Marine (1897) Department.

G.O., No. 403 Marine

DATED 30 April 1897

Removed from 4/5/97

633

[Despatch Abstract.]

Gopalpur Pier

Letter from the Presidency Port officer furnishing information regarding the cost of dismantling and removing the piles of the —, communicated to the Suptg. Engr. IV circle in view to his utilising it in drawing up his estimate for the Calicut pier, and Suptg. Engr. I circle requested to report on the proposal to lengthen the Gopalpore pier by reduction of width to one-half.

[M. S. [illegible]—15-8-96.]

4/5/97 JC 4/5/97

90/4

BACK PAPERS.

G.O.	No.	Department	Date	G.O.	No.	Department	Date
G.O. no 364		Mar	9-4-97				

FURTHER PAPERS.

G.O.	No.	Department	Date	G.O.	No.	Department	Date
93/97 633	Mar		16-7-97				

Government (1897) of Madras.

MARINE.

Recd. } 1897. *Enclosures*

Regd. } *Spare copies*

G.O., No. 403, 30th April 1897.

APRIL.

Gopalpur Pier

Letter from the Presidency Port Officer furnishing information regarding the cost of dismantling and removing the piles of the —, communicated to the Superintending Engineer, IV Circle, in view to his utilising it in drawing up his estimate for the Calicut pier, and Superintending Engineer, I Circle, requested to report on the proposal to lengthen the Gopalpur pier by reduction of width to one half.

GOVERNMENT OF MADRAS.

MARINE DEPARTMENT.

READ—the following papers :—

From H. D. TAYLOR, Esq., I.C.S., Acting Collector of Ganjám, to the Secretary to Government, Marine Department, dated Injili, 25th February 1897, Dis. No. 342-Eng.

I have the honour to forward herewith, for the consideration of Government, copy of letter received from Mr. F. J. V. Minchin on the subject of the Gopalpur pier.

2. From the records of this office I gather that the pier, as it stands, is not of sufficient length to be of material use for the landing and shipping of cargo during rough weather, while during fair weather cargoes can be landed in ordinary boats, though the existing pier is at such seasons of assistance in the landing and shipment of heavy and bulky materials. Any partial dismantling of the pier would prove a source of danger, while it could only be totally dismantled at a cost which Government is not prepared to incur.

3. In G.O., No. 41, Marine, dated 1st February 1895, it is laid down that Government while declining to incur further expenditure on the extension or upkeep of the pier, will allow that structure to remain as it is. Subsequently in December 1895, under the orders of the Presidency Port Officer, an attempt was made to remove certain of the upper portions of the pier, with the object of removing the material so obtained to Tuticorin. On the representations of Mr. Minchin orders were issued to the Presidency Port Officer to discontinue these operations as being in contravention of the Government order quoted above.

4. The present flying visit of the Presidency Port Officer appears to have been made for the purpose of collecting statistics for the purpose of inducing Government to cancel that order. Such at least would appear to be the case from that officer's letter, No. 2/219 C., dated 28th November 1895 (copy of which is enclosed), which is the last communication received in this office on the subject.

5. On the present occasion the Presidency Port Officer seems to have been accompanied by Mr. Pogson, Madras Harbour Engineer, who expressed an opinion favourable to the easy removal of the piles at a slight cost under a process recently discovered, and the feasibility of cutting the pier in half, by reducing its width, and utilising the material so obtained for lengthening the pier. As to whether or no the pier, if thus narrowed down, would be sufficiently strong to resist the force of the waves is a question for experts. I am not able to express an opinion thereon.

6. Personally in the light of previous correspondence and orders I do not propose that Government should incur any further expenditure on this pier, unless the above suggestion should be found practicable, and unless by utilising the material at site, the pier can be appreciably lengthened and converted into a useful structure, serviceable in all weathers, at a less cost than will be incurred in removing and erecting that material elsewhere. The cost of such removal would, I believe, be considerable.

7. Failing this I request that the orders contained in G.O., No. 41, Marine, dated 1st February 1895, may be adhered to. The pier, as it stands, will, in usual weather, be of considerable use should necessity arise at a later period for the importation of grain for famine purposes.

ENCLOSURES.

From F. J. V. MINCHIN, Esq., of Messrs. F. J. V. MINCHIN & Co., Agents, British India Steam Navigation Company (Limited), &c., to the Collector of Ganjám, dated Gopalpur, 17th February 1897, No. 15/144.

It having been reported to me that Captain Street, Presidency Port Officer, was on his way to Gopalpur per S.S. *Huzara* accompanied with experts to inspect the pier at this port with the view of its removal to Calicut, I at once proceeded to Gopalpur and met the *Huzara* on the 13th instant; Captain Street and his staff duly landed, and I at once presented myself at the Port office, having the day previously informed the local Port Officer that I was ready to meet Captain Street at the Port office, on the pier, or at my firm's office whichever might suit him best. I found Captain Street very reticent and absorbed in papers and telegrams, and as he seemed to have no time for conversation (he was not two hours on shore), I repaired to the pier, and met the Madras Harbour Engineer; I learnt from him that his mission was to say whether the pier was easily removable, and I gathered from him that the extracting of the screw piles was, under a new plan, a most simple operation and might be done during the roughest weather we were likely to see; he then asked me if it had ever been suggested to cut the pier in half (*i.e.*, make it half its width) and utilize the other half in lengthening the pier. I said it had not; but since learning how easily he considered the pier could be lifted, it has occurred to me to press on Government the advisability of trying this method of making the pier really serviceable. The whole question of the utility of the pier being one of length, I pressed this on the day the pier was completed, but other counsels prevailed with the result that 3 lakhs have been practically wasted, but even in its present state we do get some use out of it, for instance, the Commander-in-Chief and Captain Street were vouchsafed a safe landing by its use, and I hope Captain Street duly observed the scene of activity the pier presented on the day of his landing when Government logs for the Gun Carriage department, which could not otherwise have been shipped, were lowered from the pier into rafted boats. Understanding from the Harbour Engineer that he has an establishment that could, within two months, be spared for this job, I would urge on you the advisability of suggesting to Government to try this proposed method of lengthening the pier and I would the more press it, as, should the circumstances of the district demand, by-and-bye, importation of food grain, the pier would, when lengthened, be of great service to us; for it must be remembered that the neighbouring districts are both suffering and cannot come to our rescue and may themselves, at least Vizagapatam, require to share imports with us.

I have not touched on the rumour that the pier is to be removed, because I hold the suggestion, if it has really been made, is the product of delirium and because the Government has more than once promised us, the pier shall not be touched.

From Commander C. W. HEWETT, R.I.M., Acting Presidency Port Officer, Madras, to the Collector of Ganjám, dated 28th November 1895, No. 2/219 C.

In reply to your letter, No. 1620-Eng., dated 20th November 1895, I have the honour to state that the intention is to utilize, as far as possible, for the new pier at Tuticorin the moveable articles belonging to the abandoned pier at Gopalpur without interfering with the structure so as to make it unsafe for people to walk over. The Port Officer will be informed accordingly.

2. I must, at the same time, point out that it will be to the advantage of Government to utilize, as far as possible, whatever can be removed from a structure that stands condemned after so much money being spent over it, rather than leave it as it is for recreation; and that if the necessity for it should arise, I propose addressing Government to reconsider G.O., No. 41, Marine, dated 1st February 1895, and to adhere to G.O., No. 6, Marine, dated 9th January 1894, wherein it is stated that as soon as the pier is pronounced unsafe the entrance should be blocked up and no one allowed on it.

From Commander H. A. STREET, R.I.M., Presidency Port Officer, Madras, the Secretary to Government, Marine Department, dated 15th April 1897, No. 206/138 G.

With reference to paragraph 3 of G.O., No. 68, Marine, dated 23rd January 1897, I have the honour to forward, for the information of Government, a copy of report on the Gopalpur pier by Mr. Pogson after his recent inspection of the structure. He estimates the cost of dismantling the pier, raising the piles, and delivering all the materials on shore at very nearly Rupees (12,000) twelve thousand.

The cost of conveying by steamer from Gopalpur to Calicut the 309 piles that are reported to be in good condition will be about Rupees (8,200) eight thousand two hundred. The charges for putting these piles on board steamer at Gopalpur cannot be accurately estimated at present, but will form a large item in the expense of transfer. It is for consideration therefore whether it is worthwhile under the circumstances to use these piles for the proposed new pier for Calicut.

Enclosure.

From A. LEE POGSON, Esq., M.I.C.E., M.I.M.E., &c., Engineer, Harbour Trust Board, Madras, to the Presidency Port Officer, Madras, dated 23rd March 1897, No. 903.

I have the honour to acknowledge the receipt of your letter, No. 206/304 M., dated 13th instant, forwarding, for my information, the original plans of the iron screw pile pier at Gopalpur regarding its removal from that port.

2. In accordance with G.O., No. 68, Marine, dated 23rd January 1897, and the Harbour Trust Board's Resolution, No. 10, dated 5th February 1897, I proceeded to Gopalpur and inspected the pier on the 13th February 1897; and from the information obtained then, and further details given in the above mentioned plans, I am now in a position to report that there will be no difficulty whatever in removing the piles by the jet process.

3. I estimate the cost of dismantling the pier, raising the piles, and delivering all the materials on shore at Rs. 11,988, as below :—

ESTIMATE for removal of Gopalpur pier.

No.	Description.	Rate.			Per	Total.		
		RS.	A.	P.		RS.	A.	P.
	To stripping piles and removing decking.							
309 piles ..	Stripped and decking removed	7	1	0	Pile.	2,182	0	0
	Passages for 22 workmen to Gopalpur and back (with food) ..	..				704	0	0
	Contingencies, ropes, slings, tools, &c.	..				200	0	0
	Total for removing, decking and stripping piles ..	..				3,086	0	0
	To raising piles and delivering same on shore.							
309 piles ..	Raising and delivering piles on shore	13	6	0	Pile.	4,133	0	0
	Fuel for steam pump, &c.	..				700	0	0
4 months ..	Hire of crane, pump, boiler, hose, piping, &c.	200	0	0	Month.	800	0	0
	Carriage of above machinery by sea	..				1,020	0	0
	Do. do. by rail (returning)	..				1,289	0	0
	Passages for foreman, fitter and 15 workmen	..				696	0	0
	Contingencies, suction hose, piping, fitting up, &c.	..				264	0	0
	Total for raising and delivering piles on shore ..	..				8,902	0	0

Abstract.

	RS.
Total for removing, decking and stripping piles	3,086
Do. raising and delivering piles on shore	8,902
Total cost of removing Gopalpur pier ...	11,988

4. The above estimate provides for sending all necessary skilled labour to Gopalpur from Madras, and the carriage by sea and return by rail of about 17½ tons of machinery, consisting of one travelling crane, one boiler, one steam pump, piping, fittings, &c.

5. I estimate the rate of removal of the piles at three per day, and therefore the work of dismantling the pier will take four months, but it may be possible to remove as many as four piles daily.

6. I should mention that I found the piles (309 in number) to be in good condition, and the mode of removal will in no way twist or injure them. I observed some of the round iron tie rods, near the T head, to be hanging loose; they should be replaced to give the structure stability, if the pier is to remain at Gopalpur.

7. I return the three plans and specifications sent to me with your letter No. 206/207 M. on the 22nd February 1897.

ORDER—No. 403, Marine, dated 30th April 1897.

The information regarding the cost of dismantling and removing the piles of the Gopalpur pier will be communicated to the Superintending Engineer, IV Circle, who will utilise it in drawing up his estimate for the Calicut pier now under preparation. Such additional information as may be needed in regard to the length of the piles, cost of loading and unloading, &c., will be obtained direct from the Superintending Engineer, I Circle, or Presidency Port Officer.

2. The Superintending Engineer, I Circle, will be requested to report on the proposal to lengthen the Gopalpur pier by reduction of width to one half. It is not clear whether, after reduction of width, the pier would be sufficiently strong, or whether the present piles would be long enough when placed in deeper water. Information on these points should be afforded.

(True Extract.)

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

To the Presidency Port Officer.
„ Collector, Ganjám.
„ Public Works Department.

Exd. T. K. Narayana Aiyangar.

d/27/4/97.

Marine ~~P. W.~~ DEPARTMENT.

Firm orders

Marine ~~PUBLIC WORKS~~ DEPARTM

PROCEEDINGS OF THE MADRAS GOVERNMENT.

118

READ the following

From the Ag. Collector of Ganjam, Dis. No. 342/Eng. of '97, dated 25th February 1897.

From the Presidency Port Officer, Madras, No. 206/138 G., dated 15th April 1897.

No. 403 Marine dated 30 April 1897

The information regarding the cost of dismantling and removing the piles of the Gopalpore Pier will be communicated to the Suptg. Engineer, IV Circle, who will utilise it in drawing up his estimate for the Calicut Pier now under preparation. Such additional information as may be needed in regard to the length of the piles, cost of loading and unloading, &c., will be obtained direct from the Suptg. Engineer, I Circle, or Presidency Port Officer.

2. The Suptg. Engineer, I Circle, will be requested to report on the proposal to lengthen the Gopalpore Pier by reduction of width to one half. It is not clear whether after reduction of width, the pier would be sufficiently strong, or whether at present

1591

11 [illegible] note d/27/4/97

Marine ~~P.W.~~ DEPARTMENT.

Gopalpore Pier

READ the following :—

From the Ag. Collector of Ganjam, Dis. No. 342/Eng. of '97, dated 25th February 1897.

From the Presidency Port Officer, Madras, No. 206/138 G., dated 15th Ap 1897.

The Hon. Mr. Bliss C.I.E.

—

FOR ORDERS.

I can't give any opinion on the matter as it stands. As to the proposal to cut the pier in half & lengthen it, we don't know its present width, & whether if cut in half it wd. have the requisite strength or whether piles are long enough. The opinion of the Sup. Engr. & the P.P.O. should be obtained. Similarly, infn. should be obtained as to the value of the piles for the proposed work at Calicut, supposing they could be raised & transported there for the ~~sum~~ sums stated. The P.P.O. does not state what the cost of shipping them at Gopalpore & landing them at Calicut would be — but surely he can find out. He has the accounts of what it cost to land them at Gopalpore to help him —

The [illegible] Sec. should see all such [illegible] before sending up papers. [illegible] an opinion as the matter stands & it is his function rather than mine, to work a case up to the point at which a decision [illegible] possible.

HB
27/4/97

no estimate

In the first of the papers quoted above, the question is raised as to whether the Gopalpore pier is to be dismantled or not. When this question was submitted for orders on the 9th March, the Honourable Member decided that the matter should lie over till the Presidency Port Officer's report on the cost of dismantling the structure and removing the materials to Calicut was received.

2. The second of the letters read above is the expected report. It will be seen that it will cost Rs. 12,000 to dismantle the structure and remove the materials to shore, and a further sum of Rs. 8,200 as freight on conveyance of the piles to Calicut. These two items together come to Rs. 20,200. There will, in addition, be the cost of loading and unloading. The amount of this charge cannot at

esent be estimated, but the Presiency Port Officer says that it will form a large item in the expense of transfer.

FOR ORDERS.

3. What the cost of re-erection at Calicut will be is also impossible to say at present. The Suptg. Engineer considers that a lengthened investigation of local conditions will be necessary before he can frame any estimate of the length of piles requisite for the new pier.

4. Messrs. Minchin & Co. propose that the pier be lengthened by cutting it through to half its present width when it would be serviceable to the port. Even in its present condition it is said to be useful. If this be so, the local merchants should be willing to undertake to provide the money requisite for keeping it in repair. This might be done by a special charge on goods landed and shipped. If the pier is to be maintained, the work should be done by the P. W. Department. The experiment of handing over the Calicut Pier to local merchants for repair has turned out a failure. They have allowed it to deteriorate so much that it is now unsafe.

I should say the piles would not be long enough for the purpose anything

26/4/97

M.

L O No 12

Gopalpore Pier

Marine

~~P. W.~~ DEPARTMENT.

READ the following :—

From the Ag. Collector of Ganjam, Dis. No. 342/Eng. of '97, dated 25th February 1897.

~~1. Hon. W. Bliss C. I. E~~

403 m

FOR ORDERS.

G. O. 41 Marine, dated 1st February 1895.

G. O. 68 Marine, dated 25th January 1897.

It has been decided by Government that no further expenditure is to be incurred on renovating the Gopalpore Pier, and the recent visit of the Presidency Port Officer and Mr. Pogson to Gopalpore was with the view of determining whether the piles could be extracted at a reasonable cost and ~~then~~ thus be made available for use at Calicut.

2. The Presidency Port Officer has not yet reported the results of the inquiries made on the spot.

9/3/97

M.

P. P. O.'s report must be awaited

10/3/97

10/3/97

and the S. S. officers

...ebruary 1895 may be adhered to.

FOR ORDERS.

esent be estimated, but the Presi-
ncy Port Officer says that it will
rm a large item in the expense of
ransfer.

. What the cost of re-erection at
alicut will be is also impossible
o say at present. The Suptg. Engineer
considers that a lengthened investigation of local conditions will be
necessary before he can frame any
estimate of the length of piles requisite for the new pier.

4. Messrs. Minchin & Co. propose that the pier be lengthened by cutting it through to half its present width when it would be serviceable to the port. Even in its present condition it is said to be useful. If this be so, the local merchants should be willing to undertake to provide the money requisite for keeping it in repair. This might be done by a special charge on goods landed and shipped. If the pier is to be maintained, the work should be done by the P.W. Department. The experiment of handing over the Calicut Pier to local merchants for repair has turned out a failure. They have allowed it to deteriorate so much that it is now unsafe.

I should say the piles would not be long enough for the purpose lengthening

26/4/97

M.

W

After note of 27/4/97.

(1) If the piles are not long enough for the proposed lengthening of the pier, it would perhaps be unnecessary to make any further inquiries in connection with this proposal.

There thus only remains the question of utilising the piles at Calicut.

(2) The information now supplied might be sent
to the S.E. 1st Circle for
tilisation in the preparation
f his estimate for the
alicut Pier on which he
now engaged. He could,
direct reference to the
Circle and the
dency Port Officer
with the information
requisite particulars
gth of piles, cost
the loading &c.
the preparation
stimate.

the papers here
on foot until the
indicated above,
decision,
perhaps

FOR ORDERS.

8

5707

~~Revenue~~ Marine (1897) Department.

CURRENT No. 319

Order.

From H. D. Taylor Esquire. I.C.S.
ag: Collector of
Ganjam

Dis **No.** 342/Eng 97

Dated 25th February 1897.
Received 5. 3. 97
Registered — " —
Enclosures Two
Spare copies

P. 6 44
93 7C.
15-4

SUBJECT.

Gopalpore Pier

Reporting that no further expenditure may be incurred on the ———, unless the suggestion ie cutting the Pier in half by reducing its width and utilizing the material so obtained for lengthening the Pier, be found practicable, and that failing this the orders contained in G. O. No 41 Marine dated 1st February 1895 may be adhered to.

8 mar, 27-1-97
76 „ , 27-1-97
62 E, 17-12-96
14 mar, 10-1-96
13 mar, 10-1-96
71 mar, 17-12-95
350 mar, 28-11-95
41 mar, 1-2-95
106 mar, 28-3-94
4084 C & 16-9-92

795 D, 1-9-91

BACK PAPERS.

G.O.	No.	Department.	Date.
938	C J	15-2-97	[illegible]
3926	Co	29-8-92	
2860	W	Or	28.10.91
2638	W	Or	1-10-91
2447	W	Or	12-9-91
717	D	Or	15-8-91
~~622~~	D	Or	11-8-91

515 D Or 7-7-91
1356 Co Or 15-8-91

FURTHER PAPERS.

G.O.	No.	Department.	Date.

4707

No. $\frac{2}{219}$ C.
5 S.P.

Presidency Port Office.,
Madras 28th November 1895

To
The Collector of
Ganjam.

Sir,

In reply to your letter No. $\frac{1620}{Ry}$, dated 20th November 1895, I have the honor to state that the intention is to utilize as far as possible for the new pier at Tuticorin the moveable articles belonging to the abandoned pier at Gopalpur without interfering with the structure so as to make it unsafe for people to walk over. The Port Officer will be informed accordingly.

2. I must at the same time point out that it will be to the advantage of Government to utilize as far as possible whatever can be removed from a structure that stands condemned after so much money being spent over it, rather than leave it as it is for recreation, and that if the necessity for it should arise, I propose addressing government to reconsider G. O., Marine, No. 41, dated

1st

February 1895 and to adhere to G. O.,
arnie, No. 6 dated 9th January 1894 wherein
t is stated that as soon as the pier
is pronounced unsafe the entrance
hould be blocked up and no one
allowed on it.

I have etc.

(Sd/) C. H. Hewett.

Commander R. I. M.,

Ag: Presidency Port Officer.

True copy.

Chatrapur }
27-2-97 }

For Ag: Collector.

Encls 2
Local 369/97

No 15/144

Gopalpore, Ganjam, 17th February 97.

3 S.P.

F. J. V. Minchin & Co } S. P

Agents

B. I. S. N. Co. Ld.

Triton Insurance Co.

Imperial Fire. Ap: Co

Lloyds.

The Collector of Ganjam
Chatrapur

Sir,

It having been reported to me that Captain Street, Presidency Port Officer, was on his way to Gopalpore per S. S "Huzara" accompanied with experts to inspect the Pier at this port with the view of its removal to Calicut, I at once proceeded to Gopalpore, and met the "Huzara" on the 13th Instant; Captain Street and his staff duly landed, and I at once presented myself at the Port Offi having the day previously informed the local Port Offic that I was ready to meet Captain Street at the Port Office on the Pier, or at any firms Office whichever might sui him best. I found Captain Street very reticent and absorbed in Papers and Telegrams, and as he seemed to have no time for conversation (he was not 2 hours on shore)

I

I repaired to the Pier, and met the Madras Habour Engineer, I learnt from him that his mission was to say whether the Pier was easily removable and I gathered from him that the extracting of the screw piles was, under a new plan, a most simple operation and might be done during the roughest weather we were likely to see, he then asked me if it had ever been suggested to cut the Pier in half (ie make it half its width) and utilize the other half in lengthening the Pier. I said it had not; but since learning how easily, he considered, the Pier could be lifted it has occurred to me to press on Government the advisability of trying this method of making the Pier really serviceable; the whole question of the utility of the Pier ~~was~~ being one of length, I pressed this on the day the Pier was completed, but other counsels prevailed with the result that 3 lakhs have been practically wasted, but even its present state we do get some use out of it, for instance the Commander-in-Chief and Captain Street were vouchsafed a safe landing by its use, and I hope Captain Street duly observed the scene of activity the Pier presented on the day of his landing when Government logs for the Gun Carriage department, which could not otherwise have been shipped, were lowered from the Pier into rafted Boats. Understanding from the Harbour Engineer that

4 S.P

that he has an establishment that could within a be spared for this job. I would urge on you the advisab of suggesting to Government to try this proposed metho of lengthening the Pier and I would the more press it, as should the circumstances of the District demand, by and bye, importation of food grain, the Pier would when lengthened be of ~~good~~ great service to us, for it must be remembered that the neighbouring Districts are both suffering and cannot come to our rescue and may themselves, at least Vizagapatam, require to share imports with us.

I have not touched on the rumour that the Pier is to be removed, because I hold the suggestion, if it has really been made, is the product of delirium and because the Government has more than once promised us, the Pier shall not be touched.

I have &c
(Signed) F. J. V. Minchin.

(True Copy)

for Collector

No 342/Irg of 97.

Ganjam Collector's Office
Dated Camp Digili 25th February

From

H. D. Taylor, Esquire, I.C.S.,
Ag: Collector of Ganjam

To

The Chief Secretary to Government,
Marine Department,
Madras.

Sir,

I have the honor to forward herewith for the consideration of Government copy of letter received from Mr F. J. V. Minchin on the subject of the Gopalpur pier.

2. From the records of this Office I gather that the pier, as it stands, is not of sufficient length to be of material use for the landing and shipping of cargo during rough weather, while during fair weather cargoes can be landed in ordinary boats, ~~Short~~ though the existing pier is at such seasons of assistance in the landing and shipment of heavy and bulky materials. Any partial dismantling of the pier would prove a source

Works 1
Mar 31/5/97

urce of danger while it could only be tally dismantled at a cost which Government is not prepared to incur.

3. In G. O. Marine dated 1-2-95 No. 41, it s laid down that Government while declining to incur further expenditure on the extension or up-keep of the pier, will allow that structure to remain as it is. Subsequently in December 1895 under the orders of the Presidency Port Officer an attempt was made to remove certain of the upper portions of the pier, with the object of removing the material so obtained to Tuticorin. On the representations of Mr Minchin orders were issued to the Presidency Port Officer to discontinue these operations as being in contravention of the G. O. quoted above

Flag D.

4. The present flying visit of the Presidency Port Officer appears to have been made for the purpose of collecting statistics for the purpose of inducing Government to cancel that order. Such at least would appear to be the case from that Officer's letter No. $\frac{2}{219}$ C dated 28-11.95 (Copy of which is enclosed) which is the last communication received in this Office

on

on the subject. 2 P.

5. On the present occasion the Presiden Port Officer seems to have been accompan by Mr Pogson, Madras Harbour Engineer, w expressed an opinion favourable to the easy removal of the piles at a slight cost under a process recently discovered, and the feasibility of cutting the pier in half, by reducing its width, and utilising the material so obtained for lengthening the pier. As to whether or no the pier, if thus narrowed down, would be sufficiently strong to resist the force of the waves is a question for experts. I am not able to express an opinion thereon.

6. Personally in the light of previous correspondence and orders I do not propose that Government should incur any further expenditure on this pier, unless the above suggestion should be found practicable, and unless by utilising the material at site, the pier can be appreciably lengthened and converted into a useful structure, serviceable in all weathers, at a less cost than will be incurred in removing and erecting that

material

terial elsewhere. The cost of such removal
uld I believe be considerable.

7. Failing this I request that the
ders contained in G.O. No. 41, marine,
ated 1-2-95 may be adhered to. The pier,
s it stands will in usual weather be
f considerable use should necessity
arise at a later period for the importation
f grain for famine purposes.

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

Ramamurty
For Ag. Collector.

Marine (1897) Department.

CURRENT No. 580

From

The Presidency Port Officer,
Madras

Order

No. 206/13.8 G

Dated 15 april 1897
Received 23-4-97
Registered
Enclosures one.
Spare copies

SUBJECT.

Forwarding with remarks a copy of report on the Gopalpur Pier by Mr. Cogson.

BACK PAPERS.		FURTHER PAPERS.	
No.	Date.	No.	Date.

No. 913

From,

A. Lee Rogers Esqr., M.I.C.E. M.I.M.E

Engineer, Harbour Trust Boar

Madras

To

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

Presidency Port Officer,

Madras.

Madras 23d March 1897.

Sir,

I have the honor to acknowledge the receipt of your letter No. $\frac{206}{304}$ M, dated 13th Instant, forwarding for my information, the original plans of the Iron Screw Pile Pier at Gopaulpore, regarding its removal from that Port.

2. In accordance with G.O. 68, Marine, dated 23d January 1897, and the Harbour Trust Board's Resolution No. 10 dated 5th February 1897, I proceeded to Gopalpore and inspected the Pier on the 13th February 1897, and from the information obtained then, and further details given in the above mentioned plans, I am now in a position to report that there will be no difficulty whatever in removing the piles by the jet process.

3. I estimate the cost of dismantling the

your Letter No. 206/207 M, on the 22nd February 1897.

I have &c.

(Sd.) A. Lee Pogson

Engineer, Harbour Trust Board

(True copy)

H A Street

Commander R. I. M.,

Presidency Port Officer.

Mar Genl 580/97

No. 206/138 G

Heading.

8 P.

PRESIDENCY PORT OFFICE,
Madras, 15th April 1897.
Despatched 21st April 97

From

Commander H. A. Street, R. I. M.,
PRESIDENCY PORT OFFICER,
Madras,

To

THE SECRETARY TO GOVERNMENT,
MARINE DEPARTMENT,
Chepak.

Vide
the G. O.
100 Mar
5-2-97

SIR,

With reference to para 3, of G. O. Marine No. 68, dated 23rd January 1897. I have the honor to forward for the information of Government, a copy of report on the Gopalpur Pier by Mr. Pogson after his recent inspection of the structure. He estimates the cost of dismantling the pier, raising the piles, and delivering all the materials on shore at very nearly Rupees (12,000) twelve thousand. The cost of conveying by steamer from Gopalpur to Calicut the 309 piles that are reported to be in good condition will be about Rupees (8,200) eight thousand two hundred. The charges for

for putting these piles on board steamer at Gopalpur cannot be accurately estimated at present but will form a large item in the expense of transfer. It is for consideration therefore whether it is worth while under the circumstances to use these piles for the proposed new pier for Calicut.

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

H. W. Street
Commander, R.I.M.,
Princip. Port Officer.