

62
Marine (189 8) Department.

✓ G.O., No. 87 Mar

DATED 2nd February 1898

REP

5/2/98

[Despatch Abstract.]

Ports and Lighthouses : Letter from the President of Port
Office ~~forwarding~~ ^{submitting} his notes of inspection of the
of the West Coast, recorded with remarks.

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N. 298

2/2/98

Letter from the Presidency Port Officer submitting his notes of inspection of the
— on the West Coast, recorded with remarks.

GOVERNMENT OF MADRAS.

MARINE DEPARTMENT.

28
 READ—the following paper:—

From Commander H. A. STREET, R.I.M., Presidency Port Officer, to the Secretary to Government, Marine Department, dated Madras, 11th January 1898, No. 1730/15 G.

In forwarding herewith my inspection notes on the ports and lighthouses of the West Coast marginally specified, I have the honour to acquaint you, for the information of Government, that on this occasion I was enabled, through the pearl fishery steamer *Margarita* being at my disposal, to make a more complete inspection of these ports and lighthouses than has been possible hitherto.

2. I embarked at Tuticorin on the 9th December 1897, and the vessel was replaced at the disposal of the Collector of Tinnevely on the 24th idem.

Manapad.

1. The light apparatus and store-rooms were in good order. The Head Lightkeeper (J. Simmons) evidently takes an intelligent interest in his duties, and I was well satisfied with the state of everything under his charge.

2. I timed my departure so as to test the range of the light—which, on previous occasions, owing to want of a steamer, I had been unable to do—and found that the light dipped at the distance given in the Light list.

3. Great erosion of the foreshore in the vicinity of Manapad village had taken place, and I was informed that private property had been seriously affected thereby.

Muttam.

1. The light on this headland was sighted as soon as Cape Comorin was passed, and showed up brilliantly on the horizon.

2. On landing, I made a careful inspection of the apparatus and lighthouse buildings. The apparatus was clean and in working order, but there were several small defects which appeared to have escaped the notice of both the head lightkeeper and the officer who last inspected the apparatus. I was not at all satisfied with the state of the buildings and grounds, and the whole place had an uncared-for appearance. I have warned the head lightkeeper to be more attentive in future, and drawn the attention of the Port officer, Tuticorin, whose duty it is to inspect the light periodically, to the points I had to find fault with. The defects noticed in the apparatus will be made good by the Lighthouse Inspector, West Coast division, in due course. The arrangements I have made for the periodical inspection of this important light by the West Coast Lighthouse Inspector will no doubt have a beneficial effect.

Cochin.

1. The light apparatus at this port was in good order, and attention had evidently been paid to the instructions given at my last inspection.

2. The Port office building is in a very shaky state, and, as stated in this office letter, No. 1741/104 G., dated 22nd March 1897, unfit for use.

3. The books of the Port office were up to date, and the port arrangements generally were found satisfactory.

4. The groynes on the south side of the harbour entrance appeared to be in good order, and to have been effective. The foreshore between the groyne at the north side of the entrance and what is termed Cruz Milagre Gap, had suffered much from erosion since my last visit. The cost of protecting this part of the foreshore has hitherto been met from Port funds, but it is not clear why Port funds should be taken for a work which does not benefit the shipping in any way.

Ponnāni.

1. This port has a fairly large trade carried on mostly by means of native coasting vessels during the fine weather months. Steamers of the British India Steam Navigation Company occasionally call when cargo offers. Better facilities for landing and shipping cargo are required. The matter was referred to in the correspondence published with G.O., No. 381, Marine, dated 27th April 1897, but up to date nothing further in the matter has been done. There appears to be no need now of the protective wall recommended by the Port officer, Cochin, in his letter referred to in this office letter, No. 1674/133 G., dated 14th April 1897, but the joining of the two existing groynes referred to therein and filling up the space enclosed would greatly benefit landing and shipping operations. The Port officer in his letter above quoted recommended that the work should be carried out by the merchants themselves, but in this view I do not now agree and consider that it should be carried out by the Public Works Department at the expense of Port funds and the cost recovered by the levy of dues under Madras Act III of 1885. In a letter, dated 17th May last, the Collector of Malabar informed me, in regard to the subject of introducing this Act at Ponnāni, that he purposed forwarding shortly the rates he would recommend, but nothing further has been heard from him on the matter.

2. The Port Conservator asks that a port light for the use of shipping approaching the port by night may be sanctioned. This matter will receive attention in due course.

3. The bar appears to be extending seaward, for less water was obtained in the anchorage than is marked in the chart. Mariners will be advised accordingly.

Beypore.

I landed and inspected the Assistant Conservator's office. The flagstaff and buildings were in good order.

Calicut.

1. The pier is in a very shaky condition, and a telegram to Government regarding its state was sent by me after I had seen the structure.

2. The light apparatus column and godowns were clean and well kept.

3. The Port office books were up to date, and the office arrangements satisfactory.

Badagara.

The office arrangements were not as satisfactory as I expected to find them. The attention of the Port officer, Tellicherry, has been drawn to the points requiring notice. The flagstaff and flags were in good order.

Tellicherry.

1. The light apparatus and the buildings connected with it were clean and in good order.
2. The foreshore has greatly improved since my last visit to this port, and sand has again accumulated along the portions which suffered from erosion so severely during the early months of last year. No record of the changes in the foreshore seems to have been kept, and the Port officer's attention has been drawn to this important matter.
3. The office books were up to date and neatly kept. The head clerk seemed to be a very intelligent man and up to his duties.
4. The trade of the port, according to the local Port officer, has been affected to some extent by the plague at Bombay; landing and shipping operations were certainly not lively at the time of my visit, nor had been, I was told, for some time past.

Cannanore.

1. The light apparatus and buildings connected therewith were in good order.
2. The new flagstaff had not been erected, but arrangements were about to be made for placing it in position.
3. The state of the pier called for little or no attention.
4. I was much pleased with the state of the office books which were up to date and kept strictly in accordance with the instructions on the subject.
5. I visited Baliapatam, which, for a sub-port, has a fairly large native trade. During the busy season the head clerk and two peons from Cannanore Customs office are sent there to manage the port business under the orders of the Sea Customs Superintendent at Cannanore. The necessity of better supervision was brought to the notice of Government in this office letter, No. 1737/7 G., dated 6th January 1897.

Mangalore.

1. The light apparatus and column and lightkeeper's quarters were in good order and clean.
2. Owing to the view of the flagstaff from seaward being obstructed by trees, I have sanctioned, as the most economical course, its removal to a more suitable spot not far from the Port office.
3. The office books were up to date and showed that the local Port officer not only exercises a careful supervision over his office arrangements, but sees that the instructions to Port officials receive proper attention.
4. The state of the harbour was the same as on previous visits, and no improvement in landing and shipping operations is possible till a pier has been constructed. In accordance with G.O., No. 2772 W., dated 6th October 1897, the Superintending Engineer, IV Circle, is preparing an estimate of the cost of constructing a pier in the vicinity of the marine yard. The position selected by the Executive Engineer of the district is far removed from the business quarters of the town, and during my recent visit this was brought to my notice by the local Port officer who is in favour of a site a short distance to the northward of the Port office and within the limits of the Custom House. Deep water not far from the shore is here obtained, and the pier would not have to be as long as that proposed by the Executive Engineer. The matter will form the subject of a separate letter to Government.

Malpe.

1. A few minor repairs to the light apparatus were needed, and these were effected on the spot by the Lighthouse Inspector who accompanied me; otherwise the apparatus was in a satisfactory state.
2. The Port office books were examined, found to be up to date, and very neatly kept. The Port Conservator seemed to be a very intelligent man and to take a keen interest in port matters.

3. A site for the light to be placed on the northernmost island of the Deria Bahadur Ghur was fixed on.

4. I noticed that there were a number of fishermen from Ratnagiri occupying space on the foreshore within port limits on the mainland. The Conservator informed me that, under the Collector's instructions, these fishermen pay only half the rates levied on local fishermen occupying grounds within port limits.

Hangarkotta.

1. The sandy spit on the south side of the entrance to the river at this port appeared to have suffered considerably from erosion on the river side, which at one time, I was told, affected the safety of the boundary pillar on the top of which the light apparatus is fixed. Erosion has, however, now ceased and the spit is gradually resuming its original shape.

2. The Port office books were examined and found up to date, but were not in as satisfactory a state as those inspected at Malpe. The attention of the Port Conservator has been drawn to the omissions, &c., noticed.

Kundapur.

1. The light apparatus was clean and the machinery connected with it in good order, but the burners were found to require repair.

2. Properly-constructed quarters for the lightkeepers are necessary, and the Executive Engineer, Lighthouse division, has been communicated with on the subject.

3. The Port office books were examined and the attention of the Port Conservator called to the omissions noticed. On the whole, they were fairly well kept and up to date.

4. Since my last inspection of the port (October 1896), the foreshore on the north side of the river entrance has suffered much from erosion, and a good deal of valuable private property has been affected thereby. Instead of the narrow entrance to the river which existed when I last inspected the port, there is now a wide mouth, and all the sand which had formed in the vicinity of the Custom House has been washed away. It is probable that, as has happened at Tellicherry, the sand will again accumulate in its old positions as time passes.

5. The owners of private property on the south side of the entrance had, I noticed, encroached on the river by means of groynes and enclosed several large spaces; this practice, if not checked, may perhaps seriously affect the width of the river.

ORDER—No. 87, Marine, dated 2nd February 1898.

Recorded with the following remarks:—

Cochin.—The Presidency Port Officer states that the Port office building is in a very shaky condition and unfit for use. It is observed that the question of constructing a combined office and residence for the Port officer has been remitted* to the Presidency Port officer for consideration.

* Public Works memo., No. 5247 C., dated 4th December 1897. The matter should receive his early attention.

The Superintending Engineer will be called on in the Public Works Department to report on the incidence of the expenditure on protecting the foreshore from erosion. The Presidency Port Officer is of opinion that the work is of no benefit to shipping, and that Port funds should not, therefore, be debited with any portion of the cost. The report should enter fully into the objects of the work and the interests served by it, and be submitted through the Presidency Port Officer.

Ponnani.—The Presidency Port Officer's recommendations for affording facilities for landing and shipping operations at this port will be considered in the Public Works Department with reference to G.O., No. 381, Marine, dated 27th April 1897.

Proposals in regard to the provision of a port light will be awaited.

Calicut.—The Presidency Port Officer's telegram of the 14th December 1897 in regard to the repair of the Calicut pier was disposed of in G.O., No. 3571 W., dated 20th December 1897; an estimate amounting to Rs. 7,360 having been sanctioned for immediate execution.

Cannanore.—It is stated that the new flagstaff had not been erected, but the reason for the delay is not explained. It is observed that the new spar was sanctioned in May 1897 (*vide* G.O., No. 471, Marine, dated 20th May 1897).

The necessity for better supervision at the sub-port at Baliapatam is said to have been brought to the notice of Government in the Presidency Port Officer's letter, No. 1737/7 G., dated 6th January 1897. The letter has not been received in the Marine Department. If it has been sent through any intermediate authority, the fact should have been stated.

Mangalore.—The separate communication promised in regard to the site for the new pier at this port will be awaited.

Malpe.—The Presidency Port Officer will report more fully as to the reasons for the reduction of rates in the case of the Ratnagiri fishermen occupying grounds within port limits.

Kundapur.—The views of the Collector as to the encroachments on the south side of the river entrance will be obtained in the Revenue Department. It is quite possible that, by deflecting the current, they are causing the erosion referred to in the north side of the river entrance.

2. Port officers should have general orders to keep a careful monthly record of all erosions, in the neighbourhood of ports—a knowledge of their causes and of the best means of preventing or remedying them being of the highest importance.

(True Extract.)

Under Secretary to Government.

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

Presidency Port Officer's Inspection
[300-11-10-97.]
notes on the ports and light-houses on the West coast
MARINE DEPARTMENT.
Papers to be read in proceedings:—

Again G.O., dated 189 , No.

Again G.O., dated 189 , No.

Current No. of 189 , dated , from

" " " 189 , " " "

" " 42 " 189 , " 13th Jan. 1898 , the Presy. Port Officer.

ORDER.

The Hon. Sir Henry Bliss, K.C.S.I.

Recorded with the following

remarks:—

Cochin. The Presidency Port Officer stated that the Port Office building is in a very shaky condition and unfit for use. It is observed that the question of constructing a combined office and residence for the Port Officer has been remitted to the Presidency Port Officer for consideration. The matter should receive ^{his} the Presidency Port Officer's early attention.

The Superintending Engineer will be called on in the Public Works Department to report on the incidence of the expenditure on protecting the foreshore from erosion. The Presidency Port Officer is of opinion that the work is of no benefit to shipping, and that Port Funds should not, therefore, be debited with any portion

none 2/2/98
1/2/98
1/2/98

portion of the cost. The report should enter fully into the objects of the work and the interests served by it, and be submitted through the Presidency Port Officer. *If the swains*

is due to the presence of the Harbour, the change to Port Funds seems equitable.
Ponani. The Presidency Port Officer's recommendations for affording facilities for landing and shipping operations at this port will be considered in the Public Works Department with reference to G.O. 381 Marine dated 27th April 1897.

Proposals in regard to the provision of a Port light will be awaited.

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The necessity for better supervision at the sub-port at Baliapattam is said to have been brought to the notice of Government in the Presidency Port Officer's letter No. 1737/7 G. dated

Note for all

After much time taken up in looking for this paper, it has at last been ascertained that a letter of this import was sent to the Board of Revenue and is still under disposal in that office. Great delay occurs in collecting papers for disposal of letters from the Presy. Port Office owing to the imperfect references so frequently met with in these letters.

*Print this with
to him R.S.
20.1.98*

6P
dated 6th January 1897. The letter has not been received in the Marine Department. If it has been sent through any intermediate ^{authority} the fact should have been stated.

Mangalore. The separate communication promised in regard to the site for the new pier at this port will be awaited.

Malpe. The Presidency Port Officer will report more fully as to the reasons for the reduction of rates in the case of the Ratnaghiri fishermen occupying grounds within port limits.

Kundapur. The views of the Collector as to the encroachments on the south side of the river entrance will be obtained in the Revenue Department.

*This note from the Dept. by
deflecting the current. They
are causing the swains
reference to in the North side
of the river entrance.*

2. Port Officer should have ^{carefully} recorded ideas to keep a careful record of the ~~estimated~~ ^{estimated} ~~possible~~ ^{possible} ~~interests~~ ^{interests} of all swains, in the neighbourhood of ports - a knowledge of their causes & of the best means of preventing or remedying them being of the highest importance
R.S. 20.1.98

To The P. P. O.
,, Revenue Dept.
,, P. W. D.

I Reminded Sent 6-7-98
II 8-8-98

Marine (189⁸) Department.

CURRENT No. 42

with one 91 linked

From

The Presidency Port Office,
Madras

Order

No. $\frac{1730}{15}$ 4

Dated 11th January 1898

Received

Registered

Enclosures

Spare copies

SUBJECT.

Forwarding Inspection notes
on the Ports and Lighthouses
of the West Coast of the
Madras Presidency.

Recd from Records
20 Jan 98
W. J.

FURTHER PAPERS.

Presidency Port Office,
Madras, // " January, 1898.

Commander H. A. Street, R.I.M.,
Presidency Port Officer,
Madras.

The Secretary to Government,
Marine Department,
Chepak.

In forwarding herewith my Inspection Notes on the ports and lighthouses of the West Coast marginally specified, I have the honour to acquaint you, for the information of Government, that on this occasion I was enabled, through the Pearl Fishery Steamer "Margarita" being at my disposal, to make a more complete inspection of these ports and lighthouses than has been possible hitherto.

2. I embarked at Tuticorin on the 9th December 1897, and the vessel was replaced at the disposal of the Collector of Tinnevely on the 24th Idem.

MANAPAD.

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2. I timed my departure so as to test the range of the Light, which, on previous occasions, owing to want of a Steamer, I had been unable to do, and found that the Light dipped at the distance given in the Light List

3. Great erosion of the foreshore in the vicinity of Manapad village had taken place, and I was informed that

Manapad.
Muttam.
Cochin.
Ponani.
Beypore.
Calicut.
Badagara.
Tellicheri.
Cannanore.
Mangalore.
Malpe.
Hangarkotta.
Kundapur.

Hangarkotta.
 Kundapur.
 Hire for
 16 days @ Rs 190 per day
 Rs 3040.
 Lm

vide 20/40 mar
 15-1-98

good ore
 takes a
 well sa

+ Push this in
Video Book - page 36.
+ 12 miles

that private property had been seriously affected thereby.

MUTTAM.

The Light on this headland was sighted as soon as Cape Comorin was passed, and showed up brilliantly on the horizon.

2. On landing, I made a careful inspection of the apparatus and lighthouse buildings. The apparatus was clean, and in working order, but there were several small defects which appeared to have escaped the notice of both the Headlightkeeper and the Officer who last inspected the apparatus. I was not at all satisfied with the state of the buildings and grounds, and the whole place had an uncared for appearance. I have warned the Headlightkeeper to be more attentive in future, and drawn the attention of the Port Officer, Tuticorin, whose duty it is to inspect the light periodically, to the points I had to find fault with. The defects noticed in the apparatus will be made good by the Lighthouse Inspector, West Coast Division, in due course. The arrangements I have made for the periodical inspection of this important light by the West Coast Lighthouse Inspector will no doubt have a beneficial effect.

COCHIN.

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2. The Port Office building is in a very shaky state, and as stated in this office letter No. 1741/104, G, dated 22nd March 1897, unfit for use.

5. The books of the Port Office were up to date, and the Port arrangements generally were found satisfactory.

4. The groynes on the south side of the Harbour entrance appeared to be in good order, and to have been effective. The foreshore between the groyne at the north side of the entrance and what is termed Cruz Milagre

An estimate for a combined building for residence & office has been received in the P.O. and is yet under consideration as to the building of the Lighthouse cost.
22/3/98

Milagre Gap had suffered much from erosion since my last visit. The cost of protecting this part of the foreshore has hitherto been met from port funds, but it is not clear why port funds should be taken for a work which does not benefit the shipping in any way.

PONANI.

This port has a fairly large trade carried on mostly by means of native coasting vessels during the fine weather months. Steamers of the B.I.S.N. Company occasionally call when cargo offers. Better facilities for landing and shipping cargo are required. The matter was referred to in the correspondence published with G.O. No. 581 Marine, dated 27th April 1897, but up to date nothing further in the matter has been done. There appears to be no need now of the protective wall recommended by the Port Officer, Cochin, in his letter referred to in this office letter No. 1674/135, G, dated 14th April 1897 but the joining of the two existing groynes referred to therein and filling up the space enclosed would greatly benefit landing and shipping operations. The Port Officer in his letter above quoted recommended that the work should be carried out by the merchants themselves, but in this view I do not now agree and consider that it should be carried out by the Public Works Department at the expense of port funds and the cost recovered by the levy of dues under Madras Act III of 1885. In a letter dated 17th May last the Collector of Malabar informed me in regard to the subject of introducing this Act at Ponani, that he purposed forwarding shortly the rates he would recommend, but nothing further has been heard from him on the matter.

2. The Port Conservator asks that a port light for the use of shipping approaching the port by night may be sanctioned. This matter will receive attention in due course.

5. The bar appears to be extending seaward for less water was obtained in the anchorage than is marked in the chart. Mariners will be advised accordingly.

-BEYPORE-

I landed and inspected the Assistant Conservator's Office. The flagstaff and buildings were in good order.

-CALICUT-

The pier is in a very shaky condition, and a telegram to Government regarding its state was sent by me after I had seen the structure.

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-BADAGARA-

The office arrangements were not as satisfactory as I expected to find them. The attention of the Port Officer, Tellicherry, has been drawn to the points requiring notice. The flagstaff and flags were in good order.

-TELLICHERRY-

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2. Owing to the view of the flagstaff from seaward being obstructed by trees, I have sanctioned, as the most economical course, its removal to a more suitable spot not far from the Port Office.

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-MALPE-

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2. The Port Office Books were examined, found to be up to date and very neatly kept. The Port Conservator seemed to be a very intelligent man and to take a keen interest in port matters.

3. A site for the light to be placed on the Northern-most island of the Deria Bahadur ghur was fixed on.

4. I noticed that there were a number of fishermen from Ratnaghiri occupying space on the foreshore within port limits on the mainland. The Conservator informed me that under the Collector's instructions these fishermen pay only half the rates levied on local fishermen occupying grounds within Port Limits.

-HANGARKOTTA-

The sandy spit on the South side of the entrance to the river

river at this port appeared to have suffered considerably from erosion on the river side, which at one time, I was told, affected the safety of the boundary pillar on the top of which the light apparatus is fixed. Erosion has however now ceased and the spit is gradually resuming its original shape.

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-KUNDAPUR.-

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2. Properly constructed quarters for the lightkeepers are necessary, and the Executive Engineer, Lighthouse Division, has been communicated with on the subject.

3. The Port Office books were examined and the attention of the Port Conservator called to the omissions noticed. On the whole they were fairly well kept and up to date.

4. Since my last inspection of the port -October 1896- the foreshore on the North side of the river entrance has suffered much from erosion, and a good deal of valuable private property has been affected thereby. Instead of the narrow entrance to the river which existed when I last inspected the port there is now a wide mouth, and all the sand which had formed in the vicinity of the Custom House has been washed away. It is probable that, as has happened at Tellicherry, the sand will again accumulate in its old positions as time passes.

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by means ^{of} groynes and enclosed several large spaces;
this practice if not checked may perhaps seriously
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I have the honor to be,

Sir,

Your Obedient Servant,

N. A. Theet

Commander, R.I.M.,

Presidency Port Officer.