

Marine (1897) Department.

G.O., No. 99 Mar

DATED 5 February 1897

[Despatch Abstract.]

Encroachment of the Sea: Relating papers
on the subject of the — to the north of
the shades star board.

TC
5/2/97

6/2/97

G.O.	No.	Department.	Date.	G.O.	No.	Department.	Date.
120	97						
	982	Mar.	31-10-99				

READ the following:—

The plan now sent up was originally called for in memo ^N 340 E dated 30th June 1896 in compliance with His Excellency's instructions. It was returned with G. O. N 560 ^N marine dated 19 August 1896 in order that the effect of the N. E. snowstorm might be shown on it. This has now been done. It will be seen that the sea encroached during the storm of the 27th November: but that by the 12th December the shore line had advanced again. On the

* Flag - 9

6 Hay D.

43-500-22-1-96

the whole the conditions may be regarded as much the same as in the previous year.

2. Mr Pogson's surmise, therefore, that there would be no more serious encroachment has so far proved correct.

3. The papers may perhaps be recorded.

FOR ORDERS.

1/2/97 H.H. 3.2.97

28/1/97 M

B
Sum orders 1/2 99 Mar of 5-2-97

Recorded.

5/2/97 R.S.

Marine (1896) Department.

CURRENT No. 104

Order

From
The Chairman,
Harbour Trust Board,
Madras.

No. 4529

Dated — 23rd January 97

Despatched 25th — DO —

Received 26.1.97

Enclosures Two

Spare copies

* on tracing

SUBJECT.

Submitting copies of letters from the Board's Engineer together with the tracing referred to, showing the maximum line of erosion up to this date, at the northern end of the extended revetment.

BACK PAPERS.

FURTHER PAPERS.

No 583.

From

The Engineer
Harbour Trust Board
Madras

To

The Chairman
Harbour Trust Board
Madras.

Madras 18th December 1896.

Air

Dr.
In reply to para 2 of official memo N^o 340 & dated
30th June 1896, received during my absence, regarding encroachments
of the Sea at Cassinoid, I now have the honour to forward
a tracing showing the maximum line of erosion during the storm
of 24th November 1896.

2

2. The High Water Line of 15 Days later shows the rapid return of foreshore, so the bay will now fill up, and reform again; about October 1897.

3.

3. The reason why I anticipated very little further erosion, is because the bay in 1895 was at the maximum size and shape of the bay which formed under the same conditions, at the end of the old revetment, and so far, it appears to be about the limit of erosion, in ordinary monsoons.

I have & Co

Signed. A. Lee Tasson
Engineer Harbour Trust Board.

N^o 660

From

The Engineer
Harbour Trust Board
Madras

To

The Chairman
Harbour Trust Board.
Madras.

Madras 16th January 1894.

In reply to your letter No. 681 E, dated 4th instant, regarding the maximum line of erosion, or washing down of the line of foreshore on the 27th November 1896 at Cassimode, I have the honor to say that it was due to the rough sea during the storm, and had nothing to do with the direction of the current or general cause of erosion.

The maximum line of erosion due to current, and scouring action, was some feet east of the line of 27th November, but the latter shows what might happen anywhere along the coast due to rough sea. At Mylapore the shore line opposite my house was carried inshore by 60 to 80 feet during the 27th and 28th November but as soon as the sea was calm again the shore line advanced to its former position.

I have &c.

Signed. A. Leetison
Engineer, Harbour Trust Board.

HARBOUR TRUST
MADRAS 23 JAN 97
SECRETARY'S OFFICE

(True copies)

S. J. S.

Secretary
Harbour Trust Board

*Recd 1
Mar 10 1897*

Harbour Trust Office,

MADRAS, 23rd January 1894.

No. 4529

FROM

Wm. Austin Esq^r J. C. S.

CHAIRMAN, HARBOUR TRUST BOARD,

MADRAS.

TO

The Honble Col. D. McNeil Campbell R. C.

SECRETARY TO GOVERNMENT,

Marine Department.

Sir

May 1

God. 560

May 2 1894

Referring to para 2 of your memo No. 340 E Marine dated 30th June 1896 and in continuation of para 2 of my letter No. 1531 dated 15th July, I have the honor to submit herewith copies of letters from the Board's Engineer No. 583 dated 18th December, and No. 660 dated 16th January 1894, together with the tracing referred to, showing the maximum line of erosion up to this date, at the northern end of the extended revetment.

P
Secy

I have the honor to be
Sir

Your Obedient Servant

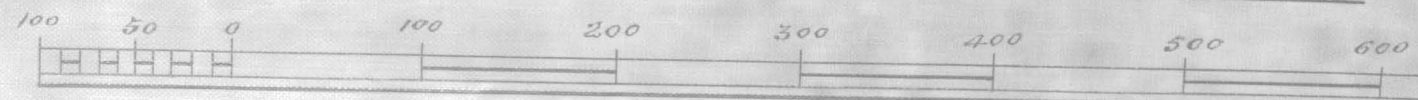
Wm. Austin

Chairman
Harbour Trust Board

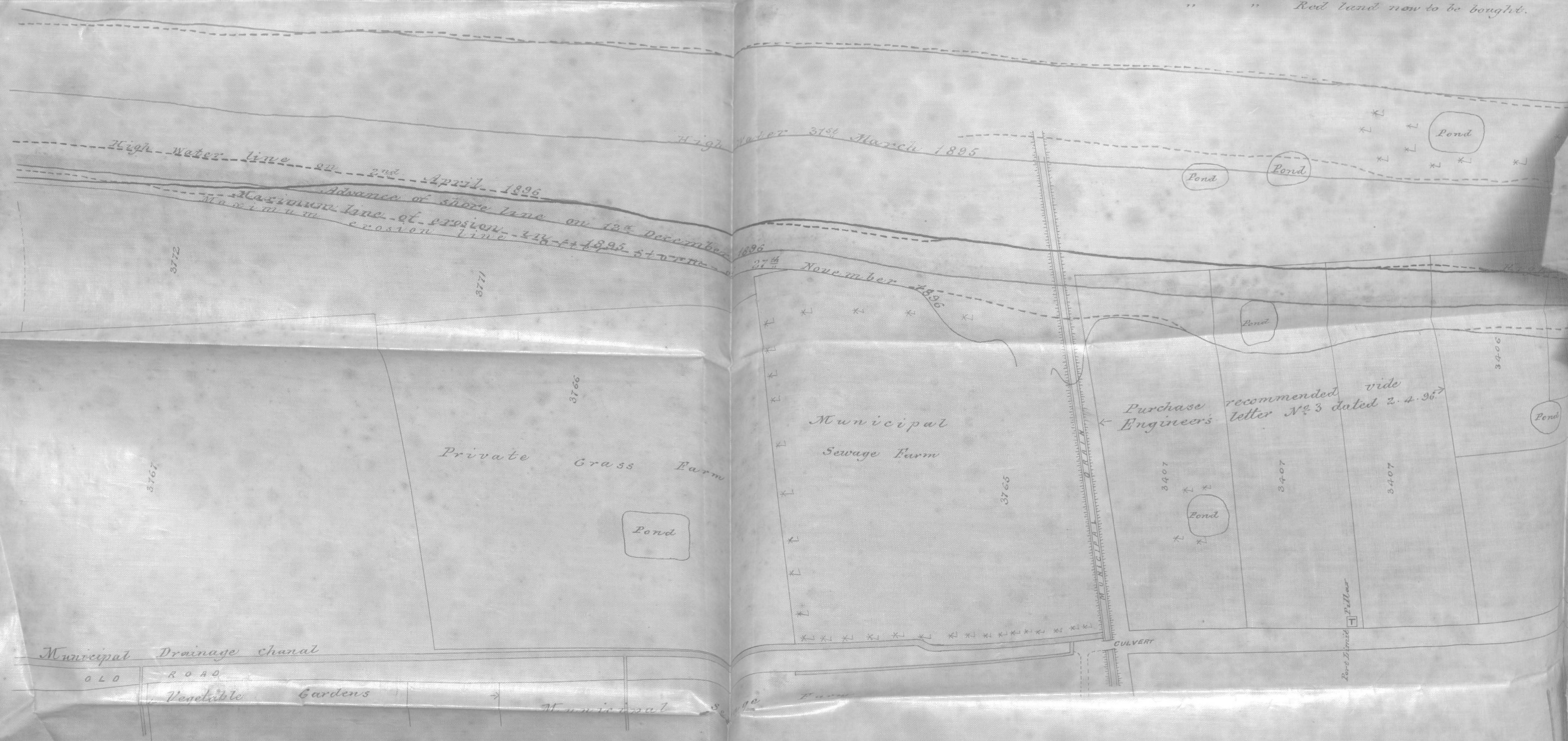
S. J. S.

Plan showing Erosion from 1892 to 1896 accompanying

Scale 100 feet to an inch.



Note Land coloured Green Harbour Trust Property.
" " Red land now to be bought.



A. S. Poyan
Engineer
Harbour Trust Board

A. Lee Poyam

Engineer

Harbour Trust Board