(1) பக்கங்களின் எண்ணிக்கை 9

(2) புதுக்கித் திருப்பிய நாள் 4/07

(3) ஆதாரங் குறிப்பவர் கருக்கொப்பம்

தமிழ்நாடு ஆவணக் காப்பகம்.

தமிழ்நாடு அரசு

MARINE துறை

அரசாணை எண். 3657
மு. நோப்புத் தாள் எண்.

அச்சகம்
பலவகை

B. W.
41–42

நாள் : 12 – 11 – 1861

199

மடிக்கவோ கண்டபடி கையாளவோ கூடாது.

ஆவண. கா. 1–18,006–6-9-90.

புரதரூப்பு பாகு-1

செய்பவர் பெயர் த-ெ எஸ்.

செய்வதற்காக எடுத்த கொள்ளப்பட்ட நாள் 7-06

செய்யப்பட்ட முடித்த நாள் 4/07

சரிபார்த்தவர்	சரிபார்த்தவர்.	ஒப்புதல்
முதல் மு.நி.பா.எ.	2ம். நி.பா.எ.	உரியவர்
கையொப்பம்	கையொப்பம்.	கையொப்பம்

Proceedings of the Madras Government, Marine Department,
12th November 1861.

No. 41. Read the following letter from J. J. FRANKLIN, Esq., Superintendent of Marine; to J. D. SIM, Esq., Secretary to Government, Marine Department, Fort Saint George, dated 29th October 1861, No. 3,023.

I have the honor to submit the accompanying representations, which the European Merchants at Bimlipatam have made to the Collector of Vizagapatam regarding the want of control over the Boats at that Port, and to inform you that with a view of establishing a better system this Officer is desirous of locating the Master Attendant there instead of at Vizagapatam, which port however he would be required to visit once a month as he now does Bimlipatam.

2. The trade of Bimlipatam is of far more importance than that at Vizagapatam as may be seen from the sketch marginally noted, and as Mr. Fane informs me that an excellent Office is provided for the Master Attendant at the first named port, I beg to support his recommendation and would suggest that, pending the sanction of the Supreme Government to the appointment of a Master Attendant at Vizagapatam, the Superintendent of Sea Customs should take charge of it as Conservator, acting under the supervision of the Master Attendant.

	Bimlipatam.	Vizagapatam.
	Exports.	
	Rupees.	Rupees.
1859-60	13,95,818	7,06,038
1860-61	16,52,142	4,14,148
	Imports.	
	Rupees.	Rupees.
1859-60	4,37,069	1,69,265
1860-61	5,58,678	2,26,935

It is my opinion that the Cargo Boats at this port are not in a good state of repair, the Ship that I command is now loading here and my notice has frequently been called to the damaged state of bags of seed brought off to the Ship not from the surf, but from leakage through the sides of the Boats, we are continually obliged to dry the bags on board in consequence of their having been so damaged. I also must remark that they do not carry sufficient hands, seldom more than five men and a boy.

(Signed) T. BLAGDEN HALE,
Master of "Isabella Blyth."

My opinion as to the control of the Boat Department in Bimlipatam is that there is no control whatever on Boats or Boatmen.

Our goods in landing and in shipping have been damaged by gross carelessness in most instances.

(Signed) A. BERREAUD,
Agent for Cholet and Co.

26th September 1861.

My opinion is that there is no control whatever in the Boat Department. I have many times seen bales of twist and piece goods thrown into the sea and then rolled up, just to save the trouble of bringing many pieces from the boat to the dry beach. I am of opinion that it is wilfully done.

As to the state of the Boats, I can certify (as I have just finished the loading of the "Meteor") that many of my gingelly seed bags have been damaged from the leaky state of the Boats.

(Signed) E. VERNON.

BIMLIPATAM,
26th September 1861.

I am not of opinion that the Boat Department at Bimlipatam has been "controlled satisfactorily." There seems to be no control at all. The person in charge appears incapable. I have complained both to the Agent and Principal Assistant when they have been here.

Proceedings of the Madras Government, Marine Department,
12th November 1861.

My goods have been wet and damaged both in landing and shipping to a very, that I may "wilful" evinced the greatest carelessness.

(Signed) JOHN YOUNG.

26th September 1861.

I cannot certainly endorse the statement that the Boats are [illegible] satisfactorily; for the Boatmen appear to me to do pretty much as they please, and [illegible] with the greatest difficulty a Boat is procurable at times. Not long since I was kept fifty half an hour on the beach waiting for a Boat's Crew—this too, between 4 and 5 P. M., and soon shipping Cargo, the Boats are not now available except at high water when they can be most conveniently taken to the back water, this involving the loss of a great portion of each day in shipping, however emergent the case may be. Boats too are frequently undermanned, often four men and a boy, being the usual complement, and they also are frequently unreliable without regard to the prevailing weather, for what may be a moderate Boat load in fair weather, is not so with a high sea, and short handed crew. So that it appears to me there is ample room for improvement in our Boat Department, and that it might be controlled more satisfactorily with advantage to all concern.

(Signed) H. H. COLES.

27th September 1861.

While shipping a quantity of seeds per "Messina" my clerk frequently complained of the bad condition of the Boats. My opinion is that there should be some proper system established so [illegible] have Boats and Boatmen under proper control, and [illegible] and attention upon the part of the Marine Superintendent of the Port.

(Signed) BURTON GUNDROD.
Agent for Messrs. C. Stead and Co.
Boat Station, *Madras.*
28th September 1861.

No. 42. Order thereon, 12th November 1861, No. 365.

The Government authorize the transfer of the Master Attendant and his establishment from Vizagapatam to Bimlipatam—the trade of the latter port largely exceeding that of the former.

2. The Superintendent of Sea Customs at Vizagapatam will act as Conservator of the Port, under the general supervision (in that capacity only) of the Master Attendant, who will visit Vizagapatam once every month.

(Signed) T. PYCROFT,
Chief Secretary.

Exd. f. Cardledge.

13th 14th Novr.

Marine Department. (N)

PROCEEDINGS of the MADRAS GOVERNMENT.

Read letter from the Supdt. Marine — Enter 29th Oct. 61 No. 30

Order — 12 November 1861 No. 365.

The Govt. authorise the transfer of the Master Attendant & his establishment from Viragapatam to Bimlipatam — the trade of the ~~latter~~ port largely exceeding that of the former.

2. The Superintendent of Sea Customs at Viragapatam will act as Conservator of the Port, the Master Attendant will visit Viragapatam once every month.

+ under the general supervision (in that capacity only) of the

The Supdt. of Marine.
" Collector of Viragapatam.
" Civil Paymaster
" Accl. Genl. ~~Marine~~ 12/11

It is my opinion that the Cargo boats at this Port are not in a good state of repair, the ship that I command is now loading here and my notice has frequently been called to the damaged state of bags of seed brought off to the ship not from the wet but from leakage through the sides of the boats, we are continually obliged to dry the bags on board in consequence of their having been so damaged I also must remark that they do not carry sufficient hands accident more than five men and a boy

T. Blagdon Hale
Master of "Isabella Blyth"

Received 1865 / Department
Proceedings of Government
Dated 12 April 1865
No 365

[illegible] Printed at the Government Press.

Page 555

My opinion as to the control of the Boat Department in Bimlipatam is that there is no control whatever in Boats or Boatmen -

Our goods in landing and in Shipping have been damaged by Goods carelessness in most instances -

26th Sept. 1861. A. D. Bernard
Agent for Watts & Co.

My opinion is that there is no control whatever in the Boats department. I have many times seen bales of Cloth and piece goods thrown into the Sea and then rolled up, just to save the trouble of bringing heavy packages from the boat to the dry beach. I am of opinion that it is wilfully done -

As to the state of the boats, I can certify (as I have just finished the loading of the "Meteor") that many of my Gunny bags have been damaged from the leaky state of the boats.

E. Clemence

Bimlipatam
26th September 1861

I am not of opinion that the Boat
department at Banbridge has been
"entirely anticipatory". There seems
to be no control at all. The person
in charge appears incapable. Many
complaints like the Agent's Principal
constant ones they have been had.

My goods have been cut & damaged
both in landing & shipping in a way
that if not "wilful" caused the greatest
carelessness.

21st Sept 1861

I have

I cannot entirely endorse the statement that the Boat Depart-
ment is conducted Satisfactorily; for the Boatmen appear to do
pretty much as they please, and it is with the greatest difficulty a
Boat is procurable at times. Not long since I was kept fully half
an hour on the Beach, waiting for a Boat's Crew this too, between
10 & 5 P.M. and at the shipping Quays; the Boats are not to be had
except at high water when they can be got conveniently laden or
the whole tides. this involving the loss of a great portion of each day
in shipping, however important the Case may be. Boats too are frequently
Endeavoured at this Port 5s Sterling they being the usual Custom
and they also are frequently overladen without regard to the prevailing
Weather. for what may be a moderate boat load in fair Weather
is not to be with a high Sea and short handed Crew. It is that it appears
to me there is ample room for improvement in our Boat Department.
and that is simply to Authorized more Officers and that adequate
to all Concerned.

W. L. Coles.

Received
Sept 28 1864

Please transfer a quantity
of seeds for Missouri my
Work frequently complimented
for the hard conditions of
the Route - Any favours in
that Line should be done
proper systems established
for as to have Route and
Contents under proper
control, and to merely
express a little energy
and attention upon the
part of the Mining
Superintendent of the Post-

Boston Mass

Agent for Mess. R. Shewood
Saunders

Bonnet Pentanne
Sept. 28. 1864

No 3023

Madras
Marine Superintendent Office
29th October 1861

From

J J Frankelin Esquire
Superintendent of Marine

To

J D Sim Esquire
Secretary to Government
Marine Department
Fort Saint George

Sir

I have the honor to submit the accompanying representation which the European Merchants at Bimlipatam have made to the Collector of Vizagapatam regarding the want of control over the boats at that port, and to inform you that with a view of establishing a better system this officer is desirous of locating the Master Attendant there instead of at Vizagapatam, which port however he would be required to visit once a month as he now does Bimlipatam.

2 The trade of Bimlipatam is of far more importance than that at Vizagapatam as may be seen from the sketch marginally noted, and as Mr Fane informs me that an excellent office is provided for

	Exports			
	Bimlipatam		Vizagapatam	
	Rupees		Rupees	
1859/60	1895818		706038	
1866/61	1652142		441448	
	Imports			
	Rupees		Rupees	
1859/60	437069		189265	
1866/61	553648		226938	

Marine

1864 Depart.

From

The Auditor of Marine

to

the Secretary of the Navy

Marine Report

Jan. 1st 1865

Dated 29 October 1864

Rec'd 1st Nov.

No 355

(Com. of)

No 3023

Communicates the enquiries of the Collector of Bayonne for the removal of the Marine Hospital from Bayonne to Bordentown the Custom House having charge of that port as Conservator & submits the representations of the European merchants at Bordentown regarding the want of control over the boats at that port

U.S. Navy
R.B.