

- (1) பக்கங்கலின் எண்ணிக்கை 6-
 (2) புதுக்கித் திருப்பிய நாள் 12/90.
 (3) ஆதாரங்குறிப்பவர் சுருக்கொப்பம் 10/2

தமிழ்நாடு ஆவணக் காப்பகம்.

தமிழ்நாடு அரசு

பெரியலகை துறை

அரசாணை எண். மு. கோப்புத் தாள் எண்.	<u>1657/வ</u>	அச்சகம் பலவகை
நாள் :	<u>23-6-1993</u>	1987

MSP.

மடிக்கவோ கண்டபடி கையாளவோ கூடாது

5TH JUNE 1893, No. 183, MARINE.

GOVERNMENT OF MADRAS.
MARINE DEPARTMENT.

READ—the following paper:—

From Commander W. POWELL, R.I.M., Presidency Port Officer, to the Chief Secretary to Government, dated Madras, 16th May 1893, No. 1630-158-G.

I have the honour to submit herewith, for the information of Government, the following report of my recent tour.

I left Madras on 15th March and arrived at Masulipatam on the following day. To avoid long detention at this port I was compelled to go on without landing, but the local Port Officer came off to see me. The only question of importance was the construction of a dam in the backwater to assist in fixing the entrance and Rs. 200 from landing and shipping dues was sanctioned for this purpose. Arrived at Cocanada on the 17th.

During a stay of three days at this port a careful inspection was made daily of the northern groyne, and there is no doubt that the shoal will shortly extend into the channel recently dredged. The only remedy for this is the extension of the groyne or the money already spent will be wasted: a separate report on this subject will be submitted on receipt of the Godavari Conservancy Board's views on G.O., Marine, No. 88, of 2nd March 1893. The office was in a satisfactory condition and the light-house at Vakalapudi was clean and in order.

The Hope Island light-house was also found in order, but the red sector was defective and unreliable as a distinctive feature of the light. This has been specially reported and the approval of Government to the removal of the sector obtained.

Vizagapatam.—Office, flagstaff and general port arrangements satisfactory. The principal question at this port is the construction of a boat harbour. The local Port Officer is maintaining a record of soundings. The short stay made by me at the place precludes my offering any reliable opinion on the scheme, but, as far as I could judge, the Dolphin's Nose promontory would afford considerable shelter to any works that may be undertaken. The scheme in fact seems to be more a question of expense than of engineering difficulty.

Bimlipatam.—The various port arrangements and flagstaff were all in order, and there being nothing of importance to settle, I proceeded on the evening of 22nd to inspect the light-house at Santopilly, which I found clean and well managed in every respect.

Some slight repairs to the lantern floor were required, which will be carried out departmentally.

Calingapatam.—Office arrangements satisfactory; light-house and buildings not so. The light being on a solid column sheltered imperfectly by a roughly constructed wooden structure which offers little protection to the keeper on duty, improvement in light-house and light is required. A separate report has already been submitted to Government. The keeper's quarters require re-flooring in a substantial manner.

The present light covers too small an area as well as being deficient in power, and inconvenience is caused by steamers when approaching the anchorage from the former cause.

The "Satara" reef requires marking at least by day. (In the face of the recent failure of the red sector at Hope Island I am not inclined at present to recommend any further experiments in that direction as a means of lighting the reef at night.) The steamers now have to go far out of the direct course to the anchorage in order to avoid this danger during the day time, and it is important that this inconvenience should be remedied. I propose to erect leading marks on shore to guide vessels clear of the danger.

A site was selected for the temporary exhibition of the light during the installation of the new apparatus, the supply of which is still under consideration.

The flagstaff requires some additions to the rigging and repairs to basement.

Gopalpur.—Office arrangements satisfactory. Flagstaff in order: had a practice with the rocket apparatus which worked well.

The southern boundary pillar required moving in connection with the recent alteration of port limits; sanction has since been accorded to the carrying out of the work. The pier was in a thorough state of repair, and has of late done a lot of good work in landing railway material.

Arrived at Calcutta on April 1st. Saw the Deputy Director, Royal Indian Marine, and discussed with him details of cost of a dredger suitable for Negapatam. As I was subsequently informed by the Director at Bombay that the Government dockyards would not in future undertake work of that description, further action in the matter was unnecessary, and the provision of a suitable dredger should be arranged with either private firms in the country or the India Office.

I further tried to arrange for the towage of the *Wenlock* to Calcutta by the Royal Indian Marine steamer *Guide*, but she could not be made available when required.

Arrived in Bombay on April 6th and sailed on the 7th in one of Shepherd's steamers, making an arrangement for the vessel remaining a few hours at Coondapoor; this, however, fell through owing to delays at other ports, and the vessel reaching Coondapoor at near midnight I was unable to land. The light as seen from the steamer is decidedly deficient in power, and the provision of a better one by the transfer of the old light from Hope Island is under the consideration of Government, in which case a proper light-house will have to be built.

Passed Malpe during the night and reached Mangalore on April 10th. Satisfied with all the office arrangements; the light-house well kept; a lightning-conductor led to the sea is necessary here, and proposals have been submitted and have received the approval of Government.

The question of dredging the harbour was discussed at a meeting of the Landing and Shipping Dues Committee, among whom there seems to be little unanimity. Sanction was accorded to taking measures for preventing the re-opening the Goorpoor river mouth to an amount within my sanctioning powers.

The Committee in view of recent changes in the harbour expressed a wish that an officer might be deputed to make a special report on the best measures to be adopted for the improvement of the port, and it was understood that a representation in writing to that effect would be made; but up to date nothing has been received. I am in favour of commencing the dredging at this port as soon as the *Wenlock* is available and work can be commenced. Prior to this it will probably be found practicable to carry out the experimental dredging at Vizagapatam.

Cannanore.—Inspected the light and buildings, the state of which reflects credit on the man in charge.

Pellicherry.—Visited the light at this port at night 9 p.m., found the gate of the light-house yard locked and the keeper absent. The explanation received from the man in charge is very unsatisfactory; he was suspended and his case is still under consideration. The light was not burning properly, and it is probable that the various complaints are due to the careless way in which the light is supervised. A new light in a proper lantern is required at this port.

Calicut.—Office, light-house, &c., in order. Store-room and quarters for keepers are required in light-house enclosure. The oil is now stored in the Port office—an inconvenient and dangerous arrangement. Keepers ought also to live close to their work; a new boat for the Port Officer who has much work afloat is required; a boat similar to the one at Mangalore is the sort wanted. The latter was built by the British India Company in Bombay.

The pier is in a very bad state, even making allowance for the number of years it has been in use, and it is a question whether Government should resume the management. The Pier Committee have been called upon to explain the apparent neglect.

Cochin.—All port arrangements good; the mercantile community were asked if they had any suggestions or representations to make regarding the working of the port, and they all expressed themselves as satisfied.

An anchor boat is much needed for lifting buoys and moorings and should be built under the supervision of the Port Officer. At present a boat has to be hired twice a year, which is an expensive arrangement. The boat could also be used in assisting sailing vessels to recover lost anchors, a not infrequent occurrence in the inner harbour.

The wind, weather and inability of the commander of the vessel to approach near enough made landing at Muttum too risky and the inspection had to be abandoned.

Sighted the Manapaud light, which is not sufficient in power or arc of visibility for the station. Proposals have already been submitted suggesting the utilization of the old Madras light at this station, should it be found practicable to burn mineral oil in the apparatus.

I regret to say that on arrival at Tuticorin I was too unwell to undertake the land journey to Muttum and Manapaud to inspect the light-houses there.

The principal question at Tuticorin is the pier, on which I am reporting separately. The goods-shed recently sanctioned requires certain additions to make it serviceable. The top walls should be closed and the doors refitted.

Pamban.—The light-house requires a proper lantern or light-room; the present arrangement is most unsatisfactory, and prevents the light from receiving proper attention, as the keeper on duty is unable to stand up in the present structure which can hardly be called a lantern; another result of the present arrangement is defective ventilation and consequently undue heating.

The only other matter which required attention was the rearrangement of the boundary marks and buoys in the channel.

On arrival at Negapatam I was completely prostrated, and as soon as able to travel—on the following day—I left for Madras. The necessary improvements to Negapatam have already been reported on by me.

In conclusion, I would beg to invite the attention of Government to the extremely unsatisfactory means available for carrying out a tour. The limited stay and uncertain arrivals and departures of the various British India steamers make an inspection little more than a matter of form.

I would suggest that, in future years, the services of a Royal Indian Marine steamer be applied for for about two months in December and January. The Royal Indian Marine *Guide* lent to the Bengal Government would suit perfectly for this work, and could, I believe, be obtained on loan without difficulty.

ORDER.—dated 5th June 1893, No. 183, Marine.

Recorded with the following remarks:—

(1) *Cocanada*.—The submission of the separate report promised by the Presidency Port Officer on the extension of the groyne should be expedited.

(2) *Vizagapatam*.—The final report on the re-survey of the harbour referred to in paragraph 2 of the Collector's letter printed in G.O., dated 21st April 1893, No. 135, is awaited.

(3) *Culingapatam*.—An estimate should be submitted for the necessary repairs to the light-house keeper's quarters and flagstaff.

(4) *Negapatam*.—The question of supplying this port with a suitable dredger will be considered when the report called for from the Public Works Department in G.O., dated 10th May 1893, No. 153, is received.

(5) *Coondapoor*.—The Presidency Port Officer will report whether the transfer to this port of the old Hope Island light cannot be effected before a new light-house is built. It is observed that in his letter recorded in G.O., dated 5th June 1893, No. 180, nothing was said about a new column for this port.

(6) *Mangalore*.—The question of deputing an officer to report on the measures to be adopted for improving this port will be considered on receipt of the application referred to in the Presidency Port Officer's letter. When the dredger *Wenlock* returns from the docks, orders should be sought as to which port she should be first taken to.

(7) *Tellicherry*.—The Presidency Port Officer has, in a separate communication, recommended the transfer to this port of the present light at Manapad. This proposal is now under consideration.

(8) *Culicut*.—The proposal to construct a new store-room and quarters for the light-house keepers was disposed of in G.O., dated 3rd May 1893, No. 143. That to provide a new boat should be separately placed before Government with full explanation as to its necessity and an estimate of its cost. The explanation called for from the Pier Committee should be submitted to Government.

(9) *Cochin*.—The Presidency Port Officer will report whether the proposed anchor boat is wanted in addition to the canoe sanctioned in G.O., dated 22nd August 1892, No. 303.

(10) *Tuticorin and Pámban*.—Estimates should be submitted for the proposed additions to the goods-shed at Tuticorin and the light-room at Pámban.

(11) The request contained in the concluding paragraph of the Port Officer's letter will be referred to the Director, Royal Indian Marine.

(True Extract.)

J. F. PRICE,
Chief Secretary.

To the Presidency Port Officer.
" Collector of Gódvári.
" " Vizagapatam.
" " Ganjam.
" " Tanjore.
" " South Canara.
" " Malabar.
" " Tinnevely.
" " Madura.

Copy to the Public Works Department.

Gobt. of {1893} Madras.

MARINE.

No. 1651 Wd/23 June 1893.

Communicated to
Suptg. Engineers concerned
for information.

2. The Suptg. Engineer, V
Circle will expedite his reply
to G. O. No. 1426 Wd/30th May 93
(Initialled) J. A.

W.

Issued

Recd.

Encl.

G.O., 5th June 1893, No. 183.

JUNE.

Ports and Light-houses.

Recording, with remarks, the inspection report
of the Presidency Port Officer on certain — on
the East and West Coasts of this Presidency.

S. N. I, II, III, V + VI Circles

With Order