

MADRAS RECORD OFFICE.

Government of Madras.

Marine DEPARTMENT.

G.O. No. *124*

Press
~~Mis.~~

Dated *18. 3*

18 *58*

Not to be folded or roughly handled

Of 9-21

Fort Saint George, Marine Consultation, 19th March 1858.

No. 26. From J. T. MACLAGAN, Esq., Acting Secretary Marine Board ; to T. PYCROFT, Esq., Chief Secretary to Government, Fort Saint George, dated 8th March 1858, No. 1019.

SIR,

I have the honor by desire of the Marine Board to submit the accompanying letter from the Master Attendant at Cocanada begging, that the permission of Government might be obtained for his undertaking the work of hauling the French Ship "Madras" into the river at Cocanada.

2. Masters Attendant are not permitted to engage in trade or in private business connected with shipping except surveying, but this is a case of an exceptional nature, and provided it can be undertaken with a fair prospect of success the Board recommend that the Master Attendant be permitted to employ himself thereon on behalf of the Owners of the Vessel.

3. Before however deciding on the attempt being made, the Board would suggest that the Civil Engineer of the District under whom the entrance to the Cocanada river has been so much improved and under whom a heavy outlay has been incurred in carrying out the Works to this end, should be consulted regarding the practicability of the proposed measure, for they cannot but perceive that if the Master Attendant fails in his efforts to carry the Vessel in over the bar and she ground there without the possibility of removal in or out, the direction of the Stream may be altered, and the sums already expended in opening a safe and convenient Channel for Boats into the river may be thrown away. The Board consider therefore that the Civil Engineer should be directed to place himself in communication with the Master Attendant on the subject and report whether, after learning all the particulars of the proposed mode of operation, there is a fair prospect of success. Should his opinion be favorable thereto the attempt might at once be made.

4. Mr. Thompson states that there are fully eight feet of water over the bar at high springs, and if such is the case and there is sufficient width of Channel having this depth, there can be no doubt that the Vessel can be taken in by careful management, if her own draught can be reduced to somewhat under this depth, or say to $7\frac{1}{2}$ feet. The success of the project can however only be pronounced upon by practical men of local experience, having a perfect knowledge of the capabilities of the Channel, the duration of the period during which the eight feet said to be obtainable at springs lasts, and the time that would be occupied in warping the Vessel through.

5. The Government will remember that the "Madras" is the Vessel reported in their letter of the 30th December 1857, No. 4641, as having struck on the Santipilly rocks during day light on the evening of the 13th December 1857, and which was subsequently navigated to Cocanada by the Master Attendant at Vizagapatam.

From Mr. H. THOMPSON, Master Attendant ; to J. T. MACLAGAN, Esq., Acting Secretary Marine Board, dated Cocanada, 14th February 1858, No. 32.

SIR,

I have the honor to bring to the notice of the Board that the French Ship "Madras" of 1226 Tons now at anchor in Coringa Roadstead and which some time ago struck on the Santipellay rocks and thereby sustained serious damage such as to disable her from performing her voyage and unable to obtain a Steamer to tow her to Calcutta for repairs without very great expense, loss of time and *Risk* which the Insurance will not cover.

Under these circumstances it has been resolved to try and dock the Vessel in Cocanada river and have the necessary repairs done.

The Vessel now draws 14 english feet and with this draft of water the Vessel has on board 600 Tons of stone ballast with her Stores, Provisions, &c., which will fully amount to 200 Tons more.

To enable this Vessel to enter the River (when at the top of the springs there is fully 8 feet) the whole of her ballast, stores, rigging, masts, &c. &c. are to be taken out, which is expected will reduce her draft of water to even less than 8 feet. At any rate with the assistance of water casks or Cargo Dhonies lashed alongside to lift her there is not the least doubt but that it can be done.

Fort Saint George, Marine Consultation, 19th March 1858.

The Commander will most willingly pay all the expences of the Steam Dredge from Rajah-mundry to assist in getting her in, should the Dredge services be required and Government allow it.

Now taking into consideration the very many ways this Port would be benefitted by this undertaking, should it succeed, (and I am fully of opinion that there is no reason why it should not,) every assistance should be given by Government to carry it out.

My reason for now bringing this to the notice of the Board is to solicit the Board to obtain leave from Government for me to undertake and superintend this undertaking for the following reasons,

- 1st. As the Commander is a perfect stranger and has solicited my assistance.
- 2nd. That no person at the Port of Cocanada will attempt this undertaking.
- 3rd. Been fully aware of the benefit that would accrue to the Port should the undertaking succeed, that every nerve should be strained to carry it out.

This experiment will shew Government the benefit of having a Port on a Coast like this where a 1200 Ton Ship can be docked and a Port like this so admirably adapted for this purpose might with a trifling expense be converted into one of the finest Ports for repairing Vessels in India.

Hoping the Board will pardon my intruding on their valuable time, but my motive in so doing is to bring this Port into repute and further the interest of it in every possible respect.

No. 27.

ORDER THEREON, No. 124; dated 18th March 1858.

Ordered that the foregoing letter be communicated to the Public Works Department with a view to the Civil Engineer of the District being directed to place himself in communication with the Master Attendant at Cocanada on the subject of hauling the French Ship "Madras" into the river at that Port, and to report, after learning all the particulars of the proposed mode of operation, whether the attempt can be made with a fair prospect of success. Should his opinion be favorable, the Master Attendant may, as recommended by the Marine Board, undertake the work at once on behalf of the Owners of the Vessel.

(Signed) T. PYCROFT,
Chief Secretary.

Marine Department

No. 124

Extract from the Minutes of Consultation
Under date the 18th March 1858.

Read letter from the
Marine Board.

(Dated 8th March 1858. No. 124)

Ordered that the foregoing letter be communicated to the Public Works Department with a view to the Civil Engineer of the District being directed to place himself in communication with the Master Attendant at Cocanada on the subject of hauling the French Ship "Madras" into the river at that Port, and to report whether the attempt can be made with a fair prospect of success. Should his opinion be favorable, the Master Attendant may, as recommended by the Marine

after learning all the
particulars of the proposed
mode of operation

Marine Board, undertake
the work at once on be-
half of the Owners of
the Vessel.

JF

Marine

In Case 19. March 58.
Marine 1858. Separate

No 124.

Extracts from 1858.

2/10 March 1858.

7 No 196

26-27.

To the Public Works Dept }
Marine Board. } Sept. 23^d

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