

Marine (1897) Department.

✓ G.O., No. 826 Mar

DATED 22^d Sept 1887

[Despatch Abstract.]

Silt in the vicinity of the Tuticorin pier. Desiring that the S.E. be consulted as to what is needed and should be done for the removal of the — and that if he agrees as to the proposed dredging the requisite expenditure be then included in the forecast statement.

24
25.9.97

G.O.	No.	Department.	Date.	G.O.	No.	Department.	Date.

Marrine Deft

His Excellency the Governor in Council desires that the Superintendent Engineer be consulted as to the what is needed and should be done for the removal of the silt in the vicinity of the Lute corner Pier. If he agrees as to the proposed dredging the Presidency Port officer will then make the requisite expenditure in the forecast statement now understood to be now under preparation.

R.S.

2/9/99

To the RFO^r ^{com} 24/9/97

With reference to the Ku's
remark as to the printing
off. 574 Marine a/11 June 97.
It is explained that Swen-
dings off. is in the Dept.
and generally printed for
one or other of the following
reasons viz

- (a) a large number of copies required for distribution
(b) importance of the papers, in which case copies are frequently called up for.

ference, and they would then
be scattered in several
files &

(c) the papers contain some
ruling or pronouncement
which it is necessary to
keep prominently at hand.
In this case also, copies would
be frequently called up &
be distributed in
files.

G.O. 524 was printed for reason

(c) It is laid down that the
surplus funds of the Eastern
Group are hypothecated for
light house expenditure.
The P.F.O. is constantly
making proposals for the
depletion of this surplus,
and unless the pronoun-
ment contained in the
order is kept steadily in
view, sanctions may inad-
vertently be given which
would be contrary to the
intentions of Government.

It may be added that
the printing of orders in the
Marine Dept. receives the
personal attention of the
Chief Assistant, and that
the printed copy is taken to
redress expenditure in this
direction.

R.S.
18 Sep 97

Marine (1897) Department.

CURRENT No.

1229

The Hon. Sir Henry D. D. C. E.

For orders

Submitted that demand for
Rs 28650 be included in the
forecast of expenditure
which the Presidency P.O. officer
has been asked to prepare.

From

The Presidency Post Office,
Madras

Order

R.S. 15/9/97
Agrees as submitted - His
opinion should, I think, be
obtained.

MS
16/9/97

We cannot get on with the
disbursement at present, as the
delay in referring to the P.O. would do
any harm.
I don't know why G.O. 524 has
should have been printed -

No. 163 4
330

Dated 10 September 1897

Received

Registered

Enclosures

Spare copies

SUBJECT.

Reporting as to the cause of
the accumulation of silt
in the vicinity of the Tuticorin
Pier.

H.M. 15.9.97 R 17.9.97

BACK PAPERS.

FURTHER PAPERS.

No.	Date.
526	Aug 6 97

No.	Date.

Reading.

No. 163
330

PRESIDENCY PORT OFFICE,
Madras, 10th September 1897.

From

Commander A. A. Street, R.N.,
PRESIDENCY PORT OFFICER,
Madras,

To

THE SECRETARY TO GOVERNMENT,
MARINE DEPARTMENT,
Chennai.

SIR,

With reference to para 1 of G.O. No. 524,
marine, dated 11th June 1897, I have the honor
to state, for the information of Govern-
ment, that the cause of the accumulation
of silt in the vicinity of the Enticorin Pier
is attributed by Mr. Baker, the local Port
Officer, principally to the action of the land
wind on the loose sand on the reclamation.
In fact the sand appears to be blown
into the water in just the same manner
as the sand on the south of the Madras
Harbour

Harbour is blown over the Southern Groyne into the Harbour.

2. Mr. Baker also points out that if the dredgings are placed over the reclamation ground the mud and sand of which the bottom consists will tend to stop the sand from being blown into the Harbour as the mixture becomes quite hard when dry. He also reports that a good deal of silt is brought down by drains and thro' Tuckle's channel which is about $1/2$ a mile north of the Pier and that this lodges wherever there is any obstruction.

3. The area required to be dredged is stated to be approximately 1200 ft. by 400 ft and the surface has to be reduced by 3 feet all over to obtain the depth considered necessary to meet the requirements of the boat traffic.

I have the honor to be,
Sir,
Your obedt. servant,

A. A. Keck
Commander, R. I. M.,
Presy. Port Officer.

22-12-11

Government {1897} of Madras.
MARINE.

Recd.

{ 1897.

Enclosures

Regd.

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G.O., No. 524, 11th June 1897.

Removed from G.O. 8.26.1897

JUNE.

Silting at the Port of Tuticorin

Requesting the Presidency Port Officer to investigate and report the cause and extent of the — in view to orders being passed regarding the purchase of a new dredger for the port and stating that it is necessary that he should be more moderate in his proposals for expenditure.



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 1st June 1897, No. 163/203 G.

With reference to the correspondence connected with Tuticorin port ending with this office letter No. 163/388 G., dated 25th November 1896, I have the honour to acquaint you, for the information of Government, that, as the temporary dredging apparatus therein referred to has been found unequal to the work of removing accumulation of silt at the end of the pier, the Port officer recommends that a steam dredger of the Priestman type should be obtained for service at the port. In this view I concur as the Wenlock's draft is too great to permit of her working alongside of the pier, and unless some means are soon taken to remove the silt, which since the erection of the new pier has accumulated in its vicinity, boats will be unable to approach the structure except at high water.

2. I have ascertained from the Director, Royal Indian Marine, that a suitable apparatus would cost approximately Rs. 28,650. He proposes to obtain the crane and grab from England and to construct the barge at the Calcutta Dockyard. The barge could be sent to Tuticorin in pieces and re-erected there. The estimate covers the expense of this. The cost of the apparatus could be met from the Eastern Group Port Fund surplus which may be taken at Rs. 2,13,000.

ORDER—No. 524, Marine, dated 11th June 1897.

His Excellency the Governor in Council is of opinion that before any expenditure is incurred on the purchase of a new dredger for the port of Tuticorin, the cause and extent of the silting should be ascertained. The Presidency Port Officer will accordingly arrange for this matter being investigated and reported on.

2. It is also pointed out that the Presidency Port Officer is mistaken in supposing that there is an available surplus in the funds of the Eastern Group. The proposals already made to Government in connection with lighthouses will more than absorb the money to the credit of this group of ports. It is accordingly necessary that the Presidency Port Officer should be more moderate in his proposals for expenditure. He has in separate Proceedings been directed to draw up a regular forecast of outlay. This, when approved, will form a useful guide in the administration of the funds of the Marine Department.

(True Extract.)

(Signed) D. McNEIL CAMPBELL, Colonel, R.E.,
Secretary to Government.

To the Presidency Port Officer.

Encl. T. K. Narayana Aiyangar.