

- (1) பக்கங்களின் எண்ணிக்கை 8
 (2) புதுக்கித் திருப்பிய நாள் 2.9.87
 (3) ஆதாரங்குறிப்பவர் சுருக்கொப்பம் long

தமிழ்நாடு ஆவணக் காப்பகம்.

தமிழ்நாடு அரசு

P.W.D. துறை

அரசாணை எண். மு. கோப்புத் தாள் எண்.	385-W	அச்சகம் பலவகை
நாள் :	5. 2. 1890	198

மடிக்கவோ கண்டபடி கையாளவோ கூடாது

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585
F.W.C. no. 744 of 1890

Subject. " letter from
the Sapphugr Viende
concerning the rent
of the Post officer's
residence at Dambou"

GOVERNMENT OF MADRAS.

MARINE DEPARTMENT.

READ—the following paper:—

From Captain H. A. STREET, Her Majesty's Indian Marine, Presidency Port Officer, to the Chief Secretary to Government, dated Madras, 9th December 1889, No. 823—531-G.

Permission having been accorded to my proceeding to Mangalore on matters in connection with port improvements, I have the honor to acquaint you, for the information of Government, that I left Madras on the 4th November, proceeding by rail to Calicut and thence to Mangalore by steamer. I arrived at Mangalore on the 7th, and after transacting my business embarked on the 11th November in the coasting steamer bound to the southward, and proceeded in that vessel as far as Tuticorin, inspecting the different ports called at *en route*, in accordance with the tenor of my telegram of the 11th November to you on the subject. I disembarked at Tuticorin on the 16th instant, and left on the following morning for Pamban in the Government steamer *Margaret Northcote*. After inspecting that port, I returned to Tuticorin, arriving there during the afternoon of the 20th November, and proceeded by rail the next day to Negapatam. On my arrival there, I found that the coasting steamer bound to Madras was hourly expected, so I determined to return by sea and to inspect the ports called at *en route*. The local Agents of the British India Steam Navigation Company were good enough to obtain Messrs. Mackinnon, Mackenzie and Co.'s sanction to the vessel calling off Porto Novo and remaining there while I made my inspection, and I was thus enabled to visit this port. I disembarked at Madras on the 24th November.

2. I submit herewith a report on the state of the different ports inspected. My inspection had necessarily, with the exception of Pamban and Porto Novo, to be confined to the usual "Ports of call" of the coasting steamer, and for this reason, I was unable to visit the lighthouses at Muttum and Manapad or the small ports to the northward of Mangalore. To make a complete inspection of the coast, it would be necessary to have a Government steamer placed at my disposal, or else to have some special arrangement with the British India Steam Navigation Company and Shepherd and Co., by which the coasting steamer would be permitted to call at the ports I might desire to inspect and to remain the time necessary for me to make an inspection.

Enclosure.

MANGALORE.

Port Improvements.

The question as to the form such improvements should take has formed the subject of discussion at several meetings of the mercantile community during the present year. As stated in the report which accompanied my letter, No. G-8, dated 9th January 1889, the scheme mostly favored by the mercantile community was one for connecting the quays with the Marine yard, and a plan and estimate were prepared by the Executive Engineer, West Coast Division. On a close examination of this scheme,* a plan of which is attached, it appeared to me that its success depended entirely on the entrance to the back-

- * 1 Plan.
- 1 Report.
- 1 Specification.
- 1 Estimate for Rs. 45,520.

water remaining in its present position, and as fixing the mouth of an Indian river has, I believe,

never been successfully accomplished, and if attempted at Mangalore would certainly be an expensive undertaking. I did not see my way towards supporting the scheme in question, and therefore pointed out to the mercantile community, through the local Port officer, that it would be necessary to reconsider the question. The state of the backwater, owing to the accumulation of silt which has taken place on its eastern side in the vicinity of the quays since the mouth of the Gurupura river closed in 1883, is such as to render landing and shipping operations tedious, difficult, and expensive, as boats can only approach the quays at the top of high water; at other times of the tide the boats, if kept afloat, have to be anchored on the deep-water side of the backwater, and, when being loaded or discharged, goods are carried to and fro on the heads of coolies who have to wade some distance through mud and water.

The deep-water channel is on the western side of the backwater, and is caused by the direction of the stream of the Gurupura river as it flows towards the sea. The silt brought down by the ebb tide lodges on the eastern side of the backwater. During my recent inspection of the port, I made a careful examination of the backwater, and am satisfied that the only possible means of facilitating landing and shipping operations is by dredging—slow as such a process is. I do not think that the direction of the Gurupura river could be diverted with any good results, and opening out the old mouth of the river would, in my opinion, seriously affect the depth of water over the bar at the present entrance to the backwater.

Dredging operations should be confined to opening out two channels from the deep water to the quays to allow boats to enter and leave, and to removing the silt in the vicinity of the quays to such an extent as would permit boats to lie alongside at all times of the tide.

A dredger capable of removing daily 300 tons of silt, with the necessary number of punts, would cost about Rs. 40,000, and its monthly working expenses including cost of establishment may be put down at Rs. 800.

I pointed out to the mercantile community, at a meeting held while I was at Mangalore, that as the receipts on account of Port funds at the port only exceeded the charges by about Rs. 1,600 for the year 1888-89, it would be necessary for them to meet the cost of dredging expenses, and that, if Act III of 1885 was made applicable to the port, they would be able to provide the necessary funds, and I believe that they intend submitting proposals to that effect. When this is done, I will then submit definite proposals in regard to the provision of a dredger and the necessary plant.

General Port Arrangements.

Permission has been accorded to Shepherd and Co.'s steamers—vessels of light draft—to enter the backwater. The anchorage for these vessels is near the entrance on the southern side.

The pilots are unlicensed and under no control, and their charges are unauthorized. A proposal to place these men on a different footing is now before Government.

The lighthouse and apparatus, flagstaff, flags and storm signals were inspected, and found in a satisfactory state.

The alterations to the office building lately sanctioned have been carried out.

The books and papers connected with the conservancy work were inspected, and found up to date and properly kept.

CANNANORE.

The column of the lighthouse was under repair at the time of my visit. The lamp was in good order.

The flagstaff, flags, storm signals were all found in a satisfactory state, and the pier in good repair.

I had not time to inspect the office arrangements.

TELLICHERRY.

The new flagstaff has been erected, and the old one removed. The flags and storm signals were in good order. The lighthouse and lamp had been well looked after. The books and other documents connected with the port were up to date. I attended a meeting of the Chamber of Commerce which had been assembled to interview me in respect to port improvements. The question of a pier was discussed, but it is not an improvement which I am prepared to recommend at present. It was pointed out that dredging was required at a place just inside the entrance to the Cadole river where the cargo boats usually run for shelter on returning from vessels during the south-west monsoon, and also that it was desirable to extend the northern limit of the port as far as Codata Conna hill. I visited the spots in question, and proposals to meet the improvements required will be made in due course.

The Chamber of Commerce also pointed out that they thought it would be highly advantageous if the ports of Badagara, Tellicherry and Cannanore could be placed under the Port officer of Calicut, so that that officer could exercise some supervision over the conservancy of these ports, and visit them when difficulties with the boatmen are experienced. On this matter the Chamber informed me that they would address Government through the Collector. The

Port officer, Calicut, could probably arrange to visit the ports specified without detriment to his duties at Calicut, and I think that the arrangement, if sanctioned, would probably tend to keep the boatmen in order.

CALICUT.

A few repairs connected with the lighthouse and its outbuildings are required, but, as these can be effected departmentally, I directed the Port officer to see them carried out. The light apparatus was clean and in good order. The flags and storm signals were also in a satisfactory state. The books and papers connected with the port were examined and found up to date and fairly well kept.

I visited the entrance to the Killai river, the state of which, I found, called for no special attention, and then proceeded to Beypore by road. The work of revetting the foreshore in the vicinity of the signal station at this port was being proceeded with. The flagstaff, flags and storm signals were in a satisfactory state.

The Port officer having pointed out that the anchorage buoy was no longer needed at Beypore, I gave directions for it being removed on the 1st February next.

COCHIN.

Owing to the short stay of the steamer, in which I had taken my passage to Tuticorin, at Cochin, I had only time to make a hurried inspection of this port. I visited Cruz Milagre bund, and found it in good order. The shore line in its vicinity was also examined, and I found that it had extended again and was now in contact with the inner end of the groyne, from which during the south-west monsoon it had been cut off by the sea.

The lighthouse was in a satisfactory state, and the apparatus in good order. The spaces between the groynes in the vicinity of the lighthouse were well filled with sand. The foreshore between the Port officer's jetty and the old Fort wall had been revetted by the Port officer, but the revetting of the bank between the Port officer's jetty and jetty facing Pierce, Leslie and Co.'s premises had not been yet commenced by the Public Works Department.

The public wharf was in the same state as when I visited it last year.

New buildings are being rapidly erected in the place of those destroyed by the late fire.

The flagstaff, flags and storm signals were examined, and found in good order. The books connected with the port were examined and found up to date.

TUTICORIN.

The lighthouse and buildings connected therewith on Hare Island were in good order, and the lantern appeared to be well looked after.

Pier.

The repairs to the pier—an estimate for which was sanctioned in October last—had not been put in hand, but arrangements were being made to carry them out at an early date. The large crane placed in position since my last visit to the port has proved useful.

Foreshore.

The tramway line sanctioned in November 1888 in accordance with a proposal made to me by Mr. Phipps, the then Port officer, has not fulfilled, I regret to state, the expectations anticipated by that officer and myself. A separate communication in respect to this subject will be made in due course.

Since my last visit, a new godown has been constructed by a local firm on one of the vacant spaces within port limits to the northward of the pier. Permission appears to have been granted by Mr. Phipps, the then Port officer, to the erection of this building under G.O., No. 2355, dated 1st December 1875. The ground rent levied is in accordance with the rates sanctioned by the Government order above quoted. I have directed the Port officer to submit a plan of the foreshore within port limits, showing clearly the spaces occupied by private individuals, and shall forward a copy to Government for information.

General Port Arrangements.

A better description of beacon is required to mark the different reefs, and I have directed the Port officer to see to this as soon as possible. At low water, deeply-laden boats are unable to approach the pier. This difficulty can only be overcome by dredging, and will receive attention when a dredger becomes available.

The rigging of the flagstaff requires attention, and the Port officer has been directed to see to this matter.

The flags, storm signals and stores were in a satisfactory state.

I was much pleased with the attention which has been paid by the present Port officer to the instructions I have issued relating to the manner in which the office books and papers were to be kept.

PAMBAN.

The lighthouse, flagstaff, flags and storm signals were all in good order, but the burners of the lamps at the lighthouse appeared defective. Orders to remedy this have been given.

The books and records of the Port office were not in as satisfactory a state as I should have liked to have found them, but this is due in a great measure to there being only one clerk—and he a new man—to deal with the work of the office, which is considerable owing to the number of native craft which daily clear and enter. A second clerk is greatly needed, and the matter has formed the subject of a separate communication.

The godowns belonging to the Port office are filled with a large quantity of old and useless stores, the greater proportion being articles which had been provided for the use of the dredger *Albuquerque* when stationed at this port. Directions as to the disposal of these stores have been given to the Port officer.

The Port officer is provided with a house at this place on which a considerable sum of money has been spent in effecting repairs from time to time and apparently without any good results, as he complained that the roof leaked to such an extent as to render certain rooms uninhabitable during rainy weather. The Executive Engineer will be addressed on this subject.

The want of a dredger is now being felt, as a shoal has developed in what is called the sand bank channel and can only be removed by dredging. Proposals to meet this difficulty will be made in due course in connection with the dredging work to be carried out at other ports.

The pilotage rates require revision. A new schedule has been prepared and will shortly be submitted for sanction. The rates proposed meet with the approbation of both owners of vessels and pilots.

A better kind of beacon to mark the different channels is required, and certain shoals should have beacons placed on them. I pointed this out to the local Port officer, and desired him to take the necessary steps in providing what is required.

On my way back from Pamban, the vessel I was in anchored off Kilakarai after dark, and I noticed that, of the vessels at anchor, only one displayed an anchoring light. This inattention to a very necessary rule of the Board of Trade seemed to point to laxity or want of knowledge on the part of the Assistant Superintendent of Sea Customs who is in charge of the conservancy of the port. I directed the Port officer of Pamban, who accompanied me as far as Kilakarai, to inquire into the matter and to report to me on the subject.

NEGAPATAM.

The lighthouse and apparatus, flags and storm signals were in good order.

I would recommend the lightning conductor at the lighthouse being shifted outside, as has lately been done at some of the other lighthouses. An estimate for carrying out this work will be submitted in due course. Nothing has yet been done in respect to placing a fence around the lighthouse column. The Executive Engineer of the district has been addressed regarding this work.

Port Improvements.

The boat basin has been nearly filled in. The space thus reclaimed will form an excellent site for godowns, and I believe that the Landing and Shipping Dues Committee intend utilizing it for this purpose as funds become available.

Dredging is needed in the vicinity of the quay, and will be carried out when the state of the river admits of hand-labor being utilized for the purpose. The total breaking down of the steam dredger is a great misfortune, as removing silt by hand is a slow, costly and unsatisfactory method of carrying out what is a very necessary work at this port.

General Port Arrangements.

Act III of 1885 seems to work very satisfactorily, and the funds realized under this Act will enable the Landing and Shipping Dues Committee to carry out many important improvements.

The Port office has been much improved by the alterations sanctioned and carried out during the past year.

The books and papers connected with conservancy matters were examined and found up to date.

PORTO NOVO.

Port Arrangements.

The flagstaff, flags and storm signals were in good order.

The pier is in need of repair, and the T head is not long enough to permit of more than one boat lying alongside at a time. The Conservator stated that at times this want of accommodation caused much inconvenience, especially when more than one vessel happened to be working, as all goods are landed at and shipped from the pier. An estimate for repairing and lengthening the T head of the pier will be submitted in due course.

At different places along the foreshore private parties seem to have been permitted, without the knowledge of the Port Department, and whether with the sanction of the Collector of the district or not I was unable to learn, to construct mud docks and building yards free of all payment for the spaces occupied. This, I think, should not be permitted in future, and I submit that an order should be issued to that effect, which should be applicable to all ports, and that the right of the present occupiers should be enquired into. The Conservator was unable to afford me any definite information on this point. The scale of fees which I consider should be levied when any part of the foreshore is let out in future, will form the subject of a separate communication. Little attention had been paid to the instructions which have been issued by me from time to time respecting conservancy papers, books and records, and the Conservator appeared to me to have but a poor acquaintance with his duties as such.

CUDDALORE.

Port Arrangements.

The harbour light which has been exhibited at this port during the last six months has proved useful to mariners making the port. The lamp was in good order.

The flagstaff, flags and storm signals were in a satisfactory state. The state of the backwater in the vicinity of the western bank still causes much inconvenience to shippers. This matter has already been brought to the notice of Government, and a steam dredger has been sanctioned. When this apparatus has been obtained, the difficulties now experienced in loading and unloading boats will, I trust, be considerably lessened.

The books and papers connected with the conservancy work were not in as good order as I should have liked to have found them. The Conservator was desired to pay more attention to these matters.

ORDER—dated 24th January 1890, No. 20, Marine.

Recorded.

2. The remark that the public wharf at Cochin was in the same state as when Captain Street visited it last year will be communicated to the Local and Municipal Department, with reference to paragraph 4 of G.O., No. 61, dated 14th February 1889.

3. The Collector of South Arcot will report regarding the construction of mud docks and building yards along the foreshore at Porto Novo.

4. Orders on the different points brought to notice will be issued on receipt of the separate communications promised by the Presidency Port Officer.

5. The attention of the Collector of South Arcot will be drawn to the Presidency Port Officer's remarks regarding the Port Conservator at Porto Novo.

(True Extract.)

J. H. Lee
Ag. Chief Secretary.

To the Local and Municipal Department.
" Public Works Department.
" Presidency Port Officer, with 1 plan
and estimate returned.
" Collector of South Arcot.

Exd. A. Raitt.

P.W. Case 783

Gobt. of {1890} Madras.
MARINE.

No 385 Wd/5 Feb 1890

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G.O., 24th January 1890, No. 20.

No 599 Wd/25/2/89
No 2498 Wd/10/9/89



JANUARY.

Inspection of Ports.

Passing orders on the Presidency Port Officer's
report on the — from Mangalore to Cuddalore.

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