

ORDINARY, MS.

<i>Marine</i> DEPARTMENT.	
G.O., DATED	<i>23-5-95.</i>
No.	<i>143.</i>

INDEXED.

When given for copying. 25/5

[Despatch Abstract.]

*Directing the con-
sideration of the question
of the payment to Mr.
Wicks, Port Officer, of an
travelling allowance in
connection with the dredg-
ing work at Coconada
to be deferred until his
return to duty.*

No. 348.

From

The P. P. Officer.

Dated 7th May '95.FOR ORDERS.

It is submitted that it will be sufficient to say that ^{conductor} ~~order~~ ^{regard} be the payment of Mr. Wicks' p. t. a. will be deferred until his return (in Oct. next). This will elicit a report on what he has done & the Govt. will then be in a position to decide whether it is worth paying for.

If the Board is keen about another dredger a further comm. will no doubt come in. It started 95/96 with over Rs. 35,000 in hand.

J. S. B.
14/1/95.

18/6/95.

The report does not go much into detail but it conveys the information that the two existing dredges are not able to maintain a sufficient channel for boat traffic and that for the wider channel which is considered necessary to clear and keep open a more powerful dredger than either of those at the disposal of the Bd is required.

No. ⁴⁸
1179

Heading.

PRESIDENCY PORT OFFICE,

Madras, 7th May 1895.

From

Commander W. Powell, R. I. M.,
PRESIDENCY PORT OFFICER,

Madras,

To

THE CHIEF SECRETARY TO GOVERNMENT,

MARINE DEPARTMENT.

Fort Saint George.

SIR,

In reply to para 2 of G. O. Albarine, No 94, dated 1st April 1895, I have the honor to state that at Coconada, irrespective of the channel outside, dredging will always have to be resorted to in order to keep the river free of silt. The freshes which come down the Godavari between August and December being enormous quantities of alluvial, the greater portion of which is deposited in the river and the "Prestinari" and "Connesmara" Dredgers now at the port have to be constantly kept employed in deepening the river, especially at the sides to enable boats to lie close to the wharves and jetties. In the S. W. Monsoon freshes come down also through the other mouths of the Godavari so that at all events for some years

years to come large quantities of mud must be deposited in the boat channel and it will of necessity have to be cleared out from time to time to permit boats plying freely. The Dredgers now in use are just sufficient for keeping clear the boat channel. After the working season outside each Dredger has to be laid up in turn for overhauling and repairs. If one of them ^{was} were to break down for more than two months the other by itself would be unable to do the dredging required in the river. With a more powerful Dredger a channel 120 feet wide or double the present width could be continuously maintained. It was in view of these facts that the Conservancy Board desired enquiries to be made respecting the type of Dredger designed by Mr. Wicks, the Port Officer. ✓

I have the honor to be,
Sir,

Your most obedient servant,

Walter Bewick

Commander R. I. M.
Presidency Port Officer.

Marine (1895) DEPARTMENT.

From

THE PRESIDENCY PORT OFFICER,
Madras,

To

THE CHIEF SECY. TO GOVERNMENT,
MARINE DEPARTMENT,
Fort St. George.No. $\frac{48}{117}$ 4Dated 7 } May 1895.
Received 9 }
Ref 10 }

No.



Subject.

Stating that to keep the
river at Coe anada
free of silt dredging
will always have to be
resorted to.

WITH ORDER

Order 23 May 1895, No. 143.

Consideration of the
question of
the payment to Mr.
Wicks of travelling
allowance will be
deferred until his
return to duty.

for orders.

22/5/95

J.S.B.
21/5/95.

RECEIVED
J. P. 26/5
30 MAY 95
IN M.S.

BACK PAPER, No.

OF 189

FURTHER PAPER, No.

OF 189

READ AGAIN ORDER OF GOVERNMENT, DATED
189, No. , MISCELLANEOUS.

ENCLOSURES.

CURRENT No.

STATEMENT WITH DITTO.

ORDER OF GOVERNMENT

A A

LETTER OF GOVERNMENT.

STATEMENT WITH DITTO.

PAPERS NOT FILED UP, BEING MEANT FOR DESPATCH
IN ORIGINAL (not pagged).

N.B.—

A — Copy in full.
B — Not to be copied.
P — Copy abstract only.
Q — Copy heading only.