

Public Works (1898) Department.

G.O., No. 1391 W

DATED 3rd June 98

[Despatch Abstract.]

Port of Chaugaloe : His : Marine Dept
Approving the proposals of the Chief Engr, and
with regard to improvements to the —, and
directing that the requisite estimate for
carrying out the work be called for, Comm
referred to the Supty Engr IV circle for
necessary action.

OTHER PAPERS.							
G.O.	No.	Department.	Date.	G.O.	No.	Department.	Date.

B.L.S. 135
R30/5

GOVERNMENT OF MADRAS.

MARINE DEPARTMENT.

READ—the following papers:—

From Commander H. A. STREET, R.I.M., Presidency Port Officer, to the Secretary to Government, Marine Department, dated Madras, 11th April 1898, No. 1463/137 G.

In connection with the correspondence relating to landing and shipping improvements at Mangalore ending with G.O., No. 3342 W., dated 30th November 1897, I have the honour to forward herewith, for favourable consideration, a proposal of Mr. H. S. Brown, Port Officer, Mangalore, to reclaim a space northward of the Customs yard, and to run out a short pier from the reclaimed space. Mr. Brown, in his report to me on the subject, writes as follows:—

During the last six months, I have examined the foreshore carefully, and have come to the conclusion that there is no convenient place for the new jetty anywhere to the southward of the Custom House, as the water is shallow, and it would be necessary to build a jetty at least 240 feet long to enable boats to lie alongside at all states of the tide.

Under these circumstances, I think the most suitable place is at a point about 300 yards to the northward of the present northern limit of the Sea Customs yard. At this point, there is 8 feet of water at low water spring tides, 60 feet from the quay wall, so that the expense of a jetty here will be comparatively small.

The jetty would be opposite the bazaar and the busiest part of the town, and also nearly opposite Messrs. Shepherd & Co.'s office, and all the passengers would land and embark at this jetty, and all the bazaar cargo from Messrs. Shepherd & Co.'s and British India Steam Navigation Company's steamers would be landed and shipped there, which amounts to roughly 20,000 tons in the year. The cargo from native craft could also be negotiated whenever necessary, and this trade is very considerable, amounting to another 15,000 tons during a good season.

As matters stand at present, there are no conveniences for landing and shipping either passengers or cargo, and, as I understand, Government does not approve of the proposed floating stage, and as the time has not yet come for building a permanent pier at the Marine yard, I think it is necessary that a landing stage should be erected. There are ample funds at our disposal in the landing and shipping funds amounting now to Rs. 38,400, only a-third of which would be required for our present requirements. By examining the accounts, it will be found that out of the Rs. 38,400 that have been collected, less than Rs. 6,000 have been contributed by the European merchants, and as the native shippers of the port have paid the largest contribution to these funds, I think it is only right that their wishes should be considered in the matter of spending the money; and from what I can gather from them by conversation, the jetty here would be in the most convenient spot. It would, however, be absolutely necessary, in my opinion, to take up the ground round the end of the jetty for storing cargo, landing passengers, and for carriage stands, or to reclaim a portion of the foreshore, as otherwise on busy days there would be a block to the traffic. The travelling public also have to be considered, and when I point out that there are, in a good year, as many as 30,000 native passengers landed and embarked at this port, their claim to consideration is a large one.

At present they have to pay from 3 to 5 pies each to be taken in small boats to the steam launch, whereas, if the jetty were built, they could go straight into the launch, and if thought advisable, a small toll of one pie per man might be charged for this convenience.

2. In reply to a query from me as to the probable effect of the reclamation carrying an accumulation of silt on its north side, Mr. Brown states:—

I do not think the reclamation I have recommended would have the effect of causing an accretion of silt on its north side, but if there is any fear of it, the reclamation may be extended as shown by the blue dotted line on both plans.

The work is simply filling in behind a rough wall in the same way as the present quay wall has been erected.

My plan shows the channel having a depth of 6 feet at low water spring tides, and the native craft anchor in this channel in its entire length and also to the northward of the proposed reclamation, the head of the pier being in 7 feet low water spring tides, and the reclamation 2½ to 3 feet low water spring tides.

If a railway was constructed and extensive improvements made in the backwater, then it might be wise to try and bring the trade to the Marine yard, but what is wanted now is something for the present requirements of the merchants and the public.

All the principal merchants' godowns are close to the Custom House, and I am confident that the proposed scheme will be much appreciated by all the merchants in Mangalore.

3. As in my opinion the scheme proposed by Mr. Brown would meet, at all events, the present requirements of the trade at Mangalore, and as there is a balance of Rs. 31,890-3-5 to the credit of the Landing and Shipping Dues Fund at this port (besides the balance of 1897-98) which is available for meeting port improvements, I drew the attention of the Secretary to Government, Marine Department, to the matter during his recent visit to Mangalore, and as he fully went into the question on the spot, I submit Mr. Brown's scheme with the two accompanying plans for sanction.

Note by the Acting Chief Engineer, Public Works Department.

After personal inspection of the port of Mangalore on 5th instant, I came to the conclusion that Mr. Brown's scheme for a short jetty and reclamation was best suited to the present requirements of the port, and likely to meet these requirements for many years to come. I would therefore suggest that the sketch plan be sent to the Public Works Department with a request that estimates may be made and submitted as soon as possible. The reclamation should commence from the point A in red pencil to avoid disturbance of the tidal or fluvial current, and should be curved round to B for the same reason.

The jetty should extend into 6 feet of water at low water springs, and the reclamation into 3 feet of water at low water springs.

(Signed) W. B. DEWINTON,
Ag. Chief Engineer.

29th April 1898.

ORDER—No. 362, Marine, dated 10th May 1898.

The proposals of the Chief Engineer, Public Works Department, are approved. The Superintending Engineer, IV Circle, will be directed to submit, as soon as possible, the requisite estimate for carrying out the work.

(True Extract.)

SS. R. K.
Under Secretary to Government.

To the Presidency Port Officer.

„ Public Works Department, with plan 12 ✓