

7.7.25 II ✓

Public Works (1897) Department.

1140 W
G.O., No. 1442 W

DATED 28 May 1897

26/5

[Despatch Abstract.]

Mayaguez Harbour. Encl^d from S.E. IV
Circ for forwarding a report on the condition
of the ~~of the~~ - for 1896, Comd^d to the Marine
Department

90
4

BACK PAPERS.

FURTHER PAPERS.

G.O.	No.	Department.	Date.	G.O.	No.	Department.	Date.

BUILDINGS AND ROADS.
CIVIL WORKS.

Government { 1897 } of Madras.
PUBLIC WORKS.

Recd.

Regd.

1897.

Enclosures

Spare copies

G.O., No. 1442 W., 23th May 1897.

MAY.

Mangalore Harbour

Endorsement from Superintending Engineer, IV Circle, forwarding a report on the condition of the — for 1896, communicated to the Marine Department.

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

Buildings and Roads.
Civil Works.

READ—the following paper:—

Report on the condition of Mangalore Harbour for 1896.

The general appearance of the backwater is the same as last year. The bank of silt still exists in front of the quay wall from the Marine yard to the Custom House; this bank of silt is a great impediment in loading and unloading the smaller vessels which anchor inside the backwater.

2. Native crafts up to 30 tons can come up the backwater and anchor opposite the Customs House. If dredging was carried out so that they could come close up to the quay wall, it would be of great advantage to the trading community; at present the cargo has to be carried through 60 yards of slush from the boat to the quay wall, thus entailing a considerable loss of time and expense.

3. *South end.*—The deep pool at the south of the backwater near Ullal has silted up slightly; it is not used as an anchorage.

4. *Deeper anchorage.*—The larger native vessels which are unable to get up the backwater anchor opposite the Marine yard, when they discharge into smaller boats which convey the cargo up to the Customs House. Boats up to 150 tons anchor here; any boats of greater tonnage remain outside the bar. The average depth of the anchorage is 18 feet.

5. *Bar and passage to sea.*—This is in a somewhat better condition than former years. The depth of water over the bar at low water spring tide is 6 feet. The north and south sand spits at the entrance have increased somewhat, but these are continually changing in shape.

6. The northern or Gurpur mouth of the harbour has remained closed as before. The width of the strip along the old opening is 700 feet, it has also been covered with coarse grass and there appears to be no probability of its re-opening.

(Signed) R. S. PATERSON,
Assistant Engineer.

No. 231 S.E.

True copy forwarded to the Superintending Engineer, IV Circle.

CALICUT,
27th April 1897.

(Signed) C. W. WOOD,
Executive Engineer.

No. 249/W.

Copy forwarded to the Chief Engineer, Public Works Department.

7th May 1897.

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

ORDER—No. 1442 W., dated 28th May 1897.

Communicated to the Marine Department, in continuation of G.O., No. 1634 W., dated 1st June 1896.

(True Extract.)

Under Secretary to Government.

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

Exd. T. K. Narayana Aiyangar.

Public Works (1897) Department.

CURRENT No. 4588

38
13th bul walls
Order No. 1442 W 828-5-97

Communicated
to the Marine Dept
in continuation of No.
1634 W dated 1st
June 1896.

From The Supg. Engineer
4th Circle

No. 249
W

Dated 7th May 1897

Received 10-5-97

Enclosures ✓

Spare copies ✓

SUBJECT.

Mangalore Harbour
Forwards report on
the condition of

1897/5/17
Marine Dept
S. S. IV Circle

O.L.S. 140
1827/5

BACK PAPERS.

G.O.	No.	Department.	Date.
	1634W1-6-		96
	1032W -		21-4-94
	1432W -		26-5-8

FURTHER PAPERS.

G.O.	No.	Department.	Date.

Report on the Condition of Mangalore
Harbour for 1896.

The general appearance of the backwater is the same as last year. The Bank of silt still exists in front of the Quay wall from the Marine yard to the Custom House - this Bank of silt is a great impediment in loading and unloading the smaller vessels which anchor inside the Backwater.

2. Native crafts up to 30 tons can come up the Backwater and anchor opposite the Customs House. If dredging was carried out so that they could come close up to the Quay wall it would be of great advantage to the trading community, at present the cargo has to be carried through 60 yards of slush from the boat to the Quay wall, thus entailing a considerable loss of time and expense.

3. South End. The deep pool at the south of the Backwater near Ullal has silted up slightly, it is not used as an anchorage.

