

1160
Marine (189.6) Department.

7 1262/96

G.O., No. 760 *ma*

DATED 5th November 1896

6/11/96

[Despatch Abstract.]

Ports: Letter from the Presy: Port Officer Submitting a report of inspection of certain — on the West Coast, recorded with the remarks that detailed proposals on the several matters requiring the consideration of Govt will be awaited.

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Letter from the Presidency Port Officer submitting a report of inspection of certain — on the West Coast, recorded with the remark that detailed proposals on the several matters requiring the consideration of Government will be awaited.

GOVERNMENT OF MADRAS.

MARINE DEPARTMENT.

READ—the following paper:—

From Commander H. A. STREET, R.I.M., Presidency Port Officer, Madras, to the Secretary to Government, Marine Department, dated 26th October 1896, No. 1730/346 G.

I have the honour to acquaint you, for the information of Government, that I have recently inspected the ports marginally specified, and that I found due attention had been paid to the directions contained in the instructions to Port

officials of this Presidency in regard to port matters. With the exception of the flagstaff at Cannanore, which is reported to be rotten and unfit for further service, the several flagstaves, office and lighthouse buildings and light apparatus were in good condition. While at Hangarkotta I fixed on a suitable site for the light which Messrs. Shepherd & Co. are anxious should be exhibited as soon as possible, as their steamers always call off this port at night on their way to Mangalore from Bombay.

2. The points requiring attention at the several ports commencing with the minor ports to the northward of Mangalore are as follows:—

Coondapoor.—(a) The northern boundary pillar will have to be removed further to the westward, in consequence of the great erosion of the coast which has taken place in its vicinity during the last south-west monsoon, and instructions in respect to the same will be issued by me in due course.

(b) Erosion has also taken place between the eastern and western groynes and affected the road, to protect which the wooden groyne referred to in G.O., No. 1110 W., dated 10th May 1895, was constructed. The attention of the Superintending Engineer of the circle will be called by me to this matter in due course.

(c) The revetment to the eastward of the innermost groyne is in need of thorough repair, and this will be also brought to the notice of the Superintending Engineer.

(d) To protect the foreshore to the westward, which is periodically affected by the action of the sea during the south-west monsoon, an additional groyne appears necessary, but on this point I think that the Superintending Engineer of the circle should be desired to report.

(e) A short landing stage is much needed, and I shall address Government on this matter in a separate communication.

(f) Quarters for the two lightkeepers are required and an estimate for the same will be submitted in due course.

Hangarkotta.—(a) The bunder in front of the Custom house is in need of repairs. This bunder, I found, is treated as a customs wharf and fees under section 199 of Act VIII of 1878 are charged on goods left on it over four days. This being the case it is, I think, for consideration whether the cost of repairing the bunder should not be met from the wharfage fees instead of from Port funds as hitherto.

(b) A good deal of erosion has taken place on the eastern bank of the river in the vicinity of the bar and protection is necessary. The Superintending Engineer of the circle might be desired to report on this point.

Malpi.—(a) The southern boundary pillar is in need of repairs which will be taken in hand as soon as practicable.

(b) Trees have been planted and huts erected on the foreshore within port limits in the vicinity of the northern boundary pillar by one Kadbeh Shrinivas, a merchant of Udipti, who, I was informed, had levied rent for these huts which are occupied by fishermen. No ground rent is levied at any port in the South Canara district, except Mangalore and Kasaragod, and this case seems to point to the necessity of levying such rent at the other ports.

(c) Owing to the silting up of the creek in the vicinity of the Custom house, landing and shipping operations have been greatly hampered and a proposal has been made to fill up the creek permanently, to run out a short pier from the sandy spit to the westward and to connect the pier and the old landing place by means of a road across the sandy spit and the ground to be reclaimed. The scheme is under the consideration of the Collector of the district, and I understand Government will be shortly addressed on the subject.

Mangalore.—The state of the backwater showed no improvement since I last visited it. There were the same difficulties in connection with the landing and shipping goods and passengers at low water as hitherto. To meet these difficulties, pending the carrying out of the improvements recommended by Mr. Walch, C.E., in his report printed in G.O., No. 397 W., dated 31st January 1896, the local port authorities propose a pontoon pier. The cost of this arrangement can be met from the credit balance of the Landing and Shipping Dues fund, and the proposal will be placed before Government in due course.

Cannanore.—The pier at this port, which I would observe is never used for the landing and shipping of goods, is difficult of approach at low water except by canoes. The structure is of little use, except to the military for embarkation and debarkation of troops. The flagstaff was found to be in a very decayed and dangerous state, and I have issued orders to take it down at once. A new staff is necessary and the matter will receive attention.

Tellicherry.—No remarks.

Calicut.—(a) The state of the pier here has already formed the subject of a communication to Government. The local port authorities recommend it being extended about 300 feet to seaward in view of enabling boats to approach it when the sea is rough. At present it is difficult of approach under such circumstances.

(b) The state of the bar at Kallai renders the passing of timber over it at all times a tedious and difficult operation. I visited the place, and after a careful examination of the bar have come to the conclusion that nothing can be done to permanently improve matters. As long as the force of water in the river is sufficient to overcome the forces which tend to close the bar, it remains open, but the depth over it is never very great at the best of times. An attempt is being made to keep the bar open by means of coolly labour, but this is expensive and unsatisfactory, for the space cleared quickly fills up again.

ORDER—No. 760, Marine, dated 5th November 1896.

Recorded with the remark that His Excellency the Governor in Council will await detailed proposals on the several matters which, in the opinion of the Presidency Port Officer, require the consideration of Government. The proposals should be brought forward separately after all requisite information has been obtained from the local authorities concerned.

(True Extract.)

Under Secretary to Government.

To the Presidency Port Officer.
" Public Works Department.
" Revenue Department.

Exd. Shaik Karim.

Presidency Port Officer's
Inspection Report No. 760 Marine 5th Nov. 1886.
PROCEEDINGS OF THE MADRAS GOVERNMENT.

Read the following

From the Presidency Port
Officer, Madras. N.B. No. $\frac{1730}{346}$ of 26 Oct/86.

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Recorded with
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BA
4/11/86

The P. P. O.

" P. W. D.

" Rev. Dept.

[P. W. 40.
2,000-6-6-90]

Mar. 3/11.

14/11/86

L.S.

2/11/86

Marine (1896) Department.

CURRENT No. 1160

Order

From

The Presidency Post Office,
Madras

No. $\frac{1730}{346} 4$.

Dated 26 October 1896

Received 27. 10. 96

Enclosures "

Spare copies

SUBJECT.

Forwarding inspection
report of certain ports
on the West Coast.

BACK PAPERS.

G.O.	No.	Department.	Date.
S.O.	3026W	P.W.	26-10-96 ✓
(Abstract)	726	Marine	24-10-96 ✓
S.O.	650	"	25-9-96 ✓
"	648	"	23-9-96 ✓
"	598	"	4-7-96 ✓
"	563	"	19-9-96 ✓
"	297W	P.W.	31-1-96 ✓
"	367	Marine	7-12-95 ✓
"	12	"	15-11-95 ✓
"	140	"	20-5-95 ✓
"	236	"	19-6-94 ✓
"	93	"	16-3-94 ✓
"	239	"	12-7-93 ✓
"	183	"	5-6-93 ✓
"	935W	P.W.	24-3-83 ✓
"	558W	"	20-2-83 ✓
"	3209W	"	6-12-82 ✓
"	2945W	"	8-11-82 ✓
"	2202W	"	28-8-82 ✓
"	568W	"	6-3-82 ✓
"	452W	"	18-2-82 ✓
Sea Customs Act 1878 ✓			

FURTHER PAPERS.

Heading.

No. $\frac{1730}{346}$ 4

PRESIDENCY PORT OFFICE,
Madras, 26 October 1896.

From

Commander H. A. Street, R. I. M.,

PRESIDENCY PORT OFFICER.

Madras,

To

THE SECRETARY TO GOVERNMENT,

MARINE DEPARTMENT.

Chepak.

SIR,

SIR,
I have the honor to acquaint you,
for the information of Government,
that I have recently inspected the

Kundapur, Mangarkotta, ports marginally specified;
Malpi, Mangalore, and that I found due
Cannanore, Tellicherry attention had been paid
and Calicut.

to the directions contained in the
Instructions to Fort officials of this
Presidency in regard to Fort matters.
With the exception of the flagstaff
at Cannanore, which is reported to
be rotten and unfit for further
service

2.
Service, the several flagstaves, office
and lighthouse buildings and
light apparatus were in good con-
dition. While at Mangarkotta
I fixed on a suitable site for the
light^x which Messrs. Shepherd & Co. are
anxious should be exhibited as
soon as possible, as their steamers
always call off this port at night
on their way to Mangalore from
Bombay.

2. The points requiring attention
at the several ports commencing
with the minor ports to the north-
ward of Mangalore are as follows:—

— Kundapur —

(a) The northern Boundary Pillar
will have to be removed further to
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great erosion of the coast which has
taken place in its vicinity during

+ Erection of
a light appon
in S. 726
marine of 24-10-96
In press

P. 140 was
20-V-95
flag A

the last South west monsoon³, and
instructions in respect to the same
will be issued by me in due course.

(b) Erosion has also taken place
between the Eastern and Western
groynes and affected the road,
to protect which the wooden groyne
referred to in L. O. No. 1110 N, P. N. 1
dated 10 May 1895, was constructed.
The attention of the Superintending
Engineer of the Circle will be called
by me to this matter in due course.

(c) The revetment to the eastward
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by the action of the sea during the South-west monsoon, an additional groynes appears necessary, but on this point I think that the Superintending Engineer of the Circle should be desired to report.

(c) a short landing stage is much needed and I shall address Government on this matter in a separate communication.

(d) Quarters for the two lightkeepers are required and an estimate for the same will be submitted in due course.

— Mangalore —

(a) The bund in front of the Custom House is in need of repairs. This bund, I found, is treated as a Custom Wharf and fees under section 199 of Act VIII of 1878 are charged on

on goods left on it over 4 days. This being the case it is, I think, for consideration whether the cost of repairing the bund should not be met from the wharfage fees instead of from Port Funds as hitherto.

(b) a good deal of erosion has taken place on the eastern bank of the river in the vicinity of the bar and protection is necessary. The Superintending Engineer of the Circle might be desired to report on this point.

— Malpi —

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(c) Owing to the silting up of the creek in the vicinity of the Customs House, landing and shipping operations have been greatly hampered and a proposal has been made to fill up the creek permanently, to run out a short pier from the sandy spit to the westward and to connect the pier and the old landing place by means of a road across the sandy spit and the ground to

to be reclaimed. The scheme is under the consideration of the collector of the district, and I understand Government will be shortly addressed on the subject.

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The state of the backwater showed no improvement since I last visited it. There were the same difficulties in connection with the landing and shipping goods and passengers at low water as hitherto. To meet these difficulties, pending the carrying out of the improvements recommended by Mr. Welch, C.E., in his Report printed in G.O. dated 31st

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times. An attempt is being made
to keep the bar open by means of
cooly labour, but this is expensive
and unsatisfactory, for the space
cleared quickly fills up again.

I have the honor to be,

Sir,

your obedient servant,

J. A. Steel

Commander, R. I. M.

Presidency Port Officer