

CN<sup>o</sup> 906  
 G.O. of 1895 Madras.  
 PUBLIC WORKS.

4-7-17 MM

Dated

Recd

Dist

G.O. 9/2 1895 No. 336W

Mangalore Harbour

Report on the condition  
 of the — for the year  
 ending 31-12-94,  
 submitted to the Marine  
 Dept.

80

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P. W. CURRENT No. 906

Building the  
 Civil works

From

The Supg. Engineer,  
 4<sup>th</sup> Circle.

Dated 6<sup>th</sup> } February 1895  
 Despd 7<sup>th</sup> }  
 Recd 8.2.95

N<sup>o</sup> 55  
 W.

Mangalore Harbour.

Submits annual report  
 on the Condition of — for the year  
 ending 31<sup>st</sup> December 1894.

13-10-94 N<sup>o</sup> 2558W  
 10-8-94 N<sup>o</sup> 1968W  
 21-4-94 N<sup>o</sup> 1032W  
 26-5-87 N<sup>o</sup> 1432W  
 10-2-94 N<sup>o</sup> 373W

for the order

Sub  
 List

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Des 336W.d, 9<sup>th</sup> February 1895

Communicated  
 to the Marine Dept.  
 to the Marine Dept.

copy  
 9/2

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DESPATCHED  
 19 FEB. 95

The Marine Dept.

The S. E. IV Circle.  
 S. E. IV Circle

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- signed

sized out in the sea and on the 23  
December a native vessel of  
38 tons laden with fish manure  
from Tellicherry attempted to  
enter the Passage without a  
Pilot during the flood tide and  
against a very puffy land  
wind at about sunrise which  
forced the boat across the tide -  
which swept her on to the western  
edge of the Shoal running west  
of the Ullal spit. The vessel was  
being propelled by Oars at the  
time and damaged her hull &  
rendered slightly and was only  
saved after being lightened of  
57 bags of her cargo.

10. The Port and Harbours were  
inspected by Mr. G. T. Walchi Ma-  
dust C.E. the Engineer deputed by  
Government to report on the Im-  
provements required to the Man-  
galore Harbour during Aug<sup>r</sup> 1894.  
his preliminary report has al-  
ready been communicated to the

P.W. Department. According to this report an accurate survey of the Backwater and the courses of the Kethramati and Guruspur rivers and the sand spit and bar had been made by me and submitted to him in October 1894. Since then the Port officer has been asked to take soundings monthly and submit them after noting them on a tracing of the Survey Plan. This is being attended to by the Port officers.

11. The dredge Wheelock has arrived here from the Bombay Docks on the 14<sup>th</sup> January 1895 & instructions are awaited for utilizing it.

Aug 24. 01

Sig. A. L. C. Vas

Deck of officer.

No 50 S.E. of 31-1-95

Forwarded to the Supr. Engrs

W

except that a

ing is thus rendered a very tedious business.

Sig<sup>d</sup> H. O. Connell  
Executive Engineer.

The great inconvenience at present is undoubtedly that pointed out by Mr. O'Connell.

Int<sup>d</sup> J. H.

N<sup>o</sup> 55 of 5<sup>th</sup> February 1895.

Copy. Submitted to the  
Chief Engineer P. W. Department,  
with reference to G. D. N<sup>o</sup>  
373 dated 10<sup>th</sup> February 1894.

Hannan  
Sup<sup>d</sup> by Engineer to J<sup>d</sup>

P. W. D.

N<sup>o</sup> 17.

South Canara Sub Office  
Mangalore 21<sup>st</sup> January 1895.

From,

The officer in charge,  
South Canara Sub Office,

To

The Executive Engineer,  
West Coast D<sup>o</sup>.

Sir,

With reference to your  
Memorandum N<sup>o</sup> 568 of 12<sup>th</sup> Instant,  
I beg to submit my annual Report on the condition of the Mangalore Harbour for the year ending 31<sup>st</sup> December 1894 as follows:-

1. The back water from the marine yard to the Custom House has undergone little or no change since the report sent in for the previous year.

2. It continues navigable for small craft not exceeding 10 tons beam then, but with slight change

change in the position of the pas-  
sage through deep water.

3. The anchorage within near  
the South boundary pillar does  
not continue as it did having  
this year become the mouth it-  
self owing to its having shifted  
southwards and washed away  
the Pillar during July floods. The  
small steamers of Messrs. Shepherd  
& Co. which ply as before have al-  
together ceased to anchor inside  
owing to their being insufficient  
room for turning the ship. The an-  
chorage for the large native ves-  
sels lies therefore to the west of the  
marine yard and to the North  
East of the mouth or to the North  
of the barrier formed by the junc-  
tion of the Nkravate and Gur-  
pur currents.

4. The complaint of the mer-  
chant regarding the want of suf-  
ficient depth on bar on the  
passage to the Customs House &

on

on the anchorage opposite Customs  
House continues still and Govt.  
have decided that dredging is  
necessary. The aforesaid barrier  
of sand from the marine yard  
in the direction of the mouth has  
increased in dimensions and  
formed itself into a big shoal  
and the passage for small boats  
which existed near the Marine  
Yard is now very much limited.

5. The mouth is wide and has  
shifted some 300 yards towards the  
South. The Southern (Ullal) sandpit  
is also greatly weakened by the  
considerable sea encroachments  
during last monsoon and the  
erosions by the river floods from  
inside, thus reducing it to a  
width of 65 feet. The site of the new  
beacon built in 1892 is now cover-  
ed by the sea.

6. The least depth on the bar  
is at present found to be 8½ feet  
L. W. as existed last year. The  
channel shifts every year ac-  
cording

- according to the course of the current  
of the Nétravati floods. It is now  
due west and in a most desirable  
position. The depth at the mouth  
nearly  $\frac{3}{4}$  of a mile from the Bar  
is 37 ft L.W. somewhat deeper than  
last year.

7. The Guppur mouth con-  
tinues permanently closed but  
the sandspit has narrowed a  
bit. As near the south beacon the  
sea has also considerably  
encroached on the Government  
Casuarina plantation near  
the North beacon thus reducing the  
sandspit near it by about 100 ft.  
There may however be a possibility  
of a breach occurring through one  
of the 2 indentations existing to the  
south of this plantation. As many  
as 2000 Casuarina trees have been  
washed away.

8. The total rainfall for 1894  
has been inches 121.02.

9. There have been no accidents  
except that a fishing boat capsized

9TH FEBRUARY 1895, No. 336 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, South Canara Division, to the  
Executive Engineer, West Coast Division, dated Mangalore, 21st January  
1895, No. 17.

With reference to your memorandum No. 56 S. of 12th instant, I beg to submit  
my annual report on the condition of the Mangalore Harbour for the year ending 31st  
December 1894 as follows.

1. The backwater from the marine yard to the custom-house has undergone  
little or no change since the report sent in for the previous year.
2. It continues navigable for small craft not exceeding 10 tons burthen, but  
with slight change in the position of the passage through deep water.
3. The anchorage within near the south boundary pillar does not continue as  
it did, having this year become the mouth itself owing to its having shifted south-  
wards and washed away the pillar during July floods. The small steamers of Messrs.  
Shepherd and Company, which ply as before, have altogether ceased to anchor inside  
owing to there being insufficient room for turning the ship. The anchorage for the  
large native vessels lies therefore to the west of the marine yard and to the north-  
east of the mouth or to the north of the barrier formed by the junction of the  
Nétravati and Gurpur currents.
4. The complaint of the merchants regarding the want of sufficient depth on bar  
on the passage to the customs house and on the anchorage opposite customs house  
continues still and Government have decided that dredging is necessary. The  
aforesaid barrier of sand from the marine yard in the direction of the mouth has  
increased in dimensions and formed itself into a big shoal and the passage for small  
boats which existed near the marine yard is now very much limited.
5. The mouth is wide and has shifted some 300 yards towards the south. The  
southern (Ullal) sandspit is also greatly weakened by the considerable sea encroach-  
ments during last monsoon and the erosions by the river floods from inside, thus  
reducing it to a width of 65 feet. The site of the new beacon built in 1892 is now  
covered by the sea.
6. The least depth on the bar is at present found to be  $8\frac{1}{2}$  feet L.W. as existed  
last year. The channel shifts every year according to the course of the current of  
the Nétravati floods. It is now due west and in a most desirable position. The  
depth at the mouth, nearly three-fourths of a mile from the bar, is 57 feet L.W.,  
somewhat deeper than last year.
7. The Gurpur mouth continues permanently closed, but the sandspit has nar-  
rowed a bit. As near the south beacon the sea has also considerably encroached  
on the Government casuarina plantation near the north beacon, thus reducing the

sandspit near it by about 100 feet, there may however be a possibility of a breach occurring through one of the two indentations existing to the south of this plantation. As many as 2,000 casuarina trees have been washed away.

8. The total rainfall for 1894 has been inches 121.02.

9. There have been no accidents except that a fishing boat capsized out in the sea and on the 23rd December a native vessel of 38 tons, laden with fish manure from Tellicherry, attempted to enter the passage without a pilot during the flood tide and against a very puffy land wind at about sunrise which forced the boat across the tide which swept her on to the western edge of the shoal running west of the Ullal spit. The vessel was being propelled by oars at the time and damaged her hull and rudder slightly and was only saved after being lightened of 57 bags of her cargo.

10. The port and harbour were inspected by Mr. G. T. Walch, M. INST. C.E., the Engineer deputed by Government to report on the improvements required to the Mangalore harbour during August 1894. His preliminary report has already been communicated to the Public Works Department. According to this report an accurate survey of the backwater and the courses of the Nétravati and Gurpur rivers and the sandspit and bar had been made by me and submitted to him in October 1894. Since then the Port officer has been asked to take soundings monthly and submit them after noting them on a tracing of the survey plan. This is being attended to by the Port officer.

11. The dredger "Wenlock" has arrived here from the Bombay docks on the 14th January 1895 and instructions are awaited for utilizing it.

No. 50 S.E.

Forwarded to the Superintending Engineer, IV Circle, with reference to his No. 12/C., dated 9th January 1895. During the recent visit paid to Mangalore with the Superintending Engineer the charts were inspected. The soundings taken in January show that the channel from the Nétravati river up to the custom-house, although a very winding one, has deepened considerably since October and all, except the exceptionally large native sailing craft, can find their way into the harbour. I think myself it would be waste of money to go to the expense of dredging a channel, especially as the funds at the disposal of the Port officer are small. I would suggest that dredging should be done close to the wharf so as to allow the vessel to lie alongside and discharge their cargo. At present they lie from 20 to 30 yards away from the shore and the cargo is carried ashore on the heads of men and women who wade through water up to their waists. Discharging is thus rendered a very tedious business.

31st January 1895.

(Signed) H. O'CONNELL,  
Executive Engineer.

The great inconvenience at present is undoubtedly that pointed out by Mr. O'Connell.

(Initd.) J. H.

No. 55 W.

Copy submitted to the Chief Engineer, Public Works Department, with reference to G.O., No. 373 W., dated 10th February 1894.

6th February 1895.

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

ORDER—dated 9th February 1895, No. 336 W., Public Works.

Communicated to the Marine Department.

(True Extract.)

Under Secy. to Govt., P.W.D.

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

Exd. C. A. Muniaawmy.  
Spare Copies

BUILDINGS AND ROADS.  
CIVIL WORKS.

Govt. of {1895} Madras.

PUBLIC WORKS.

*Dated February, 9th.*

*Recd.*

*Encl.*

G.O., 9th. Feb. 1895, No. 336 W.

FEBRUARY.

**Mangalore Harbour**

Report on the condition of the — for the  
year ending 31st December 1894, communi-  
cated to the Marine Department.