

Marine DEPARTMENT.

Paper taken out of the Records from the charge of the Referencer.

~~Press~~
Miscellaneous No. *164*, dated *20-2-99* 190.
~~Routine~~

Date taken out.	FOR WHAT PURPOSE.			Initials of clerk taking the paper or of attender.	Date returned.	Initials of attender.
	Department.	C. No.	Year.			
<i>19-4-03</i>	<i>Marine</i>	<i>403</i>	<i>03</i>	<i>shd</i>	<i>25/1/04</i>	<i>W</i>
<i>25/1/04</i>	<i>Marine</i>	<i>1425</i>	<i>03</i>	<i>W</i>	<i>19/2/04</i>	<i>W</i>

Marine
Public Works (1899) Department.

G.O., No. *165 Marine*
DATED *21 Feb^{ry}* 1899.

[Despatch Abstract.]

Wreck of the S.S. Galatia

Authorizing the Port Officer to have the _____ at Tuhimin examined, in view of an estimate of the cost of blowing it up being prepared.

*Gr
W*

BACK PAPERS.

G.O.	No.	Department.	Date.	G.O.	No.	Department.	Date.
	1572	Mar.	22.3.99				

FURTHER PAPERS.

G.O.	No.	Department.	Date.	G.O.	No.	Department.	Date.
2364	303	Mar.	5.4.99				

Marine (1899) Department.

CURRENT No. 216

From

Order No: 165 Mar 21.2.99 The Presidency Port Office
The Presidency Port Office Madras

is authorised to have the wreck
examined as proposed, in
view to an estimate of the
cost of blowing it up being
prepared.

No. 1871
596

Dated 14th February 1899

Received 315

Registered

Enclosures "

Spare copies

ACK
20.2.99.
The P.P.O.
Acct. Genl.

24/2/99
22/2/99

SUBJECT.

Submitting proposals
to blow up the wreck
of "Galatia" at Tuticorin

W. J. W. W.

No.	Date.	No.	Date.
Co 234 94.4.1896			
Co 180 94.3.1896			
123 94.3.1896			
Co 19 94.4.1896			
Co 429 94.12.93			
Co 391 94.10.93			
Co 317 94.8.93			
Co 283 94.8.93			

Urgent

No. 1871

59

Presidency Port Office,

Madras, 14th February 1899.

From

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

Presidency Port Officer,

Madras,

To

THE SECRETARY TO GOVERNMENT,

MARINE DEPARTMENT,

CHEPAK.

Sir,

In 1884 a Steamer called the "Galatia" struck on a rock in Inticorin Roadstead and sank - a certain portion of the hull remaining above water. To mark the position of the wreck a buoy has been necessary; this buoy is now worn out; there is no other buoy available to take its place and a new one would cost about Rs 2000. Marking the position of a wreck by a buoy is of no use to mariners approaching the position after dark unless the buoy is lighted, ^{and} ~~for~~ in the Roadstead of Inticorin vessels frequently anchor and get underweigh after dark.

A gas buoy would cost about
Rs. 3000 without taking into consideration
the cost of gas, for supplying which there
are no facilities at the port.

2. Under these circumstances the most
economical course in the end would
seem to be to blow up the wreck, and get
rid of the danger for good and all. I
am unable to give an estimate for this
work until the wreck has been examined
by a competent diver. I would, therefore,
ask that a sum not exceeding Rs. 500
may be sanctioned from Port Funds
of Eastern Group for the purpose. No
budget provision has been made for the
work, but the cost of examining the
position of the wreck can be met from
Savings of Indiscover Port Contingencies.

3. The matter is urgent.

I have the honour to be,

Sir,

Your Obedient Servant,

H. H. Street

Commander, R. I. N.,
Presidency Port Officer.

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