Date taken out.	For what purpose.			Initials of clerk taking the paper or of attender.	Date returned.	Initials of attender.
	Department.	C. No.	Year.			

G/11.
000—26-9-94.

13/3

15-6-03 ✓
6-3-07 ✓

7 (395 of 06
7 352 (97

ORDINARY, MS.

Marine DEPARTMENT.
G.O., DATED 13/3/95
No. 79

INDEXED.

G.O. 79
13.3.95

When given for copying. 13/3.

[Despatch Abstract.]

Ordering the removal of Dredger Wenlock from the west coast to Tuticorin, req/g the P.O.O. to make inquiries and submit proposals for her being utilized and stating that orders will issue in the Finl. Dept. in regard to the debit of the cost of the recent repairs to the dredger at Bombay and the charges connected with her visit to Mangalore.

Date taken out.	For what purpose.			Initials of clerk taking the paper or of attender.	Date returned.	Initials of attender.
	Department.	C. No.	Year.			

[G/II]
3,000—26-9-94.

13/3

15-6-03 ✓
6-3-07 ✓

7 1395 of 96
7 352 of 97

ORDINARY, MS.

Marine DEPARTMENT.

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FOR WHAT PURPOSE.

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 paged).

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

BACK PAPER, No. ~~[illegible]~~ OF 189
426 Mar Dd 6/11/94.

FURTHER PAPER, No. 212 = f0. 9½ OF 1895
25-3-95
~~[illegible]~~
244 of 95
292, 329 and 332 of 95
& 334 Mir. Dd 14-11-95
Ful. 586 Dd 13-8-95

[G/9]
2,000—23-1-95.

Current No. 115.

Mar DEPARTMENT.

Telegram

From

The Presey Port Officer
Mangalore

No.

Dated 17. 2. 95

Received 18/2

Enclosures

SUBJECT.

Re: dredging operations by "Wenlock" at the port of Mangalore:

4

09638/15.

CHIEF SECRETARY
GOVERNMENT OF MADRAS
18 FEB 1895

INDIAN TELEGRAPHS.

Monthly Number.

Code Class. 10

To (Office) Madras			From (Office) Bangalore	
Words. 6	Day. 17.	Hour. 18	Minute. 25	Official Instructions Alfd Kna
To (Person) Madras			From (Person) Presidency Port Officer	

regret to report present condition entrance harbour renders it impossible unlock discharge oil outside points must be used

64 Word Form.

MADRAS 17-2-95

Telegraph Master.

U G P.-No 33 F -23-9-93 33,00,000

[redacted]

231-93-100

Code
Clas

[G/9]
2,000—2 5.

Curren No. 116

Mar DEPARTMENT.

Telegram

From

the Prescy Port officer
Mangalore

No.

Dated 18.2.95

Received 18/2

Enclosures

SUBJECT.

Re: dredging operations at the port of Mangalore:

Enclosure II

In a letter from the Collector of South Canara to the chief Secretary to Government Marine Dept. Madras dated 14th February 1895.

~~No~~ Ref: on C. No: 265/Eng of 1895.

Copy of telegram dated 12th February 1895

1895
Mar Dept.
Enclos. No 3
To
C. No 118

Ref: on C. No. $\frac{265}{Eng}$ of 1895.

State Ordinary

I

From
Mangalore
Collector.

To
Fort St. George
Madras.

Your telegram yesterday. Question one matter communicated to Committee under Presidency Port Officer's letter $\frac{\overset{\times}{695}}{821}$ P, dated 28th June 1894. Copy attached.
See also his letters $\frac{\overset{\times}{695}}{125}$ C and × — do —
$\frac{\overset{⊙}{695}}{276}$ G, 13th July 1893 and 20th July 1894. ⊙ G.O. $\frac{297A}{26.7.94}$.
Question two no detailed plan but ordered commence forthwith. Question three no work done yet from causes beyond control. Question four no order issued, six attempts at dredging failed.

12-2-95

(Signed) W. H. Welsh
Collector.

(True Copy)

For Collector.

Copied by
P.R.
14/2

NE 14/2

Compd
14/2

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

1

Enclosure I

In a letter from the ~~District Magistrate~~ Collector of South Canara to the Chief Secretary to Government, Marine - Department, Madras, dated 14th February 1895 ~~No.~~ Ref: on C. No. $\frac{265}{Eng}$ of 1895.

Copy of ~~Presidency~~ Port officer's letter No. $\frac{14}{39}$ dated 9th February 1895 with its enclosure.

1895
Mar Dept.
Enclos. No. 2
To
C. No. 118

Port Office
No. 14/35 Mangalore 5th February
1895.

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 & Back water 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 pa 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.

2. I received your telegram early on morning of 31st ultimo, 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 fair way: but before I could go astern the vessel drove bodily by sea breeze and slight ebb across the flat south of the marine yard* and here she stuck 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. In the mornings 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 6 feet 6 in: A glance at the Tide Book proves that the Day flood only rose 2 feet 11 inches, and consequently I was unable to move the vessel that day. I made preparations for the night high water, and at half past 1 O'clock by aid of steam and warping succeeded in getting once more in the fairway, where I moored her with three Bow anchors and three Stern anchors viz: one 2d size working anchor with 10 fathoms: one Kedge with 30 fathoms on windlass: and one heavy grapnel with long line, soundings 9½ feet all round at low water. I reached my house at 3.45 A.M., but about 5.30 A.M. a messenger brought me a letter stating ~~that~~ 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

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

Position A on plan.

Position B

reached the vessel about 7 O'clock and found she was in deep water, but her side (Starboard) hard up against the sand through which she had cut away by a furious current. I could do nothing until the Flood set in, when she swept in to the fairway herself, and I moved 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. On monday the 4th instant 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 18 fathoms of heavy cable to water. Before I could lay out 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 little shoal immediately facing entrance the vessel lying $\frac{N.W}{S.E.}$ $\frac{Stern}{Bow}$.

Position C. +

Position C.

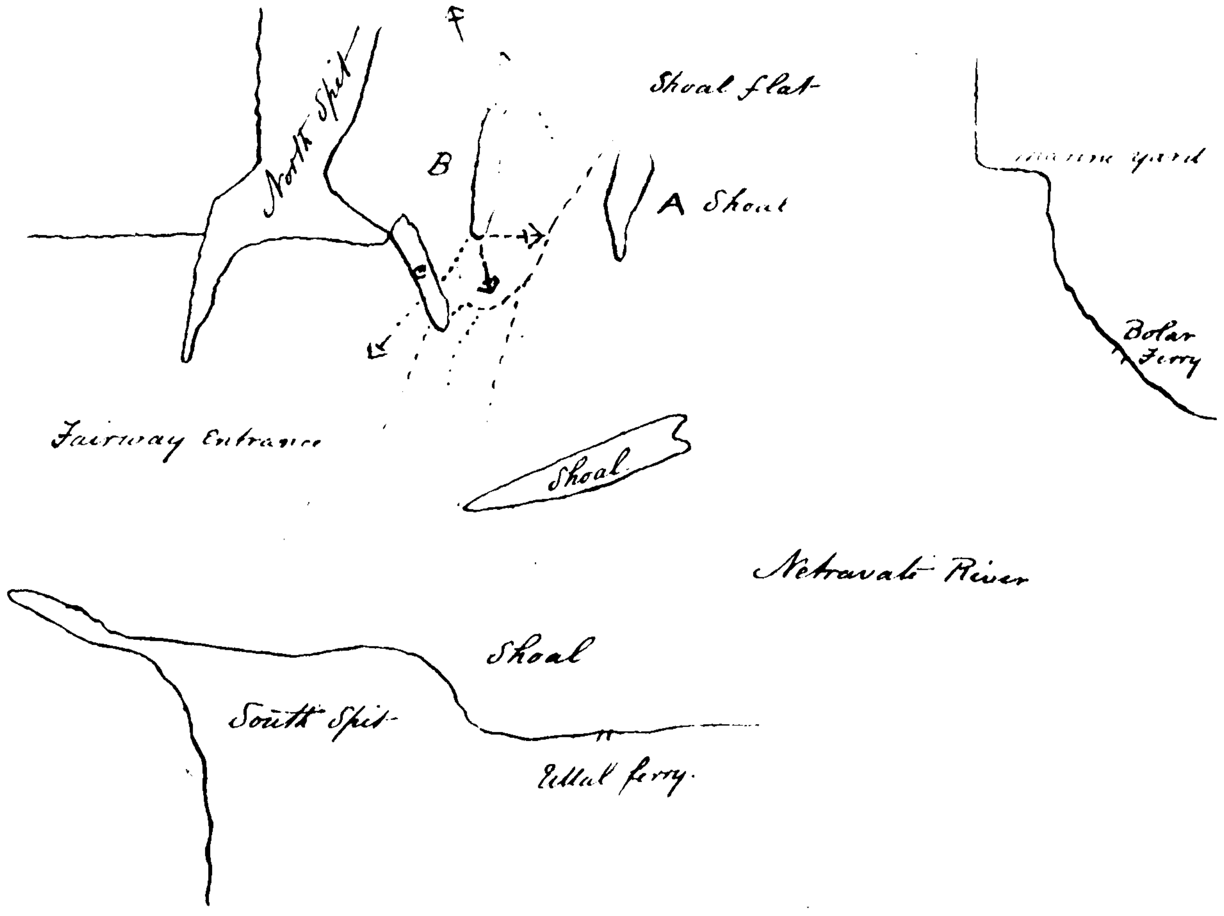
This time I warped her astern until I got in a position for 18 fathoms ahead and astern on two riding anchors on the western side was deep water and the sand spit, so I placed two heavy Kedges for off warps: and on the other side, I ran out a small Kedge with 45 fathoms and another with 75 fathoms rope, both being far across the flat: and as an additional security I buried a heavy grapnel in the sand spit with a light good line attached, which I could move to bow or stern as required.

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

4. The north sand spit is now× entirely sub-merged for a distance of 500 feet or so: the sand being driven Eastwards into backwater and to South west

×Semi springs of January 26th

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 north- [Vide C. on plan wards it is evident they run serious risk of colliding with bow of Dredger or running head on to the Shoal



A 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 hopping at this Port.

First- She draws 6 feet 6 inches as she stands with half coal and full water supply but cannot work dredging buckets without 4 feet water under her and when full her draft is said to be 10 feet 6 inches. Now there is only 8½ feet on the bar at L.W.O.S. & 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 six fathom line is 2½ miles off and more if taken to N.W. or S.W. instead of direct West. The vessel can only steam 3 Knots at most with her bow plate off and dredging buckets hoisted. Therefore it will take 2 good hours and more to drop her cargo and return. Add to this 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.

6. Inside the back water 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.

7. 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 breakdown 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 out of office hours.

I have &c.

(Signed) J. M. Simpson
Ag Port Officer.

(True Copy)

For Collector

Compd
A.L.P.

14/2

1895
Mar Dept.
Enclos. No. 6
To
O. No. 118

No. 14/39

Port Office, Mangalore
9th February 1895

From

J. M. Simpson Esqre
Ag. Port Officer.

To

The Collector,
South Canara.

Sir,

I have the honor to submit for your information a copy of the Report which I have submitted to the Presidency Port Officer No. 14/35 dated the 5th Instant, giving details of the various difficulties connected with the management of the Dredger "Wenlock".

2. I hope I have satisfactorily shewn that I have made many efforts to obey the orders of Government, and can sum up shortly my reasons for stating that so large a Dredger cannot possibly go outside to drop her cargo.

3. 1st. Her length is 140 feet, and at no part of the Backwater can she turn round, except at or near high water: and even then it is only in the Pools that she can turn when loaded. Coming in from the Roadstead bow foremost, she

must therefore wait until high water before she can turn bow outwards again to go outside.

4. 2ᵈ With her Bow Plate off and her Buckets hoisted, the Bows grip the water and when the Propeller moves "astern", she instantly turns round and not in a straight direction. The same thing occurs if wind or tide catches her quarters. From this it will be seen that I can only drop her anchor under forefoot, and cannot pull the cable taut, the result being that she must drag any anchor I put down. Of course, I can warp with a kedge to any extent, but want of space prevents it.

5. 3ᵈ With Bow Plate off etc, she can only steam 3½ knots (?) at her best: and this speed will not avail against tide and wind even supposing she can steam 6 knots in calm water. The 6 fathom line of soundings is 2½ miles off, immediately facing the entrance and more according to the angle required. Against Tide and Wind it will take hours for her to go out and return, and therefore if she has favorable tide one way, she is certain to have it against her the other except on extremely rare occasions.

depth of water on the Bar at Low Water Springs The Neap Tides only rise 2 ft. 11 in. and the Spring Tides about 5½ feet. These figures give the greatest depth of water possible as 10½ and 13 feet: and the vessel when loaded draws 10½ feet. From this it will be seen, she can only cross the Bar at about high water: and never fully laden during the Neap Tides or if the ground swell and surf is high.

7. Six times I have tried to put the vessel in position for Dredging; and five times have failed: and all my skill is baffled to take her out and bring her back, and when once full, it must be remembered, she cannot open her bottom hopper doors unless in deeper water than the ship herself.

8. To go out or come in with a favorable tide is I believe an utter impossibility, simply for want of space to manoeuvre.

9. Every "pool" is now taken up by craft, and if I commence dredging, I shall be glad to know where I am to put these vessels so as not to impede the Dredger and seeing that the other day the stern of the vessel was hard against the western Spit although in deep water; and her bows high on the shoals the other

side, I cannot see my way to Dredge without entirely and completely blocking the passage even at high water.

I have &c.

sigd/ J. M. Simpson
Ag. Port Officer.

'True Copy'

For Collector

NC 14/2

Copied 14/2.

Compd

No 695/1256

Presidency Port Office,
Madras 13th July 1893.

To
The Collector,
South Canara.

Sir,

Printed in G.O. 229/28-6-92

With reference to para 8 of a letter No 2021, dated 16th May 1892 to my address from Mr. V. A. Brodie when Acting as Collector of South Canara, I have the honor to acquaint you that it is likely that the services of the dredger "Wenlock" will be available for dredging purposes at Mangalore as soon as the next fine weather season sets in. As Captain Powell, Presidency Port Officer, in a letter to the Chief Secretary to Government on the subject dated 16th May 1893, stated that the question of dredging was discussed at a meeting of the Landing and Shipping Dues Committee while he was at the port, and that there seemed to be little unanimity among the members of the Committee, I shall be glad if you will desire the Committee to again consider the question, and to state whether they will be prepared to meet the cost of the "Wenlock's" expenses should dredging work be undertaken by her at the por

2 of Mar
No 1838, 5-6-93.

2. The Committee should state whether they are prepared to supply the necessary numbe

of

of punts in case they may desire the spoil to be discharged into punts in view of being landed for reclamation purposes. Discharging into punts will, of course, add considerably to the dredging expenses, and I do not advocate work being carried out on this plan.

3. The "Wenlock's" expenses which the Committee would have to meet may be placed approximately at Rupees (3,000) Three thousand per mensem, which sum includes the charges on account of depreciation and percentage on initial cost of the vessel.

4. If you would like to consult me personally on the matter, I will try to meet you at Mangalore on any date convenient to you after the port is open to traffic.

I have &ca

(Signed) H. A. Street
Comdr R. I. M.
Ag: Presidency Port Officer.

True Copy

H. D. Baulley
for Presidency Port Officer.

1895
Mar Dept.
2
104

No. 695/821 P.

Presidency Port Office,
Madras 28th June 1894

To

The Port Officer,
Mangalore.

Sir,

I have to acquaint you that the Governme
have decided to dredge Mangalore Harbour, an
to request that the Landing and Shipping Dues Committee may be informed accordingly.

2. Please forward a plan of the Harbour soundings corrected up to date. The plan shoul
shew the positions to be first dredged.

3 The question of reclamation should agai
be referred to the Committee for final settlem
If the Committee cannot provide punts by th
time dredging operations are feasible (that is abou
November next, when the "Wenlock" can safely
cross the Bar) the spoil removed by dredgin
will have to be taken out to sea.

4. A full and detailed report is required and it is desired that you will do your best to commence dredging as early as practicable.

I am &ca

(Signed) W. Powell
Commander R. I.
Presidency Port Offic

True Copy

H. D. Baulley
for Presiden

1.—P. No. 153—91.

Mar.

CURRENT NO. 118.

Marine.

CHIEF SECRETARY
18 FEB 1895
GOVERNMENT OF MADRAS

From,
The - Collector of
South Canara.

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

Dated 14th February } 1895.
Received 18th ---- }

Ref. on C. No. 265/Eng of 1895

Enclosures - ~~Two~~ 3.

Subject.

"Dredger Wenlock" - Submitting copy of a telegram despatched regarding the -, and also detailed information connected with the same -

Reference on
C. № $\frac{265}{Eng}$ of 1895.
Enclosures - 3.

CURRENT NO. 118

South Canara Collector's Office,
Mangalore
14th February 1895.

From

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

To

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

Sir,

I have the honor to submit copy of telegram dispatched in obedience to your telegram of the 11th Instant. The answers were prepared by me and not by the Committee.

2. I had personally no doubt that Government required the Committee to collect information, to decide certain points and to submit its proceedings for orders. Mr Dance had told me of the Presidency Port officer's letter № $\frac{695}{139}$C dated 7th August 1894, informing the Committee that punts will have to be built for the purpose of dredging at the expense of the Landing and Shipping Dues. In his letter № $\frac{695}{821}$P dated 28th June 1894 to the Local Port Officer he had spoken of the Committee providing punts When I read the file of orders I did not see any sign that the Committee was relieved of these

duties.

3. It should perhaps be mentioned that, by a mistake of the office, G. O. 377 dated 21st September 1894 and 451 dated 16th November 1894 were not kept on the file of the Landing and Shipping Dues Committee but that of the Sea Customs and Port correspondence, and though I enquired for later orders I did not know of them till after the beginning of the meeting of the 25th January –, so that until that afternoon I believed the Committee was required to provide punts and arrange for disposal of spoil on shore; and I collected information accordingly, but was ill-prepared for the real business of the meeting.

4. When the Port Officer called a meeting apparently in continuation of the Presidency Port Officer's letters it was not suggested by any one that the Committee ought either to decline taking action because it was not referred to in G. O No. 377 dated 21st September 189 to pray Gov [illegible] to manage the affair without it. The Committee was keenly interested, and members knew that the Port officer was full up with work, and that he and the Sub-divisional Public Works officer have sometimes to be away from Mangalore.

5. I have not seen the Gunner of the "Wenlock", but I was not informed that either he or the ships Engineer were instructed to proceed independently of the shore authorities. I assumed that the Port Officer was right in calling a meeting; also that, at any rate, some details were meant to be settled on the spot; for instance that the vessel should be berthed out of the way of traffic until fresh water had been got on board and the line to be dredged had been buoyed, and that the rates for fuel should be ascertained in order to determine which is most economical.

6. As to the width of the channel I afterwards advised the Port Officer to telegraph for orders, but I regret that it did not strike me on the 25th January. The

natives present told us what width seamen wanted, and the engineers cut that down to 300 feet. I think one reason why the Committee took it upon itself to fix the width was that the direction of the channel had to be laid out on the tracing of the chart and an estimate of the time required obtained.

7. The Port officer had, in two months' work, recorded soundings the position of of which was fixed accurately by survey. The line of the channel had been roughly indicated in pencil as 250 yards wide. But the soundings had not been reduced to sections.

8. It took the Engineer employed by the Committee some days to make 100 sections of the channel-bed and to calculate the number of cubic feet of stuff to be dealt with. These were reduced to tons and divided by the capacity of the Dredger in one trip. This showed the number of trips required. This calculation was, however, imperfect, as the Engineer pointed out, because a few fresh soundings for the current month would have to be taken and the alteration in the shore line laid out in the tracing. The Engineer has calculated that if the Dredger could excavate the channel 180 feet wide, 10 feet deep at the bar, and 6 feet deep at the Custom House, taking two trips a day, it would occupy her six months.

9. According to this it would take the whole of one fair season to dredge a temporary channel. It is also reported that she cannot work in less than 10½ feet of water when empty and draws that amount when full. If this statement is correct it is impracticable that she should excavate in less than 10½ feet. But there are few places of this depth at low tide.

10. I beg to submit copy of the Port officer's report, with its enclosure, as to why the Dredger is not working.

11. No order has been issued by

natives present told us what width seamen wanted, and the engineers cut that down to 300 feet. I think one reason why the Committee took it upon itself to fix the width was that the direction of the channel had to be laid out on the tracing of the chart and an estimate of the time required obtained.

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9. According to this it would take the whole of one fair season to dredge a temporary channel. It is also reported that she cannot work in less than 10½ feet of water when empty and draws that amount when full. If this statement is correct it is impracticable that she should excavate in less than 10½ feet. But there are few places of this depth at low tide.

10. I beg to submit copy of the Port Officer's report, with its enclosure, as to why the Dredger is not working.

11. No order has been issued by

any one that she should not work. She had no fresh water till the 26th January. At the meeting of the 25th January it was decided that dredging should be commenced "as soon as the channel has been buoyed "and arrangement made for a supply of "coal". This was expected to be settled by the 2nd February, the date of the next meeting. But meanwhile under the Presidency Port Officer's orders an attempt was made to dredge on the 31st January and five times subsequently.

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

H. Welsh
Collector

MZ.

Despt.d 18/2
Ordinary.

The following telegram will be despatched to

Mangalore
G. T. Walch Esqr.
C/o Port Officer
Mangalore.

73 x Can anything be done with Wenlock at Mangalore or must idea utilizing her there be abandoned.

Sd/ J. F. Price.

[G/9]
2,000—23-1-95.

Current No. 120

Mar. DEPARTMENT.

Telegram
From

G. T. Walch Esq.
Mangalore.

No.

Dated 20. 2. 95
Received 20. 2. 95
Enclosures

SUBJECT.

Stating that 'Wenlock' cannot work at the Mangalore Port

Despatched 20/2

Telegram.

To G. T. Walch Esq
c/o the Port Officer
Mangalore.

Yr your message twentieth. What is earliest probable dat Wenlock can commence work satisfactorily. What do you recommend. Wire reply.

20/2/95

J.S.B.
20.2.95.

CURRENT NO. 120.

Code 19S

INDIAN TELEGRAPHS.

Monthly Number. 11102

To (Office) Madras				From (Office) Mangalore Kna
Words. 26	Day. 20	Hour. 7	Minute. 20	Instructions dlyd.
To (Person) Madras				From (Person) Mr Walch

CHIEF SECRETARY 20. FEB. 1895 GOVERNMENT OF MADRAS

Wenlock cannot negotiate bar now and as no place for spoil nor means of conveying it she cannot work

then permits Wenlock

64 Word Form.

F. C 2

Recd. from		I.N.	Sent to	I.N.	
At	Hrs.	Mts. by	At	Hrs. Mts. by	Telegraph Master.

MADRAS 20-2-95

C. G. P.—No. 30 T—17-5-94—12,000.

[G/9]
2,000—23-1-95.

Current No. 126

Marine DEPARTMENT.

E

Telegram

From

G. C. Walch Esqre

Mangalore

No.

Dated 22nd February 1895

Received Do

Recd Do

Enclosures

SUBJECT.

Stating that he cannot say when "Wenlock" can work and that his report will explain more fully

H.E. the Governor

Submitted for perusal. It is proposed to ask the F.T.O. by wire whether the Wenlock can be utilised elsewhere; and then to await Mr Walch's report.

F.S.B.
22/2/5

JB
22/2/95

Ws. W
23 Feb

Secy: Send the telegram
JB 25/2

Subd. ordrs
25/2

CURRENT NO. 126

12445

Code Class. AS

INDIAN TELEGRAPHS. Monthly Number.

To (Office)	S Fort St George	From (Office)	Mangalore Kna.

Words. 35.	Day. 22.	Hour. 7.	Minute. 45.	Official Instructions Hd.

To (Person)	Madras S.	From (Person)	Mr Walch

CHIEF SECRETARY * GOVERNMENT OF MADRAS *
22 FEB. 1895

Cannot. Say when. likely
Wenlock can. work + nor
not for a long
time + if of use
elsewhere better go immediately +
report. will explain more
fully. +

64 Word Form.

F. C 2

MADRAS 22-2-95

Recd. from LN. At Hrs. Mts. by

Sent to LN. At Hrs. Mts. by

Telegraph Master.

O. G P-No. 3 T.—4-5-94-20,00,000.

Desp. [illegible] 25/2
Ordinary

The following telegram will be despatched to Cochin.

Presidency Port Officer.
85 × Can Wenlock be utilised elsewhere than Mangalore ×

The Presy Port officer

– 2.95

26/2

Intimating that Dredger [illegible] cannot be utilized elsewhere than Mangalore at present but that it may be used some time in Madras [illegible]

[G / 9]
2,000—23-1-

Current No. 131

Mar DEPARTMENT.

Telegram

From

The Presy Port officer

(16)

No.

Dated 25.2.95

Received 26/2

Enclosures

SUBJECT.

Intimating that Dredger "Wenlock" cannot be utilized elsewhere than Mangalore at present but that it may be used for some time, hence in the Madras Harbour:

Read in Council

LP

26/2/94

File with C.O.7

[G/9]
2,000—23-1-95.

Current No. 131

Mar DEPARTMENT.

Telegram

From

The Presy Port officer

16

No.

Dated 25. 2. 95

Received 26/2

Enclosures

SUBJECT.

Intimating that Dredger "Wenlock" cannot be utilized elsewhere than Mangalore at present but that it may be used for some time hence in the Madras Harbour:

Read in Council

26/2/94

CURRENT No. 131

INDIAN TELEGRAPHS

14009

Code Class D S

Monthly Number.

To (Office) madras fort st geo

From (Office) Cochin

Words.	Day.	Hour.	Minute.	Official Instructions.
25/2	25	6	12	Dfd

To (Person) Chief Secretary to Govt

From (Person) Presidency port officer

CHIEF SECRETARIAT
26 FEB 1895
GOVERNMENT OF MADRAS

85 not at present but I believe some time in madras harbour

64 Word Form.

F. C. 2

MADRAS 25-2-95

Recd. from I.N.

At Hrs. Mts. by

Sent to I.N.

At Hrs. Mts. by

Telegraph Master.

5

G. P.—No 8 T—4-5 94—80,00,000.

The submerged sand has driven, partly in on the Backwater, and partly in a South-west direction

3. In the first tracing I sent you, it

Enclosure to letter of

Demi-Official.

Copy

Port Office, Mangalore
6th February 1895.

From,
J. M. Simpson Esquire
Ag. Port Officer

To,
G. T. Walch Esquire
Eckford, Ootacamund.

Sir,

I have the honor to report that very interesting and important changes have taken place during the last fortnight in the various shoals and spits and the entrance to the Backwater: and are so rapid that I cannot keep pace with them on the survey now in hand.

2. In October Mr. Vazz gave the distance as 555 feet between his survey stone and the south end of the North Spit: and this length was at least three feet above high water level. Since that period, a process of undermining has been gradually taking place, and during the Spring Tides of 26th January about 450 feet of the end of the spit collapsed, and at this date is entirely covered at low water. The submerged sand has driven, partly in on the Backwater, and partly in a South-west direction

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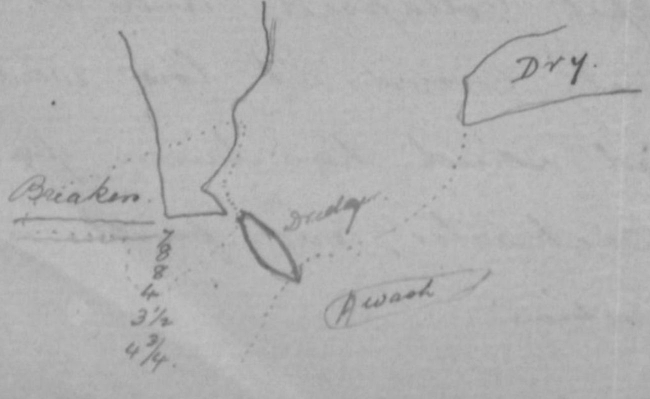
3. In the first tracing I sent you, it

it will be seen that from the spit the soundings were 8 feet for a short distance, and then suddenly shoaling to 3½ feet in a south-west direction. In the second tracing, this arm was entirely removed, and a deep hole formed by the most violent eddies, in which I found it impossible to sound. The spit itself having Collapsed into this hole, it is now simply an extension of the spit, without any deep water between, but not quite so far out.

4. In a similar manner part of the sand has fallen to south-east, the scour still maintaining deep water alongside, but driving the sand on to the small shoal inside the entrance: and two days ago the Dredger "Wenlock" dragged her anchors, and her starboard quarter was hard against the spit, although in deep water below, while her bow was stuck on the new extension of the small shoal.

5. The following sketch shows the Changes (vide the first tracing)



The black outline shows October: and the red, the formation as it existed two days ago: with the Dredger accross the fairway Channel.

6. My time night and day has been devoted to the safety of the Dredger, but I observe that equally important changes have taken place to the North of the Fairway Channel: where several distinct shoals are apparent from the surf.

7. In my last tracing, I showed Breakers immediately North of the Buoy. This shoal has now apparently joined the surf where Mr. Vaz shows an elbow. The elbow has entirely disappeared, but there is now only a small break in the continuous line of surf towards the Buoy.

8. These changes prove how impossible it will be for a large Dredger like the "Wenlock" to do her own "hopping"

1st. The width of channel is only 100 feet between the North Spit and small shoal, and only deep enough for half that width.

2d. There is now 7½ feet of water on the Bar, Neap Tides rising only 5 feet above Datum, giving a depth of 12½ feet at high water. The Dredger draws 10½ feet when full, and hence can only pass about high water: and as she only steams 2½ to 4 knots, when her bow plate

plate is off, it will barely be able to stem the flood tide, and it will take hours to go to the six fathom line and return the same day: and she cannot return at all if high water occurs in the afternoon especially as sea breezes are getting stronger every day.

9. The Dredger has got beyond my control five times, and in these strong currents and very narrow channels, all my skill and experience is baffled to keep her in deep water, and from dragging her anchors on to the shallows: and the currents are so rapid, that I fear disaster if she becomes equally unmanageable in the outside entrance Channel with reefs on each side.

10. I thought you would be interested in these items, so I send this demi-officially, because I do not like to confess I am unsuccessful after all my hard and unpaid work of soundings and Dredger.

I have etc.

(Signed) J. M. Simpson
Ag. Port Officer

True Copy.

J M Simpson
23 February 1895

1895
Mar Dept.
Enclos. No. 1
To
C. No. 132

Enclosure to letter of

No. 14/14

Port Office, Mangalore
10th July 1894

From,
W. S. Carlyon Esquire
Port Officer, Mangalore

To,
The Presidency Port Officer
Madras.

× × × ×

× × ×

3. As regards actual work here dredging is bound to take precedence of any other, but I am very doubtful as to whether it will be practicable to use the "Wenlock here, and nothing will be certain before the end of the monsoon, as at present the entrance to the Backwater is extremely narrow, and with the strong current which generally runs in and out it would not be safe, even if possible, for the "Wenlock to carry the spoil outside the Harbour. On the other hand, in my opinion, it will be beyond any means whatever to provid ordinary boats or barges in sufficient number to deal with the amount of dredgings which the "Wenlock" is capable of lifting when not dropping it herself. This may be put at something like 2,400 Tons, and

it

plate is off, it will barely be able to stem the flood tide, and it will take hours to go to the six fathom line and return the same day: and she cannot return at all if high water occurs in the afternoon especially as sea breezes are getting stronger every day.

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I have etc.

(Signed) J. M. Simpson
Ag. Port Officer

True Copy.

J. M. Simpson

23 February 1895

1895
Mar Dept.

Enclosure to letter of

No. 14/14.

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10th July 1894

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× × × ×
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it

[redacted]

would require 40 punts with a 50 ton [illegible] hold it [illegible] whether a punt could be unloaded [illegible] time to [illegible] for another load [illegible] water at low tide [illegible] proposed reclamation [illegible] ried [illegible]

[illegible] employing about 1000 Coolies to handle this stuff, and [illegible] would be difficult enough [illegible] any [illegible] during [illegible] offee seas[illegible] [illegible] all [illegible] before [illegible] dug [illegible] when they produce the Scheme [illegible] standing [illegible] under, and filling [illegible] behind the road [illegible] the spoil [illegible] the Dredger, but the deeprooted impres[illegible] [illegible] need of the [illegible] open [illegible] emb[illegible]wa.

× × × ×

(3) In writing of the "Wenlock's" capabilities above, I have assumed that she [illegible] worked at full power, as [illegible] maintain nothing short of that would give any respectable return for the disbursements on her account.

(4) [illegible] the Collector has already asked for advice [illegible] Govern[illegible] [illegible] spending [illegible] dredger. My own opin[illegible] is th[illegible] Priestman [illegible] the [illegible] west [illegible] suitable [illegible] kwater he[illegible] [illegible] any dredg[illegible] outside [illegible] throwing [illegible]

and for disposal of the spoil, [illegible] favour of having punts [illegible] with hopper doors as there are several parts of the Backwater where dredgings could be dropped without harm, and if this were not feasible [illegible] outside by handy launch, which could dodge the Current in places where the "Wenlock" would for safety [illegible] its greatest strength. These [illegible] to [illegible] be poled [illegible] of the [illegible] by 4 Coolies and could be [illegible] into ordinary punts by Caulking etc if desired. [illegible] superiority of hopp[illegible] [illegible] those [illegible] is [illegible] my opinion be [illegible] [illegible]ation. The shallowness of the Backwater unfortunately prevents the "Wenlock" from being able to reach safe places for deposits, and in case she were to take the spoil outside, it would be necessary for her to commence [illegible] the entrance and dig her own channel. She could not work at low water [illegible] would be starting [illegible] the wrong [illegible] my opinion, as the Public convenience would be best served by their having deeper water [illegible] Custom House where most of the Cargo [illegible] landed direct from boats [illegible] small craft.

× × ×

(Signed) W. S. Carlyon

Februa

been placed word

Enclosure to Letter of

Copy of Letter to the Port Off
Mangalore - dated 12 Feby/

Sir - I have to acknowledge with thanks the receipt of your letter of 6th Inst.

2. As always pointed out by me, if it was decided, to use the Dredger at Mangalore, she ought to have been sent "as soon as possible"; and she going in December she might have done with ease the work which now appears impossible. But beyond making the recommendations I did I have nothing to do with what she does, or where she goes. —

3. The changes taking place on the bar and in the entrance which you describe are of great interest; I always supposed, that about this time of year the changes would be considerable & I propose to come to Mangalore to see them as near the Spring tide of 11th Proxo as may be possible.

I have &c &c

(Signed) [illegible]

CHIEF SECRE
GOVERN OF MA

On board the S.S. "Kerbela"
24 Feby 1895

To The Chief Secretary
to the Madras Government.

Sir —

I have the honour to report that in accordance with your telegram of 14th Instt. I left Ootacamund the next day & arrived at Mangalore on the 18th ...

2. After I had seen the state of the harbour entrance and the dredger "Wenlock" I had an interview with Commander Powell, the result of which was that I agreed with him and the Port Officer, that the dredger could not now be taken in and out of the harbour carrying dredge spoil, without great danger, and here let me say once for all that my opinion about the navigation of the dredger cannot of course be for a moment set against that of the Officers of the Marine Department; they are naturally the proper advisers of Government on that point —

3. The conditions at the harbour entrance have altered considerably

since I visited the place in August, as will be seen from the accompanying copy of a letter + from the Port Officer received two days before your telegram; I send also copy of my reply of 12th Oct.—

+ of 6th Oct.

4. I had not before seen the "Wenlock". She is certainly an unwieldy craft though improved, and the difficulties which the Marine Officers anticipate in working her are intensified by her having a scratch crew and no Captain who knows how she will behave under varying circumstances.

5. I did not however adopt the idea of her going to Mangalore without what seemed the sufficient warrant of the approval of those best fitted to form an opinion. From Appendix I of my "Preliminary Report" it will be seen that before there was any intention of sending the dredger to Mangalore instead of working her there, and I said that the Presidency Port Officer had written letter No. 236 of 27th January 1892 [illegible] without

+ see Para. 229 [illegible] 28/6/92

the acting Collector of South Canara in which that Officer said that it appeared that the "Wenlock" was "exactly the kind of dredger wanted here"

6. Further, Captain Carlyon, then Port Officer of Mangalore, who knew the dredger well, when he took me over the bar on my previous visit told me, to the best of my belief, that he was sure she could work in and out of the entrance as it then was, though perhaps not with full loads.

The present Port Officer thinks I must have misunderstood Captain Carlyon because in a letter to the Presidency Port Officer he had already said that he considered it "very doubtful whether it will be practicable to use the 'Wenlock' here"; but he went on to say "and nothing more can be certain before the end of the monsoon"; it was at the end of the monsoon that he took me over the bar.

+ letter 14/14 18/7/94 full extract at Narrative

7 The present Port Officer is strongly of opinion that the "Wenlock" can never work at Mangalore for reasons which he has

communicated to the Head of his Department, and it is, I respectfully submit, for that Department to pass judgment on the matter.

8. When I wrote para [illegible] of my "Preliminary Report" I pointed out that the question of dredging a channel in the backwaters to facilitate the increase of shipping at [illegible] was "not strictly within the intended scope" of the report, but I was under the impression that I was not advocating only my own view of the subject, but also the general wish of the mercantile community of the place. I am now told, to my surprise, that this impression was a mistaken one, but if so it was surely advisable that some representation on the subject should have been made directly the report was circulated with its appendices which clearly showed that my suggestion was intended to be acted on and that it was proposed to send the "Kenlock" to carry out the work; no objection however was raised, a[illegible] a lapse of some three months and when the dredger had actually come to the place.

9. As ~~the~~ it was absolutely necessary that the dredger should go to Bombay, and on her return to any port of the Presidency she must have passed Cannanore, her going into that port cannot have been a cause of much inconvenience, unless she was urgently required for work elsewhere. to any such work my telegram of 22nd Nov already said that she had better be sent immediately.

I have the honour to be
Sir
Your most obedt. Servant
[illegible] Walch

[G/9]
2,000—23-1-95.

Current No. 148

MarDEPARTMENT.

Telegram

From

G. T. Walch Esq
Ootacamund.

No.

Dated 27. 2. 95

Received 28/2

Enclosures

SUBJECT.

Stating it impossible for "Wenlock" even to dredge close to wharf.

148

CHIEF SECRETARY
28 FEB. 1895
GOVERNMENT OF MADRAS

15121

Code Class. D **INDIAN TELEGRAPHS.** Monthly Number.

To (Office) Madras fort St George
From (Office) Ootacamund

Words.	Day.	Hour.	Minute.	Official Instructions.
31/2	27	12	15	defd

To (Person) Madras
From (Person) G. T. Walch

Your telegram 83 received
here Suggestion impracticable
dredger cannot get near
wharf and if could no
means of disposal of Spoil

64 Word Form.

F.C. 2.

L.N.

Sent to MADRAS L.N. 27

At Hrs. Mts.

Telegraph Master

[G/9]
2,000—23-1-95.

Current No. 132

Mar DEPARTMENT.

From

G. T. Walch Esq.

(17)

No.

Dated 24.2.95

Received 26/2

Enclosures 3.

SUBJECT.

Stating that the Dredger "Wenlock" could not work at the Mangalore port without great danger:

To be circulated

F.O.
27/2/95

Marine dept

The Wenlock

It has now it is submitted been sufficiently demonstrated that the dredger can do no good at Mangalore - and Comdr Powell wires that she is not required elsewhere at present but he believes "sometime in the Madras harbour". It is submitted that the time has arrived for comg. with the H. T. Board regarding the dredger. There seems no reason why she should not yet do very good work in the Madras harbour - it shd. just suit her capabilities. It is believed the Board are ×prejudiced against her but they might be allowed a trial on approval.

This is a mess altogether - and a lot of money has been spent to no immediate purpose - though it is to be hoped that the work done on the dredger at Bombay will not be found to have been wasted.
As far as I see nobody anywhere wants to use this unfortunate vessel even in Madras harbour - though if she could be used there, she would no doubt do good work. We must find out if they do want her - though I fancy there is a difference of opinion on the H. T. B. as to whether there is or is not any silting up inside the harbour of a permanent character.
[We cannot saddle the Mangalore L. & S. D. Committee with the charges incurred at Bombay - I dont quite know to what a/c they should be debited.]
She will have to go to Tuticorin now - to escape the oncoming monsoon - and if Madras does not want her - we must consult the S. S. O. as to what is to become of her in the future - as not only is she expensive to keep - but she seems absolutely unsuited for work in any of our harbours.

W
6 Mar

× I dont know of anything in support of this. Sir Lee Pogson is I believe opposed to dredging in the harbour; the dredger can dredge to 22 feet.

I dont know the vessel but I can quite imagine that narrow

If she is permitted to lie ~~[illegible]~~ at Mangalore she will soon get ~~[illegible]~~ dirty again and require re docking. ~~[illegible]~~ The P.P.O. [illegible] has submitted no proposals in regard to her.

As she has done no good at Mangalore, it is subd. that the expenses in connection with her visit there should not be debited to the Landing & Shipping Dues Fund.

It will not do to keep the vessel too long on the West Coast as the ports will be closed sometime in May on acct. of the Monsoon.

A reply to G.O. d/ 15.2.95, No. 53, ~~is~~ must be awaited before orders of a personal nature can be ~~communicated~~ passed.

F.S.B.
1/3/95.

It seems appears to have been made of the whole of this business. It is presumed that the dredger should return with all speed to Tuticorin.

2/3/95

strong tides she cannot be worked.

She had better be sent back to Tuticorin, I should say. She will be safe there & can be got at, if wanted.

[As to her expenses, I think they should be charged rateably to all the ports where there is any possibility of her being used. She was got for general use & no particular port can be charged; nor can I see any reason why she shd. be charged to Provl.]

8/3/95

It occurs to me that she might be of use at Vizagapatam in connection with the new wharf under construction there. The Collr. might be asked.

Yes — but as the ~~matter~~ greater includes the less — I want to ask the P.P.O. if she can be used not only at Vizagm. but anywhere else. I don't know that we can get a competent opinion from the Collector — who is not an expert in dredging matters — such as the P.P.O. is presumed to be.

W
10 Jan

Marine Department.

C.Nos. 115, 116, 118, 130, 126, 131,
133 and 148.

ORDER, 13 March 1895, No. 79.

Mis

It is certain that the "Wenlock" can do no dredging work at Mangalore at any rate for some time to come, and it is desirable to remove her from the West Coast before the monsoon sets in. The Presidency Port Officer will see that she is sent to Tuticorin without delay to await orders. He will also take such steps as may be necessary to ensure that the dredger and her machinery are not permitted to fail into such an unsatisfactory condition as on the last occasion when she was laid up. The services of Engineer need not be dispensed with.

vide His note in G.O. 474.

2. The Presidency Port Officer
lose no time in ascertaining whe
Madras Harbour Trust Board de
avail themselves of the serv bmit
"Wenlock". If not, he will a else-
proposals for her being ht be of
where. It is possible in connection
assistance at Vizaga hat are being
with the improveme carried

ied out at that port.

Orders will issue in the Financial department in regard to the debit of the cost of the recent repairs to the dredger at Bombay and the charges connected with her visit to Mangalore. They should not be met by the Mangalore Landing and Shipping Dues Fund.

From orders
13/3/95

F.D.B.
12.3.5.

TO

The Presidency Port Officer g.o

G,T. Walch Esq. g.o
Eckford, Ooty.

The Financial department.
(with extracts from notes by H.E. & H.M.) g.o para 3 g.o

[ ]

The Collr. of S. Canara for information g.o

desp.d 14/3/95

Copied ✗✗d
13/3.

The "Wenlock"

Issue soon

From orders

---

of the Custom House will be protected by sheaf piling and stone apron.

An Estimate amounting to Rs. 3220 has been submitted for the above work by the Executive Engineer and has been sent on to the Presidency Port officer for Countersignature.

The work is now in hand and should be completed before the South West Monsoons. The Executive Engineer's proposals in connection with sandspit I consider useless.

—

Order thereon No. 594 W of 12th March 1895

Communicated to the Marine Department with reference to G.O. No. 2627 W dated 18th October 1894, and its Endorsement No. 452 dated 4th March 1895. (True Extract)

C. W. B. Burlton
Under Secretary to Govt.
P.W.D.

ed out at that port.

Orders will issue in the Finan-ial department in regard to the debit of the cost of the recent repairs to the dredger at Bombay and the charges connected with her visit to Mangalore. They should not be met by the Mangalore Landing and Shipping Dues Fund.

From orders
13/3/95

F.D.B.
12.3.5.

TO

The Presidency Port Officer g.o.

G,T. Walch Esq. g.o.
Eckford, Ooty.

The Financial department.
(with extracts from notes by H.E. & H.M.) g.o. paras 3 & 10

[ ]

the Collr. of S. Canara for information g.o.

disp'd 14/3/95

Copied &c.
13/3

The "Wenlock"

Issue soon

From orders

---

of the Custom House will be protected by sheaf piling and stone apron.

An Estimate amounting to Rs. 3,220 has been submitted for the above work by the Executive Engineer and has been sent on to the Presidency Port Officer for countersignature. Vide C No. 23

The work is now in hand and should be completed before the South West Monsoons. The Executive Engineer's proposals in connection with sandspit I consider useless.

—

Order thereon No. 594 W. d/ 12th March 1895

Communicated to the Marine Department with reference to G.O. No. 2627 W dated 18th October 1894, and its Endorsement No. 452 dated 4th March 1895. (True Extract)

C. W. B. Burlton
Under Secretary to Govt.
P.W.D.

CURRENT No. 199

PUBLIC WORKS DEPARTMENT.

PROCEEDINGS OF THE MADRAS GOVERNMENT.

READ the following

Letter from the Supdg. Engineer IV Circle No. 104.W. d/ 9th March 1895:-

As promised in this office Endorsement No. 416.W. dated 5th October 1894, I have the honour to report that I inspected the port of Gangolli at Kundapur last January and found the state of affairs exactly as described by the Executive Engineer in his letter forwarded to you with the above endorsement except that since the date of his inspection a good deal of the eroded margin has again silted up. The only thing which can be done with a shifting river like the Gangolli and without involving an expenditure which the interest to be protected would not justify is to restore the two groynes referred to in the Executive Engineer's letter. These groynes have hitherto protected the fore-
satisfactorily and would [illegible]

Mar

199

1895.

Public Works Department.

BT

N

Order 19 March 1895, No. 87.

Comd: to the P. P. Offr. ~~The Estimate is awaited~~ (since recd)

FDB
14.3.95.

[illegible]
18/3/95

No. 594 W

Dated 12. March 1895

Despatched

Received 13th ...

Encl. mar cns 139

CHIEF SECRETARY
13 MAR. 1895
GOVERNMENT OF MADRAS

SUBJECT.

Communicating report on the arrangements made to protect the groynes at the Kondapur Harbour.

Presidency	Port-Officer
T. W. Wyl.	

DESPATCHED
21 MAR 95
IN M.S

Copied
19/3

W O

CURRENT No. 139

No. 1729 G
51

Heading.

PRESIDENCY PORT OFFICE,
Madras, 26 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,

Ful Endt No. 2574 on 31-12-94
Mar C No. 1046 of 94

In continuation of this Office letter No. 1729/421 G, dated 12th December 1894, and by desire of the Superintending Engineer IV Circle, I have the honor to request that an allotment of Rupees (1500) one thousand and five hundred may be made from the South Canara District Port Fund for improving the Groynes at the port of Kundapur (Gangolly) to be carried out in the current year. The Superintending Engineer informs me that an Estimate of Rupees (4500) four thousand and five hundred has been received and instructions given to the Executive Engineer for its revision after personal inspection of the locality.

I have the honor to be
Sir,
Your Most Obedient Servant
H. D. Bamsley
Personal Assistant
for Presidency Port Officer

mnd

~~Marine (1893)~~ DEPARTMENT.

~~CURRENT NO.~~ 139

From

THE PRESIDENCY PORT OFFICER,

Madras,

To

THE CHIEF SECY. TO GOVERNMENT,

MARINE DEPARTMENT,

Fort St. George.

No. 1729/51 G

Dated 26
Received 27th } February 1895.

27 FEB. 1895
GOVERNMENT OF MADRAS

No.

Subject.

Requesting that Rs. 1500/= may be allotted for improving the groynes at the port of Kundapur.

with Endorsement

---

(90)

P. W. CURRENT No. 1674

Endt dt 4. 3-95 No. 452

Forwarded to the Public Works Dept with the request that the report and proposals promised in G.O. 18. Oct. 94, No. 2627. W. may be expedited.

Chief Secretary

Des: 5. 3. 95

F.S.B.
2.3.95.

Copy to the P.P.O.

Await receipt of reply to G.O. 2627 W. of 18th Octr. 1894

6/3/95 D.W.

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 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 .

transfd to P.W.D. under Endt No 685/28-3-95

FURTHER PAPER, No. 230 OF 1895.

366 of 95.

[G/II]
5,000—20-9-94.

ORDINARY, MS.

Marine DEPARTMENT.

G.O., DATED 19/3/95

No. 87.

INDEXED.

When given for copying. 19/3.

[Despatch Abstract.]

Coming to the P. P. O. P.W.D. procgs forwarding report from the Supg Engineer, IV circle, on the arrangements made to protect the groynes at the Hunsdapur Harbour.

W5
19/3

28

Opinion

I am of opinion that under Section 10 of act VI of 1891 by which a new Section is substituted for Section 7(1) of V of 1883, the order of the Lieutenant Governor, appointing a special Court in the case of the "S. S. Sirdhana" was in accordance with law. The case of the "County of Bute" referred to by the Chief Presidency Magistrate was under act V of 1883 and a reference to paragraph (e) of the statement of objects and Reasons of the Bill which afterwards was passed and became act VI of 1891 (Gazette of India 15th February 1890 Part V p. 22) and the speech of Sir David Barbour in council in introducing the Bill (Gazette of India 22nd February 1890 Part VI. 17) makes it clear that the law was purposely amended to meet cases like that of the "County of Bute"

sd. G. C. Paul

18th February 1895.

~~Marine (1895) Department.~~

~~CURRENT NO.~~ 139

From

THE PRESIDENCY PORT OFFICER,
Madras,

To

THE CHIEF SECY. TO GOVERNMENT,
MARINE DEPARTMENT,
Fort St. George.

No. 1729/51 G

Dated 26th } February 1895.
Received 27th }

SECRETARIAT
27 FEB. 1895
GOVERNMENT OF MADRAS

No.

Subject.

Requesting that Rs. 1500/= may be allotted for improving the groynes at the port of Kundapur.

write Endorsement

P. W. CURRENT No. 1674

Endt dd 4. 3. 95 No. 452

Forwarded to the Public Works Dept with the request that the report and proposals promised in G.O. 18. Oct. 94, No. 2627. W. may be expedited.

Chief Secretary

Recd. 5. 3. 95

F.S.B.
2.3.95.

Copy to the P. P. O.

Await receipt of reply to G.O. 2627 W. d 18th Octr. 1894.

Curry
6/3/95 D.W.
Put.

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ORDINARY, MS.

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ws
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~~Marine~~ (~~1895~~) Department.

~~CURRENT NO. 139~~

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6/3/95 D.W.

3,000—26-9-94.

ORDINARY, MS.

7 1160 (2)

Marine Department.
G.O., dated 19/3/95
No. 87.

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199

1895.

Public Works Department.

N
Order 19 March 1895, No. 87.

Comd. to the P. P. Offr. ~~The estimate is awaited~~ (received)

F.D.B.
14.3.95.

18/3/95

No. 594 W
Dated 12 March 1895
Despatched
Received 13th ...
Encl. mar c no 139

CHIEF SECRETARY
13 MAR. 1895
GOVERNMENT OF MADRAS

SUBJECT.

Communicating report on the arrangements made to protect the groynes at the Kondapur Harbour.

Presidency Port-Officer
T.W. Wyf

DESPATCHED
21 MAR 95
IN M.S

Copied 19/3

W.O

50—3,000—21-12-94.

~~Marine (1895) Department.~~

CURRENT No. 139

From

The Presidency Port Officer,
Madras,

To

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

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Dated 26 } February 1895.
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27 FEB. 1895
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2.3.95.

Copy to the P. P. O.

Await receipt of reply to G.O. 2627 W dt. 18th Octr. 1894.

6/3/95 D.W.

CURRENT No. 199

PUBLIC WORKS DEPARTMENT.

PROCEEDINGS OF THE MADRAS GOVERNMENT.

READ the following

Letter from the Supdg. Engineer IV Circle No 104.W. d/ 9th March 1895:-

As promised in this office Endorsement No 416.W. dated 5th October 1894, I have the honour to report that I inspected the port of Gangolli at Kundapur last January and found the state of affairs exactly as described by the Executive Engineer in his letter forwarded to you with the above endorsement except that since the date of his inspection a good deal of the eroded margin has again silted up. The only thing which can be done with a shifting river like the Gangolli and without involving an expenditure which the interest to be protected would not justify is to restore the two groynes referred to in the Executive Engineer's letter. These groynes have hitherto protected the foreshore satisfactorily and would

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1895.

Public Works Department.

N

Order 19 March 1895, No 87.

Comd. to the P. P. Offr. ~~The estimate is awaited~~ (since recd)

18/3/95

FDB
14.3.95.

No. 594 W

Dated 12. March 1895

Despatched

Received 13th ...

Encl. mar cns 139

CHIEF SECRETARY 13 MAR. 1895 GOVERNMENT OF MADRAS

SUBJECT.

Communicating report on the arrangements made to protect the groynes at the Kondapur Harbour.

Presidency | Port-Officer

T.W. Dept.

DESPATCHED 21 MAR 95 IN M.S.

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ied out at that port.

Orders will issue in the Financial department in regard to the debit of the cost of the recent repairs to the dredger at Bombay and the charges connected with her visit to Mangalore. They should not be met by the Mangalore Landing and Shipping Dues Fund.

for orders

13/3/95

F.B.
12.3.5.

The "Wenlock"

Issue soon

for orders

TO

The Presidency Port Officer g.o.

G,T. Walch Esq. g.o.
Eckford, Ooty.

The Financial department. g.o. para 3 g.o.
(with extracts from notes by H.E. & H.M.)

[ ]

The Collr. of S. Canara for information g.o.

desp^d 14/3/95

Copied 13/3

Mar

1895.

CURRENT No. 199

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13/3/95

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12.3.5.

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Eckford, Ooty.
The Financial department. g.o. para 3 g.o.
(with extracts from notes by H.E. & H.M.)

[ ]

The Collr. of S. Canara for information g.o.

Copied & Ex'd.
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14/3/95

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The "Wenlock"

Issue soon

fromorders

1895.

CURRENT No. 199

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