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(3) Initials of the Referencer

MADRAS RECORD OFFICE.

Government of Madras.

Public Works **DEPARTMENT.**

G.O. No.	575	Press ~~Mis.~~
484-485		
Dated	26-3-1892.	

Not to be folded or roughly handled

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Proceedings of the Madras Government, Public Works Department, 26th March 1862.

No. 484. Read the following Endorsement of the Deputy Chief Engineer, Southern Circle, dated Chepauk, 8th March 1862, No. 11,269.

Read the following letter from Captain J. BEAN, District Engineer Malabar, to Colonel W. I. BIRDWOOD, Deputy Chief Engineer, Southern Circle, dated Calicut, 20th February 1862, No. 315:—

SIR,

1. I have the honor to bring to notice that the Master Attendant of Cochin having brought to the Collector's notice on one or two occasions the effect caused by the washing of the sea at the Vypeen Point of Cochin Harbour, I thought it desirable to inspect the spot myself, with a view to determining whether any works might be undertaken to counteract any injurious effects from this action of the wind and tide.

2. I enclose a sketch of the Harbour and portion of the coast northwards. This action of the sea at Vypeen has gone on, it appears, for a series of years, and the oldest inhabitants remember the period when the coast line extended further westwards for a distance of from 200 to 400 yards.

3. During the monsoon some anxiety was caused, as many Cocoanuts had disappeared and the sea was gradually encroaching, so that the merchants anticipated that the removal of the northern point would expose the south face of the Harbour, and render the revetment wall liable to be swept away from the effects of the tidal current during the height of the south-west monsoon. It was found, however, that towards the close of the monsoon a contrary action was taking place at Vypeen, and that the effect produced was to deposit sand several yards in breadth, and this favorable action of the waves, I believe, is still going on.

4. Captain Castor, the Master Attendant, obligingly accompanied me during my inspection, and informed me that the current during the ebb and flow set with considerable velocity round the Vypeen Point. It is to be regretted, I think, that no land-marks have ever been put up to show the yearly extent of these encroachments, and no boundaries exist whereby we can judge of the general direction which the coast line takes at Vypeen after the southwest monsoon. A great difficulty would present itself, however, in fixing any mark from the sweeping effects of the surf, which would carry away any ordinary pillar or post which might be erected.

5. I am of opinion that the point should be left as it is at present, precaution being taken to watch carefully the effects of the surf, and to measure accurately the extent of encroachment, or otherwise, of the sea at Vypeen. That the sea does alter the coast line very much, and that the river is constantly shifting its course, may be seen from the extent of sand deposited on the western face of the Town, now perfectly dry at all seasons, immediately under the old Fort walls, where there was, within a few years back, a deep channel of water used by boats sailing out of the Harbour.

6. If any work, however, is carried out on the northern bank of the river or Harbour, it must be of the very strongest description, and consequently very costly. Stone is only procurable several miles up the river, and the carriage of it is very expensive. I do not believe that piling would stand one monsoon, and I think that a sea wall of rough stone thrown up round the point with a groin at its eastern extremity, near the spot A of sketch, would be the best protective works which could be recommended for Cochin.

7. I visited a spot 2,368 yards north of the Harbour with the Master Attendant, where the neck of land separating the sea from the backwater has been narrowed to an average width of 181½ yards. The height of this portion is not two yards above high water mark, and in the monsoon, the surf washes up and is occasionally, on stormy days, carried over into the backwater. The appearance is such that fears are justly entertained of a breach occurring, and I need not say that any opening here, even though effected only temporarily, would prove very injurious for Cochin and its river and Harbour.

8. The site is indicated by the letters B, C, of the sketch, and is in Cochin not British Territory. The sea line north and south has certainly encroached, as the Telegraph posts originally erected have been washed away, and an inner line substituted in their place. A comparatively costless and simple experiment might be made of planting marine shrubs along the whole extent of sea beach and spit of land, which is peculiarly exposed to the full effect of the monsoon winds from the absence of any Cocoanut trees. These shrubs would cause the deposit of sand, and counteract the scouring effect of waves and currents. If this measure is not attended with success, I would recommend the construction of two or three groynes along the coast.

1. Submitted for the information of Government.

2. As the District Engineer does not mention what would be the probable cost of throwing out stone groynes, at the points mentioned by him in paragraphs 6 and 8 of the above letter, he has been requested to forward an estimate for the proposed work, which will be submitted to Government on receipt.

1 Original letter No. 315, with,
1 Sketch dated 20th February 1862.

(Signed) W. I. BIRDWOOD, Colonel,
Deputy Chief Engineer, Southern Circle.

No. 485. ORDER THEREON, 26th March 1862, No. 575.

The Government will await the estimates promised in the Deputy Chief Engineer's Endorsement.

(Signed) W. H. HORSLEY, Lieut.-Colonel,
Secretary to Government.

No. 11269

Submitted for the information of Government.—

2. The District Engineer does not mention what would be the probable Cost of throwing out Stone Groynes at the points mentioned by him in paragraphs 6 and 8 of the above letter, he has been requested to forward an Estimate for the proposed work which will be submitted to Government on Receipt.—

Dy. Ch. Engineer's Office
Fort St. George
8th March 1862.

W. I. Birdwood Colonel
Dy. Ch. Engr.

To
Lt. Col. W. H. Horsley
Secretary to Government
Fort St. George

Ed Vaz

Public Works 1862 Dept
Progress Govt for March.
Tender
Col. R.I. Bonfoy
Bg. Ch. Engr. Coast
To
Lt. Col. R. H. Bonham
Secy to Govt Genl & Pt
Fort St George

Transmits Letter of Executive Engr
Cochin
dated 5th July 1862 No 2156
with Plan.

Dated 8th March 1862
Rec'd 10th do

No 575 - 26 March No 1269
Encl 2. Returned - 30 - 6/62

Submits for information a Letter from the Dy Engineer of Madras enclosing a Sketch of the Cochin Harbour and a portion of the Coast N. & S.

With Annexures

No 484 & 485.

c 20 Minute Read

13 Copies.
To
The Dy Ch. Engr Circle
Fort St George

No 575.

The Govt will await the Estimates promised in the Deputy Chief Engr's Endorsement but as the locality in question appears to lie within the limits of Cochin and not in British Territory, the District Engineer should be directed to communicate with the Resident at that Court and report what portion of the proposed expenditure should be borne by this Government and that of Cochin respectively.

No 87 From Ch. Engr Circle Dept
Fort St George 28th March 1862