

MADRAS RECORD OFFICE.

Government of Madras.

Marine DEPARTMENT.

G.O. No.

110

Press

~~Mis.~~

Dated

28. 3. 1859.

Not to be folded or roughly handled

No. 15. From J. J. FRANKLIN, Esq., Superintendent of Marine; to T. PYCROFT, Esq., Chief Secretary to Government, Fort Saint George, dated 10th March 1859, No. 1014.

SIR,

The late Marine Board in their letter to Government of the 3rd February 1858, No. 504, recorded their opinion which was similar to that entertained by Lieutenant Taylor of the Indian Navy, that for the present only two buoys were required at Tuddri to denote the entrance of the Channel into that River. The Government concurred with them, and it is intended that two of the six, now on their way out in the Ship "Tartar," shall be used for this purpose.

2. I have now the honor to report that Lieutenant Taylor has informed me that, with the sanction of the Right Honorable the Governor, he sent from Cochin to Tuddri in January last three Screw Moorings, which had been lying there for some years useless from their being ill-adapted to a locality where the bottom shifts. He at the same time sent the Apparatus for screwing them in, and 18 fathoms of chain, leaving the remainder of the chain and the three buoys which are required at the former Port.

3. Having these Moorings at Tuddri, he suggested that buoys and chains should be supplied from the Bombay Dockyard, and that he should be allowed to place them in position as warping buoys near the entrance of the River. It was necessary that a reference should be made

for explanation on certain points, and I now submit extract from his reply, which shews that the Screw Moorings would not be thrown away there; and that they would be useful in enabling Vessels to enter the River at the highest tide when the wind is likely to fail. I beg therefore to recommend his proposition for the favorable consideration of Government, and as Lieutenant Taylor is about to proceed to Bombay in May, that he be authorized to select the

2 Iron Buoys,
15 fathoms $1\frac{1}{2}$ chain Cable,
2 Shackles.

Articles noted in the margin should they be found in the Dockyard, and that the Government of that Presidency be requested to forward them to Tuddri, if they can be spared, as soon as the season permits. This course will, I think, be preferable to the selection being made by any one not in the service of Government.

4. I would likewise solicit permission to have three coir hawsers made up at Cochin and supplied for use at Tuddri.

5. As there is no Marine Establishment whatever at this Port, the buoys, &c., will be under the charge of the Sea Custom Department.

Extract from a letter from Lieutenant A. D. TAYLOR, R. N., Commanding H. M.'s Surveying Vessel "Bheema," R. N., dated Sedasheghur, 23rd February 1859, No. 9; to the Superintendent of Marine, Madras.

In reply to your letter, No. 189, dated January 18th, I have to state that Tuddry Bar does not shift in position, this being an exception to the rule prevailing on the Coast, owing to the Rocky headland on the S. E. side of the Channel which most effectually prevents any movement of the bar; the Bay of Tuddry is also so protected by the West Cape that we have very smooth water during the fine season.

2. In my report upon these West Coast Harbours, I proposed two buoys for marking Tuddry River entrance; these are still necessary, and I am happy to hear you are getting them from England. I have within the last week learned from Messrs: Brice and Co. that the refusal of Ship Masters to bring their ships to Tuddry, was based on the fact of there being no buoys to mark the bar.

Fort Saint George, Marine Consultation, 28th March 1859.

3. In the absence of a Steam Tug, the great difficulty is to cross the bar at the highest tide without a fair breeze; but a vessel may be easily brought to either side of the bar to await the favorable time of crossing, which being at the spring tides a little before noon, is the very time when calms prevail.

4. You may perhaps recollect a request made four years ago by Messrs: Brice and Co., that Government would lay down 6 buoys in the channel, to facilitate the entry and exit of a vessel. An opinion regarding the expediency of this measure was sought from me by the District Engineer, and, as I could not recommend it, I am said to be the person whose opposition prevented Tuddry from rising into importance.

5. I long ago noticed those Screw Moorings lying useless at Cochin, and was told they never would be wanted there, so the opportunity of benefitting Tuddry at a very little expense was too good to be thrown away. I fully anticipated getting one of the buoys belonging to them, but, in this, was disappointed, as one is now placed on the Calicut reef, one on the bar at Cochin, and the third is kept for contingencies.

6. In reply to para: 2 of your letter, I have to state, that it is my wish to place one about 250 yards outside the bar, and another 150 yards within the bar, that vessels may warp from one to the other at high tide; this will be a great convenience to the shipping, and no Establishment need be kept up, beyond a single Pilot, unless Pilotage, as at Cochin, be levied.

7. I would recommend that good Coir hawsers be kept by Government, and when Vessels want to warp in or out, native boats can be hired to carry out these warps. A Ship can make sail from the outer buoy in the Ebb tide, with an ordinary Sea breeze, having a clear course of S. by E. down Coast.

8. If you agree with me in this matter, and can get Government permission to procure two buoys, and another piece of cable of 15 fathoms (which will be enough for the inner buoy,) and 2 shackles; it will be a great boon to the English Merchants, who for want of such encouragement, cannot charter Ships for Tuddry; the first season's Port dues alone may cover the requisite outlay.

9. Though only requiring two Moorings at Tuddry, I brought the third as it would have been quite useless at Cochin without the tubular shafting, &c., it may ultimately come in handy for one of our harbours, and, with your permission and direction, I will make over charge of all the Apparatus to the Public Works Department of Canara.

10. In conclusion I would mention, that I expect to return to Bombay in the beginning of May, and that I shall be able to screw down these Moorings with my Vessel, if the buoys can be got from Bombay before the end of April; there must surely be plenty in the Bombay Dockyard, and I feel confident that Messrs: Brice and Co., who have a partner in Bombay will be glad to select the proper buoys. If none be ready, I can order what are wanted, when I reach my Presidency in May, and the Sub-Engineer in charge of Tuddry Workshop is fully competent to lay down the Moorings after next monsoon.

11. If one buoy only of either first or second class could be at once procured from Bombay, I would screw down the outer Moorings before the monsoon begins; the outer Mooring will of itself be a great help, and if Government be reluctant to purchase more cable and two buoys for this Port, the District Funds would not be much affected by the outlay for a single buoy, when here is a Government Vessel to lay it down; but we must bear in mind that we have only two months to do it in.

No. 16.

ORDER THEREON, No. 110; dated 28th March 1859.

In the letter recorded above, the Superintendent of Marine reports to Government that Lieutenant Taylor, with the permission of the Right Honorable the Governor, removed from Cochin, where they were lying useless, to Tuddree, three Screw Moorings and Chain sufficient for the purpose of laying down two buoys there, reserving the third for use elsewhere.

2. It is proposed now to obtain from Bombay two buoys with chains and to lay warping buoys near the entrance of the river.

Fort Saint George, Marine Consultation, 28th March 1859. 2-

3. The Government sanction the proposals for laying down warping buoys at Tuddree in the manner explained in para: 6 of the Extract accompanying Mr. Franklin's letter, and resolve to apply to the Bombay Government for the buoys and appurtenances required, leaving them to be selected by Lieutenant Taylor on his arrival there.

2 Buoys.

2 Shackles.

15 Fathoms Cable $1\frac{1}{2}$ inch chain.

4. The Government sanction the cost of making three Coir hawsers at Cochin for use at Tuddree.

(Signed) T. PYCROFT,
Chief Secretary.

No. 17. To THE SECRETARY TO THE GOVERNMENT AT BOMBAY, dated Fort Saint George, 28th March 1859, No. 111.

SIR,

I am directed by the Right Honorable the Governor in Council to request that the Government of Bombay will sanction the supply to this Government, from the Dockyard at Bombay, of the Articles named in the margin, charging their cost to this Government.

2 Iron Buoys.

15 Fathoms $1\frac{1}{2}$ Chain Cable.

2 Shackles.

2. Lieutenant Taylor, Indian Navy, Commanding the Survey Vessel "Bheemah," expects to return to Bombay in the beginning of May next, and has undertaken, on his arrival, to select the description of Buoys, &c., required—which are to be laid down as Warping Buoys at the entrance of the Tuddri River.

(Signed) T. PYCROFT,
Chief Secretary.

Exd. J. A. Wilson.

From
Senior Lieutenant and Major of the 1st

Madras

By Capt. Esquire

Chief Secretary to

Fort St.

Madras

Sir... Having obtained permission from the Madras Government to the Secretary of the Madras Government. I have the honor to request that I may be permitted to draw my pay and allowances at Fort St. George. which by the Code is as follows

Senior Lieutenant and Major 18-0

House rent at 3 Rs per Ann 90

Stables - 240

To be deducted for 1st Term 18

Total to be Remitted - 222

The purpose of laying

I trust I may be allowed
this indulgence. as otherwise
I should have to much to do
for such a small sum.

I have the honor to be
Sir

Yours most obedt servt

W. A. Russell

24-
Reported for the report of
the Civil Auditor.

Agins

Clerk

No 259.

The Civil Auditor has the honor to report that
on a ref^{er} to Jameson's Code at page 141 the
Salary and House Rent claimed by Supt
Stradling of the Indian Navy appears to be
correct - The Board of Govt are necessary to
enable this office to pay the above sums each month
and to make the abstract payable at Fort
Cannon as requested by Supt Stradling
during his leave and stay at the Mills.

From the Pay Ticket of Supt Stradling
Stradling produced in this office it may
appear that his salary has been paid
by the Pay Master of the Government up
to the 15th instant.

Civil Auditor's Office
Fort St. George
28th Mar: 1854

Jameson
Agins Auditor

Removed from the...

Anton Lutz & April 1859

Marine 1859. Departure

From Lieut R. A. Stradling
Indian Navy
with Civil auditors reports.

28 March
1859

Feb 170

1859

Having obtained permission
from Govt. to proceed to the
Millsberry Mills on Medical
Certificate, requests to be
permitted to draw his Pay
and Allowances at Cotacumana

removed from Ocean,
where they were lying
useless. Alder, then
and
for
laying
there,
thrust for

Marine Department

N^o 110

Extract from the Minutes of Consultation
Dated 28th March 1859.

Read the following letter
from the Super^t of Ma-

rine: -
(Here enter 10th March 59
N^o 1011.)

H
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116
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J M

In the letter recorded
above, the Superintendent
of Marine reports to
Gov^t that Lieut^t
Taylor, with the permission
of the R^t Hon. the Gov^r,
removed from Cochin,
where they were lying
useless, to Toddree, three
Screw Boats, and
chain sufficient for
the purpose of laying
down two buoys there,
reserving the third for

for use elsewhere.

2. — It is proposed now to obtain from Bombay two buoys with chains and to lay them down as marking buoys near the entrance of the river.

3. — The Govt. sanction the proposals for laying down marking buoys at Suddree in the manner explained in para 6 of the Extract accompanying Mr. Franklin's letter, and resolve to apply to the Bombay Government for the buoys and appurtenances required, leaving them to be selected by Lieut. Taylor on his arrival there.

4. — The Government sanction the rest of making three coir houses

however, at Cochin for use at Suddree.

JJ

2 Buoys.
2 Shackles.
15 Fathoms Cable 1 1/2 inch chain.

The Supdt. of Marine.

" Lieut. Taylor I. S. C. Commanding the
" Pub Works Dept. "Bheemab." } Despatch
" Civil Auditor.
" Secty. General.

12/11/1854
Chamack

M. J. Hall
in charge

Despatch

Marine Dept^{ts}

No. III.

The Secretary to the Government
at Bombay

Sir, I am directed by the
Hon^{ble} the Gov^{ts} in Council
to request that the Gov^{ts}
of Bombay will sanction
the supply to this Gov^t,
from the Dockyard at
Bombay, of the articles
named in the margin,
charging their cost to this
Gov^t.

2. Lieut^t Taylor, R.N.
Commanding the Survey
Vessel "Pheasant", ex-
pects to return to Bombay
in the beginning of May
next, and has undertaken
on his arrival, to select
the description of buoys,
&c., required - which
are

St
U
M

- 2. Iron buoys.
- 15. Galvanic chain cable.
- 2. Shackles.

W

15 x 10

For 227-

28 March 1859.

Extracts from the

No. 110.

Marine 1859. Despatch

28 March 59

15014

Lord George
28th March 1839

Thos. Geo

Sept. 28th 1853. Defunct.

[illegible]

To
The Secy: to the Gov^r of
Bombay

7.4.49

21 March
 22 "

Wm. W. W.

M. D. Hall