

MADRAS RECORD OFFICE.

Government of Madras.

Marine DEPARTMENT.

G.O. No.	23	Press Mis.
Dated	13 - 1 - 1900	18

Not to be folded or roughly handled

*Proceedings of the Madras Government, Marine Department,
for the month of January 1860.*

No. 6. Read the following papers:—

Proceedings of Government in the Public Works Department, dated 19th December 1859,
No. 2947.

*Communicating a letter from the Chief Engineer
and the Order of Government thereon, relative
to the question of providing mooring buoys for
the improvement of the Calingapatam Port,
to be considered in the Marine Department.* } (*Vide Proceedings, Public Works Department
from 11th to 20th January 1860, Nos. 143
and 144.*)

Referred for the report of the Superintendent of Marine.

(Signed) T. PYCROFT,
Chief Secretary.

23rd December 1859.

No. 7. From J. J. FRANKLIN, Esq., Superintendent of Marine; to the Chief Secretary
to Government, Fort Saint George, dated 10th January 1860, No. 116.

I have the honor to acknowledge the reference made to me under date the 23rd ultimo, on
the proposal for providing moorings for the Port of Calingapatam similar to those sanctioned for
Monsoorcottah.

2. There can be no question that a couple of bridle moorings will be useful at Calingapatam,
as in fact they would be at any Port, but I doubt whether the circumstances of the Port much
call for them, although I am prepared to admit that they are as much required there as at Mon-
soorcottah.

3. Moorings are useful in three ways. They can be so arranged as to berth vessels with
as little loss of space as possible. In a crowded Port therefore they are much called for. Another
advantage is that when one or two only are used they can be so placed as to occupy the best
position for loading or unloading; and lastly, in a gale when a vessel is forced to put to sea, she
goes so much more readily from a buoy and does not risk the loss of her anchor or chain.

4. But while admitting the advantage moorings are to a Port, I do not perceive that
Calingapatam has any claim for them in preference to other Ports, many of which are more
crowded. The Collector of Ganjam, I am given to understand, intends recommending that this
Port shall be brought under the operation of Acts XXII of 1855 and VII of 1858. On a Port
Fund being formed and a favorable balance shewn, the matter might be again brought under con-
sideration.

No. 8. ORDER THEREON, 13th January 1860, No. 23.

Government concur with the Superintendent of Marine, and will defer, for the present, en-
tertaining any proposal to provide the Port of Calingapatam with anchor moorings.

(Signed) T. PYCROFT,
Chief Secretary.

Exd. S. T. Augustin.

PUBLIC WORKS DEPARTMENT.
Marine.

PROCEEDINGS OF THE MADRAS GOVERNMENT.

Read the following letter from Lieutenant-Colonel J. H. BELL, Chief Engineer; to J. D. BOURDILLON, Esq., Secretary to Government, dated 28th November 1859, No. 7708.

With reference to paragraph 14 of Extract Minutes Consultation, No. 2167, dated 24th

2 Original letters with 1 list and 1 sketch plan.

1 Draft letter.

* From District Engineer, dated 8th November 1859, No. 307.

To Do. 14th December, No. 6285.

From do. 27th October 1859, No. 728, with 2 enclosures.

November 1857, and paragraph 1 of Extract Minutes Consultation, No. 1068, dated 4th June 1858, I have the honor to forward herewith the correspondence noted in the margin, respecting the prolongation of the head land south of the Calingapatam anchorage in the district of Ganjam.

2. It will be observed that the District Engineer is adverse to the above proposal, and that he is borne out in this opinion by merchants who possess an intimate acquaintance with the port of Calingapatam. In support of his own opinion on the subject, Captain Harington observes that, for the principal traffic months, the sea is as smooth as a lake, that there is seldom any difficulty in communicating with the shipping, and that shipwrecks are unknown in the Calingapatam roadstead.

3. The number of ships that have anchored in the above roadstead from May 1851 to April 1859 is 712, (tonnage 1,59,742), shewing an average of 89 vessels, (tonnage 19,967) per annum.

4. The soundings taken shew a depth close to the shore of 2 fathoms or 4 yards, and at a mile from the shore of 8 fathoms or 16 yards. Captain Harington shews that the estimate for extending the head land a mile and using ship ballast, would consequently be cubic yards 9,50,400, which at 6 annas per cubic yard, would amount to Rupees 3,56,400, exclusive of charges of construction, loss, or displacement of stone and other contingencies. If the ballast is to be got from the land, the District Engineer feels certain that the cost would be at least 1½ Rupees per cubic yard, as the nearest quarry is 5 miles from the shore. Making the most liberal allowances for the quantity of ballast yearly brought, the time it would take to bring the required quantity at 10,000 tons, or 5,000 cubic yards per year is computed at 70 years!

5. The District Engineer strongly recommends that moorings be sanctioned for the Calingapatam port. He remarks that its trade and importance are increasing. In three months, viz. from 1st July to 30th September 1859, there have been 13 English and French vessels, averaging about 460 tons, and a ship of 1,200 tons was at anchor in the Calingapatam roadstead about the middle of last month. The export duty for the above three months has been Rupees 14,420, and as the busiest season of traffic is after December, the District Engineer considers that about half a lac may be realized in the year as export duty at the above port.

6. Under the foregoing explanation, it seems unwise to incur any expenditure in prolonging the head land south of the Calingapatam anchorage. I would suggest, however, that, as proposed by the District Engineer, 2 anchor bridle moorings, similar to those lately sanctioned for the port of Munsúrcotta, should be procured from England as a certain, inexpensive and valuable improvement to the Calingapatam port.

ORDER THEREON, 19th December 1859, No. 2947.

Under the circumstances stated in this letter, and that from the District Engineer of Ganjam, the Government agree with the Chief Engineer that it is inexpedient to take any measures for extending the southern head land of Calingapatam.

2. The question of providing mooring buoys will be considered in the Marine Department.

(True Extract.)

J. D. Bourdillon
Secretary to Government.

To the Chief Engineer.
" Marine Department.

Exd. Wm. Thomas.

20.17.19/6

Marine.

Proceedings of the Madras Govt.

Read the following papers—

Proceedings of Govt. in the Pub. Works Dept. — Recorded 19th Decem^r. 1859. No. 2947.

Letter from the Superintendents of Marine. — Enter 10th Janry. 1860. No. 116.

Order — 13th January 1860. No. 23.

Govt. concur with the Superintendent of Marine, & will defer, for the present, entertaining any proposal to provide the port of Calingapatam with Anchor Moorings.

J.P.

Pub. Works Dept. Superintendent of Marine. with Public Works Collector of Ganjam. with Public Works

1859

Marine 1859 & 1860

Proceedings of Govt. in the Marine Dept.

No. 2947

19th Dec^r. 1859.

No. 594 4th Jan^y.

Caution is given from the Chief Engrs and the order of Govt. Marine, relative to the granting of proposals for building a pier at Calingapatam port, to be connected with Marine Dept.

Referred.

Referred for the report of the Superintendent of Marine.

J.P.

Chief Secretary.

23 Dec^r. 1859.

The Superintendent of Marine — 23 Dec^r. 1859.

Deferred.

10/10/23

Secretary.