

(1) Number of pages _____

(2) Date of repair _____

(3) Initials of the Referencer _____

MADRAS RECORD OFFICE.

Government of Madras.

Public works DEPARTMENT.

G.O. No.	342	Press
19-8		Mis.
Dated	5-2-	1843.

Not to be folded or roughly handled

*Proceedings of the Madras Government, Public Works Department,
5th February 1873.*

No. 79. Read the following endorsement of the Chief Secretary to Government, dated 14th January 1873:—

From the Master Attendant, Administrative Department, Madras, to the Chief Secretary to Government, Marine Department, dated Madras, 13th January 1873, No. 133.

I HAVE the honour to forward, in original, a* letter from the Master Attendant, Cocanada, (to be returned,) relative to the spot whereon the U. S. S. Frigate *Sacramento* was wrecked, and which proved to be the scene of a recent disaster to a French vessel named *Adolphe Theirs*, and as I agree with Captain Castor in thinking that the shoal should be surveyed, and due notice of the same published for the information of Mariners, I would suggest that the steamer *Fred and May* be at once placed at his disposal for a few days, all expenses for coal, etc., being borne by this department.

From J. CASTOR, Esq., Master Attendant, Cocanada, to the Master Attendant, Administrative Department, Madras, dated Cocanada, 8th January 1873, No. 23.

I HAVE the honour to report, for your information, that during my recent trip to the French ship *Adolphe Theirs*, finding that I was so near the place where the United States Frigate *Sacramento* was lost, I pulled over the ground in a boat.

2. The greater portion of the hull appears to be buried under the sand, and only a quarter davit, which is above water about two feet, marks the fatal spot.

3. As I am under the impression that this place is not generally known, and that the danger which once lurked *closer* to the mainland is now developing itself, and as it appears to me progressing into position which might prove dangerous to vessels coasting along, I beg to place before you a few particulars which I hastily jotted down, as my mind was more occupied on the work which took me to the neighbourhood and which demanded all my attention.

4. Cothapalem is a village about fifteen miles south-west of the Hope Island Light-house, and a mile to the north of this village is the entrance of a deep river with very impetuous tides. The river itself is one of those numerous streams, some narrow and some broad, which permeate this part of the country. * This stream after a tortuous course of about eight or ten miles from the sea, connects itself with the Godavery proper; entering from this large river I passed the whole length of Cothapalem river to the outlet on the occasion I am here describing.

5. The entrance* of Cothapalem river is about three-quarters of a mile broad and apparently deep. A sand ridge has formed about nearly two miles to the eastward of the entrance or the mainland, and this sandy ridge takes the form of a semi-circle, leaving boat-channels between it and the mainland without breakers. It reminded me of the bar and entrance of Cochin harbour. A sandy ridge to exist about two miles from shore, and beyond the natural line of breakers on the coast, is undoubtedly a danger to be known and avoided. A vessel hugging the coast and sailing from north or south in the line of soundings of seven or eight fathoms would pass in close proximity to this danger, and at night in light weather, when breakers do not always prevail, with a strong flood tide running into the Cothapalem river, a vessel would be imperceptibly drawn into this hidden danger.

6. I am of opinion that this sand, like those at the entrance of the Godavery, is gradually progressing seaward. This was evident to me on seeing the wreck of the *Sacramento*, which is now lying buried about half a mile *inside* the ridge in comparatively deep water, and it is clear that since the loss of that vessel the sand must have shifted further out to seaward by the action of the tides and freshes; for it is futile to argue that so heavy a vessel could have gone over a barrier of sand, which in some places is dry, and in others with only two feet of water.

* A rough sketch is herewith forwarded.

Proceedings of the Madras Government, Public Works Department,
5th February 1873.

7. My object in addressing you is to suggest, if it meets with your approval, that the place be examined at once, and if it presents a dangerous aspect calling for action, a notice be published warning navigators when passing that part of the coast.

8. To be able to perform this work, I would suggest that the *Fred and May* be placed at my disposal for a few days. The consumption of fuel will be very trifling indeed, as she will be at anchor for the most part of the time while the work is being done by the means of a boat. I can at the same time sound near, and paint all the buoys. If the place is to be examined it must be done without delay, during the prevalence of fine weather.

REFERRED to the Department Public Works.

(Signed) W. HUDLESTON,
Chief Secretary.

No. 80.

ORDER THEREON, 5th February 1873, No. 372.

CIVIL WORKS, No. 3.

THE District Engineer, Godavery,
is instructed to place either the *Fred and May* or the *Frank and Ada* steamer at

the disposal of the Master Attendant, Cocanada, for a few days, for the purpose of surveying the *Sacramento* shoal.

(True Extract.)

(Signed) G. W. WALKER, Colonel, R.E.,
Secretary to Government.

To the District Engineer, Godavery.

„ Master Attendant, with copy of letter from the Master Attendant at Cocanada.

Exd. S. T. Austin.

Ap 23 of 1873 Master Attendant
Office Cocanada
8th January 1873
To J. C. D. E. Dalrymple Esq
Master Attendant
Administrative Department

Madras
Sir
I have the honor to report
for your information that, during my
recent trip to the French ship
"Adolphe Thiers," finding that I was
so near the place where the United
States Frigate "Sacramento" was lost,
I pulled over the ground in a boat.

2. The greater portion of the
hull appears to be buried under the
sand, and only a quarter davit, which
is about water about two feet, marks
the fatal spot.

3. As I am under the impression
that this place is not generally known
and that the danger which once
 lurked close to the main land is
now developing itself, and as it
appears to be progressing into position
which might prove dangerous to
vessels coasting along, I beg to
place

place before you a few particulars
which I hastily jotted down, as
my mind was more occupied on
the work which took me to the
neighbourhood, and which demanded
all my attention.

4. Cothapalem is a village about
15 miles S.W. of the Hope Island Light
House, and a mile to the North of this
village is the entrance of a deep river
with very impetuous tides. The river
itself is one of those numerous streams
some narrow and some broad, which
permeate this part of the Country. This
stream after a tortuous course of
about 8 or 10 miles from the sea,
connects itself with the Godavari proper,
entering from this large river. I passed
the whole length of Cothapalem
river to the outlet, on the occasion
I am describing.

5. The entrance of Cothapalem
river is about three quarters of a
mile broad and apparently deep.
A sand bar found about nearly
two miles to the Eastward of the
entrance of the main land, and this
sandy ridge takes the form of a
semi-circle

* A rough
sketch
here with
forwards

In a letter from the Master
Attendant Messrs to the Chief
Survey to J. 133 dated 15
January 1873.
do 90 of 1873.

from
The Master Attendant
Cocanada

Dated 8 Jan'y /73
recd to —

1873

Thinks it advisable that the
place where the "Sacramento"
was lost should be surveyed,
and if found necessary a
warning notice published
for the information of
Mariners.

P/P 265/73.

Semi-circle, leading boat-channels
between it and the main-land
without breakers. It reminded me
of the Bar and Entrance of Cochin
harbour. A sandy ridge, to exist
about two miles from shore, and
beyond the distant line of breakers
on the coast, is undoubtedly a danger
to be known and avoided. A vessel
hugging the Coast and sailing from
North or South, in the line of sounding
of 7 or 8 fathoms would pass in close
proximity to this danger, and at night
in light weather, when breakers do
not always prevail, with a strong flood
tide running into the Colchagua
river, a vessel would be imperceptibly
drawn into this hidden danger.

6. I am of opinion that this
sand, like those at the entrance of
the Godavari, is gradually progressing
seaward. This was evident to me
on seeing the wreck of the "Sacramento"
which is now lying buried about half
a mile inside the ridge in
comparatively deep water, and it is
clear that since the loss of that vessel,
the sand must have shifted further
out

out to seaward by the action of the
tides and freshes; for it is futile
to argue that so heavy a vessel
could have gone over a barrier of
sand, which in some places is deep
and in others with only a foot of
water.

7. My object in addressing
you is to suggest, if it meets with your
approval, that the plan be examined
at once, and if it presents a dangerous
aspect calling for action, a notice
be published warning of danger to
ships passing that part of the Coast.

8. To be able to perform this
work I would suggest that the
Fred and May be placed at the
disposal for a few days. The circumstances
affair with requiring lifting in, and
as the mill is a large one, the
most part of the time while the work
is being done, by the means of a boat
beak at the same time found near
and paint all the things. If the plan
is to be examined, it must be done
without delay during the present
of fine weather. I have the honor to be
Your most obedt servant
J. H. [Signature]

Administrative Department.

Madras
Marine Office
13th January 1873.

Immediate.

N^o 133.

From
H. D. E. Dalrymple Esq^r
Master Attendant
Administrative Department
Madras.

To
The Honourable W. Hudleston
Chief Secretary to Government
Marine Department
Fort Saint George.

Sir

I have the honour to for-
ward, in original, a letter from
the Master Attendant, Cocanada,
relative to the spot whereon the U.S.S.
Frigate "Sacramento" was wrecked,
and which proved to be the scene
of a recent disaster to a French
vessel named "Adolphe Theirs",
and as I agree with Captain
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should be surveyed, and direc-
-tion of the same published for
the

the information of Mariners, I
would suggest that the Steamer
"Fred and May" be at once
placed at his disposal for a
few days, all expenses for coal &c
being borne by this department.

I have the honour to be
Sir

Your most obedient Servant

M. D. S. Dabrymple

Master Attendant
Administrative Department.

No 372

Proceeding of the Madras Government.

Under date the 5th Feb 1873.

From the Master Attendant

Administrative Dept

this the 14th day to Govt -

Read the following letter

(H. E. No 133 of 13th Jan 1873)

The District
Engineer Godavery is instructed
to place either the "Fred
and May" or the "Frank
and Ada" Steamer at the
disposal of the Master
attendant Cocanada for
a few days for the purpose
of surveying the Sacramento
shoal.

To The D^y Engr. Godavery

Master Attendant
of Lt. from ten hrs. at Cocanada
on 8- des 25/2/73 to be
in - 18/2/73 to be

Ch 215

Govt. of 1873 Madras
PUBLIC WORKS.

To The District Engineer
Godavery

Dated

Recd.

Encl. /

G. O. 5th Feb 1878, No. 372.

No. 379 + 10

Sacramento Shant.

The D^o Insp^r, Godavery,
instructed his place
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or the Frank and Ada
steamer at the disposal
of the Master Attendant,
Cocanada, for a few days
for the purpose of surveying
Sacramento Shant.