

## MADRAS RECORD OFFICE.

Government of Madras.

*Marine*

DEPARTMENT.

G.O. No.

357

Press  
Mis.

Dated

9. 9

18 58.

Not to be folded or roughly handled

From:

The Commissioner of Archives and Historical Research,  
Tamil Nadu Archives,  
Egmore, Madras-600 008.

Sir,

No.

Sub: RECORDS—Reminder for G. O. of the

To

The Assistant Secretary to Government,  
Fort St. George, Madras-600 009.

dated

197 .

The G. O. specified in the annexure to this letter were furnished to the

Department not returned to Tamil Nadu Archives.

Department on requisition during the period from .....  
 not yet been returned. They may kindly be returned to this office forthwith. If any of them are still  
 (6) of the annexure. If the G.O. has been transferred to any other file due intimation may be sent in the  
 prescribed form. The annexure to this letter may be returned within a fortnight.

Commissioner.

*Fort Saint George, Marine Consultation, 14th September 1858.*

No. 13. EXTRACT FROM THE MINUTES OF CONSULTATION in the Public Works Department, (Marine,) under date the 2nd September 1858, No. 1790.

(*Vide* Diary, Public Works Consultation, 7th September 1858, Nos. 20 & 21.)

(*Regarding the construction of the Iron Beacons required for the Northern Channel leading into Hare Island Harbour.*)

No. 14. ORDER THEREON, No. 357 ; dated 9th September 1858.

Ordered to be communicated to the Superintendent of Marine.

(Signed) T. PYCROFT,  
*Chief Secretary.*

No. 1790.

*Extract from the Minutes of Consultation under date the 2nd September 1858.*

Read the following letter from Major E. LAWFORD, Officiating Chief Engineer; to the Secretary to Government, dated 11th August 1858, No. 2719.

SIR,

With reference to Extract Minutes Consultation No. 508, dated 20th March 1858, I have the honor to forward copies of letters from the District Engineers of Tanjore and Tinnevely reporting on the Ports of Nagore and Tuticorin, the information being however vague and scanty; as regards the former, Nagore is situated on the Vettaur a branch of the Cauvery and during the freshes the river has a depth of from 6 to 10 feet over the Bar; but for many months the entrance is not more than from 3 to 7 feet in depth although there is more water inside.

2. The river affords very good means of docking and repairing vessels of not more than 300 tons, but it requires considerable improvement.

3. The Port of Tuticorin is more fully described by Lieutenant Oakes, and I shall not add to his report further than my recommendation that the Pier sanctioned on the 8th March 1856 should be constructed as soon as possible, it having been stopped under the restrictive orders of the 17th July 1857.

Letter from Lieutenant R. F. OAKES, Acting District Engineer, Tinnevely; to Colonel C. E. FABER, Chief Engineer, dated Ambasamoodrum, 30th June 1858, No. 88.

SIR,

As requested in Extract from your Proceedings No. 8427, dated 25th March, I have the honor to enclose a report on the Port of Tuticorin for the greater portion of the information contained, in which I am indebted to Captain Robertson, the Master Attendant at Tuticorin, who obligingly reported briefly on those points on which I required information and which his long acquaintance with the Port of Tuticorin rendered him most capable of furnishing. I regret that his report was not made in an Official Form or I should have submitted it intact as I received it from him.

2. The limits of the Port of Tuticorin were defined in the Memo. which accompanied Extract from your Proceedings No. 514, dated 20th May 1857 as follows:

To the North.—A line drawn from the South-East end of Vanteero to the boundary pillar\* on the main land due west thereof.

To the South.—The boundary pillar\* three miles South of Devil's point. The Sea-shores between them whether of the mainland or the Islands, to within 50 yards of high water mark, spring tides, together with the harbour and the Channels leading thereto.

To the West.—The Sea-shore of the main land as above described.

To the East.—The space enclosed by two lines running due East from the boundary pillars to 7 fathoms on the North and to 6½ fathoms on the South.

3. Captain Robertson says "the Roads tead of Tuticorin is considered perfectly safe at all seasons. I have been here since the 15th August 1849 and have never seen a gale of wind or any thing approaching toone; during the North-East monsoon it frequently blows strong from North to North-East, and East, North-East which creates a short but not a very high Sea. Vessels at this season should ride with a long cable (90 or 100 fathoms at least) otherwise they are liable to snap their chains, or break their anchors by the short jump of the Sea."

4. "The bottom is composed of sand and the best anchorage is about  $1\frac{3}{4}$  to 2 miles West by South to West by North off the Light House on Hare Island in  $5\frac{1}{2}$  to 6 fathoms water."

5. "In the South-West monsoon the winds occasionally blow with considerable force from West to West, South-West, and at times from South-West attended by smooth water. A vessel parting from her anchors can, if circumstances render it necessary, stand off the land without much difficulty at all seasons."

6. Cargo boats are seldom prevented by bad weather from proceeding to the shipping in the roads more than 2 or 3 days at a time, and this from heavy rains.

7. The currents in the roads are very irregular and are chiefly influenced by the winds, they run at times from 2 to  $2\frac{1}{2}$  miles per hour.

8. The harbour within Hare Island is only used by Vessels drawing at most 12 feet and can anchor within the Key stone Rock in soft mud. Vessels drawing 6 feet can come within  $\frac{1}{2}$  mile of the Flag Staff.

9. There are two Channels leading into the Inner Harbour, the Southern between Devil's point and Krangethevoov and the Northern between the Hare Island and Vanthevoov, the former has the greater depth of water and only one dangerous spot the Key stone Rock which has been buoyed off and upon which an Iron Beacon is about to be placed. The Northern Channel has 2 small Rocks nearly in its centre, Iron Beacons were placed on these Rocks in March 1854. There are also 2 other dangerous reefs in this Channel on which it would be desirable to have Iron Beacons placed.

10. The Inner harbour and the anchorage to the South of Devil's point may be termed Harbours of Refuge, frequently during the South-West monsoon as many as 20 Country Vessels (Brigs and Schooners) may be seen at anchor South of the Devil's point at one time.

11. The Inner harbour would be much improved if deepened but on account of the strong tides running at times through the South Channel it is probable that what the dredges had accomplished would be soon filled in again.

12. The rise and fall of spring tides is from  $2\frac{1}{2}$  to 3 feet Neaps from 8" to 18" they are very irregular.

13. The beach is low and shelving and the larger boats are unable to approach within a distance of 120 or 140 yards of the shore at low tides, a Wharf and Pier would therefore be a great improvement to the Port.

14. The construction of a Pier 100 yards long has already been sanctioned, but if Tuticorin is to become the terminus of the proposed line of Railway it would appear to be advisable to extend this Pier and to provide it with a T. head with turn tables and to make it broad enough for a double line of Rails.

Letter from Major W. J. BIRDWOOD, District Engineer of Tanjore; to Major E. LAW-FORD, Officiating Chief Engineer, dated Tranquebar, 17th July 1858, No. 70.

SIR,

I have the honor to acknowledge the receipt of Extract from the Minutes of Consultation dated 20th March 1858, No. 508.

When the river Vettaur at Nagore has been sufficiently cleared of its accumulations in its bed, below the Bridge, to do justice to its capabilities, there is no doubt in my opinion that the Port will become a very thriving one, as it will offer advantages for docking Vessels at all seasons, of which the, at present, more resorted to, Harbour of Negapatam does not afford: at the same time as the termination of the direct road from Trichinopoly, and an outlet for the Export from the Tanjore, and Trichinopoly Districts, Negapatam is the more important Sea Port of the two.

Para. 1. Ordered to be communicated to the Financial Railway Department, with reference to an Extract from the Minutes of Consultation in that Department, dated 5th March 1858, No. 118.

2. Ordered also that para. 9 of the letter from the Acting District Engineer of Tinnevely dated 30th June 1858, be communicated to the Marine Department, and that the Officiating Chief Engineer be requested to submit, after communication with the Superintendent of Marine, an estimate of the cost of constructing the Iron Beacons required for the Northern Channel leading into Hare Island harbour.

3. Before passing an order on the recommendation of the Officiating Chief Engineer in para. 3, the Governor in Council would wish him to report on Lieutenant Oakes suggestion\* for extending &c, the Pier sanctioned for Tuticorin; and if he approves of it, to submit a plan and estimate.

\* Para. 14.

(A true Extract.)

*[Signature]*  
Chief Secretary.

To the Financial (Railway) Department.  
" Marine Department.  
" Officiating Chief Engineer.

*Recd 4/7*

By the Court

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Exposit. v.  
1790.

7 of 18.  
at 11  
at 11  
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28 June 1898

Communicating copy of a  
letter from the City Chief  
Engineer forwarding copies  
of letters from the District  
Engineer of Chicago and  
Minneapolis, reporting on the  
ports of Chicago and Duluth  
and calling upon the City  
Chief Engineer to submit, after  
communication with the  
District of Chicago, an esti-  
mate of the cost of con-  
structing the Iron Harbor  
required for the Northern  
Channel leading into  
Lake Superior Harbor.  
With an order

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Copy to Dept. of Commerce - Sept 10<sup>th</sup>

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