

MADRAS RECORD OFFICE.

Government of Madras.

Revenue DEPARTMENT.

G.O. No.	322	Press
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Dated	19/7	1889

Not to be folded or roughly handled

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*Proceedings of the Madras Government, Marine Department,
from 16th to 22nd July 1859.*

No. 12. Read the following letter from Lieutenant A. D. TAYLOR, Indian Navy; to T. PYCROFT, Esq., Chief Secretary to Government, Madras, dated Bombay, 20th June 1859, No. 38.

I have the honor to acknowledge receipt of order of Madras Government, No. 196, dated May 16th 1859, concerning Tuddry requirements and the loss of the Ship "Rose Ellis."

With regard to the latter I beg leave to state that Government have too readily accepted the Statement of Messrs. Brice and Co., which can only have emanated from the Master of the ill-fated Ship, that the absence of buoys was the cause of her loss. Most certainly that is not to be attributed to the absence of buoys in the two spots recommended by me, for the "Rose Ellis" had not nearly reached the place where the inner buoy should by its presence have helped her.

3. Doubtless Tuddry has gained an unenviable notoriety by the late wreck, and it will be difficult indeed for Government to convince the public that the accident did not arise from any fault of the harbour, when the Firm who chartered the Vessel attribute it to such a cause, but I think it my duty to represent that her loss may only be ascribed to a want of common care.

4. The precaution of having the bower anchor ready to drop at a moment's notice, which in the absence of buoys to warp her out should have been adopted, does not appear to have been taken, and report says that when the land wind failed she let go merely a light stream anchor, which might have been expected to come home in a tideway of 3 or 4 knots an hour, her bower anchor was not dropped until she was almost touching the rocks.

5. Two Vessels have now grounded inside of Tuddry bar. The first was the "Palestine" whose Master boldly declared he needed no Pilot, but as he approached the black rocky cliffs they seemed so close that he was induced to hug the western sand and grounded there, but fortunately soon got off again; I fully believe the knowledge of this first accident persuaded Captain Loney to give the sand a wide berth, and thus he was too near the rocky shore before his anchor was let go.

6. Referring to the 3rd para: of Government order, No. 1081, I would remark that the "Rose Ellis" rock is too close to the East cliffs to need any distinguishing mark, but I would strongly recommend a beacon or perch on that Western sand (where the first ship got aground) as an excellent guide for rounding the sands, and to shew the way a Vessel drifts. This sandy point and the rocky cliffs abreast of it are the very Scylla and Charybdis of the Tuddry navigation, but with the help of such a beacon as I have recommended it will be lamentable indeed if the most careless Ship Master cannot take his Vessel in or out of such a broad passage without touching ground; few of the made Harbours of England have an opening of more than 300 feet, whereas the narrowest place at Tuddry is 300 yards wide.

7. I would observe with reference to the latter part of para: 6 of Government order now under reply that the erection of a Light house will not do away with the necessity of the beacons, for they should be on widely different hills; but when the buoys are laid down the beacons may be dispensed with, and here I may be permitted to remark, as I did to the local authorities when those wretched little beacons were in course of erection, that it is a mere farce putting up such little bits of things if the surrounding ground be not cleared of bushes and large stones, but I was told that the insufficient sum of only 20 Rupees was sanctioned for the whole job.

8. The suggestion of those beacons emanated from me but I disclaim any share in their design, beyond stating that one should be 12 feet and the other 6 feet high. The Smaller one should have been a white dome, or obelisk with a base broader than its height, so that the sun might shine upon its top and render it a conspicuous object throughout nearly the entire day, the upper beacon should be black.

No. 13. ORDER THEREON, 19th July 1859, No. 322.

The above letter will be communicated to the Revenue Department, in reference to their Proceedings, 7th May last, No. 1081.

2. Orders will be passed in that Department for the early construction of the Beacon or Perch on the Western sand of the entrance into Tuddry harbour, as recommended by Lieutenant Taylor in para. 6 of the above letter.

~~and what is more so~~
and what is more so

Proceedings of the Madras Government, Marine Department,
from 16th to 22nd July 1859.

3. Lieutenant Taylor's remarks in para. 7 of his letter will receive the immediate attention of the Collector of Canara. The large stones and bushes should be thoroughly cleared from the ground surrounding the Beacons at Tuddry, and whatever more may be required to render those beacons more conspicuous should be done at once.

(Signed) T. PYCROFT,
Chief Secretary.

Exd. A. P. W. Begbie.

Marine.

Proceedings of the Madras Govt.

Read letter from Lieut.

A. G. Taylor L. N. — Enter 20 June 1859 N^o 38.

Order thereon - 19 July 1859 - N^o 322

The above letter will be communicated to the Rev. Dept. in reference to their Pro: 7th May last N^o 1081.

Orders will be passed. 2. The Chief Engineer will submit in the Department an estimate for the construction of the beacon on perch on the western sands of the entrance into Tuddry harbor, as recommended by Lt. Taylor in para 6. of the above letter.

3. Lt. Taylor's remarks in para. 7 of his letter will receive the immediate attention of the collector of Canara. The large stones & bushes should be ^{thoroughly} cleared from the ground surrounding the beacons at Tuddry. ~~The beacons at Tuddry~~ and whatever more

beacons were con-
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be done at once -
J. J.

known at once—

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Improvement to go
to the ...

Proceedings of Nov 2.
21/19 July 1859.
7 Pro: 5" Aug 1/59 No 849.

No 303.

Nov 22 July
Marine 1859 July 19

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