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MADRAS RECORD OFFICE.

Government of Madras.

Public Works DEPARTMENT.*Consolidated*G.O. No. 1336Press
Mia.

Dated

18-5-38Not to be folded or roughly handled

*Proceedings of the Madras Government, Public Works Department,
from 1st to 10th June 1859.*

No. 16. Read the following Proceedings of the Madras Government in the Marine Department, dated 25th May 1859, No. 220.

Approving Lieutenant Taylor's proposal to visit in a Government Steamer the Ports of Viziadroog, Goa, Sadashegur, Alipee and Tuticorin in June and July, to settle at once the several important questions connected with those Ports and remarking that the examination of the Harbour of Alipee will not interfere with the construction of the Boat Harbour at Beypoor, which should be pushed on as vigorously as possible.

(Vide Marine Proceedings from 18th to 27th May 1859, Nos. 20 @ 23.)

No. 17. ORDER THEREON, 1st June 1859, No. 1336.

Ordered to be communicated to the Chief Engineer for information and for communication to the Collectors and District Engineers of Canara and Malabar.

(Signed) W. C. SIM,
Ag. Dy. Secretary to Government.

PROCEEDINGS of the MADRAS GOVERNMENT.

Read the following letter from Lieutenant A. D. TAYLOR, Indian Navy, Commanding Her Majesty's Surveying Vessel "Bheema," Indian Navy; to T. PYCROFT, Esq., Chief Secretary to Government, Fort Saint George, dated Sedashighur, 6th May 1859, No. 32.

In subsequently considering the permission kindly granted me by the Madras Government in Extract Minutes of Consultation, No. 114, to proceed to Madras by Steamer from Bombay, it has occurred to me that the interests of navigation would be greatly advanced if I were ordered to visit in a Government Steamer Viziadroog, Goa, Sedashighur, Alipee, and perhaps Tuticorin in June and July, to settle at once the practicability of approaching those Ports during the S. W. Monsoon, and to note throughout the whole length of Coast the appearance of the land from the Sea at that season, the degree of shelter afforded, the best sites for Lighthouses, the set of currents, the prevailing direction of the Winds, the extent to which the land is obscured during rain, the prevailing height of clouds, and to test the holding ground of the Roadstead at Alipee and elsewhere; from which materials precise sailing instructions may be drawn up.

2. This will certainly have to be done at sometime, and the sooner the better for the interests of Navigation; I would respectfully suggest that my intimate acquaintance with the whole Coast, of which I have surveyed a great part, fits me for this duty for which I gladly volunteer my services. In an expedition purely of observation, materials more ample and complete may be collected than in many voyages where such collection is not the primary object and where other duties may prevent it.

3. The Steamer need not go further than Galle whence I can reach Madras by the regular Mail, but I would suggest that advantage be taken of her return to Bombay some 2 or 3 weeks later to again inspect all the Ports and to make similar observations on the Coast, weather, winds and currents, but as I go on to Madras it is necessary that some other Officer should take up this duty for the return voyage; I would therefore strongly recommend that Lieutenant Williams, who has been my companion on the greater part of the Coast survey, should accompany me from Bombay; his observations on returning will give a double value to the trip, which will be but a trifling expense to Government.

4. I am at present of opinion that a Ship bound from the Equator to Sedashighur should first try to make Cape Ramas, as Southerly currents along the Coast of Western India prevail during the South West Monsoon; that part of the Coast is bold and lofty, and free from dangers with deep water close to the shore, and on sighting it a Ship Master would be able easily to haul off his Vessel to the Southward into deep water; but I do not feel justified in pronouncing definitively except from actual experience which might hereafter be dearly bought by the loss both of life and property.

5. This appears to me of importance, as the Harbour of Beitkool is the natural outlet for the produce of the Country about Dharwar, and it will hereafter probably be one of the Chief points for the landing of Troops; and though to an Officer well acquainted with the Coast and in a well-ordered Steamer the task presents few difficulties, it would be far otherwise to one visiting the place for the first time, and in a sailing Vessel indifferently manned and encumbered with Troops and baggage.

6. The examination of Alipee is of very great importance with reference to the terminus of the Madras Railway. The construction of a Harbour at Beypore or Ponany will be a matter of enormous expense and of very doubtful efficiency; whereas, should the reported natural advantages of Alipee prove to be a fact, we have a perfectly safe foul weather Port ready made to our hands as stated in my report upon Cochin. My principal authority on this subject is Mr. Lewis of my Vessel, but I would wish to confirm his statement by my personal observation.

7. I deem it my duty to bring before Government the foregoing plan for remedying the deficiency of our knowledge of the Navigation of this West Coast; the value of the Charts now in course of publication will be greatly enhanced by copious and detailed accounts of all matters bearing upon the navigation of these waters during our stormy period; and a confidence will be given to Ship Masters, the absence of which may exercise a prejudicial influence upon the development of Trade.

ORDER THEREON, 25th May 1859, No. 220.

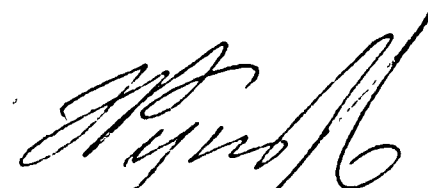
Lieutenant Taylor's proposal that he should visit in a Government Steamer the Ports of Vezadroog, Goa, Sedashegur, Alipce and Tutocorin in the months of June and July, to settle at once several important questions in connection with those Ports, appears to Government to be highly advisable, and likely to be productive of much Public benefit. The Government cannot too fully avail themselves of Lieutenant Taylor's peculiar qualifications for the examination of the important and undeveloped Western Coast of India.

2. A copy of Lieutenant Taylor's letter will accordingly be forwarded to the Bombay Government and they will be requested to place at his disposal a Steamer for the purpose of his carrying out his proposed investigations.

3. The Steamer need not proceed further than Galle, but Lieutenant Taylor's suggestion that Lieutenant Williams should accompany him so far and make similar observations on his return voyage to Bombay, is a valuable one and will be urged on the Bombay Government.

4. The examination of the Harbour of Alipce will not however interfere with the construction of the Boat Harbour at Beypoor, which under the orders given in the Proceedings of Government, 9th May 1859, No. 255, Financial Railway Department, should be pushed on as vigorously as possible.

(True Extract).


Chief Secretary.

To Lieutenant A. D. Taylor, I. N.
„ the Department of Public Works.
„ the Superintendent of Marine.

Exd. W. Komareck.

