

MADRAS RECORD OFFICE.

Government of Madras.

Marine DEPARTMENT.

G.O. No. *163*

Press
~~Mis.~~

Dated

30-4-1859

Not to be folded or roughly handled

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*Proceedings of the Madras Government, Marine Department,
from 30th April to 3rd May 1859.*

No. 3. From J. J. FRANKLIN, Esq., Superintendent of Marine ; to T. PYCROFT, Esq., Chief Secretary to Government, Fort Saint George, dated 2nd April 1859, No. 1382.

From Collector of Masulipatam, 11th November 1858, No. 102.

To do. 25th November 1859, No. 4780.

From do. 28th December, No. 113 with 2 enclosures.

1. I have the honor to forward the accompanying correspondence which has passed between the Collector of Masulipatam and myself on the subject of a high pressure Steam Tug for the Port of Masulipatam.

2. Mr. Knox, evincing an anxious desire for improving the communication between the shore and the shipping at that Port, the difficulties of which he views as affecting injuriously the prosperity, not only of the Town of Masulipatam itself, but of the whole district, recommends the Establishment of a Steam Tug, principally for the purpose of towing Cargo Boats to and from the shipping which lie at a distance of from 2 to 4 miles from the mouth of the river, and to be occasionally used in a calm to tow vessels out of the Port.

3. There can be no doubt that, putting aside the question of cost, a Steam Tug such as proposed would be advantageous to any Port where the distance at which ships lie renders communication with the shore a tedious process, and the more so at Masulipatam where the anchorage is farther off than ordinary ; but it appears doubtful if the expense that would be incurred thereby would be warranted by the advantages to be gained, for notwithstanding Masulipatam is a Port at which Commanders of Vessels have a disinclination to load or discharge, it is not likely they would refuse to proceed there if inducements offered in the way of freight. A large quantity of Military Stores is annually despatched from Madras to Hyderabad *via* this Port, and no difficulty is experienced in securing tonnage at rates proportioned to those paid for other Ports. The prosperity of the district can hardly then be considered an element in the question. If there is produce to Ship, Vessels will go there for it.

4. To proceed now to the expense of establishing a small high pressure Tug such as proposed. Mr. Knox requested me to confer with Colonel A. Cotton on his proposal, and while doing so I ascertained that the first cost might be calculated at about 20,000 Rupees, and the working expenses including 10 per Cent. for repairs, and 5 per Cent. for deterioration, at about 600 Rupees a month, besides the cost of fuel. No account is here taken of interest on first outlay, and as the Tug would only afford a means of improving the communication between the shipping and the shore, without, as far as I can see, having any effect in increasing the limited trade of the Port, I cannot recommend so heavy an outlay for so disproportionate a return.

5. Masulipatam is certainly important as being at one terminus of the Military Road to Hyderabad, and the point at which troops and munitions of war are landed for that Station ; but as the Canal communication between it and Cocanada is in course of being carried out, it appears to me that the latter Port, which is the safest on the Coromandel Coast, will before long supersede it for this purpose. If money is to be expended, I think it would be far more advisable to lay it out in completing the Canals from a Port having the facilities which Cocanada possesses, and which the Government have it in view to improve, than to embark it in a project which will in no way increased the security of Vessels at Masulipatam, but is merely intended to enable Boats to pass to and fro with greater ease.

6. This last object can, I conceive, be attained by an improvement in the description of Boat used at Masulipatam. The Government will perceive on a perusal of my letter to the Collector of the 25th November last, No. 4780, that this question was mooted as far back as the early part of 1855. The model of a Madras Masulah Boat was sent up with the view to one being constructed there, but exceptions were taken and the Boats remain of the same pattern as formerly, unwieldy and cumbersome. The Master Attendant there Estimates the probable cost of a Boat at 20 Rupees per foot, and I would solicit the sanction of Government for the construction of one at or about this rate, and if it is found that the difficulty of communication can be more readily overcome by it than by those now in use, the Native Boatowners will not be backward in adopting it as a model.

*Proceedings of the Madras Government, Marine Department,
from 30th April to 3rd May 1859.*

From W. KNOX, Esq., Collector of Sea Customs, Masulipatam; to J. J. FRANKLIN, Esq., Superintendent of Marine, dated Masulipatam, 11th November 1858, No. 102.

Para: 1. I beg leave to bring to your notice the great want of this Port, a want which not only interferes with the prosperity of this important Town, but acts most detrimentally on the whole District, for I need hardly tell you that the great obstacle to the prosperity of this District, is that there is no good market close at hand for our agricultural produce, and the District is in a great measure, shut out from the direct Trade with Europe that has so enriched the neighbouring Zillahs.

2. You have not, I believe, ever visited this Port, but you must be aware of the excessive difficulty and delay there is at times in landing or shipping not only Cargo but passengers, this it is that makes these roads avoided by all ships who can get a freight elsewhere, and on this account alone a remedy should be applied, but this is not necessary solely for the sake of agriculture, and commerce. The interests of Government are seriously affected in proof of this I will merely mention what took place last week, and I feel sure you will join me in urging on Government to supply our want. On Friday last a large body of men, Detachments from Her Majesty's Lancers, the Madras Rifles, &c., were sent off from the Fort at day light, but did not reach the "Australian" till next morning, as owing to the land wind dropping earlier than usual, and a strong Sea breeze setting in, the Boats were unable to fetch the Ships, I need hardly say more, these men going on active service were exposed for all this time, and probably had little or no food for the 24 hours. The result on their healths is yet to be seen. The Steamer was delayed 24 hours, and in truth lost two days, as instead of reaching Madras on Saturday, and landing her Cargo that day, She could not arrive till Sunday a *dies non*, all this delay and expense would have been obviated by a small high pressure Tug Steamer, and I beg leave to urge on you, the necessity of at once bringing this to the notice of Government, a small Tug that could tow a Ship out of the bay in Calm weather as well as tow off a string of Boats is what is essential to the prosperity of the Port of Masulipatam, it is our great want, and would, I feel confident, pay its expenses, not perhaps at once, but in the course of a short time when its advantages became known.

From JOHN J. FRANKLIN, Esq., Superintendent of Marine; to the Collector of Masulipatam, dated 25th November 1858, No. 4780.

I have the honor to acknowledge receipt of your letter of the 11th Instant, No. 102, representing the great want of a small high pressure Steam Tug, at the Port of Masulipatam for the purpose of towing off strings of Boats to Ships in the Roads, and urging that I would bring the subject to the notice of Government.

2. I have long been aware of the great difficulties that are experienced in shipping operations at Masulipatam, and on the 14th February 1855, the late Marine Board in letter, No. 376, suggested that a better description of Boat should be introduced, that in use being very cumbersome and unmanageable with oars: and consequently dependant on poling and on the wind. It was thought that the Madras Masullah Boat might be substituted with advantage and a model according to scale was subsequently sent to the Master Attendant, but it appeared from Mr. Fraser's communication of the 12th November following, No. 68, that this Officer considered it unsuitable. His reasons were, that while employing about the same number of men as those now in use, it would only carry three tons. To remunerate the men sufficiently it would therefore be necessary to increase very considerably the cost of shipment.

3. Captain Maiden however submitted the plan of a Boat which he recommended for the Port, and the Government in Extract Minutes of Consultation of 7th January 1856, No. 8, para: 3, desired that he would use his best endeavours to have it introduced. I shall feel obliged by your informing me what success the Master Attendant met with in his attempt to establish the description of Boat he proposed, and whether any have been constructed after his plan, and if so whether they have proved more manageable than the old ones.

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4. From the representation in your letter, under reply I imagine that no change has taken place in the style of Boats in use. If I am correct in this supposition I would thank you to call again on the Master Attendant for his opinion as to the description of Boat best adapted to the Port. Further experience may induce him to modify and improve his former plan. After carefully giving the subject his best consideration, he should submit them amended or not as he may deem necessary, and an estimate of the cost of constructing one Boat, when if approved sanction will be obtained for building it at the Government expense, and if it is found to answer better than the old ones, no doubt the Boat-owners will before long adopt similar plans when constructing new Boats.

From W. KNOX, Esq., Collector of Sea Customs, Masulipatam; to J. J. FRANKLIN, Esq., Superintendent of Marine, dated Masulipatam, 28th December 1858, No. 113.

In compliance with the request contained in your letter of the 25th Ultimo, I called on the Master Attendant for his opinion on the subject of the best Boat for this Port, his answer I now send you—in what Captain Maiden advances, I fully agree, and as I have always taken an interest in Boats and shipping, I feel I am not giving a mere blind assent to his opinion. I am not aware whether or not recent improvements have got over the obstacles that formerly prevented the sliding keel coming into use for Boats with light drafts of water, if sliding keels have been found to answer, I would suggest that such be tried in any Boat that may be ordered, but I feel certain that the real, and cheapest remedy is a Steam Tug. The Boat men are poor, and will not go to the expense of building, and keeping up a good Boat, those now in use do not cost above Rupees 400 or 500, and are wretched tubs—I have offered Prizes for the best Boat, and 2nd best at our yearly show, but fear it will be of no use.

2. I took the liberty of sending a copy of my last to the Board of Revenue, and now forward you copy of their Proceedings—may I beg of you to communicate with the Board and Colonel Cotton, and I feel pretty confident that Government will not overlook the many drawbacks to the trade of this Port, but help us to overcome them by means of a Tug.

From Captain J. W. MAIDEN, Master Attendant, Masulipatam; to W. KNOX, Esq., Collector of Sea Customs, dated Masulipatam, 11th December 1858.

In reply to your Official Memorandum, dated 2nd Instant with enclosures, I have the honor to state, that since writing on the subject referred to in Captain Franklin's letter, I have had no reason to alter my opinion regarding the class of Boats most suitable to the Port. There is always a difficulty in getting natives to adopt any new principle themselves. If one or more Boats on an improved plan were built by Government, it may be the means of inducing the Merchants to improve the present system of building. Had we Government Boats, they would at all times be used for the landing, and shipment of Government Stores, and would soon touch the Pockets of the Boat-owner, I would therefore propose that these Boats be sold to any party wishing to purchase, but on condition that the purchaser build a Boat similar in every way to the one purchased, within a certain time.

The probable cost of building would be Rupees 20-0-0 per foot and should Government sanction a model Boat being built, I would advise it being done at Dowlaishwarum by Mr. Vanstavern, who is now employed under Captain Rundall, and with whom I should be glad to be allowed to put myself in communication on this subject.

However the Boats in use may be improved, it is absolutely necessary that they should be of light draught of water, and that they be—open Boats. It is obvious that such Boats must be lightly rigged, and consequently with a fresh breeze there must be always a difficulty in making head way, and with a strong breeze this difficulty becomes an impossibility. I therefore consider a Steam Tug the only sure and cheap way of overcoming the difficulties of the Port. A Steamer would in strong winds tow the Boats into a position to enable them fetching the Ship. In light winds, and calms she would tow a string of Boats off direct, she would be a ready means of landing or shipping small parties of men, Treasure, &c., and would at all times save much detention to Government Steamers. In fact taking into consideration the heavy sailing expenses of Steamers, the saving alone in this would soon pay for the Vessel, and would make work connected with shipping more expeditious at Masulipatam than at any Port on this Coast.

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Taking into consideration the immense importance of Masulipatam as a Military Depot, and the probability of it becoming in a short time, when water carriage is opened out, a large grain exporting place, I would beg respectfully of you to bring this subject to the earnest consideration of the Superintendent of Marine, and of the Government of Madras, I would also beg this matter may be referred to Colonel Auther Cotton for his opinion. The last time that gentleman was at Masulipatam, I spoke to him on this important subject, and his opinion was, that a Steam Tug was absolutely necessary.

From W. KNOX, Esq., Collector of Masulipatam; to J. D. SIM, Esq., Secretary to the Board of Revenue, dated 11th November 1858, No. 210.

I beg leave to submit for the consideration of the Board of Revenue copy of a letter I have addressed to the Superintendent of Marine on a subject so intimately connected with the prosperity of the district, that I felt some doubt whether I should not have sent it to you in the first instance. I most sincerely trust the Board will give my proposition the benefit of their best support.

Extract from the Proceedings of the Board of Revenue, dated 2nd December 1858, No. 4476.
In Consultation, 2nd December 1858.

Read letter from the Collector of Masulipatam, dated 11th November 1858.

(Here enter No. 210.)

The Board quite concur with the Collector that a Tug Steamer would be most useful at Masulipatam as well as at several other Stations on the Coast. Without however knowing what such a Vessel would cost, or even what would be the expense of working it, the Board could not, with propriety, address Government on the subject. They will therefore await the result of the Collector's communication to the Superintendent of Marine.

No. 4. MINUTE BY THE HONORABLE THE PRESIDENT, dated 15th April 1859.
I think it will not be advisable to adopt either Mr. Knox's proposal or this Counter proposal.

(Signed) C. E. TREVELYAN,

No. 5. ORDER THEREON, 30th April 1859, No. 163.
The Government are not prepared to accede to the proposal for establishing a Steam Tug at Masulipatam, nor to authorize the construction of a model Boat for that Port.

(Signed) T. PYCROFT,
Chief Secretary.

Exd. A. P. W. Begbie.

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then he considered an element in the question. If there is produce to ship, vessels will go there for it.

4 To proceed now to the expense of establishing a small tug, before such as proposed. Mr. Knox requested me to confer with Colonel A. Cotton on his proposal, and while doing so I ascertained that the first cost might be calculated at about 20,000 Rupees, and the working expenses including 10 per cent for repairs, and 5 per cent for deterioration, at about 600 Rupees a month, besides the cost of fuel. No account is here taken of interest on first outlay, and as the tug would only afford a means of improving the communication between the shipping and the shore, without, as far as I can see, having any effect in increasing the limited trade of the port, I cannot recommend so heavy an outlay for so disproportionate a return.

5 Masulipatam is certainly important as being at one terminus of the Military road to Hyderabad, and the point at which troops and munitions
of

war are landed for that Station, but as the Canal communication between it and Cocanada is in course of being carried out, it appears to me that the latter port, which is the safest on the Coromandel Coast, will before long supersede it for this purpose. If money is to be expended, I think it would be far more advisable to lay it out in completing the canals from a port having the facilities which Cocanada possesses, and which the Government have it in view to improve, than to embark it in a project which will in no way increase the security of vessels at Masulipatam, but is merely intended to enable boats to pass to and fro with greater ease.

This last object can, I conceive, be attained by an improvement in the description of boat used at Masulipatam. The Government will perceive on a perusal of my letter to the Collector of the 25th November last, No. 1780, that this question was mooted as far back as the early part of 1853. The model of a Madras Masulalah boat was sent up with the view to one being constructed

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N. 1780

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Madras
Marine Chpt^ls Office
2nd April 1859.

I have the honor to be
Sir
Your Most Obedient Servant

Wm. Mearns
Superintendent of Marine

On 26 Aug 1856 for building a boat for the Master Attendant of the Cor. D. 1232 - but this would be an expensive - change
Wm. Mearns

Secord Lodge

*The first one not fresh
accide to the present for a
a steam by at Barnaby
and it may be conducted
born in that part*

Rec'd letter from the Duke of Rutland
 Dated by the Duke of Rutland
 6 April 1872

The Superintendent of the

The Chequer Board
worth about 5000

Entered
Dec 2 3 April 1859

No 129. J. 1382

Toward the accompanying or-
-dinate the vertical axis has been taken
the collector of classification and
inserted on the subject of a
nature than the for the part
of classification with a view
to a more detailed study
the location of points for the con-
struction of a map at 2000 ft. and
inserted if it is found that the
abundance of commercial
can be more readily ascer-
tained than by those now in
use the native fishermen
and not the fishermen in
adjoining it as a model

With an order

No 129

Manne Sept 5

I think it will not be desirable
to adopt either the French proposal
or the Committee proposal

I enclose a list of the proposed
and refused of the Committee of the
- Board of the State & Revenue
Department as the Board of the State & Revenue

the day. (Heath -
the day)

This is our motto - There is no better place
 than here to comfort the soul and
 that God himself witnesses the way
 of our souls can be living comfort.

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