



No 154

Executive Engineer's Office
West Coast Division
Calcutta 14 March 88

From

Col. A. J. Frower R.E.
Executive Engineer
West Coast Division

To The (Superintending Engineer)
Circular

Sir,

With reference to G.O.

No. 1432-W dated 26th May
1887, I have the honor to trans-
mit the following report on the
State of the Mangalore Harbour
for 1887-88.

2 The backwater from the
Marine yard to the Customs
House has undergone little
or no change since the Report
sent in for 1886-87 and is na-
vigable for small native
craft not exceeding 10 tons
burthen.

3 Large native vessels are
berthed near the Southem ex-
tremity pillar as well as small
steamers 166 tons register and
about 250 burthen with

Brought

draught of from 9 to 11 feet
which ply between Bombay
and the port.

4 A few native craft are
at times lashed close under
the Northern Sand Spit and
opposite the marine yard where
within a small compass there
is fairly deep water.

5 The harbour mouth is
fairly wide and deep. The
channel runs in a north
westerly direction parallel
to the Northern Sand Spit
and a navigable depth of at
least 11 feet is found all along
sufficient for the class of vessels
plying.

6 The depth of water seems
to be increasing, on the only
open bar, the northern bar
being quite closed. This closing
up combined with the heavy
rainfall, about 130 inches may
have caused the improvement.

7 The bar unless fixed by
artificial works of an expensive

Kind

Kind must be always liable
to shift.

I have the honor to be
Sir
Your most obedt servant
Atkaser Col. R. E.
Executive Engineer

From

Col. A. J. Fraser, R.E.
Executive Engineer
West Coast Div.

Encls: 1/100/38
Supy of the

Dated 14th March 1888

Encl: 1

No 154

Mangalore Harbour

Reports on the state
of — for 1887-8.

194 W.C.
15 MAR 88
P.W.D.

No 130
W.C.

Supg. Engineer's Office IV Circle,
Coimbatore, 10th April 1888.

From

Colonel J. Deatty, R.E.,
Superintending Engineer,
Fourth Circle.

To

The Chief Engineer,
Public Works Department.

Sir,

I have the honor to submit
a copy of the Chart of the Mangalore
Harbour, prepared from Soundings taken
by the Port Officer.

2. As I anticipated when writing
my letter No 101 E.M. of 30th March, 1887,
the old Gurpur mouth has closed; but
it apparently, did not close as rapidly
as I expected, and consequently the closure
had no effect in 1887 on the position of the
Ullal Mouth.

3. The latter mouth, under the
action of the littoral current has altered
very little, but now that the whole of the
floods

Enclosures
2 Surveys
1 copy of letter
from G. Ingr.
W.C.

floods of the Gurpur river must escape to the sea by the Ullal mouth, it is pretty certain that mouth will move rapidly northwards in the first south west monsoon; and the Marine Department will have to consider whether an attempt should not be made to fix it, when it has arrived at the position opposite the Custom House, which the late Master Attendant, Administrative Department, considered would be the most convenient for the trade of the port.

4. If nature is allowed to have its own way, the existing mouth may be expected to move steadily northwards until it arrives again at the position of the old Gurpur mouth.

5. I send also the letter of the Executive Engineer, West Coast Division, which accompanied the copy of the Chart.

6. And I return herewith the chart of 1886, which was sent with

Yours

your N^o 1481C of 6th April/88.

I have the honor to be,
Sir,

Your most obed^t Serv^t,

J. Beatty. Colonel R.E.
Superintending Engineer IV Circle

AP

No 1432 w of 26-5-87
1481 C of 6-4-88

9/12/10

From
The Supg. Engineers,
Fourth Circle.

Communicated
to the Marine Dept
with reference to G.O.
No 1432 w of 26-5-87
1887.

Acad
11.4.88

Recd
11/4/88

Dated 10th April 1888

Recd 11.4.88

No 11 by w of 18-4-88

No. 130
Encl.

Encls. 3.
(+ 2 plans)

Mangalore Harbour:-

Submitting a chart
of the — prepared from
soundings taken by
the Port officer, with
remarks; and return-
ing the Chart of 1886

To the Marine Dept
with Chart of Decr 1887
for inspection & return

0 in S. S. IV Circle
11/12/88

With order

10/133
10/133/58