[G. / 11]
2,500—8-8-95.

ORDINARY, MS.

Marine DEPARTMENT.
G.O., DATED 2/4/95
No. 95.

INDEXED.

When given for copying. 2/4.

[Despatch Abstract.]

Acquainting the Under Secy of State for India with the results of the ~~further~~ inquiries made by the Port Officer, Vizagapatam re the disappearance of Mr. Pottinger, 3rd Officer of the S.S. "M. Melanatchy" and informing him that the I. Gt. of Police has been asked for a report on the subject.

W2
3/4

Mogsdg2 Ap 95

Ap. No. 122 Mar. Dy 29-4-95

Mr Pottinger.

The S. of S. for India in Council presents his compliments to the Secretary to the Government of Madras, Marine Department, and has the honour to transmit herewith, for information, a copy of a letter from the Port Officer, Vizagapatam, reporting the disappearance of Mr. Pottinger, 3rd Officer of the S.S. "M. Melanatchy".

N

R
30/3

It has been sent to the B. I. agents, Calcutta, who will no doubt show it to Capt P.

FJB.
1/4/5

Back Paper, No.

Further Papers, No.

Read again Order of Government, dated 189 , No. , Miscellaneous.

Enclosures.

Current No.

Statement with ditto.

Order of Government .. .. A

Letter of Government. A

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.

A brief history of each of the dredgers that have belonged and now belong to Government showing their names, description, cost and nature and quantity of work turned out by them at different ports in the Presidency of Madras as called for in Government (Marine Department) Memorandum No. 2485, dated 12th December 1894.

1	2	3	4	5	6	7
Name of Port at which employed.	Name and description of the dredger.	Cost of the dredger.	Total expenditure incurred.	Particulars of work done specifying localities dredged, quantities of silt removed and advantages derived therefrom, &c.	If ceased to work, why?	How disposed of.
		Rs. A. P.	Rs. A. P.			
Cochin	"Albuquerque" built by Simons and Co. arrived at Cochin from England in June 1876.	2,22,000 0 0 (Cost met from Imperial funds.)	12,700 0 0	Was employed for a few months in driving in piles, off the Custom House where a portion had to be reclaimed.	No other work appears to have been done and the vessel was sent to Pamban.	Left Cochin for Pamban in April 1878.
Pamban	"Albuquerque" built by Simon and Co. in England.	2,22,000 0 0 (Cost met from Imperial funds.)	23,580 5 1	She worked on two occasions (*i.e.*) from May to September 1878 and from April 1879 to March 1880. Work done.—Dredged in the sand bank channel and removed 171,726 tons silt. Advantage gained.—The channel was deepened and vessels of deeper draft passed through.	The work was stopped as the vessel was ordered to proceed to Karachi having been made over to the Bombay Government.	Made over to the Bombay Government.
Do.	"Hand Dredger" ..	17,840 0 0	4,276 11 0	She worked from 1880 to 1884. Work done.—Dredged in Reef channel and removed 4,646 tons silt. Dredged in sand bank channel and removed 36,216 tons silt.	The dredger foundered in a cyclone on 16th October 1884.	Sold by auction.
Do.	"Spoon Dredger" ..	No information. This was a mud boat converted into a spoon dredger.	571 15 3	Worked from August to October 1888. Work done.—Dredged in sand bank channel and removed 1,047½ tons silt.	Work stopped being found too costly.	Transferred to Tuticorin and thence to Cuddalore where she was sold as being unsuitable.
Do.	Steam Dredger "Wenlock."	2,00,000 0 0	10,483 0 7	Work done.—Dredged in sand bank channel and removed 140,050 tons. Advantages gained.—Deepened the channel to 14 feet of water, vessels of deeper draft passed through without being lightened.	Completed the work in the sand bank channel.	Sent to Cocanada.
Negapatam	"Bruce Dredger" (steam barge with crane and grab Bruce Patent.)	17,000 0 0	16,629 1 9	Worked on two occasions (*i.e.*) from 23rd March to 22nd September 1888 and from 1st to 16th April 1889. Work done.—Dredged in the river from the South Indian Railway premises to the chattram on the north jetty. Removed in 1888 .. .. 13,599 tons silt. „ in 1889 .. .. 2,384¼ „ Advantages gained.—While the work was going on the constant silting of the river was prevented. The bar was improved to some extent and free movement of boats in the river facilitated.	The dredger went out of order in April 1889 and was dismantled under G.O., Marine, No. 326, dated 30th July 1889.	Hull, flotation boxes and two punts were sold by public auction at Negapatam in 1889-90 and realised Rs. 512. The crane, grab, boiler, &c., were returned to Madras and sold for Rs. 420 in March 1894.

A brief history of each of the dredgers that have belonged and now belong to Government showing their names, description, cost and nature and quantity of work turned out by them, &c.—*cont.*

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Cuddalore	"Cuddalore Steam Dredger."	RS. A. P. 9,000 0 0	RS. A. P. 11,300 0 0	The dredger was originally intended to clear the silt on the bar to make a free passage or channel for boats to ply at all times (both high and low tides). A trial was accordingly made at the above spot, but proved unsuccessful, whereupon she was made to work in the channel. Work done.—Channels opposite to the godowns of Messrs. Parry and Co. and Pernon Bayol and Co. Removed 34,751 tons silt. Advantages gained.—Boats could easily approach the wharf (*i.e.*) the landing and shipping places wherefrom merchants land and ship cargo without difficulty..	Being found unfit for service.	Disposed of by public auction for Rs. 166-8-0 in 1889.
Cocanada	"Bucket Ladder Dredger."	Received from the Public Works Department.	Details not available.	Worked in 1876. Work done.—Worked on the bar and inside the river. Advantage gained.—Maintained a channel for cargo boats.	Ceased to work in 1877 as she was surveyed and condemned as old and unserviceable.	Sold by public auction.
Do.	Do. do.	Do. do.	51,563 0 0	Worked again in 1876. Work done.—Worked on the bar and inside the river. Dredged 261,462 tons silt. Advantages gained.—Maintained a channel of 3 feet (low water springs) for cargo boats.	Do. do.	Do.
Do.	"Priestman Grab Dredger" and excavator obtained from Priestman Brothers, Hull, early in 1887.	17,500 0 0	24,178 4 10	Hull rivetted and machinery fitted up in Cocanada. Commenced to work in June 1887. Work done.—Dredged on the bar in fine weather and inside the river in foul weather. Removed 160,273 tons. Advantages gained.—Maintains a channel of about 3 feet (low water spring) on the bar and dredges alongside wharves and jetties inside the river to facilitate the loading of cargo into boats.	Still at work	Still at work.
Do.	Dredger "Connemara," Cockburn and Bruces Patent grab dredger and excavator machinery and grabs obtained from Messrs. Cockburn Phillips and Montgomery, London, in 1890. Hull built and machinery fitted at Cocanada.	14,000 0 0	16,958 0 0	Work done.—Employed in dredging the bar in fine weather and inside the river in foul weather removing silt. Quantity removed .. .. 150,829 tons silt. Advantages gained.—Maintains a channel of about 3 feet (low water spring) on the bar and dredges alongside wharves and jetties inside the river to facilitate the loading of cargo into boats.	Do.	Do.
Do.	Dredger "Wenlock." Simon's Patent Hopper Dredger. Capacity 400 tons. Bucket ladder system.	2,00,000 0 0	17,735 0 0	Commenced dredging in June 1892 and continued to work to April 1893. Work done.—Worked on the bar, dredged a channel of about 1,500 long by 150 feet wide by 9 feet deep (low water spring).	Ceased to work in April 1893, as she required repairs.	Sent to Calcutta and afterwards to Bombay for repairs. Is now at Mangalore.

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Marine 9471-4-95

CURRENT No. 162.

Heading.

No. 48 / 397 G

PRESIDENCY PORT OFFICE,

Madras, 13 November, 1894.

From

Commander C. W. Bennett R. I. M.

In charge ~~THE~~ PRESIDENCY PORT OFFICER,

MADRAS,

To

THE CHIEF SECRETARY TO GOVERNMENT,

MARINE DEPARTMENT,

FORT ST. GEORGE.

SIR,

With reference to the Resolutions of the Godavari District Ports Conservancy Board noted in the margin, I have the honor to inform you that the Board have requested me to obtain the sanction of Government to the payment of travelling expenses to Mr. Wicks, Port Officer of Coconada, up to a limit of £(25) Twenty five, in connection with his visit to Firms in England (while on leave there) to obtain competent opinion regarding a combined self-propelling steam dredger designed by him for service at Coconada port. Whatever definite measures are proposed in this matter will of course be placed

No 4 dated 23d. May 1894
" 1 " 31st August 1894

Marg. 9491-4-95

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No 4 dated 23d. May 1894
" 1 " 31st August 1894

placed before Government in due
course and if the Board should
finally resolve upon getting a Dredger
out from England it will have
to be obtained through the India
Office; but the personal enquiries
which Mr. Wicks will be able to make
in England would, I think, in view
of the fact of his long experience
of the requirements of the Port of Coconada,
greatly help him to arrive at an early
decision as to the particular kind of
dredger that would prove most useful
there, and I therefore recommend that
a sum not exceeding £ (25) Twenty
five as proposed by the Board may
be sanctioned from the Coconada
Landing and Shipping Dues Fund to
meet Mr. Wick's travelling expenses.

2. I enclose copy of Mr. Wick's
letter to this Office and of the Board's
resolution on this subject.

I have the honor to be
Sir,
Your Most Obedient Servant
Charles - Hewett
Commander R. I. M.
In charge Presidency Port Office.

No 1182

Port Office Coconada
dated 17th September 1894.

From

G. W. Wicks Esqre,
Port Officer and Deputy Conservator
of the Port,
Coconada.

To

The Chairman, Godavari District
Ports Conservancy Board,
Coconada.

Sir,

With reference to Resolution No 1 of
the Board passed at its meeting held on 31st
August last, I have the honor to request
that the Board will be pleased to sanction
any reasonable travelling expenses in-
curred by me in England in getting com-
petent opinion on the new dredger designed
by me.

2. I would further point out that there
may possibly be some suitable dredging plant
to be picked up at a cheap price from the
Manchester ships canal company now
that the undertaking is completed, and
if I am authorised by the Board to examine
the same and report while at home I shall be
willing to do so if my expenses are paid.

I have &c
(Sd) G. W. Wicks
Deputy Conservator

I think it would be very desirable that Mr Wicks should visit both the Manchester canal and also the boats of Priestman & Co at Hull, where he can best get an opinion on the design for a dredger which was placed before the Board at the last meeting. It is certain that he would pick up valuable hints at the former, and might possibly be able to obtain cheap and something suited to the requirements of this Port. The sanction of Government would be necessary and I would suggest the Government be asked to sanction the payment of Mr. Wicks' expenses up to a limit of £ 25 for the purpose. As the notice for this meeting has not been fully circulated and as I shall not be present at the next I record my opinion here.

W. H.
18/9

Extract from the minutes of the meeting of the G. D. P. C. Board held at Cocanada on 10th October 1894.

× × × × × × × ×

4. Read letter from the Deputy Conservator of the Port to the Chairman of the Board dated 17th September 1894 No 1182 requesting sanction of the Board for payment of any reasonable travelling expenses to be incurred by him in England in getting competent opinion regarding new dredger designed by him together with the Chairman's opinion thereon.

The Board approves the proposal contained in the Chairman's note dated 9th September, especially, as if Mr. Wicks dredger is approved the Board will have the benefit of it without paying anything towards the cost of the invention. The orders of Government should be obtained on the matter.

× × × ×

(Sd.) W. J. H. C Evans
Chairman
G. D. P. C Board.

No 1318.

True copies forwarded to the Presidency Post Officer, Madras, for information, and with the request that he will be pleased to obtain

obtain orders of Government on the matter.

(Sd.) G. W. Weeks
Deputy Conservator
of the Port.

Coconada —
17th October 1894

True Copies

Claude A. Hewitt.
Commander R. I. M.
In charge Presidency Port Office.

1894
Mar Dept.
Enclos. No. 1
To
962.

Marine (1894) Department.

From

The Presidency Port Officer,

Madras,

To

The Chief Secy. to Government,

Marine Department,

Fort St. George.

No. 48/397 Q

Dated 13 } November 1894.
Received 14 }
Regd 15
Encl. 1.

No.

CHIEF SECRETARY 14 NOV. 1894 GOVERNMENT OF MADRAS

Subject.

Recommending to sanction a sum not exceeding £25/- to meet Mr. Wicks Travelling expenses while in England in connection with his visit to Firms for opinion regarding a suitable dredger for Cocanada.

Marine C. 962

Ref to P.C. 2485 dt. 13/12/12

In connection with the subject of his letter No. 48/397 of the 13th ultimo the P.P.O. is requested to submit for the information of Govt: a brief history of each of the dredgers that have belonged or do now belong to the Govt: Full particulars should be afforded as to style, initial cost, maintenance charges, work done, eventual disposal, from what funds paid for and maintained &c. &c.

Pending receipt of the above, no orders will be passed on the letter quoted, and Mr Wicks should therefore not incur any expenses on

on account of the Loca-
-nada Conservancy Board's
Commissions.

Dredgers

Presidency Port Officer
despd 13/12/24
13/12/24

						5			for a few months in off the Custom House had to be reclaimed.	No other work appears to have been done and the vessel was sent to Tambau.	3 Left Cochin for Tambau in April 1878.
Tambau	"Albuquerque" Built by Simon & Co in England	2,22,000 (Cost met from Imperial funds)	"	"	23,580	5	1	She worked on two occasions (i.c.) from May to September 1878. and from April 1879 to March 1880		The work was stopped as the vessel was ordered to proceed to Karachi having been made over to the Bombay Government.	made over to the Bombay Government
								Work done dredged channel and advantage gained the and vessels of	in the sand bank removed 1,71,726 Tons silt channel was deepened deeper draft passed through		
do	"Hand dredger"	17,840	"	"	4,276	11	"	She worked from	1880 to 1884		
								Work done dredged removed dredged and	in Reef channel and 4,646 Tons silt in Sand bank channel removed 36,216 Tons silt	The dredger foundered in a Cyclone on 16th October 1884	sold in auction
do	"Spoon dredger"	no information. This was a mud boat converted into a spoon dredger	57	1	53			Worked from	August to October 1888		
								Work done dredged and	in Sand bank channel removed 1,047 1/2 Tons silt	Work stopped being found too costly	transferred to Tuticorin and thence to Cuddalore where she was sold as being unsuitable

Tambaw (contd.)	Steam dredger "Wenlock"	2,00,000	"	"	10,483	"	7	Work done dredged and Advantages gained deepened vessels through	in sandbank channel removed 1,40,050 Tons the channel to 14 feet of water of deeper draft passed without being lightened.	Completed the work in the sand bank channel.	Sent to Cocanada
Negapatam	"Bruce dredger" (steam barge with crane and grab Bruce Patent.)	17,000	"	"	16,629	1	9	Worked on two occasions (1.c) from and from Work done. dredged the South premises on the Removed " Advantages gained While on the river was improved movement	23rd March to 22nd September 1888 1st to 16th April 1889. in the river from Indian Railway to the Chattram north jetty. in 1888 —— 13,599 Tons silt in 1889 —— 2,384¼ " " the work was going constant silting of the prevented. The bar was to some extent, and free of boats in the river facilitated.	The dredger went out of order in April 1889 and was dismantled under G.O. Marine No 326 dated 30th July 1889.	Hull, Floatation Boxes and 2 Tents were sold by Public auction at Negapatam in 1889-90 and realised Rs 512. The crane, grab, boiler &c were returned to Madras and sold for Rs 420 in March 1894.

Cuddalore	"Cuddalore Steam dredger"	9,000	"	11,300	"	The dredger intended to bar to make channel, for times (both A trial was at the above unsuccessful, made to work Work done. Channels godowns and Ferries Removed Advantages gained Boats the wharf and ship- merchants without | was originally clear the silt, on the a free passage or boats to ply at all high and low tides). accordingly made spot, but proved whereupon she was in the channel. opposite to the of messrs: Parry & Co Bayol & Co 34,751 tons silt could easily approach (i.e) the landing ping places, whereon land and ship cargo difficulty.	Being found unfit for service	disposed of in public auction for Rs 166-8-" in 1889.

Locanda	Bucket Ladder dredger	8	Received from the Public Works Department.		details not available		Work done	Worked the Advantage Maintained for	worked in on the bar and inside river gained a channel cargo boats	1876	Ceased to work in 1877 as she was surveyed and condemned as old and unserviceable	sold by Public Auction	9
Do	Do				51,563 " "		worked again		in 1876		Do	Do	Do
							Work done	Worked the river Advantages Maintained (low water	on the bar and inside dredged 2,61,462 Tons silt gained a channel of 3 feet springs) for cargo boats				
Do	"Priestman Grab dredger" and Excavator obtained from Priestman Brothers, Hull, early in 1887	17,500	" "	24,178	4 10		Hull riveted fitted up in Commenced		and machinery Locanda to work in June 1887		Still at work	still at work	
							Work done	dredged on and inside	the bar in fine weather the river in foul weather Removed 1,60,273 Tons				
							Advantages gained	Maintains a channel of 3 feet (low water spring) on the bar and dredges alongside wharves and jetties inside the river to facilitate the loading of	cargo into boats.				

Cocanada (contd.) 10	dredger "Commerara" Cockburn and Bruces patent Grab dredger and Excavator Machinery and grabs obtained from messrs. Cockburn Phillips and Montgomery London in 1890. Hull built and machinery fitted at Cocanada	14,000	"	"	16,958	"	"	Work done Employed in fixe the river removing Quantity removed Advantages Maintains 3 feet (low and deeps Jetties in the loading | Gained a channel of about water spring) on the bar alongside wharves and side the river to facilitate ing of cargo into boats	dredging in June 1892 to work to April 1893	ceased to work in April 1893 as she required repairs.	sent to Calcutta and afterwards to Bombay for repairs. Is now at Mangalore.
Do	dredger "Wenlock" Simons patent stopper dredger capacity 400 tons Bucket ladder system	2,00,000	"	"	17,735	"	"	commenced and continued. Work done Worked a channel by 150 feet (Low | on the bar, dredged of about 1,500 long widely 9 feet deep water spring).			

Presidency Port Office,
Madras, 1st March 1895. 3

A. D. Bannerjee
for Presidency Port Officer.

A brief history of each of the dredgers that have belonged and now belong to Government showing their names, description, cost and nature and quantity of work turned out by them at different ports in the Presidency of Madras as called for in Government (Marine Department) Memorandum No. 2485, dated 12th December 1894.

1	2	3	4	5	6	7
Name of Port at which employed.	Name and description of the dredger.	Cost of the dredger.	Total expenditure incurred.	Particulars of work done specifying localities dredged, quantities of silt removed and advantages derived therefrom, &c.	If ceased to work, why?	How disposed of.
		RS. A. P.	RS. A. P.			
Cochin	"Albuquerque" built by Simons and Co. arrived at Cochin from England in June 1876.	2,22,000 0 0 (Cost met from Imperial funds.)	12,700 0 0	Was employed for a few months in driving in piles, off the Custom House where a portion had to be reclaimed.	No other work appears to have been done and the vessel was sent to Pamban.	Left Cochin for Pamban in April 1878.
Pamban	"Albuquerque" built by Simon and Co. in England.	2,22,000 0 0 (Cost met from Imperial funds.)	23,580 5 1	She worked on two occasions (*i.e.*) from May to September 1878 and from April 1879 to March 1880. Work done.—Dredged in the sand bank channel and removed 171,726 tons silt. Advantage gained.—The channel was deepened and vessels of deeper draft passed through.	The work was stopped as the vessel was ordered to proceed to Karachi having been made over to the Bombay Government.	Made over to the Bombay Government.
Do.	"Hand Dredger" ..	17,840 0 0	4,276 11 0	She worked from 1880 to 1884. Work done.—Dredged in Reef channel and removed 4,646 tons silt. Dredged in sand bank channel and removed 36,216 tons silt.	The dredger foundered in a cyclone on 16th October 1884.	Sold by auction.
Do.	"Spoon Dredger" ..	No information. This was a mud boat converted into a spoon dredger.	571 15 2	Worked from August to October 1888. Work done.—Dredged in sand bank channel and removed 1,047½ tons silt.	Work stopped being found too costly.	Transferred to Tuticorin and thence to Cuddalore where she was sold as being unsuitable.
Do.	Steam Dredger "Wenlock."	2,00,000 0 0	10,483 0 7	Work done.—Dredged in sand bank channel and removed 140,050 tons. Advantages gained.—Deepened the channel to 14 feet of water, vessels of deeper draft passed through without being lightened.	Completed the work in the sand bank channel.	Sent to Cocanada.
Negapatam	"Bruce Dredger" (steam barge with crane and grab Bruce Patent.)	17,000 0 0	16,629 1 9	Worked on two occasions (*i.e.*) from 23rd March to 22nd September 1888 and from 1st to 16th April 1889. Work done.—Dredged in the river from the South Indian Railway premises to the chattram on the north jetty. Removed in 1888 .. .. 13,599 tons silt. " in 1889 .. .. 2,384¼ " Advantages gained.—While the work was going on the constant silting of the river was prevented. The bar was improved to some extent and free movement of boats in the river facilitated.	The dredger went out of order in April 1889 and was dismantled under G.O., Marine, No. 326, dated 30th July 1889.	Hull, flotation boxes and two punts were sold by public auction at Negapatam in 1889–90 and realised Rs. 512. The crane, grab, boiler, &c., were returned to Madras and sold for Rs. 420 in March 1894.

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Name of Port at which employed.	Name and description of the dredger.	Cost of the dredger.	Total expenditure incurred.	Particulars of work done specifying localities dredged, quantities of silt removed and advantages derived therefrom, &c.	If ceased to work, why?	How disposed of.
		Rs. A. P.	Rs. A. P.			
Cochin	"Albuquerque" built by Simons and Co. arrived at Cochin from England in June 1876.	2,22,000 0 0 (Cost met from Imperial funds.)	12,700 0 0	Was employed for a few months in driving in piles, off the Custom House where a portion had to be reclaimed.	No other work appears to have been done and the vessel was sent to Pamban.	Left Cochin for Pamban in April 1878.
Pamban	"Albuquerque" built by Simon and Co. in England.	2,22,000 0 0 (Cost met from Imperial funds.)	23,580 5 1	She worked on two occasions (*i.e.*) from May to September 1878 and from April 1879 to March 1880. Work done.—Dredged in the sand bank channel and removed 171,726 tons silt. Advantage gained.—The channel was deepened and vessels of deeper draft passed through.	The work was stopped as the vessel was ordered to proceed to Karachi having been made over to the Bombay Government.	Made over to the Bombay Government.
Do.	"Hand Dredger" ..	17,840 0 0	4,276 11 0	She worked from 1880 to 1884. Work done.—Dredged in Reef channel and removed 4,646 tons silt. Dredged in sand bank channel and removed 36,216 tons silt.	The dredger foundered in a cyclone on 16th October 1884.	Sold by auction.
Do.	"Spoon Dredger" ..	No information. This was a mud boat converted into a spoon dredger.	571 15 2	Worked from August to October 1888. Work done.—Dredged in sand bank channel and removed 1,047½ tons silt.	Work stopped being found too costly.	Transferred to Tuticorin and thence to Cuddalore where she was sold as being unsuitable.
Do.	Steam Dredger "Wenlock."	2,00,000 0 0	10,483 0 7	Work done.—Dredged in sand bank channel and removed 140,050 tons. Advantages gained.—Deepened the channel to 14 feet of water, vessels of deeper draft passed through without being lightened.	Completed the work in the sand bank channel.	Sent to Cocanada.
Negapatam	"Bruce Dredger" (steam barge with crane and grab Bruce Patent.)	17,000 0 0	16,629 1 9	Worked on two occasions (*i.e.*) from 23rd March to 22nd September 1888 and from 1st to 16th April 1889. Work done.—Dredged in the river from the South Indian Railway premises to the chattram on the north jetty. Removed in 1888 .. .. 13,599 tons silt. „ in 1889 .. .. 2,384¼ „ Advantages gained.—While the work was going on the constant silting of the river was prevented. The bar was improved to some extent and free movement of boats in the river facilitated.	The dredger went out of order in April 1889 and was dismantled under G.O., Marine, No. 326, dated 30th July 1889.	Hull, flotation boxes and two punts were sold by public auction at Negapatam in 1889–90 and realised Rs. 512. The crane, grab, boiler, &c., were returned to Madras and sold for Rs. 420 in March 1894.

A brief history of each of the dredgers that have belonged and now belong to Government showing their names, description, cost and nature and quantity of work turned out by them, &c.—*cont.*

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Name of Port at which employed.	Name and description of the dredger.	Cost of the dredger.	Total expenditure incurred.	Particulars of work done specifying localities dredged, quantities of silt removed and advantages derived therefrom, &c.	If ceased to work, why?	How disposed of.
Cuddalore	"Cuddalore Steam Dredger."	RS. A. P. 9,000 0 0	RS. A. P. 11,300 0 0	The dredger was originally intended to clear the silt on the bar to make a free passage or channel for boats to ply at all times (both high and low tides). A trial was accordingly made at the above spot, but proved unsuccessful, whereupon she was made to work in the channel. Work done.—Channels opposite to the godowns of Messrs. Parry and Co. and Pernon Bayol and Co. Removed 34,751 tons silt. Advantages gained.—Boats could easily approach the wharf (*i.e.*) the landing and shipping places wherefrom merchants land and ship cargo without difficulty.	Being found unfit for service.	Disposed of by public auction for Rs. 166-8-0 in 1889.
Cocanada	"Bucket Ladder Dredger."	Received from the Public Works Department.	Details not available.	Worked in 1876. Work done.—Worked on the bar and inside the river. Advantage gained.—Maintained a channel for cargo boats.	Ceased to work in 1877 as she was surveyed and condemned as old and unserviceable.	Sold by public auction.
Do.	Do. do.	Do. do.	51,563 0 0	Worked again in 1876. Work done.—Worked on the bar and inside the river. Dredged 261,462 tons silt. Advantages gained.—Maintained a channel of 3 feet (low water springs) for cargo boats.	Do. do.	Do.
Do.	"Priestman Grab Dredger" and excavator obtained from Priestman Brothers, Hull, early in 1887.	17,500 0 0	24,178 4 10	Hull rivetted and machinery fitted up in Cocanada. Commenced to work in June 1887. Work done.—Dredged on the bar in fine weather and inside the river in foul weather. Removed 160,273 tons. Advantages gained.—Maintains a channel of about 3 feet (low water spring) on the bar and dredges alongside wharves and jetties inside the river to facilitate the loading of cargo into boats.	Still at work	Still at work.
Do.	Dredger "Connemara," Cockburn and Bruces Patent grab dredger and excavator machinery and grabs obtained from Messrs. Cockburn Phillips and Montgomery, London, in 1890. Hull built and machinery fitted at Cocanada.	14,000 0 0	16,958 0 0	Work done.—Employed in dredging the bar in fine weather and inside the river in foul weather removing silt. Quantity removed .. .. 150,829 tons silt. Advantages gained.—Maintains a channel of about 3 feet (low water spring) on the bar and dredges alongside wharves and jetties inside the river to facilitate the loading of cargo into boats.	Do.	Do.
Do.	Dredger "Wenlock." Simon's Patent Hopper Dredger. Capacity 400 tons. Bucket ladder system.	2,00,000 0 0	17,735 0 0	Commenced dredging in June 1892 and continued to work to April 1893. Work done.—Worked on the bar, dredged a channel of about 1,500 long by 150 feet wide by 9 feet deep (low water spring).	Ceased to work in April 1893, as she required repairs.	Sent to Calcutta and afterwards to Bombay for repairs. Is now at Mangalore.

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		Rs. A. P.	Rs. A. P.			
Cochin	"Albuquerque" built by Simons and Co. arrived at Cochin from England in June 1876.	2,22,000 0 0 (Cost met from Imperial funds.)	12,700 0 0	Was employed for a few months in driving in piles, off the Custom House where a portion had to be reclaimed.	No other work appears to have been done and the vessel was sent to Pamban.	Left Cochin for Pamban in April 1878.
Pamban	"Albuquerque" built by Simon and Co. in England.	2,22,000 0 0 (Cost met from Imperial funds.)	23,580 5 1	She worked on two occasions (*i.e.*) from May to September 1878 and from April 1879 to March 1880. Work done.—Dredged in the sand bank channel and removed 171,726 tons silt. Advantage gained.—The channel was deepened and vessels of deeper draft passed through.	The work was stopped as the vessel was ordered to proceed to Karachi having been made over to the Bombay Government.	Made over to the Bombay Government.
Do.	"Hand Dredger" ..	17,840 0 0	4,276 11 0	She worked from 1880 to 1884. Work done.—Dredged in Reef channel and removed 4,646 tons silt. Dredged in sand bank channel and removed 36,216 tons silt.	The dredger foundered in a cyclone on 16th October 1884.	Sold by auction.
Do.	"Spoon Dredger" ..	No information. This was a mud boat converted into a spoon dredger.	571 15 2	Worked from August to October 1888. Work done.—Dredged in sand bank channel and removed 1,047½ tons silt.	Work stopped being found too costly.	Transferred to Tuticorin and thence to Cuddalore where she was sold as being unsuitable.
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Negapatam	"Bruce Dredger" (steam barge with crane and grab Bruce Patent.)	17,000 0 0	16,629 1 9	Worked on two occasions (*i.e.*) from 23rd March to 22nd September 1888 and from 1st to 16th April 1889. Work done.—Dredged in the river from the South Indian Railway premises to the chattram on the north jetty. Removed in 1888 .. .. 13,599 tons silt. " in 1889 .. .. 2,384¼ " Advantages gained.—While the work was going on the constant silting of the river was prevented. The bar was improved to some extent and free movement of boats in the river facilitated.	The dredger went out of order in April 1889 and was dismantled under G.O., Marine, No. 326, dated 30th July 1889.	Hull, flotation boxes and two punts were sold by public auction at Negapatam in 1889-90 and realised Rs. 512. The crane, grab, boiler, &c., were returned to Madras and sold for Rs. 420 in March 1894.

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Name of Port at which employed.	Name and description of the dredger.	Cost of the dredger.	Total expenditure incurred.	Particulars of work done specifying localities dredged, quantities of silt removed and advantages derived therefrom, &c.	If ceased to work, why?	How disposed of.
Cuddalore	"Cuddalore Steam Dredger."	RS. A. P. 9,000 0 0	RS. A. P. 11,300 0 0	The dredger was originally intended to clear the silt on the bar to make a free passage or channel for boats to ply at all times (both high and low tides). A trial was accordingly made at the above spot, but proved unsuccessful, whereupon she was made to work in the channel. Work done.—Channels opposite to the godowns of Messrs. Parry and Co. and Pernon Bayol and Co. Removed 34,751 tons silt. Advantages gained.—Boats could easily approach the wharf (*i.e.*) the landing and shipping places wherefrom merchants land and ship cargo without difficulty.	Being found unfit for service.	Disposed of by public auction for Rs. 166-8-0 in 1889.
Cocanada	"Bucket Ladder Dredger."	Received from the Public Works Department.	Details not available.	Worked in 1876. Work done.—Worked on the bar and inside the river. Advantage gained.—Maintained a channel for cargo boats.	Ceased to work in 1877 as she was surveyed and condemned as old and unserviceable.	Sold by public auction.
Do.	Do. do.	Do. do.	51,563 0 0	Worked again in 1876. Work done.—Worked on the bar and inside the river. Dredged 261,462 tons silt. Advantages gained.—Maintained a channel of 3 feet (low water springs) for cargo boats.	Do. do.	Do.
Do.	"Priestman Grab Dredger" and excavator obtained from Priestman Brothers, Hull, early in 1887.	17,500 0 0	24,178 4 10	Hull rivetted and machinery fitted up in Cocanada. Commenced to work in June 1887. Work done.—Dredged on the bar in fine weather and inside the river in foul weather. Removed 160,273 tons. Advantages gained.—Maintains a channel of about 3 feet (low water spring) on the bar and dredges alongside wharves and jetties inside the river to facilitate the loading of cargo into boats.	Still at work	Still at work.
Do.	Dredger "Connemara," Cockburn and Bruces Patent grab dredger and excavator machinery and grabs obtained from Messrs. Cockburn Phillips and Montgomery, London, in 1890. Hull built and machinery fitted at Cocanada.	14,000 0 0	16,958 0 0	Work done.—Employed in dredging the bar in fine weather and inside the river in foul weather removing silt. Quantity removed .. .. 150,829 tons silt. Advantages gained.—Maintains a channel of about 3 feet (low water spring) on the bar and dredges alongside wharves and jetties inside the river to facilitate the loading of cargo into boats.	Do.	Do.
Do.	Dredger "Wenlock." Simon's Patent Hopper Dredger. Capacity 400 tons. Bucket ladder system.	2,00,000 0 0	17,735 0 0	Commenced dredging in June 1892 and continued to work to April 1893. Work done.—Worked on the bar, dredged a channel of about 1,500 long by 150 feet wide by 9 feet deep (low water spring).	Ceased to work in April 1893, as she required repairs.	Sent to Calcutta and afterwards to Bombay for repairs. Is now at Mangalore.

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		Rs. A. P.	Rs. A. P.			
Cochin	Albuquerque" built by Simons and Co. arrived at Cochin from England in June 1876.	2,22,000 0 0 (Cost met from Imperial funds.)	12,700 0 0	Was employed for a few months in driving in piles, off the Custom House where a portion had to be reclaimed.	No other work appears to have been done and the vessel was sent to Pamban.	Left Cochin for Pamban in April 1878.
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Do.	"Spoon Dredger" ..	No information. This was a mud boat converted into a spoon dredger.	571 15 3	Worked from August to October 1888. Work done.—Dredged in sand bank channel and removed 1,047½ tons silt.	Work stopped being found too costly.	Transferred to Tuticorin and thence to Cuddalore where she was sold as being unsuitable.
Do.	Steam Dredger "Wenlock."	2,00,000 0 0	10,483 0 7	Work done.—Dredged in sand bank channel and removed 140,050 tons. Advantages gained.—Deepened the channel to 14 feet of water, vessels of deeper draft passed through without being lightened.	Completed the work in the sand bank channel.	Sent to Cocanada.
Negapatam	"Bruce Dredger" (steam barge with crane and grab Bruce Patent.)	17,000 0 0	16,629 1 9	Worked on two occasions (*i.e.*) from 23rd March to 22nd September 1888 and from 1st to 16th April 1889. Work done.—Dredged in the river from the South Indian Railway premises to the chattram on the north jetty. Removed in 1888 .. .. 13,599 tons silt. " in 1889 .. .. 2,384¼ " Advantages gained.—While the work was going on the constant silting of the river was prevented. The bar was improved to some extent and free movement of boats in the river facilitated.	The dredger went out of order in April 1889 and was dismantled under G.O., Marine, No. 326, dated 30th July 1889.	Hull, flotation boxes and two punts were sold by public auction at Negapatam in 1889–90 and realised Rs. 512. The crane, grab, boiler, &c., were returned to Madras and sold for Rs. 420 in March 1894.

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Cocanada	"Bucket Ladder Dredger."	Received from the Public Works Department.	Details not available.	Worked in 1876. Work done.—Worked on the bar and inside the river. Advantage gained.—Maintained a channel for cargo boats.	Ceased to work in 1377 as she was surveyed and condemned as old and unserviceable.	Sold by public auction.
Do.	Do. do.	Do. do.	51,563 0 0	Worked again in 1876. Work done.—Worked on the bar and inside the river. Dredged 261,462 tons silt. Advantages gained.—Maintained a channel of 3 feet (low water springs) for cargo boats.	Do. do.	Do.
Do.	"Priestman Grab Dredger" and excavator obtained from Priestman Brothers, Hull, early in 1887.	17,500 0 0	24,178 4 10	Hull rivetted and machinery fitted up in Cocanada. Commenced to work in June 1887. Work done.—Dredged on the bar in fine weather and inside the river in foul weather. Removed 160,273 tons. Advantages gained.—Maintains a channel of about 3 feet (low water spring) on the bar and dredges alongside wharves and jetties inside the river to facilitate the loading of cargo into boats.	Still at work	Still at work.
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Do.	Dredger "Wenlock." Simon's Patent Hopper Dredger. Capacity 400 tons. Bucket ladder system.	2,00,000 0 0	17,735 0 0	Commenced dredging in June 1892 and continued to work to April 1893. Work done.—Worked on the bar, dredged a channel of about 1,500 long by 150 feet wide by 9 feet deep (low water spring).	Ceased to work in April 1893, as she required repairs.	Sent to Calcutta and afterwards to Bombay for repairs. Is now at Mangalore.

CURRENT No. 157

Heading.

No. 48 / 55 G

PRESIDENCY PORT OFFICE,

Madras, 1st March 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,

With reference to Marine Department Memorandum, No 2485, dated 13th December 1894, I have the honor to forward herewith a brief history of dredgers and dredging work at ports in this Presidency

I have the honor to be,

Sir,

Your Most Obedient Servant,

H. D. Bannerby.

Personal Assistant

for Presidency Port Officer.

(189) Department.

From

The Presidency Port Officer,

Madras,

To

The Chief Secy. to Government,

Marine Department,

Fort St. George.

No.

Dated
Received } 189 .

No.

Subject.

Marine 1895 DEPARTMENT.

From

THE PRESIDENCY PORT OFFICER,

Madras,

To

THE CHIEF SECY. TO GOVERNMENT,

MARINE DEPARTMENT,

Fort St. George.

No. 48/55 G

Dated 14 } March 1895.
Received 15 }

Regd 22
Encl 1.

No.

Subject.

Forwarding a brief history of dredgers and dredging work at ports in the Madras Presy.

Marine Current 962

This is one of those awk-ward cases to decide where on the one hand there is the opportunity and on the other hand the doubt whether expenditure will overlead to any good or useful result.

That Mr: Wicks knows the requirements of Cocanada is undeniable, but the experience gained by dredging there must not be lost sight of. A vast quantity of liquid mud was removed last year by the Wentock but with no useful result. Its place was quickly filled and things resumed their former unsatisfactory state.

Mr Wicks has the good of the port at heart and it is subn. he may be encouraged in this matter. The question of the amount upto which his actual t.a. may be paid should

be settled. The finances of the L. & S. dues fund are not very healthy just now owing to an expenditure of 43,500 Rs: on groynes and a debt of 16,500 Rs to the Malabar fund. Estimates have just been rec^d. for two punts @ 3500/. each, and repairs to a Wharf 1000/.

25 ft means roughly 500 Rs. which is a large sum, and yet money melts quickly when travelling at home.

Submitted that a limit of 20 ft may be fixed; and that Mr: Wicks may be told that he is not to bind himself to any expenditure on ~~xxxx~~ machinery &c^a.

S.O.B.
20/11

Mr Wicks t. a. allow

H. E. the Governor

Let me see the memm. paper about the dredger business. I cannot say that I recollect much about the proposals made regarding new dredger. Shall we ask Stevenson & the Elephanta

20
23/11

[G. 25] 200—8-2-05.

Marine Department.
C. Nos: 962 of 1894 & 157 of 1895.

FOR ORDERS.

Mr. Wicks, Port Officer of Cocanada, went home on a year's leave in October last. The Conservancy Board asked him to obtain competent opinion regarding a "combined self-propelling steam dredger" designed by himself, and recommended that travelling expenses up to a limit of £ 35 should be granted to him from Landing and Shipping Dues.

The ~~opportunity~~ first current was detained was taken to obtain from the Presidency Port Officer a statement of present and past dredgers the property of Government.

It will be seen that there are two at present at work at Cocanada. The necessity for a third ~~has not been~~ made apparent and the ~~demonstrated~~. The "Wenlock" removed a vast quantity of spoil during the time she was at Cocanada, but there was no permanent result. The nature of the

spoil

I certainly wd. not sanction the outlay of another penny for dredging at Coconada. Until I was satisfied that dredging there will be of any real use. Nothing is said as to this. I believe dredging is of no value there, & the only thing to be done is to carry out the groynes into deep water - some two miles - the cost of wh. will be very great: if not prohibitive.

Tell the P. F. O. that he must send up full information as to the necessities of Coconada - & the possibilities of obtaining & maintaining a good channel by dredging with full particulars. It is impossible to decide whether any thing sh^d be spent.

W/ 21 Mar

Experience of dredging has not been such as to encourage the increase of those existing until further & sufficient reason for them adduced & shown.

Ref

Note the statement. Get

spoil is such that it quickly re-established itself.

The design of the proposed Cocanada dredger is apparently Mr. Wicks' own. He will therefore no doubt obtain the requisite opinion at home whether he knows his expenses are to be paid or not. It is suggested that orders in regard to the grant of travelling money be held over until Government knows what Mr. Wicks has done, and is satisfied of the benefit to be derived.

The proposal made is a decidedly hazy one - no idea is given of what the design is of the dredger is to be - that the Bd would like to do is to pay £25 towards Mr. Wicks to obtain opinions on his invention. Some Chatham yard and see if he can pick up anything in the dredging line about the Manchester Canal. It seems likely that if the suggestion made is complied with the money will be wasted

H.D.
25/3/95

The Statement with C.No. 157 is inclusive

7.D.B.
16.3.95.

FOR ORDERS

Mr. Wicks' travg. Expes

H.E. the Governor

C 25/3

Marine Deptt

C. No. 962 of/94. & 157 of/95.

Order:- 1st April 1895. No. 94.

Mis

As at present advised the Government is unable to sanction any further expenditure in connection with dredging at the port of Cocanada.

2. The Presidency Port Officer should submit full particulars as to the necessities of Cocanada in the matter of dredging and the possibilities of obtaining and maintaining a good channel by dredging.

/ from Orders /

H.D.
29/3/95

To The Presidency Port Officer.

7.D.B.
29.3.95.

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IN M.S

BACK PAPER, No. OF 189 .

FURTHER PAPER, No. 348 OF 189 5

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.

[G. 11]
2,500—8-5-95.

ORDINARY, MS.

Marine, DEPARTMENT.
G.O., DATED 1/4/95
No. 94.

INDEXED.

When given for copying. 2/4.

[Despatch Abstract.]

Declining to sanction any further expenditure in connection with dredging at the port of Cocanada & calling for ~~a report~~ full particulars from the P. P.O. as to the necessities of the port in the matter of dredging and the possibilities of obtaining & maintaining a good channel by dredging.

5-4

P
48 1,000—10-1-95.

Madras City Police.
மதராஸ் சிடி போலீசு.

M. **Division.**
டிவிஷன்.

M. **Station.**
ஸ்டேஷன்.

INQUEST REPORT.
மரணவிசாரணை ரிபோர்ட்டு.

On the body of a person found dead ~~on~~ on the Southern Groyne of Harbour Madras on the 15th of January 1895.
189 வருஷம் மாதம் தேதி அகப்பட்ட பிரேதத்தினுடைய

N.B.—In framing this report the questions below should be carefully answered.
ஷரா.—இந்த ரிபோர்ட்டுசெய்யும்போது அடியிற்கண்ட வினுக்களுக்கு ஜாக்கிரதையோடு விடை எழுதவேண்டும்.

Questions. வினுக்கள்.	*Answers.* விடைகள்.
1. Deceased's name, Father's name and residence. இறந்தவன்பேர், தகப்பன்பேரும், இருப்பிடமும்.	Alexander Menzie. R. S. Menzie. Royapooram.
2. By whom first found dead and when and where. பிரேதம் முதலில் யாரால் எப்போது எவ்விடத்தில் பார்க்கப்பட்டது.	Mr. John Macdonald the foreman Diver. at about 1 or 1.30 P. M. 15-1-95. On sea end of Southern groyne of Madras Harbour.
3. By whom last seen alive and where and when. முன் உயிரோடிருக்கும்போது யாரால் எங்கே எப்போது பார்க்கப்பட்டது.	do —— do ——
4. With whom last seen alive and when and where. உயிரோடிருக்கும்போது கடைசியில் ஆரோடு, எவ்விடத்தில் எப்போது பார்த்தது.	Abdul Rahim, foreman all-round titan crane at the above said time on the all-round titan crane.
5. By whom and when first report was made to Police. போலீசாருக்கு முதலில் யாரால் எப்போது ரிப்போர்ட்டு செய்யப்பட்டது.	Mr. A. Lee Pogson. Engineer. Madras Harbour works at about 2 P. M. 15-1-95.
6. Rank and name of Police officer who first saw the body and when. பிரேதத்தை முதலில் பார்த்த போலீசு ஆபீசருடைய பேரும், ரான்கும், எந்தவேளையில்.	Sub Inspector R. S. Pharaoh. M. Division at about 2.30 P. M. 15-1-95.
7. Sex, age, caste, and profession or calling. ஆண் அல்லது பெண், வயசு, ஜாதி, தொழில் அல்லது ஜீவனம்.	Male. about 55 years. Englishman. Driver. all-round titan crane.