

Marine (1897) Department.

✓ G.O., No. 795-Marine

DATED 22nd Aug '99

9.18
2-10-99

Full
25/8/99

[Despatch Abstract.]

Groynes at Vypeen, Cochin

Stating that the proposal, that the Cochin Govt. should be asked to contribute one-third of the cost of maintaining the groynes which protect the ^{Vypeen} foreshore, will be considered in the Political Deptt.

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GOVERNMENT OF MADRAS.

MARINE DEPARTMENT.

READ—the following papers:—

From A. H. GARRETT, Esq., Superintending Engineer, IV Circle, to the Chief Engineer, Public Works Department (through the Presidency Port Officer), dated Coimbatore, 7th July 1899, No. 374 W.

Referring to G.O., No. 565 W., dated 3rd March 1898, I have the honour to submit the following report on the incidence of the expenditure on protecting the Vypeen foreshore from erosion.

2. The accompanying tracing shows the narrow strip of land known as Vypeen which separates the backwater from the open sea and lies to the north of the harbour mouth.

3. The ten groynes H to N₁ are in British territory. From groyne N₁ to the Cruz Milagre dam the foreshore belongs to the Cochin Sircar.

4. I presume the Presidency Port Officer does not question the propriety of using Port funds for the maintenance of the ten groynes at the mouth of the harbour. If these groynes were not kept up the harbour mouth would be constantly changing its size and position and at times would probably be closed by a bar.

5. The protection of the foreshore to the north of groyne N₁ is equally necessary in the interests of the port, the entrance to which is now kept open by the tidal ebb from the great area of backwater lying to the north and south. The scour which now goes on and prevents the formation of a bar would of course be reduced in proportion to the size of the breach which might take place to the north of groyne N₁ and a very large breach would undoubtedly have a most disastrous effect.

6. There can, therefore, I think, be no doubt that the cost of protecting the Vypeen foreshore is a fair charge against Port funds, but, at the same time, I think a contribution might fairly be demanded from the Cochin State, which must be interested in maintaining the harbour in a state of efficiency and in protecting its own territory from erosion.

7. It will be seen from the tracing that the erosion has been steadily increasing and that protective measures must be immediately taken. This subject will be treated in a separate report.

187/180 P.W.

Forwarded, observing that hitherto the cost of maintaining the groynes which protect the Vypeen foreshore has been entirely met from Port funds, but in view of the protection afforded to Sirkar territory also by the upkeep of these groynes, I think the Superintending Engineer's proposal in paragraph 6 is a reasonable one and a contribution by the Sirkar of one-third of the cost of future repairs and of any new groynes that may become necessary hereafter would be fair.

MADRAS,
28th July 1899.

(Signed) T. G. R. FINNY, Comdr., R.I.M.,
Presidency Port Officer.

Endorsement thereon in the Public Works Department, dated 9th August 1899, No. 848 D.

ORDER—No. 795, Marine, dated 22nd August 1899.

The proposal that the Cochin Government should be asked to contribute one-third of the cost of maintaining the groynes which protect the Vypeen foreshore will be considered in the Political Department.

(True Extract.)

Under Secretary to Government.

To the Political Department, with one tracing (to be returned)
and copy of G.O., No. 87, Marine, dated 2nd February 1898.
" Presidency Port Officer.
" Public Works Department.

Read the following:—

Letter from the Superintendent of Engineering Circle, No 344 W., dated 17th July 1899.

Endorsement thereon by the Presidency Post Officer, Madras, No. 187 P.O. dated 28th July 1899.

Endorsement thereon in the Public Works Department, No. 848 D., dated 9th August 1899.

Circulated to

H.E. the Governor 3 P

ORDER. No. 795 Mar of 22-8-99

Roll n. o No 6210.8.99.

To

The Political Deptt for C. V.

254 1899

The proposal that the Cochin Government should be asked to contribute one-third of the cost of maintaining the groynes which protect the Typen foreshore will be considered in the Political Department.

L.S. L. H. 10.8.99

15787

To

The Political Deptt / with ^{one tracing} to be returned and copy of G.O. of 22nd July 1898 a P. O. P. W. Department.

26/9/99

87 Mar of 2-2-98 (Sec)

Marine
Public Works (189) Department.

CURRENT No. 1089

From The Supt. Engineer
At the Circle.

Order Indt. No. 8488 of 9-8-99

Transferred to the
Marine Dept. with
reference to G.O. No. 87
Marine dated 2nd Februy.
1898.

No. 344.

Dated 7th July 1899.

Received 9-8-99

Registered

Enclosures One (Training) 2 { Plans: 1
Others: 1 }

Spare copies.

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

SUBJECT.

Vypren foreshore at Cochin.
Reporting on the incidence
of the expenditure on protecting
from erosion the —

LS 372

BACK PAPERS.

FURTHER PAPERS.

No.	Date.
565W	3-3-98
2623W	11-10-98
3882C	5-9-98
2274C	26-4-98
3671W	20-12-97
4832C	18-11-97
2772W	6-10-97
2564W	16-9-97
1422W	26-5-97
1322W	19-5-97
+ file	

No.	Date.
87W	2-2-98



No. 374
W



Office of the Superintending Engineer,
FOURTH CIRCLE.
Coimbatore
7th July 1899

From

A. H. Gamett Esquire,
Superintending Engineer,
Fourth Circle, Coimbatore.

To

The Chief Engineer
Public Works Department.

Thro' The Presidency Port Office.

Enclosures.

1 Tracing.

and comments
to P. O.
Order para 2 of
2087 Marine
d/2 Feb 1898.

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3-3-98
the honour to submit the following report
on the incidence of the expenditure on
protecting the vypeen foreshore from erosion.

2/ The accompanying tracing
shows the narrow strip of land known
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water from the open sea and lies
to the north of the harbour mouth.

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Cruz milagre dam the foreshore belongs
to the Cochin Sircar.

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using Port funds for the maintenance
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of the 10 groynes at the mouth of the harbour. If these groynes were not kept up the harbour mouth would be constantly changing its size and position and at times would probably be closed by a bar.

5. The protection of the foreshore to the north of Groyne N, is equally necessary in the interests of the Port, the entrance to which is now kept open by the tidal ebb from the great area of backwater lying to the north and south. The scour which now goes on and prevents the formation of a bar would of course be reduced in proportion to the size of the breach which might take place to the north of Groyne N, and a very large breach would undoubtedly have a most disastrous effect.

6. There can therefore I think be no doubt that the cost of protecting the Vypren foreshore is a fair charge against Port funds, but at the same time I think a contribution might fairly be demanded from the Cochin State, which must be interested in maintaining the harbour in a state of efficiency and in protecting its own

own territory from erosion.

7. It will be seen from the tracing that the erosion has been steadily increasing and that protective measures must be immediately taken. This subject will be treated in a separate report

I have the honour to be,

Sir,

Your most obedt Servt.

Arthur

Supty Engrs W.C. Co.

N^o 5799

C^o 187 / 180 P. W

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repairs and of any new
groynes that may become
necessary hereafter would be
fair.

J. S. R. Dunning

Presy. Port Officer,
Madras, 28th July 1899

Commander, R.N.M.,
Presy. Port Officer.

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