

MADRAS RECORD OFFICE.

Government of Madras.

Marine DEPARTMENT.

G.O. No.	<i>308</i>	Press <u>Mis.</u>
Dated	<i>24-9</i>	<i>1861.</i>

Not to be folded or roughly handled

*Proceedings of the Madras Government, Marine Department,
24th September 1861.*

No. 60. Read the following Proceedings of Government in the Public Works Department,
dated 17th September 1861, No. 1,737.

*Directing, as recommended in the letter from
the District Engineer, North Canara, to the
Deputy Chief Engineer, dated 12th August
last, that the Buoys at Tuddry be reserved for
the Harbour in Beilkal Bay, where it is said
they will be of great use.*

(Vide Proceedings Public Works Department,
dated 17th September 1861, Nos. 161 & 162.)

No. 61. ORDER THEREON, 24th September 1861, No. 308.
To be recorded.

(Signed) J. D. SIM,
Secretary to Government.

PROCEEDINGS OF THE MADRAS GOVERNMENT.

Read the following Endorsement of the Chief Engineer, dated Chepauk, 3rd September 1861, No. 4,555 :—

Read the following letter from Captain G. W. WALKER, District Engineer North Canara, to Lieutenant-Colonel A. J. M. BOILEAU, Deputy Chief Engineer, Central Circle, dated Sircy, 12th August 1861, No. 84.

SIR,

1. I have communicated on the subject of Order No. 2,172 of 1st July, with Commander Fraser of H. M.'s Sloop of War "Falkland" at Sedasheghur, and have the satisfaction to report that Officer's assurance that he "will be happy to render any assistance in his power, should the services of himself, Officers or crew, be deemed useful," either in fixing the Beacon Buoys at Tuddry, in putting down the screw moorings at Beikál, "or in any other work."

2. Commander Fraser states that "without visiting Tuddry, he is unable to furnish any accurate estimate of the probable expense of laying down the Beacon Buoys in the river channel." But he adds that the quickest and most economical method of executing the work, would be by detaching the "Falkland's" pinnace to Tuddry in the fine weather; "the expense of which would probably not exceed Rupees 500 to Rupees 650, inclusive of wear and tear of materials, and batta to Officers and crew employed."

3. The total outlay for these Buoys may therefore be stated as likely to amount to Rupees 2,500, as per following rough estimate :—

	RS.	A.	P.
Value of Buoys complete	1,431	7	0
Freight to Mangalore	150	0	0
Ditto to Tuddry	150	0	0
Fixing the Buoys... ..	650	0	0
Contingencies	118	9	0
Total...	2,550	0	0

This paragraph furnishes a reply to Order No. 3,631 of 6th August just received.

4. Having already in letter No. 568 of 21st December 1859, paragraph 3, recommended that the screw moorings at Tuddry should be put down at Beikál, I am pleased to find that Commander Fraser "quite concurs in my opinion that they would be of great use in Beikál Bay, should it become a commercial port." His belief is that "under similar conditions (as for the Tuddry Beacon's) they could be placed in Beikál Bay at an expense of from Rupees 1,200 to Rupees 1,500." My estimate forwarded with the letter above quoted amounted to Rupees 1,300. This would be lessened by the adaptation of the same appliances of all sorts for driving in the screw piles of the Pier proposed in my letters No. 5 of 11th May 1861, and No. 34 of 5th June, to the speedy and efficient execution of which work, if sanctioned, no doubt the hearty assistance of Commander Fraser, his Officers and crew, would greatly conduce.

5. As bearing on the latter of the topics discussed in this letter, but still more on account of its general interest, I append copy of an extract from one of Commander Fraser's communications to my address.

EXTRACT.

Paragraph 4. "It may not be out of place to inform you, that in my report to the Commander-in-Chief of the Indian Navy, I have recorded my opinion that this Bay is unsafe for vessels to attempt to run into, in the bad part of the south-west monsoon, in consequence of very heavy breakers, which extend from the west point of Carwar Head to the mouth of the river, and also throughout the Bay, excepting (with the wind south of west) close under the head. What shelter (if any) the Bay affords, should the wind haul to north of west, I have had no fair opportunity of judging."

5. Further, Beikál Cove has either "*silled up*" some four feet, since Lieutenant Taylor surveyed the Bay, or an unusually low-tide has been experienced since my arrival here, as "I have had four feet less water in the Cove, and two feet less in the Bay, than shown by him. Further observations are necessary to determine to what cause this difference is owing."

6. "Under these circumstances, it will be for Government to decide whether the necessary protective works, to ensure the safety of vessels in *all weathers*, shall be constructed; in which event alone the moorings would prove useful."

(True Extract.)

(Signed) G. W. WALKER, Captain,
District Engineer.

1. Submitted to Government with reference to their Proceedings No. 1,437, dated 2nd August 1861.

2. It will be observed that on the opinion of the District Engineer and of Commander Fraser of H. M.'s Sloop "*Falkland*," the Buoys at Tuddry will be of great use for the Harbour in Beikál Bay, and that Commander Fraser offers to assist in laying them down there.

(Signed) W. H. HORSLEY, Lieut.-Colonel,
Chief Engineer.

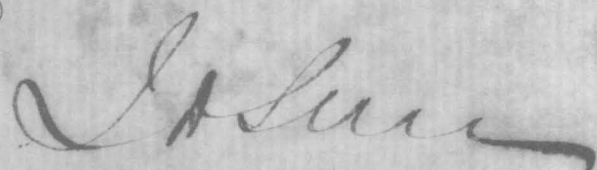
ORDER THEREON, 17th September 1861, No. 1,737.

1. The Buoys referred to in paragraph 2 of the Chief Engineer's Endorsement may be reserved for the Harbour in Beikál Bay, where it is observed the local Officers consider they will be of great use.

2. As to paragraph 3 of the District Engineer's letter now submitted, the Chief Engineer will be requested to report the correct amount requiring sanction under the Order of 3rd July* last, on account of the Beacon Buoys for the Tuddry Harbour.

* No. 1,230.

(True Extract.)



Secretary to Government.

To the Chief Engineer.

„ Superintendent of Marine.
„ Accountant General.
„ Marine Department. ✓

Exd. S. T. Augustin.

3 Copies

Chief of the Dept.

Marine 1861 Sept 22

From: of Govt in the
D. 102 84 1737.

1691/162

of 17th Sept 1861.

32422/162

no 307

Drinking, as recommended,
as in the letter from the District
Engineer for the Amara & the
Chief Engineer of the Amara & the
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No 308-24 Sept 1861
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