No. 37 of Corrg. 1895.

South Canara Collector's
Office, Mangalore 27th January
1895.

From

W. H. Welsh Esquire,
Collector of South Canara.

To

The Chief Secretary to Government
Marine Department—
Fort St. George.
Through the Presidency Port Officer.
Madras.

Sir,

Mr. W. F. Hamilton, the local agent of the Bombay Steam Navigation Company who was one of the members of the Committee for the management of funds raised under Act III of 1885 (Madras) appointed under G.O. dated 15th January 1894, No. 12, Marine Dept., having tendered his resignation, I have the honor to recommend that his resignation may be accepted and that Mr. H. Menzies his locum tenens who is willing to serve may be appointed to the vacant membership.

I have the honor to be,
Sir,
Your most Obdt Servant

Collector.

Copied Cr
Compd
27/1

RT
27/1

[G / II]
5,000—26-9-94.

ORDINARY, MS.

Marine Department.
G.O., dated 15/2/95
No. 52.

1671 S

When given for copying. 15/2.

[Despatch Abstract.]

Approving the appointment of Mr H. Menzies as a member of the committee for the management of funds raised under Act III of 1885 at Mangalore vice Mr W. F. Hamilton

BACK PAPER, No. 12 of 189

FURTHER PAPER, No. 464 of 189
20/4/15.3.96

ORDER OF GOVERNMENT, DATED
9 , No. , MISCELLANEOUS.

ENCLOSURES.

CURRENT No.

STATEMENT WITH DITTO.

ORDER OF GOVERNMENT .. .. .. A A

LETTER OF GOVERNMENT.

WITH DITTO.

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

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

[R.O. / 10]
10,000 – 25-3-12.

MADRAS RECORD OFFICE.

Block No.

Paper taken out of the Records from the charge of the Referencer,

Dept. Press / Mis. / Rout. No. 52, dated 15th [illegible] 191 , Rank No. / Range,

Date taken out.	For what purpose.			Initials of Referencer.	Date returned.	Initials of attender.
	Department	C. No.	Year.			
3/8/12	Judl		2841/12	[illegible]	5-8-12	

FAIR.
[illegible] 15.2.95. [illegible] 15/2/95 [illegible]

[Ref. 4]

Date taken out.	For what purpose.			Initials of Referencer.	Date returned.	Initials of attender.
	Department.	C. No.	Year.			

Date taken o

[illegible]

No. 169 d/18.9.94

What source are the nig. expenses of the Wenlock Mangalore to be met – & the Landing & Shipping Dues to be expended to find any of the money?

W
15/2

a for H.E. the Govr.

It was intended that the expense of dredging in accordance with Mr Walcli's scheme would come out of the funds at the disposal of Govt: on account of landing and shipping fees. The Committee has very limited powers in regard to these funds which are ~~of a~~ public funds and the property of Govt. The extent of the funds raised from shipping is stated in para 4 of G.O. No. 296-297 dated 17th August 1892 & the extent of the funds raised from landing is stated in G.O. No. 1572/95 dated 28th Dec 1895.

45 B.
2.95.

Marine Dept

G.O. regarding Mr Simpson's appt: as Port Officer, Mangalore, submitted. His statement at page 183 of the quarterly Civil list shows the allowances attached to each port. When he was in Madras recently Mr Walch expressed a decided preference for Mr Carlyon after his experience of Mr: Simpson. When a Senior Port-Officer goes on long leave there is a sort of "general post" in the dept: in consequence of the slightly higher allowances attached to some ports. The Govt: has to pay the travelling expenses.

The copies of letters called for from the

FOR WHAT PURPOSE.

ls of
r.

Ref.]

Marine Dept

EN

No. 169 d/18.9.94

From what source are the dredging expenses of the Graving Dock at Mangalore to be met — & are the Landing & Shipping Dues Com.rs expected to find any of the money?

W
15/2

Note for H.E. the Govr.

It was intended that the expense of dredging in accordance with Mr Walch's scheme should come out of the funds at the disposal of Govt: on account of landing and shipping fees. The Comtee has very limited powers in regard to these funds which are ~~of a~~ public funds and the property of Govt: The contents of the funds raised from shipping charged on paras 4 & 5 of GO Nos. 296-297 Mis dated 17th Augt 1892 & credited with Govt. No 1572/1895

JSB. 15.2.95.

Seen

G/o. regarding Mr Simpson's appt: as Port Officer, Mangalore, submitted. The statement at page 183 of the quarterly Civil list shows the allowances attached to each port. When he was in Madras recently Mr Walch expressed a decided preference for Mr Carlyon after his experience of Mr. Simpson. When a Senior Port-Officer goes on long leave there is a sort of "general post" in the dept: in consequence of the slightly higher allowances attached to some ports. The Govt: has to pay the travelling expenses.

The copies of letters called for from the

p. P.O. have been rec'd. and are put up. The other one quoted in Mr: Welsh's telegram is in a gp. in the file, the nos. and date are marked on the original telegram.

JSB
for C.
14/2/95.

5

Mr Portofficer Simpson

Rr. the Governor

C14/2

[G/25]
500—26-6-94.

Marine Department.

C. No. 101

and file re

the dredger

Wenlock.

FOR ORDERS.

We must still press for the P.P.O's own personal explanation as to why he has not taken the proper steps to carry out the instructions given to him in G.O. Sep. 21. 1894 – which ran: – "The P.P.O. will see that the (the Wenlock) is put to the work indicated by Mr. Walch, viz: dredging out the channel from the harbour entrance to the Pattimar anchorage opposite the Custom House". Nothing could be clearer than this, and I want to hear from him why he did not see that the necessary preparations were duly made as they should have been, and everything in readiness to start the work at once. His office says for him that Mr Simpson went there & discussed this dredging question with the Acting Resident P.O. but says nothing of any orders being given to Mr Simpson, or to anybody to attend to the work. In fact the first order I can find on the subject from to the office

Note
The channel to be dredged should have been marked off before the vessel arrived.

the P.P.O. to the Mangalore P.O. is dated Jan. 25. 1895 – and this encloses a copy of the G.O. of Sep. & instructs him to get the work done. All through I find

These reports disclose a very unsatisfactory state of affairs. The Wenlock arrived at Mangalore totally unprepared for, and although she has been there for a month she has done nothing better than get stranded on several occasions and has caused a native vessel to get aground.

The primary cause of all these troubles is the unexplained neglect of the Presy Port Officer to take the necessary action with ref. to para 4 of G.O. 21. 9. 94, No. 377. Instead of directing the P.O. at Mangalore to place himself in comm. with Mr Walch and get all things ready against the dredger's arrival he contented himself with presuming that someone else would do something.

Mr Simpson, the Port Offr, has probably done a lot

of unpleasant work in the past month: but it is to be regretted that the result has been so unsatisfactory. He is however not behind hand in demanding extra remuneration. Para 7 of his letter of the 5th Feb. suggests the advisability of enquiries as to whether he has put in his time for pension. As regards Lounder Powell, it is submitted that this is not the first time his indifference to his duties has come prominently to notice, and unless he has some more satisfactory explanation to offer than that already given the Govt may feel its confidence in him sufficiently shaken to necessitate a comn to the Director of the R.I.M. on the subject.

There is still another officer whose conduct in the matter seems quite inexplicable. Mr Walsh, the Asst Collector, appears to have very readily fallen into the trap laid for him by Mr Simpson by transferring the management of and responsibility connected with the dredging operations to the A. and S. Dues Countee! This Countee has absolutely nothing to do with the

complaints that Mr. Simpson has his hands full of other work, that he is too old & infirm to get through even this - that he too is taken at a disadvantage & that he has nothing ready, and that there is no one qualified to take command & supervise the work. Now I hold the P.I.O. directly responsible for all these admitted failures. Assuming them all to be correct and it shows an amount of culpable negligence quite unaccountable. He also refers to the Land & S.D. Committee's action & apparently considers it all in order, and altogether betrays such a lamentable amount of ignorance & carelessness, that unless he can explain himself in such a way as to justify himself, I think we ought to take steps to get some one else to do his work. I do not think that we can do anything now but wait for the report wh. we have called for from the P.I.O - but I must say that I think Mr. Walsh sh.d be asked to go there at once. The P.I.O. gets to Mangalore on Sunday - & the report will be valueless without Mr. Walsh's opinion embodied in it. Meanwhile I would say that the explanation called for from the P.I.O. in G.O. 1 Feb. 95 do. 22 Mar. does not show what action the P.I.O. took on receipt of G.O. Sep. 21. 94 - & Govt desires to be informed what steps he took to insure the work being properly carried out. Immediately the Lowlock arrived at Mangalore. From the information before Govt it does not appear that any arrangements had been made for buoying the channel to be dredged nor for supplying the dredger with coal or water - and that Mr. Simpson in consequence of his age & infirmities is quite unfitted to undertake the work wh. is expected from him as P.O. in connection with the dredging. The P.I.O. will be requested to enlighten Govt on these points.

to
14 Feb

Mr. Welch sh.d be asked to give an explanation answer to the reference made to him, which can be understood.

to

Subsequent instructions were not to say anything to Mr Welch!

dredger. She is in the P.I.O's charge and should have been made over by him temporarily to the P.O. at Mangalore. The conflicting instructions in regard to the required channel are extraordinary. Because Mr Walsh omitted to give one particular dimension the Committee took it upon themselves to alter the whole of the previous arrangements, and on a ref: to the P.I.O, that officer gave yet a third set of dimensions! It is not stated why no one referred to Mr Walsh

The suggestion that the dredging operations shd be placed in charge of a P.W.D. subordinate can hardly be considered in the absence of particulars as to the qualifications of any particular individual for the special work.

A telegram was despd to the Collector yesterday asking on what authority

the Coontee has assumed charge of operations and exactly how matters stand. The letter rec^d today, however, shows that the Collector had found it convenient to move into camp.

Commdr: Powell is due at Mangalore on Sunday next with the Hospital.

Dredger Wenlock

H.M.S. Northbrook Gunboat

7.B.
12/2/95

This note was written after I had sent a portion of the papers in Council. The telegram then drafted has been sent to the S.S.O and the reply of the Coll^r to the telegram which I addressed to him has since been received. It is pretty well unintelligible. I am sending asking for copies of the letter of the S.S.O

C 102.

quoted by Mr. Welsh but I cannot see what they can have to do with the present case as the order of Govt. directing the Dredger to be sent to work on arrival is dated 21st Sept: 1894 and the dates of the letters quoted are June 28th & July 28th 1894 and 13th July 1893.

Ref.

[G/25]
500—26-6-94.

ENT.

DEPARTMENT.

C. No.

FOR ORDERS.

The order of Sept: 1894 was clear and distinct but neither Coll: S. S Officer nor Port Officer appear to have moved a finger towards complying with the order until they were pressed by Govt & the Dredger was left for several days without the slightest efforts to relieve her. There is no reason why the Port Officer & Coll: had a copy of the order and the Port Officer was shown Mr. Welsh's letter to Govt. and the order before he joined Mangalore.

When they did set to work the results were immediately satisfactory. The Coll: opened matters & the Landing & Shipping Board Committee who had absolutely no jurisdiction, there was discussing about getting coals, the supply of water for the boilers was delayed on what seems to be very insufficient grounds, the Committee took upon itself to lay down what the size of the channel should be and everything appears to have been done in a half hearted way. The Coll: does not seem to have personally interested himself the least in matters and nothing has been done both to keep the Dredger aground instantly to free her more often. It may be that there are reasons why it is impossible

Dredger N

work the dredger but they seem handy
lately. The dredger has an array of
anchors four of them each dependably
capable according to Comm.r Powell
of holding a much larger vessel
than the Warlock. If other vessels
can manage to hold at their anchors
at Mangalore how is it that
the dredger cannot? I was under
the impression that a ship could
where the anchorage is sand as
it is at Mangalore lay clear himself
from dragging by backing her
anchors. Mr Simpson does not
appear to care to trouble himself
about the matter as he should
(vide para 7 of his letter marked
with red pencil) and might be
replaced at Mangalore by
an officer of more energy and
determination to overcome the
difficulties with which Mr S
seems unable to cope.
Perhaps it would be advisable
to ask Mr Walch to go down to
Mangalore and see to matters.
He has plenty of energy and would
very soon be able to let Govt. know
whether it is possible or impossible
to work the dredger. The Collr. of R.D
and Mr. Simpson evidently doubt
case whether the undertaking is
a success or not and the Committee
is opposed the scheme and will
likely to do anything that Govt.
would do

L.D
12/2/95

CENT.

1st October 1895

The following telegram will be
despatched to

Bombay
Conductor W. Powell
Royal Indian Marine
Watsons Annex
Esplanade Hotel.

62 x Government desires that
on reaching Mangalore you
should take immediate
steps to set Warlock to work
dredging Channel indicated
by Walch and should see
that proper arrangements
for carrying on the work
and supplying the dredger
with sufficient quantities
of coal are made.

You should not leave
Mangalore until completely
satisfied that all to give
full effect to the orders of
Govt has been done.

Govt also wishes to have
at an early date full
Explanation from Simpson

as to why he did not fully
with the instructions as
regards setting Woolcock
to work as soon as she arrived
of the existence of which
he was aware before he
joined Mangalore and
your opinion thereon.

(Fair signed by C.S.)

Telegram

Drafted by C.S. in Council

[Ref. 4]

INDIAN TELEGRAPHS.

Code Class. | Monthly Number.

To (Office) Telephonic | From (Office) messg

Words.	Day.	Hour.	Minute.	Official Instructions.

To (Person) C.S. | From (Person) O.P.O.

48 years 7 months and 15 days. this day.

68

84 Word Form. F.C.2.

Recd. from I.N. | Sent to I.N.

at Hrs. Mts. by | At Hrs. Mts. by

Telegraph Master.

C. G. P.—No. 331 T—2-3-23—15,000.

camp so we could not apply to him, to make the Working Estimate necessary to enable the Port Officer to carry out the orders conveyed in the Residency Port Officer's telegram.

4. I presume this is to be at the expense of

Current- № 265 Eng of 1895.

SOUTH CANARA COLLECTOR'S OFFICE,

Mangalore

January 1895.

PORT OFFICE 4 FEB 95

From,

W. H. Welsh Esquire,

Collector & President of the Landing and Shipping Dues Committee Mangalore — South Canara.

To

THE CHIEF SECRETARY TO GOVERNMENT,

Marine Department,

(Through the Residency Port Officer) Fort St. George.

Sir,

I have the honor to submit copy of the Proceedings of a special meeting of the Landing and Shipping Dues Committee of the Port of Mangalore dated the 25th instant regarding the working of the Dredger "Wenlock" now at that Port.

2. I beg to invite attention to the Superintending Engineer's suggestion that a competent Upper Subordinate be deputed to look after the operations.

3. There is no Engineer on shore whose services can be availed of. The Engineer of the "Wenlock" has his hands full in attending to the machinery. The advice of Mr A. E. C. Vas, Supervisor P.W.D. has always been freely placed at the disposal of the Committee and has been most useful, but he is now in camp so we could not apply to him to make the Working Estimate necessary to enable the Port Officer to carry out the orders conveyed in the Residency Port Officer's telegram.

4. I presume this is to be at the expense of

15,000—18-2-06

of the Landing and Shipping Fund.

5. I hope however that Government will not think it out of place for me to urge that the Committee never thought it right to spend its money on dredging a temporary channel at the mouth of the harbour for use at the end of one season. They never contemplated dredging except in conjunction with the proposed reclamation of the foreshore. In G.O. No 37 W. of 12th February 1889, Government decided against dredging a temporary channel. Wrongly quoted not comm'd to Govt

6. So far from their desiring temporary improvements they applied to Government for permission to invest their balance (this Office letter No 2366 dated 27th June 1894) but the Residency Port Officer instead of forwarding the proposal for the orders of Government wrote in his No 695/139 dated 7th August that the cost of the dredger would have to be the expense of the funds collected. I do not think, considering that the herring season is in full force at present, that the Wenlock can be anything but an impediment in midstream and cause serious hindrance to the freedom of shipping, and in the absence of experts in dredging operations I do not suppose the ultimate result of dredging will be satisfactory.

I have mentioned that there is no working Estimate. The only orders which have been received are in G.O. No 377 dated 21st September 1894, Marine. At page 5, line 10, it is said that there is to be "a "practicable channel of not less than six "feet at low water near the river mouth to "the pattimar anchorage opposite the custom "house."

8. It is not said what the width is to be.

9. It is not said whether it is to be straight, nor in case there are to be curves, how many reaches there should be.

10. It is not said whether there is to be a fall from head to mouth or whether the level should be the same throughout. On these points there are already differences of opinion since the Committee attempted to settle them off hand at its meeting.

11. Captain Simpson has been working very hard preparing surveys for Mr Walch's report. He had prepared charts with surveys and soundings taken to show the shifting of shoals and the alterations of the shore line in December and January. (I may mention incidentally that these show the sandspit north of the entrance to the Harbour to have been considerably washed away since November which

which is an indication that it is dangerous to dredge the proposed channel close to the western sand bank.) It is no joke for a man of his age to be out for hours in the sun taking soundings in a boat or trudging over the sand.

12. The tanks for supply of water to shipping were completed only on the 25th January. Till that day there was no means of providing fresh water for the boilers of the "Wenlock." It took all day of the 26th to get them filled by the volunteer labour of half the waterside population assisting with boats and cans. On the 28th when steam was got up the Engineer sent for Captain Simpson to come on board as he did not think it safe to swing the ladder and buckets into position without another European on board, since there had nearly been an accident with this machinery in Bombay Harbour. The buoying of the channels was done on the 28th. There were no buoys, no anchors for them and no cables. All has been improvised by Captain Simpson with the help of Sheppard and Co's agents. The co-operation of the B. I. S. N. Co's agents, messrs Arbuthnot

15,000—13-2-06.

Arbuthnot and Co will get over the difficulty of coal which was a matter for anxiety as there was risk of the operations being stopped for inability to procure it.

13. All this has come upon the Port Officer when his whole time would ordinarily be occupied with duties which can only be performed in the fair season, such as survey of shipping, and Inspection of Boats. Some duties require the utmost punctuality and despatch such as attention to Ships' papers. Others require tact and patience such as dealing with the Aminidivi Islanders who are coming over with coir. It is necessary to mention these details as it is possible the Port Officer might be thought to blame because the Wenlock did not begin to dredge the day after her arrival on Monday 14th instant, of which he was informed by telegram on Sunday evening the 13th

14. I submit that he has shown much energy and resource. On receipt of telegraphic instructions despite all want of preparation, trained knowledge of dredging,

etc

etc-etc he has made the necessary arrangements to dredge as soon as steam is up and position for first operations taken up.

15. The Committee has done its best to comply with the orders of Government.

I have the honor to be,
Sir,
Your most obedient Servant

D. [illegible]

For Collector & President
of the Landing & Shipping
Dues Committee.

W 31/1.

1.—P. No. 153—91.

67

1895.

From,

The — Collector of
South Canara.

To,

The Chief Secretary to Government,
Marine Department,
Fort St. George.
(Thro' the Pres^t. Port Officer).

Dated 31^st January 1895.

Received

Current No. 265 of 1895.
Eng.

ENCLOSURE. /

Subject.

Dredger Wenlock. —
Submitting with remarks
for the orders of Govt
the proceedings of a Special
Meeting of the Landing
& Shipping Dues Committee
regarding the —

5
mar.
3
98

[Ref. 4]

...T.

Proceedings of a Special Meeting of the Landing & Shipping Dues Committee of the Port of Mangalore, held at the Collector's office on Friday the 25th January 1895.

Present:-

W. H. Welsh Esq: President
J. M. Simpson Esq: Port Officer
H. R. Morgan Esq:
F. Noone Esq:
Haji Abu Bakar Beari Khan Bahadur
D. Vas Esq:

Read Telegram, dated 24th January 1895, received by the Port Officer this morning from the Presidency Port Officer and laid before the Committee

"If Wenlock not working already "commence immediately dredging out "channel from harbour entrance to pat. "timar anchorage opposite Custom house."

1st Resolution proposed by H. R. Morgan Esq: seconded by D. Vas Esq: and carried unanimously.

The Committee respectfully beg

to remind Government that they protested as recorded in the Collectors letter dated 3d October 1893, No. 3790, against the employment of the Wenlock at the expense of the funds raised from the merchants of Mangalore, especially when no scheme has been properly matured for the purpose. The funds at the disposal of the Committee will not go very far. They trust Government will come to their help when these are expended. There is also considerable risk to the Wenlock in crossing the bar without a Commander.

They will, however, as ordered, commence work as soon as the Channel has been buoyed and arrangements made for a supply of coal. Captain Simpson's letter to the Presidency Port Officer No. 11/93 dated 11th December has clearly explained that he is not able, in justice to his own duties, to carry out the work. They cannot fail to mention how zealously he has already exerted himself on their behalf.

The Committee have had the advantage of the opinion of the Superintending Engineer who thinks a competent upper Subordinate should be detailed to look after the dredging operations, and to execute the necessary surveys in connection with the improvements of the harbour.

It must be remembered that surveys and soundings must be continued during the whole of the fair season.

The Government will be addressed accordingly.

Proposed by Mr. Mongan, seconded by Mr. Browne that the Local Fund Engineer's offer to make an estimate of the quantity of silt to be removed according to Captain Simpson's survey for a channel as advised by Mr. Walch in his letter dated 8th Sep. timben be accepted. The width of the channel is not fixed by Mr. Walch. The Committee fixes 300 feet. The channel is now a

[Ref. 4]
15,000—13-2-06.

Paper taken out of th... DEPARTMENT.

Telegram State Deferred.

To ...ll ...l... From ll.....lee.

means of 7 feet. A minimum of six feet as fixed by Mr Walsh is considered not enough; the depth will have to be dredged to a minimum of nine feet at low water. The dredger will make one trip every working day when the bar is safe or two or three if possible. Captain Simpson will be requested to settle the questions of overtime and pilotage.

The arrangements for obtaining coal are next to be considered. The offer of the B. I. S. N. Company to ascertain at what rates that Company would supply 42 tons a month during the fair season in sacks ~~outside~~ on the roads or at what rate in bulk is accepted. Mr Morgan has kindly undertaken to obtain other quotations.

The Meeting is adjourned till 2? February.

(Signed) W. H. Walsh
President.

(True Copy)

D. [illegible]

W. 31/1.

To Collector & President & the Harbours & Shipping ones Committee

98

L.-P. No. 231-93. 100.

Enclosure

In a letter from the ~~District Magistrate~~ Collector of South Canara to the Chief Secretary to Government, Marine Department, Madras, dated 31st January 1895 No. 265/Eng of 1895.

Dredger Murdoch.

Copy of the Rec: at a Special Meeting of the Mangalore Landing & Shipping Dues Committee regarding the —

President.

(True Copy)

D. [illegible]

W. 31/1.

To Collector & President of the Landing & Shipping Dues Committee

15,000—13-2-06.

Paper taken out of th[illegible]ecords f[illegible]

DEPARTMENT.

No 14/33.

Port-Office, Mangalore.
4th December 1894.

From

J. M. Simpson Esq.
Ag Port Officer

To

The Presidency Port-Officer,
Madras.

Sir,

With reference to your letter No 693/1494 dated the 29th November, I have the honor to explain that Mr Walch requires a Survey of the Netravathi River which has never been surveyed before.

2. The River is more than one mile in width and is full of extensive sands and spits which Mr Walch requires to be placed and measured every month in addition to the soundings over Bar and Backwater hitherto undertaken by Port-Officers

3. I find I cannot do this unless I

H. D. Bameley.
for Presidency Port Officer

P. No. 231 - 93. 100.

soundings or plot one sand bank and I have hardly accomplished half the required work, although I have steadily been on it during the month I have been here.

4. I would point out that many native vessels require to be measured for collection of Port Dues and I cannot attend to them if I am away on the River.

5. I will however do the best I can to meet the requirements of Mr Walch if I can leave the Office work in the hands of the Asst Superintendent

I have &c.

Sd/ J. Mc. Simpson.
Ag Port Officer.

(True Copy)

H. D. Bannerjee
for Presidency Port Officer.

(True Copy)

31/1.

To Collector & President & Members of the Standing Finance Committee

[Ref. 4]
15,000—13-2-06.

Paper taken out of the Records for DEPARTMENT

Telegram dated Deferred.

To Madras
" Presidency
Port Officer

From Mangalore
" Collector of
South Canara.

Your telegram 30th January dredger dragged anchors heavy flood tide Thursday evening and grounded on mud flat near position commencement dredging operations Simpson got her off this morning 1 A.M. left her anchored in fairway about 6 A.M. ebb tide she dragged anchor with 39 fathoms on the windlass ran starboard quarter against sandspit Simpson got her off at 11 A.M. floodtide anchored in fairway no damage ship unmanageable for want of room no work done yet.

2nd February 1895.

True Copy.
H. D. Bannerjee.
for Presidency Port Officer

-P. No. 231 - 93. 100.

15,000—13-2-06.

Paper taken out of th[illegible]

DEPARTMENT.

Telegram Date Deferred.

To Madras
" Presidency Port Officer

From Mangalore
" Acting Port Officer.

All efforts to manage Wenlock unsuccessful currents strong no holding ground channels too narrow dredging with Wenlock impracticable here cannot guarrantee present moorings seriously impeding fairway traffic.

4th February 1895.

True Copy
S. D. Bannerjee
for Presidency Port Officer

Paper taken out of the Records for

DEPARTMEN

Telegram ~~State~~ Deferred.

To	From
Madras	Mangalore
" Presidency	" Port Officer.
Port Officer	

Currents meet at right angles inside entrance swinging ship directly anchor dropped and before chain can tighten channel now barely one hundred feet because 500 feet North spit washed eastwards quickwards causing heavy working anchor to drag with eighteen fathoms detailed report tomorrow.

6th " February 1895.

True Copy.
H. D. Bardsley.
for Presidency Post Office.

Mar
3

L.-P. No. 231-93. 100.

15,000—13-2-06.

Paper taken out of th... records f...

DEPARTMENT.

CURRENT No. 94

No. 695/36 G

PRESIDENCY PORT OFFICE,

Madras, 8th February 1895.

Heading.

From

THE PRESIDENCY PORT OFFICER,

MADRAS,

To

THE CHIEF SECRETARY TO GOVERNMENT,

MARINE DEPARTMENT,

FORT ST GEORGE.

SIR,

With reference to G.O. Marine
No. 42, dated 1st February 1895, I have
the honor to forward copy of a
letter from the Collector of South
Canara from which it will be
observed that any delay in com-
mencing dredging is due to the
action of the Landing and Shipping
ones Committee who are apparently
opposed to the work.

2. G.O. No. 377, dated 21st Septembe-
1894, was circulated by the Collector
of South Canara to the Landing
and Shipping ones Committee
of which the Port Officer is a
member. When passing through
Madras on his way to take up the
duties

1895
Mar. Dept.
Enclos. No. 4
Or. No. 94

duties at Mangalore the Acting Port Officer was shewn a copy of Mr: Walsh's report and the G.O. thereon. The question of dredging was then discussed by Mr: Simpson with the Acting Residency Port Officer and the former must have been fully aware that dredging was to be undertaken as soon as practicable. No representation has ever been made by the Acting Port Officer that any difficulties in the way of commencing dredging were expected and the delay seems to be solely due to the opposition of the Landing and Shipping ones Committee, Also in June last the Port Officer was informed by letter that the dredging was to be commenced when the dredger was available and the Acting Port officer must have been fully aware that when the dredger arrived it was for that purpose. Had he any doubts as to the parts to be dredged it is presumed he would

would have asked for information on the point; no communication was received from the Acting Port Officer until orders by telegram were sent by the Residency Port Officer when he replied that the Collector had ordered him not to commence dredging the channel. Since detailed orders regarding dredging were sent from this office, several attempts have been made, which have been unsuccessful, vide copies of telegrams enclosed.

3. A full report has been called for; but as Commander Towell will be at Mangalore in a few days the papers connected with the subject have been sent to him, and he will then be in a position to give the necessary information.

4. As regards the supply of coal the vessel had sufficient on

I.-P. No. 231-93. 100.

on board to work for nearly one month; and if a further supply was unprocurable she is adapted to burn firewood which is plentiful at Mangalore. As regards the buoys and moorings* said to have been supplied by the Port Officer the vessel has on board 16 wooden buoys and 16 anchors four of them of 15 Cwt, each of the latter capable of holding a vessel considerably larger than the "Wenlock", and the marking of the area to be first dredged could have been done on the arrival of the dredger without any special instructions.

* Paras 12 & 13 Collector's Letter.

I have the honor to be,
Sir,
Your most obt. servant,
H. D. Bambury
Personal Assistant
for Presy. Port Officer

[Ref. 4]
15,000—13-2-06.
Paper taken out of the Records
DEPAR

Marine (1895) Department.

94

From

The Presidency Port Officer,

Madras,

To

The Chief Secy. to Government,

Marine Department,

Fort St. George.

No. 695/36 G.

Dated 8
Received 8th } February 1895.
Repd 9th
Encls 4.

No.

RECD 8 FEB 189

Subject.

Forwarding Copies of Correspondence regarding the delay in Commencing dredging operations at Mangalore.

Mar. S. no 42 dt 1-2-95 Rec.
377 dt 21-9-94 encl
297 A " 26-6-94 Rec
296 " 25-7-94 encl
240 " 20-6-94 Rec
176 " 18-5-94 "
176 " 18-5-94
161 " 2-5-94
78 " 6-3-94
426 " 4-12-93 encl
168 " 14-5-94

Paper taken

DEPARTMENT

Telegram State Deferred.

To Mangalore Port Officer

From Madras " Presidency Port Officer

If "Wenlock" not working already, commence immediate dredging out channel from Harbour entrance to Pattimar anchorage opposite Custom House.

24th January 1895.

91. No. 695/92 P

Presidency Port Officer
Madras 26th January 1895.

To

The Port Officer,
Mangalore

In continuation of this Office Telegram of 24th instant a copy of G.O. Marine No. 377, dated 21st September 1894 is forwarded for information and guidance. The Port ... is particular attention is drawn to para 12 of Lt. Welch's letter printed at page 4 of the order and to his letter printed as an appendix at page 6; from which it will be seen that the work on which the "Wenlock" should be immediately employed is to dredge out the channel from the harbour entrance to the anchor

L.-P. No. 231-93. 100.

anchorage opposite the Customs House, and that in the absence of facilities for utilizing the spoil the Dredger must use her own hopper arrangements and "drop" the spoil out at sea beyond the sick fathoms line and in such a position with reference to the Harbour entrance that the prevailing current will not carry the stuff back towards the bar.

2. The Port Officer will place himself in communication with Mr. Walch in regard to other dredging work that may be recommended by that Officer which should be taken in hand when the present work is completed, communicating copies of correspondence to this Office for information. Every endeavour should be taken to keep the Dredger continuously employed while she is at Mangalore.

3. A weekly return of dredging operations should be sent to this Office in Special Marine Form No 2, and a monthly return in the same form altered as required. With the latter should be sent also supplemental Form No 2. A hundred copies of Form 2 and 30 copies of supplement are sent under separate cover.

4 With

[4]
15,000—13-2-06.
Paper taken out of ... DEPARTMENT.

4. With reference to para 4 of this Office letter No 695/821 P. dated 28th June 1894, the Port Officer will report when the Dredger was in readiness for work after her arrival from Bombay and when work was started.

(Sd.) H D Baddeley
for Presidency Port Officer.

Port Office Mangalore
26th January 1895.

No 14/18

From J M Simpson Esqre
Acting Port Officer.

To The Presidency Port Officer,
Madras.

Sir

In acknowledging receipt of your telegraphic order to commence dredging at once, I have the honor to report that the Collector presided at a meeting of the H & S D committee yesterday after a previous postponement; and that I have received orders not to commence dredging until the following points are considered at a meeting convened for Friday next the 1st proximo.

x x x x x x

Telegram Deferred

To Mangalore — From Madras

" Collector — Presidency

" — Port Officer

"Port Officer reports you have stopped dredging; Government require channel opposite Custom House dredged immediately Winlock available, see Marine Order 377 twenty first September last please instruct Simpson commence"

Telegram Deferred.

To Mangalore — From Madras

" Port Officer. — Presidency

" — Port Officer.

"Have veried Collector permit you proceed with dredging. Government order must be carried out. Wire when you commence work."

30th January 1895.

Telegram

[Ref. 4]

15,000—13-2-06.

Paper taken out of

DEPARTMENT

Telegram

To Madras — From Mangalore

Presidency — Port Officer

Port Officer

Width of channel to be excavated not specified in Walchs preliminary report Government Order 377, 21st September, what width should it be

31st January 1896

Telegram.

To Mangalore — From Madras

" Port Officer — Presidency

" — Port Officer.

"One hundred feet wide ten feet deep low water for the present.

31st January 1896.

Telegram

No. 251 - 03. 100.

Telegram Urgent.

To Madras

" Presidency Port Officer

From Mangalore

Collector

" Simpson went on board this morning believe work began

31st January 1895

True Copies

Wm. Rowlandson

Commander R. Sch.

Presidency Port Officer

Mad

mar

[Ref. 4]

15,000—13-2-06.

Paper tak[illegible] [illegible]NT.

No. 695/26 G

Heading.

PRESIDENCY PORT OFFICE,

Madras, 2nd February 1895.

From Commander W Lowell, R.N.M.,

THE PRESIDENCY PORT OFFICER,

MADRAS,

To

THE CHIEF SECRETARY TO GOVERNMENT,

MARINE DEPARTMENT,

FORT ST GEORGE.

SIR,

I have the honor to forward herewith, for the information of Government, copies of the correspondence undernoted, having reference to the dredging work required to be carried out at Mangalore in connection with Mr. Walsh's scheme for improving the Harbour at that port.

Telegram dated 24.1.95 to Port Officer Mangalore.

Memorandum No. 695/92 P dated 25.1.95 to ditto

Letter No. 14/18 dated 26.1.95 from ditto

Telegram dated 30.1.95 to Collector South Canara, Mangalore

Relicon.

Telegram dated 30·1·95 to Port Officer,
Mangalore
Telegram dated 30·1·95 from ditto
Telegram dated 30·1·95 to ditto
Telegram dated 31·1·95 from Collector

I have the honor to be,
Sir,
Your most obt: servant,
Walter Bucle
Commander, R.I.M.,
Presidency Port Officer

1115

I.—P. No. 251 – 93. 100.

Marine 1895 DEPARTMENT.

CURRENT NO 97

From

THE PRESIDENCY PORT OFFICER,

Madras,

To

THE CHIEF SECY. TO GOVERNMENT,

MARINE DEPARTMENT,

Fort St. George.

(13)

No. 695 / 26 G

Dated 2d. } February 1895.
Received 10th }
Reg. 11th
Encl 1.

No.

UNDER SECRETARY. 10 FEB 95 PUBLIC & Tr. DEPTS.

Subject.

Forwarding copies of correspondence regarding dredging at Mangalore Harbour.

[4]

15,000—13-2-06.

I—P. No. 24 – 93. 200.

Dis: No 114 / Eng of 1895

CURRENT NO 100

SOUTH CANARA COLLECTOR'S OFFICE,

Camp. Mulki

7th February 1895.

From

W. H. Welsh, Esquire,

Collector of

South Canara.

To

THE CHIEF SECRETARY TO GOVERNMENT,

Marine Department,

Fort St. George.

Sir,

In obedience to the order conveyed in para 2 of the Proceedings of Government dated 1st February 1895, No. 42, Marine, I beg to report that intimation of the arrival of the dredger "Warlock" was received by me from the local Port Officer on the 17th January 1895. Captain Simpson having written requesting that a Meeting of the Landing and Shipping Dues Committee should be convened to discuss financial matters connected with the dredger, I forthwith circulated a Notice among the Members fixing the meeting for the 22nd idem. Captain Simpson, however, subsequently applied for an adjournment, as he had to accompany the Superintending Engineer to Coondapoor and the meeting could not, therefore, take place before the 25th by which day the tanks and pipes for supply of

I.–P. No. 231–93. 100.

March 1895 DEPARTMENT.

CURRENT NO 97

From

THE PRESIDENCY PORT OFFICER,

Madras,

To

THE CHIEF SECY. TO GOVERNMENT,

MARINE DEPARTMENT,

Fort St. George.

(13)

No. 695 / 26 G

Dated 2d
Received 10th } February 1895.
Regd 11th
encl 1.

No.

UNDER SECRETARY
10 FEB 95
PUBLIC & T.E. DEPT.

Subject.

Forwarding copies of correspondence regarding dredging at Mangalore Harbour.

[Ref. 4]
15,000—13-2-06.

I.–P. No. 24–93. 200.

Dis: No 114 / Eng of 1895

CURRENT NO 100

SOUTH CANARA COLLECTOR'S OFFICE,
Camp, Mulki
7th February 1895.

From

W. H. Welsh, Esquire,

Collector of

South Canara.

To

THE CHIEF SECRETARY TO GOVERNMENT,

Marine Department,

Fort St. George.

Sir,

In obedience to the order conveyed in para 2 of the Proceedings of Government dated 1st February 1895, No 42, Marine, I beg to report that intimation of the arrival of the Dredger "Wenlock" was received by me from the local Port Officer on the 17th January 1895. Captain Simpson having written requesting that a Meeting of the Landing and Shipping Dues Committee should be convened to discuss financial matters connected with the Dredger, I forthwith circulated a Notice among the Members fixing the meeting for the 22d idem. Captain Simpson, however, subsequently applied for an adjournment, as he had to accompany the Superintending Engineer to Coondapoor and the meeting could not, therefore, take place before the 25th ult. by which day the tanks and pipes for supply of

of fresh water to the Shipping were completed. Until after the 25th it was a physical impossibility to supply water to the Dredger. Even then the water had to be brought alongside in caldrons and the first attempt to improvise a tank-boat failed. I gave what help I could to the Port Officer in completing these arrangements, and sent a clerk, at his request, to assist in making out the accounts of the crew of the Dredger and the supply of rations.

2. The proceedings of the Committee at a Meeting held on 25th January were submitted per Current Register No. 265 of 1895 dated 31st January 1895. The machinery was not yet in position and the vessel was still berthed out of the way of shipping. It was not intended that any attempt should be made to bring her into the fairway, and use the machinery until after a working estimate had been made, and sections of the channel prepared. The exact direction and the width of the temporary channel were under discussion and the depth of six feet fixed by Mr. Walch seemed insufficient. The Superintending Engineer, the Local Fund Engineer who was employed to make the sections and working estimate, and the Engineer of the Dredger were present to advise. The Committee wished to have the channel buoyed, and inquiries made what class of coal would be most economical to use and quotations obtained. They were expected to be ready by the 2nd February for which date the meeting was adjourned. It was intended that no work should be commenced until then. I hope it may not be thought that because the Committee would not have recommended the expenditure of funds on a temporary channel, it was not working loyally to carry out the orders of Government and the Presidency Port Officer's telegram of 24th January to "commence immediately" It was understood that the vessel could not get up steam till she was supplied with fresh water from the shore and that as the coal on board could not last very long it was necessary to arrange for a continuous supply and meanwhile to obtain sections of the channel bottom she had to operate on.

3. However the Port Officer received another telegram from the Presidency Port Officer to begin at once and he went on board on 31st January to do so, and I also wrote to him demi-officially requesting him

him to do so. I received a telegram from the Presidency Port Officer asking me to instruct Simpson to commence at once to which I replied that I believed he had begun. He however only brought the vessel into position and anchored her so that he might begin on 1st February. During the night she dragged anchors and ran on a shoal. The midday tide on 1st February was not high enough to get her off, but the night tides are higher so she was got off. On the morning of the 2nd she again dragged anchors and ran against the spit. When she was got away from the spit it was said that every one was too tired for work to be done that day as they had been up most of the night. So she was left safe for Sunday. I went into camp on Monday 4th and have not yet heard whether work has been done.

4. G.O's dated 21st September 1894, No. 377, and 16th November 1894, No. 451, Marine, were duly circulated to the Committee and were communicated to the Port Officer on the 15th October and 28th November 1894 respectively.

I have the honor to be,
Sir,
Your most obdt servant.

D. [illegible]
for Collector

L.—P. No. 231—93. 100.

1.—P. No. 153—91.

Marine Dept.

CURRENT NO. 100

1895.

From,

The — Collector of
South Canara.

To,

The Chief Secretary to Government,
Marine Department,
Fort St. George.

Dated 7th February
Despd 8th
Received 12th .... 1895.

Dis: No. 114 Eng. of 1895

ENCLOSURE. None.

CHIEF SECRETARIAT GOVERNMENT OF MADRAS
12 FEB 1895

Subject.

Reporting with reference to the G.O. noted within, what action he took when the Dredger "Wenlock" arrived at Mangalore.

[4]
15,000—13-2-06.

Enclosure in Current No. 294 of 1895 —
Enc:

Proceedings of a Special Meeting of the Landing and Shipping Dues Committee Mangalore held in the Collectors office on the 2nd February 1895.

Present.

W. H. Welsh, Esq: President.
J. Simpson Esq: Port officer.
H. R. Morgan, Esq:
F. Noone, Esq:
Haji Abubakar Beari, Khan Bahadur
D. Vas, Esq:

1. Read President's Minute regarding the question of improving the Jetty and Superstructure at the Mangalore Bunder as suggested by the D. P. W. Sub-Divisional officer, Mr Vas.

The Superstructure of the Reception Arch is in a dangerous State, and the committe considers it necessary to have it taken down at once and the valuable material Stored in the P. W. D. yard as proposed by the Supervisor. For this Rs. 25 is allotted in anticipation of the Sanction of the Presy. Port Officer who will be addressed about the Jetty also.

2. Read

2. Read also letter from the Port officer, Mangalore, No. 14/19 of 26th January 1895, Stating That the crew of the Dredger are paid overtime fees and requesting to place before the Committe G.O. No. 512/2.7.90, Showing That he too is entitled to Such fees if employed on holidays or out of office hours. He also States That the Port officer at Coconada gets a Special grant of Rs 100 a month for groyne extension and requests that as the Mangalore Entrance is more dangerous than Coconada, his claims to the Same may be placed before the Meeting and Subsequently forwarded to Government for Sanction.

The Committee recommends for the Sanction of Government that payment for overtime under G.O 512/2.7.90 be passed to Captain Simpson.

3. Read also letter from the Same officer No. 14/26 dated 29th January 1895, asking orders on certain points.

As the Port Officer now proposes to put the Dredger back in position on Monday and work on Tuesday This letter needs no answer

4. Read letters from the District Engineer South Canara No. 311/1.2.95 and 312/2.2.95 forwarding, with remarks, an Estimate for dredging a channel 110 feet wide from the Mangalore Harbour Entrance to the Pathimar Anchorage.

To lie over until after 6th February when the Presidency Port Officer is expected.

5. Heard and considered verbal report of the Port Officer that Since he took the "Wenlock" into position She caused the Sailing vessel "Kuradat Vodi" of Aminidivi to run ashore between 4 and 5 on Thursday evening, That the "Wenlock" dragged her western (Starboard) two anchors and ran ashore on the Shoal but was got off at about 1 A.M this morning and being anchored again in the fairway the Stern anchor dragged and She swung her Starboard quarter against the Spit. She was got off about 11 A.M after the flood made and anchored in the fairway. High water was about

L.-P. No. 231-93. 100.

about 20'clock this morning

Proposed that the following be Sent to the Presidency Port officer

Telegram

" Your telegram 30th January. Dredger dragged anchors heavy flood tide Thursday evening and grounded on mud flat near position commencement dredging operations. Simpson got her off this morning 1 A.M. Left her anchored in fairway about 5 A.M ebb tide. She dragged anchor with 30 fathoms on the windlass ran Starboard quarter against Sandspit Simpson got her off at 11 A.M. flood tide. anchored in fairway. No damage. Ship unmanageable for want of room. No work done yet. "

6. Heard and Considered Messrs Arbuthnot and Co's offer to Supply English Coal in Sacks overside at 26 Rs a ton and Mr Welsh at 27.

The Meeting Thanks Messrs Arbuthnot and Co for their offer The matter will be disposed of when

[Ref. 4]
15,000—13-2-06.

when they hear further from other Contractors.

/Signed/ W. H. Welsh.
Collector.

(True Copy)

D. Arbuthnot
For Collector.

WC 5/2

Exd. M.K.
5.2.95.

-P. No. 231 - 93. 100.

[Ref. 4]
15,000—13-2-06.

Circular No 294 of 1895
Encl:

South Canara Collector's Office,
Mangalore,
4th February 1895.

From

W. H. Welsh, Esquire,

Collector ~~&~~ and President of the Landing & Shipping Dues Committee, Mangalore, South Canara.

To

The CHIEF SECRETARY to GOVERNMENT,

Marine Department,

Fort St. George.

(Through the Presidency Port Officer, Madras.)

Sir,

In submitting herewith a copy of the Proceedings of a Special Meeting of the Landing and Shipping Dues Committee held on the 2nd instant, I beg to invite the consideration of Government to the Committee's second resolution.

2. The "Wenlock" has no commander and there is no one here who understands working her. The Port Officer is therefore kept working at all hours. For instance on Friday he was on board till 3 A.M. getting her off the shoal and again about 5 A.M. he was urgently called on board. Some work may also fall upon the subordinates of the office. The Committee suggests that the remuneration be fixed at the

same

P. No. 231 - 93. 100.

15,000—13-2-06.

Circular No 294 of 1895

Encl:

F.

SOUTH CANARA COLLECTOR'S OFFICE,
Mangalore,
4th February 1895.

From

W. H. Welsh, Esquire,

Collector ~~&~~ and President of the Landing & Shipping Dues Committee, Mangalore, South Canara.

To

THE CHIEF SECRETARY TO GOVERNMENT,

Marine Department,

(Through the Presidency Port Officer, Fort St. George. Madras.)

Sir,

In submitting herewith a copy of the Proceedings of a Special Meeting of the Landing and Shipping Dues Committee held on the 2nd instant, I beg to invite the consideration of Government to the Committee's second resolution.

2. The "Wenlock" has no commander and there is no one here who understands working her. The Port Officer is therefore kept working at all hours. For instance on Friday he was on board till 3 A.M. getting her off the shoal and again about 5 A.M. he was urgently called on board. Some work may also fall upon the subordinates of the office. The Committee suggests that the remuneration be fixed at the same

same rate as is required to be paid by the public under G.O. dated 2nd July 1890 No. 512, Rwy., for work done for them.

I have the honor to be,
Sir,
Your most obdt. Servant,

C. [illegible]
Collector.

M 5/2

in printed file.

P No. 251 95 (M)
1.—P. No. 153—91.

4 FEB 95
MADRAS.

610

1895.

From,

The Collector of
South Canara.

To,

The ~~Chief~~ Secretary to Government,
Marine Department,
Fort St. George.

Thro: the Presidency Port Officer Madras.

Dated 4th February 1895.

Received 1895.

No. 274 of 1895.

ENCLOSURE. one.

Subject.

Forwarding a copy of the Proceedings of a Special Meeting of the Landing and Shipping Dues Committee held on the 2nd instant and inviting the consideration of Govt. to the Committee's third resolution regarding remuneration to the Port Officer.

5
mar
2
10

15,000

4 FEB 95

1267.

Port Office Mangalore
5th February 1895

From J. McSimpson Esqre
Acting Port Officer

To
The Presidency Port Officer
Madras.

Sir,

In obedience to your telegram of yesterday I have the honor to submit a detailed report of the difficulties and accidents connected with the Dredger Wenlock: which have arisen from three causes:

First. The Ebb Tides from River and Backwater meet at right angles and rush out to sea with great velocity.

Second. When propeller moves 'astern' the Vessel spins round, when her bow plate is off and Bucket Well exposed.

Lastly. When anchor is dropped, the Vessel cannot go straight astern, but spins round by Wind, Propeller, or Tide, before her cable can get paid out 'taut': and this too rapidly to allow of any Kedges being run out by Boats: and as the Channel is barely as wide as the length of the Vessel, it is evident she must swing across a bank directly the anchor is let go.

L.-P. No. 231-93. 100.

I received your Telegram early on morning of 31st Oct: and at high water proceeded under steam to transport the Vessel from the pool opposite Petroleum Store, to the pool at entrance where I wished to dredge: and dropped anchor safely in the fairway: but before I could go astern, the Vessel drove bodily by sea here and slight ebb across the flat south of the Marine Yard*: and here she struck in 5 feet of water with tide rapidly falling; and as all my efforts to warp off were unsuccessful I dropped a stern anchor and ran out two Kedges to westward, intending to get off at high water next day. On the morning however I found the flood had swept her further on the flat, dragging her kedges about 100 feet until she was only in 3 feet at low water - the draft being 10ft 6in Position A on Plan
A glance at the Tide Book proves that the Day flood only rose 2ft 11in, and consequently I was unable to move the Vessel that day. I made preparations for the night high water, and at half past one o'clock by aid of steam and warping succeeded in getting me more in the fairway where I moored her with three Bow anchors and three Stern anchors viz: one 2nd size working anchor with 10 ffhs: one Kedge with 30 ffhs on wire lass: and one heavy Grapnel Position B.

* that is: on western edge of the most southern of the two flats south of Marine yard.

Position C

with [illegible] all round at low water.
but about 5·30 am
stating the Stern
s on the North Spit.
difficulty in getting
Vessel about 7 o'clock
ater, but her side (Starb'd)
ch which she had
I could do nothing
e she swept in to
her safely: but not
ent morning she
ors but was checked
I had in readiness.
eded on board
. Three cables had
these for the broadside
d riding to ebb with
10 ffhs of heavy cable
one of these, the ebb
storm was hard.
bow being on the
Otte shoal immediately
NW stern
SE Bow.

and the bottom is
nd, so that no great
es or Grapnels as

etting my failure
relieve me of this
long tropical residence
nertion or anxiety
broke down altogether:
r that I cannot stand
ired for taking soundings
claims for remuneration
e surrender of nearly
ing and coming

our obe
i
ient Servant
Simpson
Lt Port Officer

I.–P. No. 231–93. 100.

15,000—13-2-06.

2

I received your Telegram early on morning of 31st Ult: and at high water proceeded under steam to transport the Vessel from the pool opposite Petroleum Store, to the pool at entrance where I wished to dredge: and dropped anchor safely in the fairway: but before I could go astern, the Vessel drove bodily by sea here and slight ebb across the flat south of the Marine Yard*: and here she struck in 5 feet of water with tide rapidly falling; and as all my efforts to warp off were unsuccessful I dropped a stern anchor and ran out two Kedges to westward, intending to get off at high water next day. On the morning however I found the flood had swept her further on the flat, dragging her kedges about 100 feet until she was only in 3 feet at low water – the draft being even keel at 6ft 6in. A glance at the Tide Book proves that the Day Flood only rose 2ft 11in, and consequently I was unable to move the Vessel that day. I made preparations for the night high water, and at half past one o'clock by aid of steam and warping succeeded in getting me more in the fairway where I moored her with three Bow anchors and three Stern anchors viz: one 2nd size working anchor with 10 fths: one Kedge with 30 fths on cable: and one heavy grapnel with long line. Sounding 9½ feet all round at low water.

Position A on Plan

Position B.

* That is: on western edge of the most southern of the two flats south of Marine yard.

I reached my house at 3.45 am but about 5.30 am a messenger brought me a letter stating the Stern had dragged, and the Vessel was on the North Spit. At that time of morning I had difficulty in getting a conveyance but I reached the Vessel about 7 o'clock and found she was in deep water, but her aide (Starb'd) hard up against the sand through which she had cut away by a previous current. I could do nothing until the flood set in, when she swept in to the fairway herself, and I moored her safely: but not quite ready for dredging. The next morning she again dragged her stern anchors but was checked in time by a quarter anchor I had in readiness.

Position C

On Monday the 6th Inst I proceeded on board to lay out the dredging anchors. Three cables had been out astern but I raised these for the broadside dredging warps, leaving the Vessel riding to ebb with the heaviest working anchor and 10 fths of heavy cable to water. Before I could layout one of these, the ebb came down, and once more the stern was hard up against the sand spit, her bow being on the ground to the North of the Cattle shoal immediately facing entrance: the Vessel lying NW/SE stern/Bow.

Position C

L.—P. No. 231—03. 100.

This time I warped her astern, until I got in a position for 10 fms ahead and astern on two riding anchors: on the Western side was deep water and the sand spit, so I placed two heavy Kedges for off warps: and on the other side I ran out a small Kedge with 45 fms and another with 75 fms rope, both being far across the Flat: and as an additional security I buried a heavy pepsul in the sandspit with a light Spun line attached, which I coiled more to bow or stern as required.

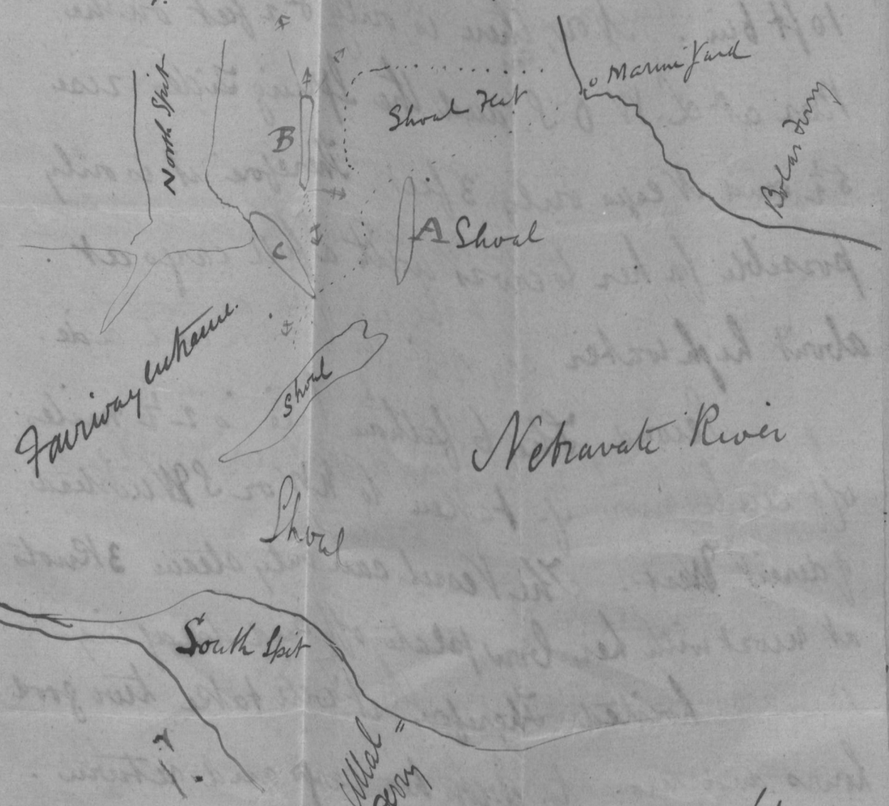
3 In this position the Fairway is entirely blocked except at high water, and even then large native craft cannot pass if deeply laden.

4 The North Sandspit is now entirely submerged for a distance of 500 feet or so: the sand being driven Eastwards into Backwater and to South-west across entrance. The "Wenlock" is 140 feet long, and as her bow was aground and her stern hard against the spit, the deep channel at entrance cannot be more than 110 feet in width: and as Vessels must turn sharply Northwards

× semi Springs of January 26th

[Ref. 4]
15,000—13-2-06.

it is evident they run serious risk of colliding with bow of Dredger or running head on to the Shoal



A ~~is position~~ of Dredger on Flat on Friday night
B position of Dredger on Saturday morning when I had got her off
C position of Dredger when her stern anchors dragged showing her Bow aground and stern against Spit.

5. I desire to point out that the Wenlock cannot possibly do her own shopping at this Port.

First. She draws 6 ft 6 in as she stands with ½ coal and full water supply: but cannot work dredging buckets without four feet water under

her: and when full her draft is said to be 10ft 6in. Now, there is only 8½ feet on the Bar at L.W.O.S. and the Spring Tides rise 5½ and Neaps only 3 feet. Therefore it is only possible for her to cross with a full cargo at about high water, say quarter flood on each side.

Second. The 6 fathom line is 2½ miles off and more if taken to NW or SW instead of direct West. The Vessel can only steam 3 Knots at most with her bow plate off and dredging buck hoisted. Therefore it will take two good hours and more to drop her cargo and return. Add to this the time lost in picking up moorings and refilling and I am very doubtful if she will ever make two trips a day, especially if she has wind or tide against her.

3. Inside the Backwater, I cannot manage her. Five times she has dragged over her shoal where I wished to dredge. She cannot steam straight astern, for the propeller spins her stern instantly: so also does tide or wind; and the Channels are too narrow to allow any but a straight direction: and the bottom is either Quicksand or soft mud, so that no great strain can be placed on Kedges or Grapnels as they drag home.

While greatly regretting my failure I trust you will kindly relieve me of this charge, as my age and a long tropical residence prevent me from so much exertion or anxiety without serious risk of a break down altogether: and I have also to point out that I cannot stand the exposure to the sun required for taking soundings and therefore I hope my claims for remuneration may be considered for the surrender of nearly all my time both morning and evening at my office hours.

I have the honor to be
Sir
Your obedient Servant
[signature]
Acting Port Officer

L.—P. No. 231—93. 100.

CURRENT No. 101

Heading.

No. 695/37 G

PRESIDENCY PORT OFFICE,

Madras, 11 February 1895.

From

Commander W. Powell. R. I. M.

~~THE~~ PRESIDENCY PORT OFFICER,

MADRAS,

To

THE CHIEF SECRETARY TO GOVERNMENT,

MARINE DEPARTMENT,

FORT ST. GEORGE.

SIR,

In continuation of this office letter No. 695/36 G, dated 8th February 1895, I have the honor to forward, for the information of Government, a detailed report from the Acting Port Officer, Mangalore relative to the accidents to the "Wenlock" and the failure to effect the dredging of the Channel. I would remark that the Dredger worked satisfactorily under the Engineer and Gunner both in the Pamban Channel and Coconada, and that in the former place very strong currents are experienced.

2. I also forward herewith the Collector's letter to Government No. 294 dated 4th February

1895
Mar Dept
Enclos. No. 3
To
101

L.—P. No. 231—30.

February 1895 submitted through
this Office.

I have the honor to be
Sir,
Your Most Obedient Servant

H. D. Bamberley
Personal Assistant
for Presidency Part Officer.

L.-P. No. 231-93. 100.

February 1895 submitted through
this Office.

I have the honor to be
Sir,
Your Most Obedient Servant

H. D. Bameley.
Personal Assistant
for Presidency Port Officer.

Code
Class

F.—P. No. 231 - 93. 100

Marine (1895) Department.

101

From

The Presidency Port Officer,

Madras,

To

The Chief Secy. to Government,

Marine Department,

Fort St. George.

No. 695/37 G

Dated 11th } February 1895.
Received 12th }
Encls 3.

No.

Subject.

Forwarding a detailed report from the Acting Port officer, Mangalore, relative to the accidents to the Wenlock and the failure to effect the dredging of the channel

15,000—13-2-06.

Code Class.

DEPARTMENT.

Draft to be 11/2

The following telegram will be despatched to

Mangalore

Collector.

5/x Your letter dt. 26 January thirty first Please state authority under which Landing and Shipping Pilots Committee has assumed charge of the working of the Wenlock and decided dimensions of channel x Is dredger now working x If not who issued order not to work x Telegraph reply.

(Initialled by C.S.)

-P. No. 231 - 93. 100.

[Ref. 4]
15,000—13-2-06.

CURRENT NO. 103

INDIAN TELEGRAPHS.

Code Class. 6

Monthly Number.

To (Office) Belgaum

From (Office) Mangalore

Words.	Day.	Hour.	Minute.	Official Instructions
83/45	12	16	16	

To (Person) Mr Deane

12 FEB 1894 GOVERNMENT OF MADRAS CHIEF SECRETARIAL

From (Person) Telegram

Your telegram yesterday question one matter communicated to Committee under Presidency letter 690/821 of 28th Jan. 1894 P. date Sec also 695/276 his letter 13th July 1894 695/125 G. and 20th July 1894 question

Recd. from Go. 297A 23-7-94 LN.

Sent to LN.

At Hrs. Mtts. by

Telegraph Master.

MADRAS GOVT 10-0 SR

O. G. P.—No. 21 T.—25-5-94 -40,00,000

82 Word Form. F. C. 1.

INDIAN STATE TELEGRAPHS

FROM

L.-P. No. 231-93. 100.

[G/9]
2,000—23-1-95.

Current No. 103

Mar DEPARTMENT.

Telegram

From

the Collector
of Mangalore.

No.

Dated 12.2.95

Received 12/2
Repd 13/2
Enclosures

SUBJECT.

Re: dredging operations at
Mangalore:

"Orders have already issued for the speedy despatch off the dredger "Wenlock" to Mangalore. The Presidency Port Officer will see that she is put to the work indicated by the Collr, Viz:, dredging out the channel from the harbour entrance to the pattimar anchorage opposite the Custom-house."

[4]
15,000—13-2-06.

Marine Department

Read Collr's No. 94, 97, 100, 101

103.

Order: 15th February 1895, No. 53.

The explanation submitted in the absence of Comm. Bowells by the Personal assistant to the Presidency Port officer - ~~in Commander Bowells absence~~ - in obedience to para: 2 of G.O. dy 1st Feby 1895, No. 42 does not show what action the Presidency Port officer took on the receipt of the G.O. dy 21st September 1894, No. 377. Para: 4 of which ~~that G.O.~~ as is quoted in the margin. Nothing could be clearer than the instructions conveyed therein.

2. The Government desires to be informed what steps the Presidency Port Officer took to

Ensure

No. 231 - 93. 100.

Ref.

INT

Ensure that the dredging work indicated be properly carried out immediately on the arrival of the "Wenlock" at Mangalore. From the information now before Govt. it does not appear that upto the time of the dredger reached Mangalore any arrangements had been made for supplying her with fuel and water or for buoying the channel to be dredged. It seems, however, that Mr. Simpson in consequence of his age and infirmities is quite unfitted to undertake the work which is expected from him as Port Officer in connection with the dredging operations. His nomination by the P.P.C. to act at Mangalore under these circumstances to be forwarded for requisite sanction. The Presidency Port Officer will enlighten Government on the points mentioned above without delay.

H.D.
15.2.95

H.D.B.
15/2/95

To The Presidency Port Officer

DESPATCHED
16 FEB 95
M.S.

Note

Comdr: Powell was on privilege leave throughout Oct: & Nov: but he received a copy of S.O. 377 dt 21.9.94 in manuscript some days before he handed over charge to Comdr. Hewett.

H.D.B.
15/2/95.

The Werlock

READ AGAIN ORDER OF GOVERNMENT, ..ED
189 , No. , ..SCELLANEOUS.

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 paged).

N.B.—

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

BACK PAPER, No.
OF 189

FURTHER PAPER, No.
OF 189