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(1) Number of pages 20

(2) Date of repair 23-5-47

(3) Initials of the Referencer

MADRAS RECORD OFFICE.

Government of Madras.

P.W. **DEPARTMENT.**

G.O. No. 1032 W.	Press ~~Mis.~~
Dated 21. 4. 1894.	

Not to be folded or roughly handled

21st April 1894, No. 1032 W., Public Works.

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

Buildings and Roads.
Civil Works.

Read—the following paper :—

From A. E. C. VAS, Esq., Sub-Divisional officer in charge of South Canara Sub-Division, to the Executive Engineer, West Coast Division, dated Mangalore, 19th February 1894, No. 41.

In returning, herewith, the enclosures of your No. 3988 S. of 26th November 1893 and your endorsement No. 27 S., dated 9th January 1894, relating to the harbour at Mangalore, I beg to report on its present condition comparing it with the last report submitted by me for 1888–89 :—

Report for 1888–89.	*For* 1893–94.
1. The backwater from the marine yard to the custom-house has undergone little or no change since the report sent in for 1887–88.	1. This has undergone much change inasmuch as the deposit of silt has considerably increased towards the foreshore and the passage along the sandspit (sea-shore) somewhat improved. A large shoal has formed near the marine yard and in course of 2 or 3 years it is likely to become an island.
2. It is navigable as hitherto for small native craft not exceeding 10 tons burthen.	2. Continues navigable for small craft not exceeding 10 tons burthen, but with slight change in the position of deep water.
3. Large native vessels lie at anchor near the southern boundary pillar. The small steamers, which used to ply between Bombay and this port before the monsoon, of 166 tons register and about 250 burthen with draught of from 9 to 11 feet, have not commenced to ply this season though expected.	3. This also continues as before, but small steamers of Messrs. Shephard and Co. which are still plying have ceased to anchor in the basin as before owing to there being insufficient place for turning the ship.
4. There is a general complaint from the native merchants that the part of the backwater opposite the existing custom-house is not made passable for large craft by dredging a passage through the barrier of sand formed at the junction of the Netravati with the Gurupur river opposite the marine yard. The existing passages, one near the sea-shore and the other close to the marine yard, are too shallow for cargo boats at low tide.	4. This complaint is increasing since difficulties have increased. The barrier of sand exists as before, having assumed greater dimensions near the marine yard where the passage for small boats now is limited. The passage near the sea-shore is a little bit improved owing to the Gurupur current taking a good set along the sea-shore. Dredging operations must have long commenced but for the difficulties of ascertaining what was best to be done for improving the harbour thoroughly. Government has already commenced levying landing and shipping dues since 1st October 1892.
5. The mouth is as wide and almost in the same position as last year and also has more or less the same depths on the bar, the channel running in a north-westerly direction.	5. The mouth is wide and has shifted about 500 yards towards the south, it having encroached considerably beyond the old southern boundary beacon. A new beacon has been built in 1892.

Report for 1888–89.	*For* 1893–94.
6. The least depth on the bar is at present found to be 10¼ feet L.W. reduced to datum, quite sufficient for the class of vessels mentioned above.	6. The least depth on the bar is at present found to be 8½ feet L.W. The channel shifts every year according to the current of the Netravati floods. It is now more westerly than north-westerly as before.
7. The Gurupur mouth remains closed and the sandspit widens, and as the Ullal mouth has shown no indications of working northwards, there is no obvious symptom of its opening again. The Ullal mouth may be considered permanent for possibly some years.	7. The Gurupur mouth continues permanently closed and the sandspit is widening. There are no possible indications of its opening again.
8. The total rainfall for 1888 has been 123·53 inches, the basin has deepened, the course of the Netravati current moved a little towards the south.	8. The total rainfall for 1893 has been 110·07 inches.
9. There have been no accidents on the bar.	9. There have been a few accidents and boats capsized on the bar but no lives lost. This is partly due to the fierce gales prevailing during April and May.
10. A new survey has been made by the Port officer, but the soundings have not been added.	10. The Port officer takes soundings on the bar every month.

No. 153 S.E.

Forwarded to the Superintending Engineer, IV Circle, with reference to his No. 603 W.C., dated 22nd November 1893. A copy of my notes of inspection on the wharf is also submitted.

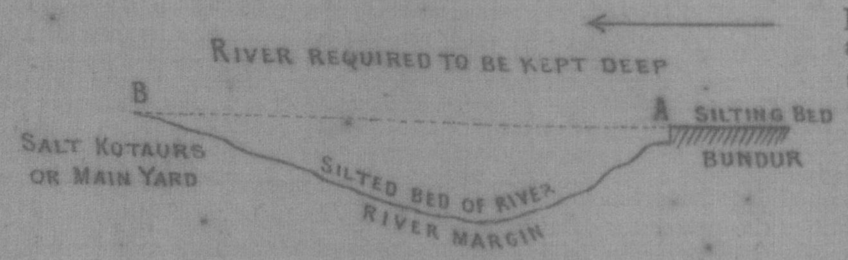
(Signed) C. H. B. BURLTON,
Ex. Engr., West Coast Division.

30th March 1894.

Extract from the Inspection Notes of C. H. B. Burlton, Esq., Executive Engineer, dated 14th February 1894.

* * * * *

Inspected the Salt Kotaurs and Bundur with Mr. Morgan of Messrs. Morgan and Sons, Mangalore, who pointed out the desirability of reclaiming the silted river-bed between the points A and B and constructing a wharf and embankment from A to B. Such a work would doubtless be a great improvement to Mangalore and, as boats could be brought alongside, the shipment of merchandize would be greatly facilitated. There would also be room for a first-rate road along the embankment formed, and there would be a direct route for traffic which now has to take place by way of a back street behind huts, &c. The river-bed between A and B is already high and dry, and it could probably be raised to the level of the bundur by dredging in front where it is very necessary that it should be kept deep. Owing to encroachments, the river above A is shoaling up, and if such encroachments are allowed to continue, I doubt whether even the present bundur will be of permanent use. By systematic training it should be practicable to keep the river deep where required and possibly to divert the deposit of silt on to the opposite bank.



No. 155 W.

Copy forwarded to the Chief Engineer, Public Works Department, with a copy of extract from the Executive Engineer's notes, for information with reference to G.O., No. 3277 W., dated 16th December 1893.

(Signed) J. HANNAN,
Suptg. Engineer, IV Circle.

12th April 1894.

Order—dated 21st April 1894, No. 1032 W., Public Works.

Communicated to the Marine Department.

(True Extract.)

(Signed) J. PENNYCUICK, Colonel, R.E.,
Secretary to Govt., P.W.D.

To the Marine Department.
„ Superintending Engineer, IV Circle.

Exd. C. A. Munisawmy.
Spare Copies

BUILDINGS AND ROADS.
CIVIL WORKS.

Govt. of {1894} Madras.

PUBLIC WORKS.

Dated April, 21st.

Recd. Encl.

G.O., 21st Apr. 1894, No. 1032 W.

APRIL.

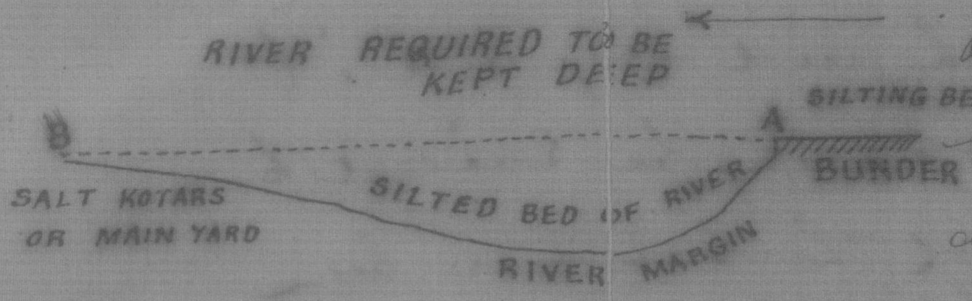
Mangalore Harbour

Report on the present condition of the —, communicated to the Marine Department.

Extract from the Inspection Notes of C. H. B. Burlton Esq. Executive Engineer.

+ \+ \+

14th February 1894
Salt Kotars & Wharf
Mangalore



Inspected the salt Kotars and Bunder with Mr Morgan of Messrs Morgan & Sons Mangalore, who pointed out the desirability of reclaiming the silted river bed between the points A and B and constructing a wharf and embankment from A to B. Such a work would doubtless be a great improvement to Mangalore and as boats could be brought alongside, the shipment of merchandise would be greatly facilitated.

There

There would also be room for a first rate road along the embankment formed, and there would be a direct route for traffic which now has to take place by way of a back street behind houses &c. The river bed between A and B is already high and dry and it could probably be raised to the level of the bunder by dredging in front where it is very necessary that it should be kept deep. Owing to encroachments the river above A is shoaling up, and if such encroachments are allowed to continue I doubt whether even the present bunder will be of permanent use. By systematic training it should be practicable to keep the river deep where required

and

and possibly to divert the deposit of silt on to the opposite bank.

(True Extract)

(Sigd) W. V. Baker
Offg. Executive Engineer.

(True copy)

Superintending Engineer
4' Circle

PLS-1
2828/94

P.W.D.

No. 41 South Canara Sub Dn. Office
Mangalore 19th Feby. 1894.

From,
The Officer in charge of
South Canara Sub Dn.

To
The Executive Engineer
West Coast Division.

Sir,

In returning herewith the enclosures of your No. 3988 D of 26th November 1893 and your endorsement No. 27 S dated 9th January 1894 relating to the Harbour at Mangalore I beg to report on its present condition comparing it with the last report submitted by me for 1888-89.

Report for 1888-89.	For 1893-94.
1. The backwater from the Marine Yard to the Custom house has under gone	1. This has undergone much change in as much as the deposit of silt has considera

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-gone little or no
change since the
report sent in
for 1887-88.

2. It is navigable
as hitherto for
small native craft
craft not exceed-
-ing 10 tons burthen.

3. Large native
vessels lie at an-
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is increasing since
difficulties have
increased. The bar
-rier of sand exists
as before having
assumed greater
dimensions near
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where the passage
for

a passage through
the barrier of sand
formed at the junc-
-tion of the Netra
-vati with the Gu-
-rupur river op-
-posite the Marine
Yard. The exist-
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shore and the other
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Yard - are too shal-
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at low tide.

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No 153 S.E. of

Engineer, 4
to his No 60/4c

5. The mouth is
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beyond the old
Southern boun-
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a new Beacon
has been built
in 1892.

6. The least depth
on the bar is at
present found
to be 8½ feet L.W.
The channel
shifts every year
according to the
current of the
Nethravati floods
It is now more wes-
-terly than North
westerly as before.

The

P. W. CURRENT No. 2898

From,

The Supg. Engineer
4th Circle

Dated 12th
Rd 14th } April 1894

No 155/W.

Enc. 1

Port of Mangalore -
Reports on the subject
of improving the back
water at the -

m. 19th

No 1627 W of 4. 6. 88
" 3342 W of 11. 12. 91
" 3277-78 W of 16. 12. 93
" 453 W of 17. 2. 94
" 694 W of 12. 3. 94

Note on 2980 [illegible]

~~Pro~~ - No 1032 W. dt 21st April/94.

A

W
18 Apr.

Communicated
to the Marine
Dept.

Marine Dept
S. E. IV Circle

5/5/94

Off. 4
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CMS 2898

20/6/17
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Govt. of (1894) Madras.

PUBLIC WORKS.

~~urgent.~~

Dated 23/4/94

Recd. Dept.

G.O. 21/4 1894 No. 1032 W

Mangalore Harbour

Report on the present condition of the — as compared with that submitted for 1888-89, commd: to the marine Dept.

21/4