand it at all.

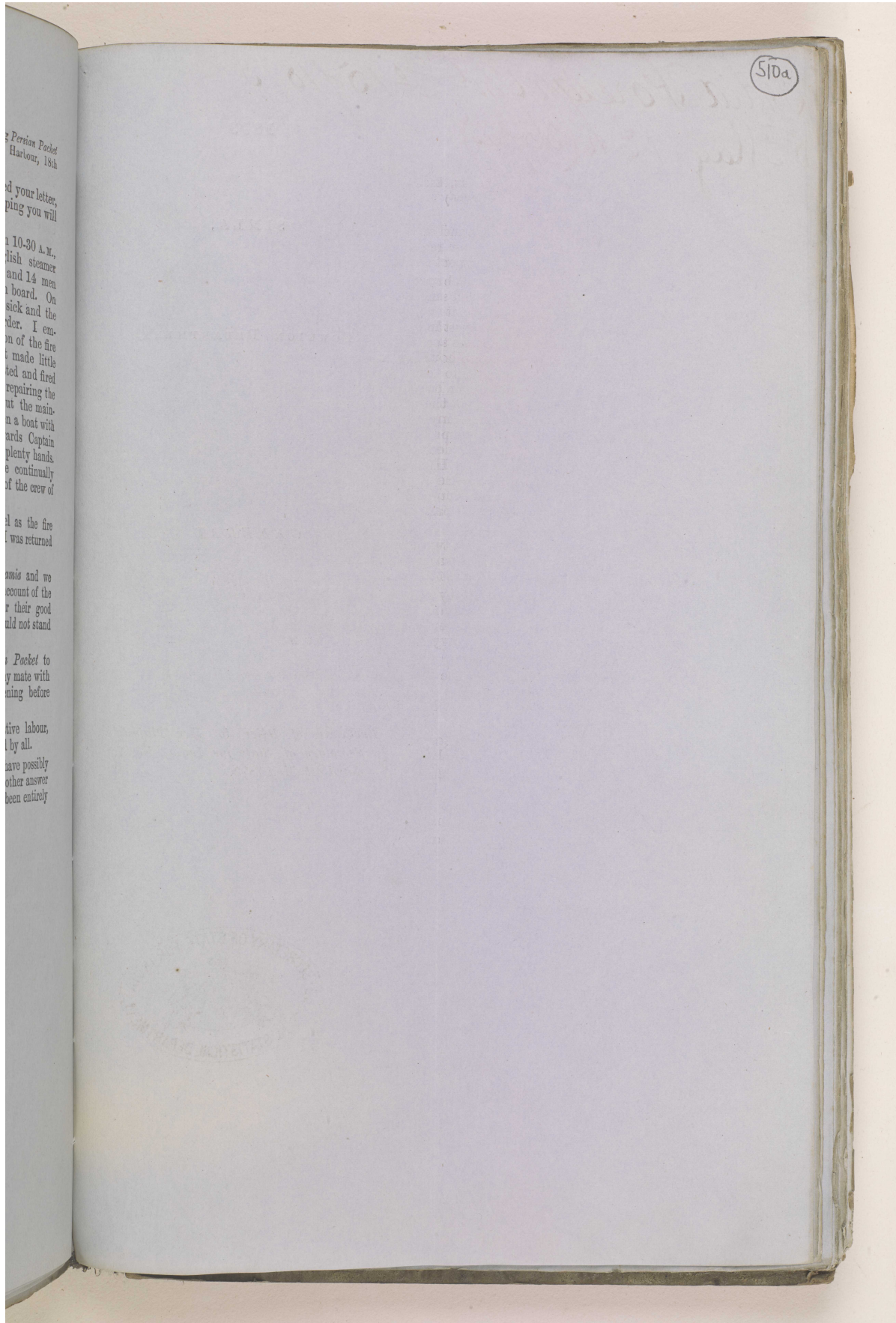
The third day I took out the pumps of the Brig *Persian Packet* to draw out again the water from the *Mesopotamia* and sent also my mate with 14 men as the remainder of the fire had been extinguished the evening before by my mate and crew.

I have then thanked my crew for their three days of exhaustive labour, telling them that they could enjoy the satisfaction of being praised by all.

On the question if the *Mesopotamia* and her cargo could have possibly been saved from destruction without help from without, there is no other answer to give but that the *Mesopotamia* and her cargo would have been entirely burned if no assistance had been rendered.

In the hope of having hereby satisfied your request.

Enclosures to General No. 15 of 1873, Forwarding Papers Relating to Aid Rendered by the Officers and Crew of HMS Hugh Rose, Bombay Marine, to the British Steamship Mesopotamia, when on Fire in Bushire Roads [510ar] (11/12)



Enclosures to General No. 15 of 1873, Forwarding Papers Relating to Aid Rendered by the Officers and Crew of HMS Hugh Rose, Bombay Marine, to the British Steamship Mesopotamia, when on Fire in Bushire Roads [510av] (12/12)

