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## MADRAS RECORD OFFICE.

Government of Madras.

Public Works DEPARTMENT.

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*Proceedings of the Madras Government, Public Works Department,  
for the month of January 1860.*

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No. 32. Read the following Proceedings of the Madras Government in the Marine Department, dated 13th January 1860, No. 23.

Defer entertaining any proposal to provide the Port of Calcutta } (Vide Marine Proceedings from 11th to 20th  
Singapore with anchor moorings. } January 1860, Nos. 6 @ 8.)

No. 33. ORDER THEREON, 21st January 1860, No. 172.

Ordered to be communicated to the Chief Engineer with reference to his letter dated 28th November 1859 No. 7708.

(Signed) C. G. MASTER,  
*Dy. Secretary to Government.*

## PROCEEDINGS of the MADRAS GOVERNMENT.

Read the following papers:—

Proceedings of Government in the Public Works Department.

*Communicating a letter from the Chief Engineer  
and the Order of Government thereon, relative  
to the question of providing mooring buoys for  
the improvement of the Calingapatam Port,  
to be considered in the Marine Department.*

(Here enter 19th December 1859, No. 2947.)

Referred for the report of the Superintendent of Marine.

(Signed) T. PYCROFT,

Chief Secretary.

23rd December 1859.

From J. J. FRANKLIN, Esq., Superintendent of Marine; to the Chief Secretary to Government, Fort Saint George, dated 10th January 1860, No. 116.

I have the honor to acknowledge the reference made to me under date the 23rd ultimo, on the proposal for providing moorings for the Port of Calingapatam similar to those sanctioned for Monsoorcottah.

2. There can be no question that a couple of bridle moorings will be useful at Calingapatam, as in fact they would be at any Port, but I doubt whether the circumstances of the Port much call for them, although I am prepared to admit that they are as much required there as at Monsoorcottah.

3. Moorings are useful in three ways. They can be so arranged as to berth vessels with as little loss of space as possible. In a crowded Port therefore they are much called for. Another advantage is that when one or two only are used they can be so placed as to occupy the best position for loading or unloading; and lastly, in a gale when a vessel is forced to put to sea, she goes so much more readily from a buoy and does not risk the loss of her anchor or chain.

4. But while admitting the advantage moorings are to a Port, I do not perceive that Calingapatam has any claim for them in preference to other Ports, many of which are more crowded. The Collector of Ganjam, I am given to understand, intends recommending that this Port shall be brought under the operation of Acts XXII of 1855 and VII of 1858. On a Port fund being formed and a favorable balance shewn, the matter might be again brought under consideration.

ORDER THEREON, 13th January 1860, No. 23.

Government concur with the Superintendent of Marine, and will defer, for the present, entertaining any proposal to provide the Port of Calingapatam with anchor moorings.

(True Extract.)

  
Chief Secretary.

To the Public Works Department.

,, Superintendent of Marine, with Public Works, No. 2947.

,, Collector of Ganjam, with Public Works, No. 2947.

Exd. S. T. Augustin.

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