Public Works (1899) Department.

G.O., No. 1829 W

DATED 14th July 1899.

[Despatch Abstract.]

Inspection of the Coast Ports & Lights

Pros: Marine Depts passing orders on the Presy: Port officer's notes of ——— of this Presy: Commd to the S.E. IV circle, with remarks ~~for the submission of estimates for checking the erosion in the vicinity of Mr Grieve's house~~

T / B

P. W. 2
2,000—29-3-99.

Indexed. 25/7

BACK PAPERS.

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

FURTHER PAPERS.

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

P.W. Cornet No. 5172

Government {1899} of Madras.

MARINE.

Recd. 28-6- } 1899. *Enclosures* 1 Plan

Regd. 28-6- } *Spare copies*

G.O., No. 524, 12th June 1899.

To
The Suptg. Engr., I Circle with a letter
" with plan
" Suptg. Engr., IV Circle with a copy
Copy to the Suptg. Engr., V Circle with
Do ——— VI Circle 17/7/99

JUNE.

Inspection of the Coast Ports and Lights

Passing orders on the ~~Presidency Port Officer's notes of —— of this Presidency.~~

B/c No 1829 W dy 14-7-99 communicated to the Suptg. Engr., IV Circle, with the following remarks:—

(1) The submission of the estimate called for in G.O. No. 333 W dated 3rd Febry 1899 for checking the erosion in the vicinity of Mr. Grieves' house should be expedited.

(2) A special report on the P.P. Officers' suggestion that it is necessary to have in readiness means for meeting any extraordinary erosion that may take place in the vicinity of the Cowz Mileage Gap should be submitted.

(3) The estimate called for in G.O. No. 1391 W dy 3rd June 1899 should be submitted without further delay.

2. The plan showing the state of affairs at the mouth of the Cocanada river will be forwarded to the Suptg. Engr., I Circle, for remarks.

BACK PAPERS.

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

FURTHER PAPERS.

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

749 8 d/ 3-[illegible]-98
1391 W d/ 3-[illegible]-98
1325 W d/ 25-5-98
15 D d/ 15-4-98
1627 O d/ 16-3-98
1212 O d/ 1-3-98
3412 W d/ [illegible]
1075 W d/ 23-6-97

P. W. Current No: 5472

Government {1899} of Madras.

MARINE.

1391 W 3.6.98, 362 Mr. 7.9.98, Coleman, [illegible]

Recd. 28-6 }
Regd. 28-6 } 1899.

Enclosures 1 Plan

Spare copies

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T [illegible] B [illegible]

Inspection of the Coast Ports and Lights

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GOVERNMENT OF MADRAS.

MARINE DEPARTMENT.

Read—the following papers:—

From Commander H. A. STREET, R.I.M., Presidency Port Officer, Madras, to the Secretary to Government, Marine Department, dated 28th April 1899, No. 1730/156 G.

I have the honour to forward herewith, for the information of Government, notes (per packet post) connected with my recent inspection of the lights and ports of the Presidency.

2. As on the last occasion, this inspection was made by means of the Pearl Fishery steamer *Margarita*, but owing to the vessel being urgently required at Tuticorin early in March, I was obliged to curtail my inspection of certain ports on the East Coast to the northward and southward of Madras, and therefore did not visit the places marginally specified. I regret this, as I shall not have another opportunity of inspecting these places, for my connection with the Madras Government will cease on the 4th May next.

Gopalpur.	Masulipatam.
Bimlipatam.	Point Calimere.
Hope Island.	Pamban.
Sacramento.	

Lighthouses.

3. With respect to the lights visited, I noticed that improvement had taken place generally in the care of apparatus, but until the lightkeepers and the lighthouse inspectors can be got to recognise that the efficiency of a light depends on careful attention to every detail connected with its working, and that neatness and cleanliness are factors which cannot be disregarded without detriment to the appearance and efficiency of apparatus, column and stores, much will be always found that will offend an inspecting officer's eye. It must be remembered, however, that the lighthouse establishment is in a state of transition, and that alterations to existing columns, buildings and apparatus are being carried out in some places and remain to be so at others, and that while this is the case it is almost impossible to get old faults remedied and new ideas inculcated.

4. Of the lights inspected, I consider Santopilly and Point Divi as being respectively a long way ahead of all others in respect to cleanliness and good order. This is all the more creditable to the keeper in charge, as my visit to each of these places was, I believe, a surprise, for I had given no previous intimation of my coming. I had no fault to find with anything at either lighthouse.

5. The revised establishment is in force at only two lighthouses—Madras and Calingapatam.

6. The two lighthouse inspectors sanctioned under the revised scheme have now been carrying on their duties for about twelve months. The result is somewhat disappointing, for I had expected that the frequent inspection of the lights in their respective divisions by these men would have had a better effect than it has done, considering the previous experience of the men in lighthouse work. Inattention to details and failure to recognise that, in regard to lighthouse efficiency, it is the attention to every little detail that tells, is what I have to find fault with in these men, and I have therefore refused to sanction either man drawing the increment of pay due after a year's service, and am of opinion that it should be kept back until a better report can be made as to the value of the inspection work each has to perform.

7. The Government has been addressed respecting the entertainment of men for the new lights which will be shortly ready for exhibition. At present the only trained men available are the two relief keepers. It takes time to train lightkeepers in the management of flashing apparatus and in fitters' work, and until men are properly trained as such, the lighthouse arrangements will never be in a thoroughly satisfactory state.

8. Lightkeepers of the revised establishment enter for general service and consequently are liable to be moved from light to light as circumstances may render necessary. Quarters suitable to the class of keepers to be entertained under the revised scheme are being built. These quarters are handed over unfurnished. The lightkeepers on their small pay cannot afford to either buy much furniture nor to take it about with them. Under the circumstances I consider that necessary articles of furniture and crockery should be supplied to each set of quarters by Government. The cost would not be very great, and it would be a great boon to keepers at isolated stations.

9. The nucleus of a library has been formed at each of the principal lighthouses, and the books, periodicals and papers already supplied appear to be much appreciated.

10. I think that if a prize, say, of Rs. 25 was allowed annually to the establishment of the best kept lighthouse in each division in the case of sea lights, and Rs. 12 in the case of the harbour lights, it would tend to cause more interest to be taken in the care of light apparatus, &c. The total expenditure under this head would be Rs. 74 per annum.

11. The keepers on the establishment of lights under the Trinity House are allowed a uniform which they are required to wear while on duty. Both the Superintendent of Works and myself are of opinion that the Trinity House practice should be followed at the lights in this Presidency. Two suits of khaki cloth a year with brass buttons bearing the Local Government badge would not be a very expensive item in the yearly expenditure of the lighthouses, and the wearing of a uniform would be beneficial in many ways. It would certainly cause the keepers to appear decently dressed.

Ports.

12. Between 1888 and 1899 the manner of distributing Port dues and of keeping Port Fund accounts has been twice revised by order of Government, and a Manual of instructions to Port officials drawn up and circulated.

13. Various alterations in the manner of keeping books and accounts and in the working of the different Port offices have been also made departmentally.

14. A careful record of all changes in the coast line of each port having been kept since 1888, and there is now a fairly complete history of all matters connected with the trade, &c., of each port.

15. The establishment of the Port office at Cocanada, Negapatam, and Tuticorin is insufficient to cope with the work which of late years has increased to a considerable extent. In the case of Cocanada the subject is now before Government, and it is intended shortly to address Government regarding the other ports.

16. Of the offices, I think that Tellicherry takes the palm for neatness in the way of keeping books, correspondence files and records, but the cause of this is that the work is not as heavy as at other ports and more time can be thus devoted to keeping books neatly. At ports like Cocanada, Negapatam and Tuticorin, it has always been a source of wonder to me that the books have been kept so well posted as they are, considering the daily work of each office in connection with shipping matters and correspondence with merchants and others interested in shipping operations.

17. The number of buoys at each port is insufficient to permit of one being specially set apart as a "Wreck" buoy, and occasionally when a wreck has to be marked, much inconvenience has been experienced. The cost of a "Wreck" buoy is about Rs. 1,500, and one should be supplied to each of the principal ports as funds become available.

18. I noticed that of the vessels passed at night while the *Margarita* was proceeding from port to port, not one exhibited the regulation lights. Occasionally a white light would be displayed as the *Margarita* approached a vessel, and not until the vessels were in close proximity. This shows clearly that, although a native vessel may leave port with the regulation lights on board, they are seldom, if ever, used by the majority of the native coasting craft, and there seems no way of enforcing the order except by having the coast patrolled by a Government vessel with orders to stop, if possible, every vessel sailing without lights and taking the name of the master in view of prosecuting him hereafter.

Enclosure.

Inspection Note by Commander H. A. STREET, R.I.M., Presidency Port Officer, Madras, of the lights and ports of the Madras Presidency.

WEST COAST.

Ports and Lighthouses.

Muttum Lighthouse.

1. The light apparatus was clean and in good order, and everything connected with it was in a much better state than when I inspected the light last year. The buildings sanctioned by G.O., No. 969, Marine, dated 18th November 1898, were in course of erection.

Cochin Lighthouse.

1. Light apparatus clean and in good order, and the oil and store rooms were in a satisfactory state.

Port.

2. At this port all signalling to vessels in the roadstead is carried on from the lighthouse; the flags and the signalling arrangements connected with the Cyclone Code of Signals were in good order.

3. The office books were up to date, but I found on close inspection that some of the books had not been kept in accordance with the instructions on the subject. The Port officer's attention was drawn to the subject.

4. The foreshore in the vicinity of the lighthouse was in good order, but nothing had been done to check the erosion in the vicinity of Mr. Grieves's house as directed in G.O., No. 333 W., dated 3rd February 1899.

5. The state of the foreshore in the vicinity of Cruz Milagre Gap at the time of my visit called for no particular attention, but it is necessary to have in readiness means for meeting any extraordinary erosion that might take place.

Beypore.

1. The books kept by the Assistant Conservator were up to date and neatly kept.

2. The flagstaff and signalling arrangements were in good order.

3. The buildings seemed to be in good condition.

Calicut Lighthouse.

1. The light apparatus was clean and in good order. Sufficient attention had not been paid, however, to details in connection with the care of the burners and the spare stores, and the Port officer's attention has been drawn to this matter. Proper store-rooms in the vicinity of the lighthouse are much needed. At present the oil and nearly all the spare stores are kept in a room at the Port office building which is some distance away. The attention of the Superintendent of Works has been directed by me to this matter, and Government will be addressed on the subject in due course. The wire fencing of the lighthouse enclosure was in bad condition, and measures have been taken to replace it with a bamboo fence pending the building of the store-rooms above referred to when a masonry wall will be built.

2. The lighthouse column requires a few small repairs which will be done in due course.

Port.

3. The flagstaff and signalling arrangements were in good order and efficient.

4. The office books were up to date, but more attention to the instructions on the subject of keeping these books is required, and the Port officer was so informed. The office arrangements generally were satisfactory.

5. The old pier was in course of repair.

6. Kallai Bar was open and the passing of timber over it was being carried out without much difficulty.

7. To lessen the number of buoys now in use for marking certain dangers connected with the anchorage, it is proposed to erect a beacon on Coote Reef, and the Superintending Engineer, IV Circle, has been addressed on the matter.

Tellicherry Lighthouse.

1. The apparatus was clean and in good order.

2. The ladder of the tower is in need of a few slight repairs which will be carried out in due course.

3. The buildings connected with the light were in a good state of repair.

4. The state of some of the spare stores was not satisfactory, and the Port officer's attention was directed to this matter.

Port.

5. The flagstaff and signalling arrangements were in a satisfactory state.

6. I was much pleased with the result of my inspection of the Port office. The books were up to date and very neatly kept, and attention had been carefully paid to the instructions on the subject.

7. The state of the Port store-room was also very satisfactory.

8. A better boat is required at this port, as the present one is one that was purchased locally some years ago and is clumsy, heavy to pull and unsuitable for bad weather. The matter has formed the subject of a separate letter.

9. The state of the foreshore was satisfactory, and no erosion of importance had taken place since my last visit.

Cannanore Lighthouse.

1. The apparatus was in an efficient and satisfactory state, but the wooden cover over it seemed somewhat defective. This will be remedied in due course.

2. The oil tanks had been badly painted, but otherwise were in good order.

3. The store-rooms and spare stores connected with apparatus were clean and well kept.

Port.

4. Flagstaff and signalling arrangements were in an efficient state.

5. The books kept in the Port Conservator's office were up to date and neatly kept.

6. The pier seemed to be in good condition.

Mangalore Lighthouse.

1. Light apparatus clean and well kept and efficient, but sufficient attention had not been paid to the tips of the burners.

2. Oil and store-rooms clean and in good order. More attention to the stowage of stores in the almirah and to the care of spare stores is necessary.

3. The foundation of the new lighthouse at the Marine yard was being laid.

Port.

4. During last two months native vessels have been engaged in conveying tiles and bricks to Mombassa. These vessels return *viâ* the Persian Gulf.

5. The signalling arrangements and the Port store-room and spare stores were satisfactory.

6. The books of the Port office were up to date and very neatly kept.

7. The state of the backwater was much about the same as usual. The depth of water over the bar and the position of the bar had not changed since my last inspection. Work in connection with the pier for which estimate was called for in G.O., No. 362, Marine, dated 10th May 1898, had not been commenced.

Kaph Rock.

1. Work in connection with the construction of a lighthouse on the rock had been commenced before my arrival and was in full swing.

Malpi Lighthouse.

1. Light apparatus clean and on the whole in good order. One or two small defects were noticed and are being rectified.

2. More care in respect to the spare stores and cylinders and burner tips is required, and the attention of the persons whose duty it is to look into these details has been called to the same.

3. The island of the Deria Bahadur group on which it is intended to build a small tower and to put a light showing all round the compass is called Kappai Kallu—it is the northernmost island of the group. The Superintendent of Works intends, I believe, commencing the work of building this lighthouse shortly. When the new light is exhibited, the light now at Malpi on the mainland will be removed.

Port.

4. The Port office books were up to date and well kept.

Hangarkotta Lighthouse.

1. The light apparatus was found clean and in good order.

2. The site selected on the occasion of the light having to be removed by the local authorities from its original position on the occasion of its safety being affected by erosion of the sand spit, is unsuitable, and another on the mainland was fixed to which the light will be removed when the Superintendent of Works can take up the work of erecting a suitable tower and constructing the necessary store-room and keepers' quarters. There being no oil room, the supply of oil is kept in the Custom House—some distance away—and this causes much inconvenience. Sufficient attention has not been paid to certain details connected with the efficient upkeep of the light apparatus. Orders on the subject have been issued to the lighthouse inspector.

Port.

3. The office books were up to date.

4. The wharf was in good order.

Kundapur Lighthouse.

1. Light apparatus and stores in good order.

2. It is very necessary that a proper store-room and quarters for the lightkeepers should be constructed. The Superintendent of Works who visited the light with me is preparing plans and estimates for these buildings.

3. The oil at present is kept in the Custom House some considerable distance away, and much inconvenience is experienced thereby.

Port.

4. The result of my inspection of the Port office books was satisfactory.

5. The sand of the foreshore appeared to be accumulating again in the vicinity of the Custom House.

6. The Public Works authorities purpose constructing a groyne about 200 yards to the eastward of the Custom House in view of protecting it from erosion.

7. In walking through the bazaar I noticed that considerable quantities of kerosine oil in tins (125° F.P.) were stowed inside of cadjan sheds. Should a fire occur, the whole village would soon be in flames. It struck me that the matter required special attention on the part of the officials of the district.

Byndur Port.

1. I visited this place as the Port officer, Mangalore, had represented to me that a light was necessary to guide the native craft trading to the port clear of the rocks which are a great danger to small vessels trading along the coast in the vicinity.

2. A suitable site was discovered and all that is necessary is to erect a small tower and to place on it a small port light. Government will be addressed regarding this matter in due course.

EAST COAST.

Ports and Lighthouses.

Calingapatam Lighthouse.

1. Light apparatus very clean and in good order.

2. Column requires plastering in places.

3. Oil room and tanks in good order.

4. Owing to certain rooms being under repair, the stores had been placed in one of the spare rooms of the lightkeepers' quarters.

5. Now that the lighthouse establishment at this light is in accordance with the revised scale, certain rooms formerly occupied by lightkeepers have become available and can now be made into service and store-rooms; this arrangement will make everything at Calingapatam as it should be.

6. A few small alterations are needed to make the head lightkeeper's quarters more comfortable, and these can be carried out without much expense. There is a latrine for the head keeper, but none for the other keepers, and difficulty is experienced in keeping the latrine clean as no sweeper is allowed and the head keeper cannot afford to hire one.

7. The sand hill in the vicinity of the column and buildings has advanced about 4 feet since last year in spite of the attempts that have been made to check it.

8. The casuarina plantation seemed to be doing fairly well, but the plants die quickly, and require a great deal of attention. I have suggested to the Collector of the district that the care of the plantation should be transferred from the Port Conservator, Calingapatam, to the lightkeeper in charge who is in a better position for looking after it.

Port.

9. The Port office books were up to date, but the records were not well kept. The state of the store-room in which the Port stores are kept did not meet with my approval. The Port Conservator has been informed of the points requiring more attention on his part.

10. The flagstaff and flags, &c., were in good order, but as the *Margarita* was in the roadstead fully half an hour on the morning of the 20th February before the signal she had hoisted was answered at the flagstaff, it would seem that the look-out that should be kept on the roadstead by the signalman was not all that it should be. The Port Conservator's attention has been drawn to this matter.

11. The Port Conservator is a man of a very quarrelsome disposition and appears to be unable to conduct his duties without friction with the different persons he is brought in contact with in his dual official capacity as Port Conservator and Customs officer. A report regarding this official's conduct has already formed the subject of a separate letter.

Santopilly Lighthouse.

1. I was very much pleased with the result of my inspection of this lighthouse especially as my visit was unexpected. The state of the apparatus and of everything belonging to it, as well as of the oil and service rooms, was most satisfactory. I had no fault to find with anything. This satisfactory state of affairs shows what can be done by an intelligent and willing head lightkeeper. The light, when I visited it, was in temporary charge of relief keeper Claremont who had not been very long at the place, so the credit is due mainly to head lightkeeper Newland who had recently been sent to Madras to go through a course of instruction in management of flashing apparatus.

2. The state of the buildings was as pointed out in my last report.

Vizagapatam Port.

1. Port office books up to date and neatly kept.

2. Signalling arrangements efficient, but the flagstaff is too far away from the Port office, and should be removed to a spot in the near vicinity of the new office now under construction. I have addressed the Superintending Engineer, I Circle, on the subject.

3. Work in connection with the construction of a new Port office was being proceeded with.

4. The wharf had been completed, but did not appear to be long enough and could be extended westwards several feet with advantage. This might be done as money becomes available for this purpose.

5. The site selected for the passengers' shed seemed to be suitable.

6. The Port officer informed me that the railway authorities now claimed the foreshore revetment, to meet the cost of which a large sum out of Landing and Shipping Dues had already been given. The matter, I was told, was still under consideration and had not yet formed the subject of an official reference; at least I have not been consulted on the matter. I am well satisfied with the interest Mr. Icely, the Port officer, takes in everything connected with his work.

Vakalapudi Light.

1. The apparatus was clean, but sufficient attention to certain details connected with the burners had not been paid, and to this point the attention of the persons concerned has been drawn. The machinery of the apparatus is almost worn out, but as it is proposed to replace the apparatus with one of a different pattern as soon as the Superintendent of Works can take up the work, it is not worth while renewing the machinery.

2. The column was in good order on the whole, and the store-rooms and keepers' quarters in the same condition.

Cocanada Port.

1. The office books were all up to date. The work of the office is almost more than the establishment of clerks can deal with properly, for there is a large correspondence with merchants and others on matters connected with landing and shipping arrangements and with the landing of Government consignments. The accounts of the three lighthouses—Vakalapudi, Hope Island and Sacramento—are also kept by the Port officer, and this further increases the clerical labour of his office. Attention was drawn to this matter in my report published with G.O., No. 377, Marine, dated 13th May 1898, and also in this office letter, No. 48/196 G., dated 2nd June 1898.

2. The state of the bar has not caused any particular inconvenience for some time, but the sand bank on the north side of the northern groyne of the river is extending gradually and surely and in time will seriously affect the bar and necessitate dredging operations. I attach a plan showing the state of affairs at the mouth of the river as they exist at the present time.

3. The Port officer brought to my notice that canal boats entering the Cocanada river from the canal frequently went from Cocanada to Coringa by making use of the bay route and that a question had arisen as to whether these boats should be required to carry the usual regulation lights which other boats going into the bay have to be supplied with. The matter has since formed the subject of a separate letter to Government.

4. In all matters connected with the working of the port, the energy and devotion to duty of Captain Wicks, the Port officer, is apparent.

Point Divi Light.

1. Although my visit, I believe, was to some extent unexpected, I found everything at this lighthouse in excellent order. The head lightkeeper is the man who was in charge of the lighthouse at Pulicat last year on the occasion that I had so much fault to find with the light apparatus at that place. It would seem that the transfer has had a good effect. The dreary situation of Point Divi light causes it to be looked on as a place to be avoided by lightkeepers as a rule; at such an isolated place a year's residence is quite long enough.

Armeghon Light.

1. The state of the apparatus was satisfactory, but I was not satisfied with the state of the spare stores. The attention of the head lightkeeper was drawn to the points with which I was dissatisfied, and the lighthouse inspector directed to pay more attention to details of this nature when making his inspection.

2. The buildings were in good order.

Pulicat Lighthouse.

1. On my inspecting this light last year, I had much reason for being dissatisfied with its state. On this occasion, I found that considerable improvement had taken place in respect to the cleanliness of the apparatus and store-room, but noticed that the instructions relating to the care of burners, &c., had not been attended to to the extent desired. This is as much the fault of the lighthouse inspector as of the keeper in charge, and I have taken the necessary measures to ensure proper attention in future being paid to the points with which I was dissatisfied.

Madras Lighthouse.

1. The apparatus is in good order, but as at other lighthouses I found that sufficient attention had not been paid to instructions regarding care of stores, &c., and to other details which go towards keeping things generally in good order. It is difficult, on account of the dust, to keep the inside of the tower as clean as I should like to see it kept, but still there is great room for improvement and the head lightkeeper has been so informed.

Seven Pagodas Lighthouse.

1. The apparatus was clean and in good order, but more attention to certain details connected with the burners and stowage of stores is needed, and the head lightkeeper has been so informed. I was not very well pleased with the state of the oil room, nor of the books the head keeper has to keep—the fault seemed due principally to want of intelligence and to laxity on the part of the lighthouse inspector whose duty it is to look into minor details.

Cuddalore Lighthouse.

1. The apparatus was clean and in good order, but the burners were not well kept. The points I had to find fault with may, no doubt, be due to the absence of the lightkeeper in charge who was absent on privilege leave at the time of my visit, and to ignorance on the part of the man doing his duty.

2. I found much to be dissatisfied with in respect to the state of the spare stores, and cannot say that the visits paid by the lighthouse inspector to this light have improved matters.

3. The buildings were in good order.

Port.

4. The result of my inspection of the Port office was much more satisfactory, and I found the books well kept and up to date.

5. The state of the bar was as usual at the time of the year. The channels of the backwater are being kept clear by Messrs. Parry & Co. On this subject I have addressed Government separately as the agreement with Messrs. Parry & Co. will shortly expire.

Negapatam Lighthouse.

1. The state of affairs at this lighthouse was similar to that at others. The apparatus was clean and in good order, but things generally were not in as good a state as in my opinion they should be. It is the same old story—inattention to details on part of lightkeepers and the lighthouse inspector and the local inspecting officer.

Port.

2. The office books were up to date, and the office arrangements generally were satisfactory.

3. The dredger *Havelock* was at work in the river and working economically as the dredgings were being landed and the cost defrayed by the railway authorities who required the spoil for their own purposes.

4 The line proposed for the railway along the foreshore in the vicinity of the Port office will interfere with the road traffic. This matter was pointed out by the Acting Secretary to Government at the time of my inspection to the local port authorities, and the matter is receiving attention.

5. A site for the proposed pier was fixed on by the Acting Secretary to Government and myself.

6. The new customs shed on the foreshore is finished, but has not yet been taken in use by the custom authorities.

7. As the custom authorities require, I am told, all the accommodation on the ground floor of the Port and Custom office, it will be necessary to improve the upper floor to suit the Port officer's office requirements.

Tuticorin Hare Island Lighthouse.

1. The apparatus was clean and the burners were in good order.

2 The column showed signs of deterioration in places, and the defective parts will be attended to when the Superintendent of Works carries out the alterations proposed for this light.

3. The outbuildings and store-rooms are also in need of repairs, and the work will be taken in hand by the Superintendent of Works in due course.

4. There being no water on the island, the drinking water required for the lightkeepers has to be obtained from elsewhere, and this is a constant source of expense which cannot be avoided.

Tuticorin Port.

5. Erosion has taken place to the southward of the iron pier and has affected the foreshore in the vicinity of the Club House. The cause of this is attributed to the reclamation that has taken place in the vicinity of the pier.

6. The dredger sanctioned for the port being still under construction and not likely to be ready for service for some months to come, and as boats when deeply laden find a difficulty in approaching the pier on account of the silt that has formed outside of it, I have ordered the Port officer to make use of the Cuddalore dredger which is now at Tuticorin and to submit a report as to its performance after a month's trial. Owing to the hard current of sand over the bottom the quantity of silt brought up by the grab is not always satisfactory. It is intended to place the spoil over the reclamation ground.

7. The iron pier was in good order, but soon gets blocked on a large consignment of bag cargo being landed. An additional pier would relieve this congestion and is much required, for the old wooden pier is only suitable for light cargo and cattle.

8. With the exception of the trollies, the equipment of the pier seemed sufficient. A number of new trolly wheels are required, and this matter will be seen to in due course.

9. The existing shed is in need of slight repairs which will be attended to in due course. Additional sheds are much needed, and until the Port premises are fenced in, nothing can be done to keep them from being used as a recreation and loafing ground by the native public.

10. A house for the Port officer is also a necessity which is in need of urgent attention, for no suitable building as a residence is obtainable except at a rent quite beyond the means of the Port officer.

11. The office books were up to date.

12. In the roadstead the wreck of the *Galatia* still exists and is a great danger to vessels approaching the anchorage after dark. This matter has already formed the subject of a separate letter (see this office letter No. 1871/98 G., dated 11th March 1899).

From Commander T. G. R. FINNY, R.I.M., Presidency Port Officer, Madras, to the Secretary to Government, Marine Department, dated 16th May 1899, No. 1271/185 G.

In his letter to Government, No. 1730/156 G., dated 28th April 1899, my predecessor pointed out the desirability of providing each set of lightkeepers' quarters with a supply of furniture and crockery. The Superintendent of Works, Lighthouse division, in a communication to this office, dated 9th March 1899, remarks that the posting of lightkeepers will be a matter of extreme difficulty unless Government will sanction the provision of a limited supply of furniture for each set of quarters, and I concur in this view. He states that in no other department are subordinates on Rs. 40 per mensem liable to be transferred anywhere in the Presidency, and that lightkeepers on small pay cannot be expected to move their furniture on transfer except at a ruinous cost. It is unlikely also that lightkeepers can afford to purchase furniture from one another. Under the circumstances Mr. Ashpitel proposes that Government sanction be obtained to an expenditure of Rs. 125 per each set of quarters on necessary heavy furniture, or a sum of Rs. 5,000 for the whole Presidency, and I recommend the proposal for the favourable consideration of Government.

Order—No. 524, Marine, dated 12th June 1899.

With the first of his letters read above, the Presidency Port Officer submits notes of his inspection of the coast ports and lights of this Presidency.

2. There are several matters brought up on which separate orders have been passed, or which have formed the subject of separate correspondence. These will not, as a rule, be specifically noticed in the following remarks.

Cochin.

3. (*a*) The Superintending Engineer, IV Circle, was directed in G.O., No. 333 W., dated 3rd February 1899, to prepare an estimate for checking the erosion in the vicinity of Mr. Grieves's house. He will be called on in the Public Works Department to expedite its submission.

(*b*) The Presidency Port Officer's suggestion that it is necessary to have in readiness means for meeting any extraordinary erosion that might take place in the vicinity of the Cruz Milagre Gap is remitted for consideration in the Public Works Department.

Calicut.

4. The further communication promised regarding the provision of store-room accommodation to the lighthouse will be awaited.

Tellicherry.

5. The question of obtaining a new boat for the use of the port is now under the consideration of Government.

Mangalore.

6. The Superintending Engineer, IV Circle, will be asked to expedite the submission of the estimate for the proposed reclamation and the jetty called for in G.O., No. 362, Marine, dated 10th May 1898.

Calingapatam.

7. It has already been decided, in paragraph 10 (*b*) of G.O., No. 377, Marine, dated 13th May 1898, that toties for lightkeepers are not to be entertained at the expense of Government. The Presidency Port Officer's attention is called to this order.

Santopilly.

8. The Presidency Port Officer should address the Executive Engineer of the division on the state of repair of the lightkeeper's quarters.

Vizagapatam.

9. (*a*) The Presidency Port Officer states that the construction of a new Port office was being proceeded with. This is evidently a mistake. No such work has ever been sanctioned.

(*b*) The Presidency Port Officer should obtain particulars from the proper officers as to the alleged claim on the revetment of the foreshore, and should then, if necessary, address Government. His present remarks are of too general a character to admit of any orders being passed.

Cocanada.

10. (*a*) The question of increasing the landing and shipping dues establishment at this port has been brought before Government separately and at present rest with the Presidency Port Officer, who has been called upon for further information.

(*b*) The plan showing the state of affairs at the mouth of the Cocanada river will be transferred to the Public Works Department for consideration.

Negapatam.

11. The question of housing the Port office establishment should form the subject of a separate communication with full particulars to admit of orders being passed.

Tuticorin.

12. (*a*) The requirements of this port are being separately considered.

(*b*) The Presidency Port Officer should address the Superintending Engineer on the subject of the erosion that has taken place to the south of the iron pier.

General.

13. The question of providing a Government steamer for inspection and other purposes is under separate consideration.

14. It is disappointing to learn that the work of the lighthouse inspectors who were sanctioned under the new scheme has been inefficiently performed. The Presidency Port Officer should, if he has not already done so, draw up detailed instructions for the guidance of these men on their inspections. The men should also keep a journal, and note therein how far the details prescribed for their guidance have been attended to.

15. The Presidency Port Officer makes the following suggestions for the improvement of the position of lightkeepers:—

(*a*) That the quarters built for them should be furnished. The suggestion seems reasonable, and His Excellency the Governor in Council will be prepared to accord to it favourable consideration on the Presidency Port Officer suggesting the source from which the requisite funds can be provided within sanctioned budget limits. It is observed from the second letter read above that the total cost will amount to Rs. 5,000, the expenditure on each quarter being limited to a maximum of Rs. 125 for heavy furniture.

(*b*) That prizes should be offered for the best kept lighthouse on each coast. The Presidency Port Officer's proposal will be given a trial, the result being reported in due course.

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(*c*) That the lightkeepers should be provided with a distinctive uniform as in the case of lightkeepers at home. The necessity for this proposal is admitted. It may be carried into effect when funds become available.

16. The question of strengthening the establishment at ports should be separately brought forward for the orders of Government.

17. The question of providing additional "wreck" buoys is one which requires more detailed treatment than is given to it in the Presidency Port Officer's present letter. A very large expenditure is involved. Each case must be brought forward separately, and the necessity for the additional outlay be fully justified.

18. The cost of patrolling the coast to see that native vessels carry the regulation side lights will, it is thought, be incommensurate with the results that can be obtained. His Excellency the Governor in Council is accordingly not at present prepared to entertain this proposal.

(True Extract.)

Under Secretary to Government.

To the Presidency Port Officer.
" Public Works Department, with one plan.

Exd. A. Rungasawmy Aiyangar.