(1) பக்கங்களின் எண்ணிக்கை 6

(2) புதுக்கித் திருப்பிய நாள் 22.6.90

(3) ஆதாரங்குறிப்பவர் சுருக்கொப்பம்

தமிழ்நாடு ஆவணக் காப்பகம்.

125

தமிழ்நாடு அரசு

P.W.D. துறை

அரசாணை எண். 1356 அச்சகம்
மு. கோப்புத் தாள் எண். பலவகை

நாள் : 15-5-1891 19 .

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1357/1

GOVERNMENT OF MADRAS.

MARINE DEPARTMENT.

READ—the following paper :—

From the Presidency Port Officer, dated Madras, 20th March 1891, No. 1242—104-G.

ABSTRACT.—Forwarding the following inspection report of the Northern ports :—

Report.

GOPALPUR.

No repairs have been effected to the pier since my last visit to this port. Many of the tie-rods have been carried away from their fastenings by the action of the sea, and the whole structure, especially the wooden flooring, is more or less out of repair. A few pieces of light machinery for the Russellkonda project have been landed at the pier, and this, I understand, is all the use that has been made of it during the year. Messrs. Minchin and Co., on my landing, handed me a letter on the subject of the state of the pier, of which the following is an extract :—

"As we understand you will land here on your way to Madras, we think it well to invite your attention to the state of the pier. It has now been lying three years without any attempt being made to remove the damages of weather and of time; it is being ruined from rust and from the want of a little oil and paint and the pay of a native mechanic to attend to the screws and bolts. We have repeatedly spoken to the local Port officers about this; they inform us that no expenditure is allowed for it. It surely cannot be the intention of Government to allow so costly a structure to go to ruin from the want of so trivial an expenditure."

As stated in my report on the pier, No. 45-G., dated 15th February 1889, the pier is not used by the general public, and as heavy machinery could not be landed at it without the structure being strengthened and proper appliances supplied, I submit that, in view of avoiding further deterioration of material which might be utilized for other purposes, either order for the dismantling of the pier forthwith should be issued, or sanction accorded to the expenditure necessary to keep the structure in a proper state of repair.

G.O., Marine, No. 206, dated 13th May 1889.

2. The light was in working order, and the general port and office arrangements were in a satisfactory state. The Life-saving Rocket Apparatus Company were exercised and carried out their duties efficiently.

CALINGAPATAM.

Certain small alterations and additions are required to improve the efficiency of the light at this port, and repairs to the column and outbuildings are also necessary. The Executive Engineer has been communicated with respecting the carrying out of the above. The range of visibility of the light is not as satisfactory as was anticipated would be the case, partly on account of the color of the light, and it would be advisable to replace it by one of a better class; that at Hope Island would answer the purpose

admirably, should a more powerful light be sanctioned for that lighthouse. The present apparatus at Calingapatam could be sent to Cocanada, where a small light is required to meet the wants of masters of vessels when picking up a berth after dark. A separate communication on this point will be made in due course.

2. The boatmen presented a petition respecting the new Boat rules, and asked that the old rules might be retained. The agitation seemed due to the usual dislike of the native boatmen to any change and also to a suspicion that their interests would suffer on the introduction of the new rules. I informed them that their request could not possibly be complied with, and, in advising them to accept the new rules, explained that, in framing the same, their interests had been kept in view.

3. The general office and port arrangements were in a satisfactory state.

SANTAPILLY LIGHTHOUSE.

Messrs. Mackinnon, Mackenzie and Co., the managing agents of the British India Steam Navigation Company at Calcutta, having been good enough, at my special request, to arrange for the steamer by which I was travelling to anchor off this lighthouse for a few hours, I was enabled to make my inspection with ease. The state of the apparatus, and of everything connected with the lighthouse and buildings, was very satisfactory and reflects much credit on the Superintendent. The range of the light, in spite of the inadequacy of the existing burners, is well beyond the Santapilly Reef, and commanders of vessels making use of the light report favorably on its appearance. With the class of burner as recommended by Mr. Douglass, this light will be one of the best on the coast.

BIMLIPATAM.

The short stay of the steamer at this port caused my inspection to be of rather a hurried character, and I was unable to have the Life-saving Rocket Apparatus Company exercised. The general port arrangements were satisfactory, and I found a great improvement in the manner in which the office books were kept and correspondence conducted.

VIZAGAPATAM.

My inspection of this port, owing to the short stay of the steamer, was necessarily one of a very hurried nature.

2. A steamer at anchor in the roads was discharging railway material, the landing of the same being carried out by Messrs. Hall, Wilson and Co.

3. The port arrangements appeared as satisfactory as could be expected under existing circumstances. The fees leviable under Act III of 1885 will, no doubt, enable many desired improvements to be effected when the Act is brought into force.

4. The business of the office seemed to be conducted on better lines than hitherto. Owing to the shortness of my stay, no exercise with the life-saving rocket apparatus could be carried out.

COCANADA.

Since my last inspection of this port, the sand-spit on the north side of the Northern groyne has extended to a somewhat alarming extent, and now threatens to block up the mouth of the river. The two small dredgers belonging to the port, though kept constantly at work, have evidently been unable to check the advance of the spit or even to make any very great impression on the bar. A more powerful dredging apparatus is, in my opinion, an absolute necessity, and I propose to send to the port the new dredger shortly expected from England as soon as her services can be spared from Pámban. Even with the assistance of this apparatus, it seems to me that, unless measures can be taken to check the advance of the silt brought down by the two rivers which flow into Coringa Bay, it is only a matter of time before the mouth of the river becomes permanently blocked to traffic. The whole of the southern portion of the bay seems to be rapidly filling up and it is now very difficult for any vessel drawing over 5 feet to enter Coringa river even at high water. The anchorage for deep draft vessels is now about 5 miles to the northward and eastward of Cocanada

1356/2

own, and the area of shoal water is becoming larger every year. I send herewith for inspection a plan of the port, and also two plans showing the position of the sand-spit in January 1890 and January 1891, and I submit that it would be advisable for Government to obtain the opinion of an expert as to what measures should be taken to overcome the advance of the silt.

VAKALAPUDI LIGHTHOUSE.

I was much pleased with the cleanly and efficient state in which I found everything connected with the apparatus and lighthouse. The lightning conductor should be tested, and a few repairs to the outbuildings are required.

HOPE ISLAND LIGHTHOUSE.

The apparatus was in excellent order, and I noticed a great improvement in the state of all the buildings connected with the lighthouse. A few repairs to the outbuildings are necessary, and the lightning conductor should be tested. I do not consider that a light in the vicinity of the Sacramento Shoal will be necessary if a more powerful light is substituted for the existing apparatus at Hope Island, and I have addressed the Government separately on this point.

POINT DIVI LIGHTHOUSE.

The state of the apparatus and also of the lighthouse compared unfavorably with that of the other lighthouses recently inspected, but was not so bad as to call for any other notice from me than a severe reprimand and a caution to the Superintendent to pay more attention to his duties in future. The present light is not of sufficient range, and should be replaced by an occulting apparatus of 1330 M. M. focal distance. A new lighthouse will be necessary should a new light be sanctioned, and proposals on this head will form the subject of a separate letter. The lightning conductor requires testing.

MASULIPATAM.

If Act III of 1885 were introduced at this port, sufficient funds would, no doubt, be obtained to meet such port improvements as might be necessary. The dues levied on goods placed on the jetties or within the goods sheds on the jetties are credited to Customs, and though the sheds are built on land within port limits, no rent is paid for the space occupied, and I submit that, if the sheds are to remain under the Customs, ground rent should be charged and credited to Port Funds. These sheds seem to have been erected by the Revenue Department on ground within port limits without reference to this office.

2. The general port and office arrangements appeared to be on a better and more satisfactory footing than at my last inspection.

3. The light at Masulipatam was in good order, but a covering is required to enable the burners to be lighted during windy or inclement weather. The Public Works Department will be addressed on the subject.

(Signed) H. A. STREET, Capt., H. M.'s I. M.,
Presidency Port Officer.

ORDER—dated 17th April 1891, No. 147, Marine.

Recorded, with the following remarks:—

Gopálpur.—The Public Works Department will be requested to state whether it would be possible and economical to take up and transfer to Negapatam—where it has been proposed that a pier should be erected—the Gopálpur pier or portions of it.

Calingapatam.—The communication promised regarding the light at this port is awaited.

Cx 452791

Govt. of {1891} Madras.

MARINE.

Issued

Recd. *Encl.*

G.O., 17th April 1891, No. 147.

B.R. 1356 dt 15.5.91

APRIL.

Northern Ports.

Recording, with remarks, the inspection report of the — submitted by the Presidency Port Officer.

(3)

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Govt. of {1891} Madras.

MARINE.

Issued

Recd. *Encl.*

G.O., 17th April 1891, No. 147.

B.R. 1356 dt 15.5.91

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Recording, with remarks, the inspection report of the — submitted by the Presidency Port Officer.

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