

GOVERNMENT OF MADRAS.
MARINE DEPARTMENT.

25th February 1881, No. 102.

Beacons.

Read the following papers :—

No. 44. *From S. JACOB, Esq., Assistant Secretary to the Government of India, Department of Finance and Commerce, to the Chief Secretary to Government, dated Fort William, 13th January 1881, No. 129.*

I am directed to forward a Memorandum by the Superintendent of Marine Surveys on the Port of Cocanada, dated the 18th November 1880, and to request that, if there be no objection, the Government of Madras may sanction, at an early date, the construction of the beacon mentioned in paragraph 11, so that it may be ready for erection in February next when Commander Taylor expects again to visit the port.

ENCLOSURE No. 1.

MEMORANDUM ON THE PORT OF COCANADA.

Referring to the sanction accorded—in paragraph 3 of letter No. 2339 S. (Surveys), dated 3rd September 1880—to my inspecting the mouth of the Godáviri, I have the honor to report my visit to Cocanada, which place I reached on the morning of the 4th October, and remained there till the night of the 6th October.

2. The Port Officer—Captain Gillham—took me in the *Lady Mary Grenville* to the Godáviri mouth, where I found that the expected improvement in the depths of the channel had already taken place, and that the water northward of the mouth, in the vicinity of the black buoy, had shoaled considerably, so that it becomes necessary for the safety of navigation to move that buoy to the eastward about half a mile, as anticipated in the third paragraph of my Memorandum on Cocanada, dated 26th May 1880.

3. The Port Officer stated it to be his expectation that a considerably greater change in the sandbanks, as well as in the contour of the high-water line of Godáviri point, might result from the prevalence of heavy weather in the bay at the change of monsoons, and that a preliminary examination of the soundings would have to be done over again later on.

4. As the sanction of the Madras Government has been accorded to my having the steamer *Margaret Northcote* in February next, and, as the examination which I contemplate making in her would commence at Paumben and finish at Cocanada, I considered it best to postpone any exact measurements and sounding until that period, when the north-east winds will be finished and the banks off the new Godáviri mouth will have assumed some definite shape.

5. Meanwhile, a change in the buoyage is necessary; and, as the system at present in vogue at Cocanada is unlike that of other ports, it should be at once assimilated to the newly-defined method sanctioned in the Government of India Resolution published 30th September 1880.

6. At all the ports of India it has been customary to place red buoys on the port hand and black buoys on the starboard hand. Cocanada has hitherto been the exception; there both a red buoy and a black buoy are found on the port hand when a vessel enters. This arrangement has been in force for several years, and seems to have been handed down from Master Attendant to Port Officer.

7. In January of this year, the iron barque *Afton* was endeavouring to reach the Cocanada anchorage; the casualty report furnished to this office states that the master mistook the red buoy for the black one. The probability is that, seeing red and black buoys, he thought it proper to haul in between the two; but in so doing, the vessel grounded on the sandbanks which are supposed to be guarded by the black buoy. This grounding might have been occasioned by an error of judgment on the part of the Captain; but under the newly published rules the course taken by the *Afton* would have been quite correct.

8. It is imperatively necessary, therefore, that the altered system be enforced; and the present Port Officer, Captain Gillham, has already proposed to take away the large red buoy and place it north-eastward of the new Godáviri sandbanks, about half a mile eastward of the present position of the black buoy; this latter buoy to be removed altogether, as it is out of place, besides being too small, and it cannot be seen any great distance.

9. I quite agree with the Port Officer that the large red buoy, with pole and basket, so placed, will be a far better guide; and, as it will not have to encounter such heavy seas at the new position, there is less chance of its being washed away.

10. On the occasion of my visit I took angles and bearings which showed that Point Godáviri had, during the last monsoon, extended about two cables northward, and its inner or western side had been slightly cut away (these operations of nature being precisely similar to those which take place at False Point). But, in outward appearance, Point Godáviri seemed much the same as in April last, and the actual extension or erosion of the point can only be determined by placing some fixed object there, so that local measurements may be taken from it.

11. In my opinion, a wooden tripod (topped with a large-sized basket, on a pole) should be erected on Point Godáviri, well within the high-water line, so that there would be no chance of its being cut away by the sea on one side, or when the river freshes come down. The Master Attendant of Madras concurred with me in the advantage of such a beacon, and, if sanction be at once accorded to its construction, it might be ready by the middle of February, when I myself could select the most suitable site for it, and fix it in trigonometrically.

12. Independent of the value to navigators, as a sea-mark visible from a much greater distance than the buoys are now visible, its utility as a fixed point for any subsequent triangulation of the port is unquestionable. The Port Officer could then take lineal measurements in several directions from the beacon, and be able to report the changes as they occur from time to time to this department, in the same manner as adopted at False Point, at my request, and ably carried out by Mr. Geary, the energetic Port Officer of that place.

13. By the adoption of those operations this office would be kept thoroughly informed of important changes. There is no doubt that the natural forces which have scoured out the new deep channel into the Godáviri must have been in operation for the last four or five years; but the changes at the sandy point were only recognised by the Hope Island Light-house keeper within the last two years. This may be accounted for by the fact that the point is distant some five miles from the light-house and seven miles from Cocanada, and only by means of angles and true bearings taken with accurate instruments could it be ascertained whether either an extension or erosion (even to the extent of a quarter of a mile either way) had occurred.

CALCUTTA,
18th November 1880.

A. DUNDAS TAYLOR,
Supt. of Marine Surveys.

No. 123.

Forwarded to the Master Attendant, who, if there be no objection, will arrange for the construction of the beacon in question, with a view to its being ready for erection when Commander Taylor visits Cocanada in February next.

FORT ST. GEORGE,
19th January 1881.

(Signed) R. DAVIDSON,
Chief Secretary.

No. 45. From J. H. TAYLOR, Esq., Lieut., R.N.R., Master Attendant, Madras,
to the Chief Secretary to Government, dated 19th February 1881, No. 1601.

Administrative Department.

In returning the Marine reference, No. 123, dated 19th January last, I have the honor to report that, on receipt of the same, instructions were immediately sent to

the Port Officer, Cocanada, for the construction of the beacon proposed by the Superintendent of Marine Surveys, so as to have it ready for erection when that officer calls at that port in February.

No. 46.

ORDER THEREON, 25th February 1881, No. 102.

Recorded.

(True Extract.)

Chief Secretary.

To the Master Attendant, Madras.

Exd. J. Wright.

5/1575

Govt. of (1881) Madras.
MARINE.

To
THE MASTER ATTENDANT,
Madras.

Dated February, 25th.

Issued

Recd.

Encl.

G.O., 25th February 1881, No. 102.

FEBRUARY.
Nos. 44-46.

Beacons.—Certain papers regarding the construction of a beacon at Point Godavari, Port of Cocanada, recorded.

Madras Presidency
Accompaniment to Monthly Appropriation Return for Feby/81.
Statement of unauthorized appropriations made during the
month of 188

Particulars	Amount	Remarks by Examiner explanatory of nature of irregularity	Orders by Local Govt or Administration
Imperial Repairs Military Repairs to the Perambur Lines. &c.	1040	In G.O. No. 226 W of 29 th Jan'y/81 subject to the op- -proval of the Govt of India this amount was transferred from the re- -serve with Govt under Imperial Original works Military.	No. 714 W of 16 th March/81. This transfer was Confirmed by the Govt of India. G.O. No. 650 W of 11 th March/81.
Imperial Original works Telegraph Repairs Postal Telegraph Original works Misc. Public Improvements Repairs - do - Establishment - Tools and Plant.	4820 1500 4928 1830 453 3388 338 17,252	In G.O. No. 438 W of 18 th February 1881 this sum No. 17252 was surren- -dered to the Govt of India	
Original works salt Police Lines at Randma - do - at Chinna Gan - do - at Nizampatam - do - at Angustiam - salt near Ve- - durnem	1353 1353 2427 2000 7133	of the sum of Rs 7133 No 126 were transferred to the salt Road near Kodilingam - - paid to the platform at Tada - & the remainder No 7007 were surrendered to the Govt of India vide G.O. No. 521 W of 25 th Feby 1881.	Signed John Pennington Major R.L. Under Secy to Govt P.W.D.
		Application for the sanc- -tion of the Govt has been made in each of the above cases.	Signed D.H. Trail Major R.L. Examiner. P.W.D.

No. 71082/16th March/81
Recorded.
W. J.P.

Soft W, Godavari.

M.C. No. 1669

Buildings and Roads

Madras Presidency

Monthly Appropriation
Returns, Imperial and
Provincial, for February 1881.

No. 11 ⁷/₁₀ of 15 March 1881

Forwarded to the Secretary
to Government, Madras Public
Works Department.

Signed of D. H. Trail Major R.S.
Offg. Examiner of
P.W. Accounts

No. 7/15 & dated 16 March 1881

Forwarded to the Account-
ant General P.W. Department.

Signed of John Cunningham Major R.S.
Under Secy to Government
of Madras P.W.D.

Desks

17-3-81

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J. Davidson

Chief Secretary.

To the Master Attendant, Madras.

Public Works Dept.

Ed. J. Wright

J. W. C. No 1575

Prize - March

By 10th of March

Recorded.

[Signature]

14.3.81

Dated February 1881

Issued

Recd. March 1881

J. O. 25th February 1881

3

Lodging.