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MADRAS RECORD OFFICE.

Government of Madras.

Public Works DEPARTMENT.

Cons. 20-2-1860

G.O. No.	370	Press Mis.
Dated	18-2-1860	

Not to be folded or roughly handled

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

No. 81. Read the following letter from Captain J. W. MAIDEN, Master Attendant, Masulipatam, late in command of H. M. Steamer "Thistle;" to T. PYCROFT, Esq., Chief Secretary to the Government of Fort Saint George, dated 31st January 1860.

1. With reference to the Proceedings of the Madras Government, dated 13th January 1860, No. 109, and order thereon, calling for a more detailed account of my observations regarding the Pennár river below the Nellore anicut, I have the honor to submit the following for the consideration of His Excellency the Governor in Council, on the present state of the river and fitness of the "Thistle" for the work she is intended to perform.

2. The channel from the sea into the river at the time the "Thistle" crossed the bar took a W. N. W. direction with not less than six feet water. There lies a long sand spit on the north side, stretching some distance to seaward, on which the sea breaks very heavily in rough weather.

3. The entrance is between sand banks. At the time we entered, the river was about 250 or 300 yards wide.

4. The banks on both sides of the river were very steep, occasioned, doubtless, by the recent heavy fresh which had also opened out the fine deep water channel inside the bar.

5. There are a few fishing villages scattered about, but the country around presents a barren and sandy aspect.

6. As the sand must be continually shifting and the channel filling up to be opened out in some other direction by each successive fresh, I do not think the entrance of the river affords any facilities to navigation, even to the small native craft of the coast.

7. A mile inside the bar the sand banks commence and the river from the point to the anicut is interspersed by a succession of sand banks composed of coarse quartz sand. There is no regular channel through these, but here and there holes or basins.

8. A week previous to the "Thistle's" passage, a heavy fresh had come down the river, and the water was four feet over the lower sills of the anicut sluice. In spite of this apparently favorable circumstance, we experienced much difficulty in getting the steamer over some of the sands, at one part we were obliged to heave her over, where there was only one foot of water by which we lost a day. This place a few days later would in all probability be quite dry.

9. There are only two reaches of any extent that present the appearance of a permanent deep channel; they appear to be caused by the river having cut a channel through lateritious rock, making it a permanent channel.

10. There was just room for the "Thistle" to pass at one place. Here there was a sudden "fall" of about four feet, the water rushing through this narrow rocky passage at the rate of about 9 or 10 miles per hour. With a favorable fresh breeze and the vessel steaming at full power, we were compelled to procure the assistance of fifty coolies with ropes on shore to tow her through.

11. From the above observations I have been led to infer the impossibility of the Pennár ever becoming a navigable river.

12. With the exception of the ferries, I did not see a boat or canoe of any kind on the river.

13. The fall between the anicut and the sea has been estimated at two feet per mile; it is probably more. Above the anicut the fall according to different authorities, varies from four to seven feet. Five feet would probably be the most accurate estimate.

14. The utmost speed of the "Thistle" does not exceed four and a half miles. Were there a channel navigable in the dry season, the speed of a vessel should double that of the "Thistle," in order to enable it successfully to contend against the stream of a river with a fall equal to that of the Pennár. A fresh being necessary to enable a vessel to get up the river, the speed and power of the "Thistle" are totally inadequate for the work she is intended to perform. If advantage be taken of the early freshes, the Thistle may, with the assistance of ropes on shore get up the Pennár, but it is obvious that this will prove a tedious and expensive mode of navigation.

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

15. I would respectfully suggest that the "Thistle" be sent up the river as soon as possible in order to avoid the heavy freshes, which some times rise to 10 or 12 feet in a few hours, coming down the river a perfect wall of water. Upon the approach of one of these, freshes it would be necessary to place the "Thistle" under shelter, (to prevent risk), and which might not be always at hand. On this account I take the liberty of urging the "Thistle's" dispatch up the river as soon as the early rises admit of it.

16. I have the honor to inform you that the present expenses of the vessel are

* Besides 2 annas per diem each man for batta.

Rs.
One Syrang per mensem..... 20
Two Lashkars at 6 Rupees per do..... 12*

17. In the letter of instructions from the Commandant of Engineers to Mr. Cotton, that gentleman was ordered to keep all accounts and to furnish statement of the same to the Commandant of Engineers. For this reason I am unable to send in an Account Current, but have the honor to submit an open sketch of the the cash expenditure for the information of His Excellency the Governor. I have also the honor to submit a Bill for my travelling expenses, amounting to Rupees 95-8-0, which I shall feel obliged by your having passed.

OPEN SKETCH.

Dr. Cash Account, H. M. Steamer "Thistle" on a voyage from Dauléswarum to Nellore. Cr.

	Rs.	A.	P.	1859		Rs.	A.	P.
To expenses incurred in Nuck-la channel.....	50	0	0	Nov. 1	By cash paid to Mr. Cotton at Dauléswarum by Captain Rundall.....	1,000	0	0
„ cash paid for provision for crew.....	89	5	9	„ 14	„ cash paid do. at do. by Captain Greenaway ...	200	0	0
„ Do. for ship's stores.....	682	11	1	Dec. 26	„ cash drawn by Mr. Cotton from Engineer in charge of Nellore anicut.....	1,378	3	1
„ Do. petty cash.....	259	3	4	1860	„ do. do. Do....	1,100	0	0
„ Coolie hire, &c. for getting steamer over Nellore anicut, Docking, &c. as per Mr. Sage's bill.....	265	0	8	Jan. 10				
„ Wages of Crew from 1st November to 31st December 1859.....	256	12	9					
„ Mr. Cotton's salary from 10th of October to 31st December 1859 @ Rupees 750 per mensem.....	2,032	4	1					
„ Balance in Mr. Cotton's hands on 18th January 1860.	42	13	5					
Company's Rupees....	3,678	3	1		Company's Rupees....	3,678	3	1

(Signed) J. W. MAIDEN,
Master Attendant.

No. 82. ORDER THEREON, 18th February 1860, No. 370.

Ordered that this letter be communicated to the Chief Engineer, and that he be requested in reference to paragraph 15 to take due precautions for the safety of the steamer.

2. The Government sanction Captain Maiden's bill for travelling expenses amounting to Rupees (95-8) ninety-five and annas eight.

(Signed) T. PYCROFT,
Chief Secretary.

Masulpatam
Master Attendant's Office
31st January 1860

From.

Captain J W Maiden
Master Attendant
Masulpatam (late in Command
of H. M. Steamer "Thistle")

To.

J Pycroft Esquire
Chief Secretary to the
Government of Fort Saint George

Sir,

1. With reference to the proceedings of the Madras Government, dated 13th January 1860 No 109, and order thereon, calling for a more detailed account of my observations regarding the Pundar River below the Nellore Anicut, I have the honor to submit the following for the consideration of His Excellency the Governor in Council, on the present state of the River and fittings of the "Thistle" for the work she is intended to perform.

2 The Channel from the Sea into the River at the time the "Thistle" crossed the bar took a W.N.W. direction with not less than five feet water - There lies a long Sand Spit on the North Side stretching some distance to Sea-wards on which the Sea breaks very heavily in rough weather.

3 The entrance is between Sand banks - At the time we entered, the River was about 250 or 300 yards wide.

Yours

4. The banks on both sides of the River were very steep, occasioned, doubtless, by the recent heavy fresh which had also opened out the fine deep water-channel inside the bar.

5. There are a few fishing Villages scattered about but the country around presents a barren and sandy aspect.

6. As the sand must be continually shifting and the Channel filling up to be opened out in some other direction by each successive fresh I do not think the entrance of the River affords any facilities to Navigation, even to the small Native Crafts of the Coast.

7. A mile inside the bar the sand banks commence and the River from the point to the Anicut is interspersed by a succession of sand banks composed of coarse quartz sand. There is no regular Channel through them but here and there holes or basins.

8. As we were previous to the "Thistle" passage a heavy fresh had come down the River and the water was four feet over the lower Sills of the Anicut Sluices. In spite of this apparently favorable circumstance we experienced much difficulty in getting the Steamer over. Some of the Sands, at one part we were obliged to leave her over where there was only one foot of water by which we lost a day. This place a few days later would in all probability be quite dry.

9. There are only two reaches of water that present the appearance of a permanent deep channel; they

they appear to be caused by the River having cut a Channel through extraneous rock making it a permanent Channel. 5 M

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with

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A fresh being necessary to enable a vessel to get up the River, the speed and power of the "Thistle" are totally inadequate for the work she is intended to perform. Of advantage be taken of the early freshes the "Thistle" may with the assistance of Poles on shore get up the Pennar but it is obvious that this will prove a tedious and expensive mode of navigation.

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16 I have the honor to inform you that the present expenses of the vessel are

One Syrang per Mensem	Rupies 20	" "	per day
Two Pascaras at 6 Rupies per Do.	12	" "	man for boat

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I am J. H. M.

I am unable to send in an Account Current but have the honor to submit an open Voucher of the Cash expenditure for the information of His Excellency the Governor. I have also the honor to submit a Bill for my travelling expenses amounting to Rupies 95. 8. 0, which I shall feel obliged by your having passed

I have the honor to be

Sir
Your Most obedient Servant

J. H. Marden

Master Attendant
late in Command of S. S. Steamer "Thistle"

Open sketch

Dr. Cook's account - of the Steamer "Thetis" on a voyage from Dhowlwanun to e-Pillore &c.

[illegible]

Company's Receipts 3678 3 1
E. & J. E. J. W. Gardner
Master Attendant

Jan 20 January 1860

Copy in a letter to E
of 24 to 27 Aug 1860.

From the Secretary
of the Navy
to the Secretary of the Navy

1861-1862

1861-1862
1861-1862
1861-1862

1861-1862
1861-1862
1861-1862

From Captain J. H. Menden
at Charleston, S.C.
to the Secretary of the Navy
at Washington, D.C.

1861-1862
1861-1862
1861-1862

Report on the
present state of the
naval service and plans
of the "Havannah" for the
west. She is intended
to perform.

From the Secretary of the Navy
to the Secretary of the Navy

1861-1862

1861-1862

1861-1862

Letter the communication to the
Chief Engineer, and that he be
responsible in reference to have
the property of the steamer
the "Havannah" done.

1861-1862

the travelling expenses incurred
in going to the place 95-8-1000
and around right.

1861-1862

1861-1862

1861-1862

1861-1862
1861-1862
1861-1862