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MADRAS RECORD OFFICE.**Government of Madras.***Public Works***DEPARTMENT.**

G.O. No. 2391

Press
Mis.

414-415

Dated 20 - 8 - 1864.

Not to be folded or roughly handled

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*Proceedings of the Madras Government, Public Works Department,
20th August 1864.*

No. 414. Read the following letter from Lieutenant-Colonel O. W. S. CHAMBERS, R. E.,
Superintending Engineer, 1st Division, to Colonel C. A. ORR, R. E., Secretary to Go-
vernment, Department Public Works, dated Waltair, 23th June 1864, No. 487:—

SIR,

1 Report.
4 Statements.
3 Plans, sent by Banghy.

1. I do myself the honor of forwarding,
for the information of Government, the accom-
panying original report by Major Stoddard, on
the Harbour dredging at the Godavery for the

half year ending on the 1st of May last, together with a sketch of the locality in Coringa bay
where the work has been performed and a set of sections showing the state of the Cocinada river.

2. The detailed Statement of expenditure which also accompanies this may be epitomized
thus:—

	Original cost.	Interest and depreciation 15 per cent. or for 6 months.	Working expenses.	Expenses when idle.	Total of per- centage, &c., columns.	Amount of cubic yards removed.	Cost per cubic yard.
	RS.	RS.	RS.	RS.	RS.		RS. A. P.
Dredge and Punts	89,293	6,697	3,074	867	10,638	19,040	
Steamer ...	36,746	2,756	2,101	811	5,668		
Total...	1,26,039	9,453	5,175	1,678	16,306	19,040	0 13 8½

3. The amount actually spent during the half year on wages, fuel, stores, and unloading
spoil boats by contract was 6,853 Rupees, and the amount spent in the year, out of the Budget
allotment of 22,000 Rupees, was Rupees 21,207.

4. The second Harbour Dredge was not employed and has been laid up in reserve in pur-
suance with the orders of Government.

From Major J. STODDARD, Executive Engineer, Godavery District, to Lieutenant-Colonel
O. W. S. CHAMBERS, R. E., Superintending Engineer, 1st Division, dated Dow-
laishweram, 16th June 1864, No. 72:—

3 Statements.
3 Plans.

SIR,

1. I have the honor to submit a State-
ment showing the operations of the Harbour

Dredge during the half year ending 30th April 1864.

2. The Dredge was set to work on the 1st February on the inner bar of the Coringa river,
marked A. B. in the accompanying chart.

This was done at the earnest solicitation of some of the large ship-owners with the inten-
tion of deepening by a few feet the passage, so that the ships which resort to this port in great
numbers in April and May every year to be docked or repaired, might get into port more easily,
and at less charge to the owners than they have of late years been able to do. I was not at this
time in possession of the views of Government as contained in their Order, No. 3,313, dated 14th
November, which reached me on the 20th of February only, otherwise I should have hesitated to
employ the Dredge at Coringa without further reference, but as the work had been some time
started, and three months supply of fuel collected, and being sanguine that the bar would be
improved after a few months dredging, I continued operations until the latter part of April.

3. By this time a very respectable passage was made, and I saw some very large ships,
upwards of 300 tons burden, go into the river in one spring-tide, instead of taking from four to
six perhaps, to do so, as used often to be the case.

I beg to append a Statement marked A, obtained from the Custom House of Coringa, show-
ing the number and tonnage of vessels which entered the Coringa river between February and
May last. From this document it appears that 112 vessels of a total tonnage of nearly 14,000
tons entered in these four months.

*formed and a set of sections sh-
ing*

*Proceedings of the Madras Government, Public Works Department,
20th August 1864.*

I also forward two other Statements, marked B. C., the former showing that there are some 158 vessels at least belonging to the port of Coringa, and the latter that, on an average, during the last seven years, upwards of 200 vessels of a total burden of 31,563 tons have sailed yearly from that port.

4. Below the chart I have given sections taken on the bar at intervals of 100 feet, the black figures indicate the depths *after* dredging, and the red ones *before*. I hardly expect that any good done by a few months dredging will be *permanent*, still, for the following reasons, I think it is a subject which deserves serious consideration, whether it would be just to the community of Coringa, including under the name the large and wealthy towns of Seetharampore, Thalaravoo, Neelapilly and Yanam, to do nothing at all for the improvement, even temporary, of their port.

1st.—It will be many years, certainly not less than ten, before the new harbour sketched out in the Order of Government above referred to can be formed.

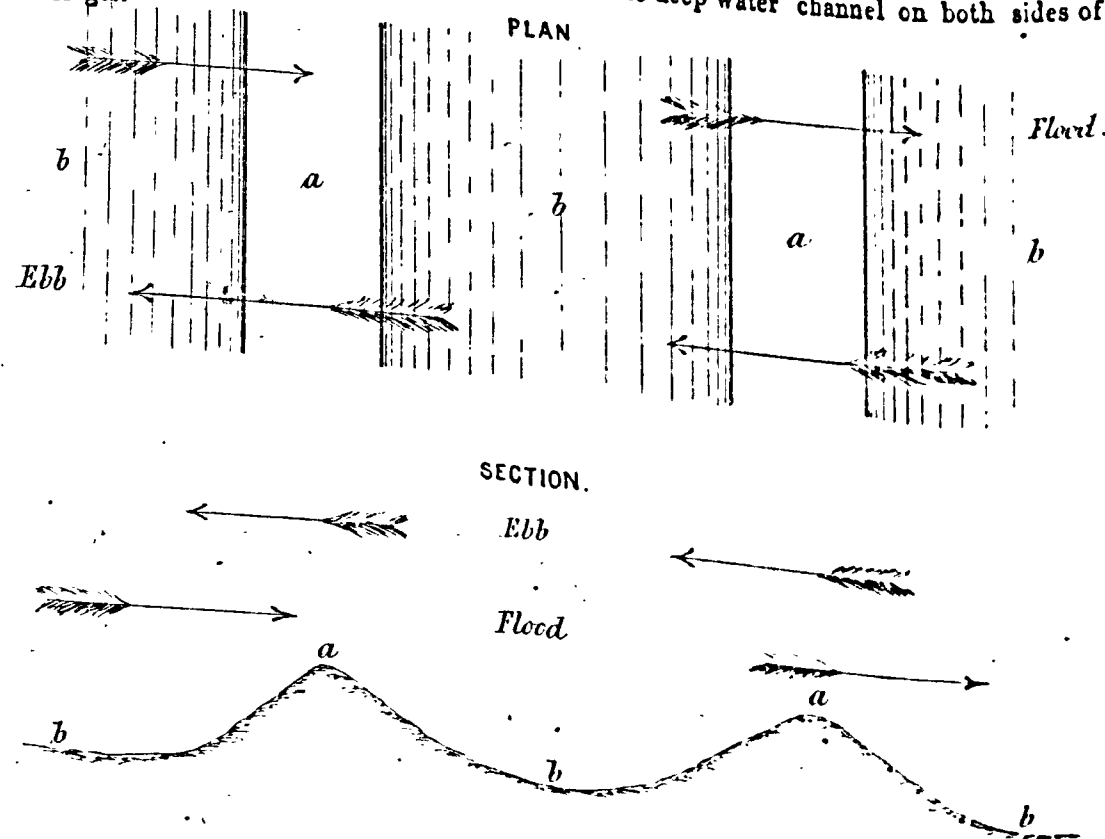
2nd.—An immense quantity of capital has been expended by the trading portion of this port in the construction of ships, docks, warehouses, granaries, factories, &c., &c., the whole of which will be sacrificed before the new harbour is formed, unless meanwhile some expedients, such as dredging the bar for instance, are resorted to for the prevention of the total or rapid ruin both of port and capital.

3rd.—There is not, I believe, another place on the coast between Calcutta and Trincomallie where the 200 and odd vessels now resorting every year to this port for security or repair, can go to.

4th.—The owners of the above two hundred and odd coasting vessels pay port dues at the rate, I think, of 4 Annas per ton. Consequently something like 8,000 Rupees is collected annually from them.

5th.—There are really only two obstacles in the way of their getting into port easily, viz., the outer and inner bar, but of these the latter is the more formidable, being composed of sand, the former being soft and deep mud, the vessels are easily pulled through it.

6th.—The inner bar can be greatly improved by dredging alone. It consists of two *ridges* with deep water between, and the direction of the ebb and flood is in the direction of their "dip" if I may so say. The following rough diagram will explain my meaning. The arrows represent the direction of the tides;—*a a* the ridges and *b b* the deep water channel on both sides of the ridges.



*Proceedings of the Madras Government, Public Works Department,
20th August 1864.*

It is therefore, I consider, most feasible to deepen the bar; four months dredging after the subsidence of the freshes, or from January to April every year, will be quite sufficient, and this will not cost more than the port collections, supposing, as I have done before, that the rate is 4 Annas per ton, if it is not so much, I am sure the ship-owners will gladly pay that, if the money is to be expended on the improvement of the entrance to their port.

7th.—There is now a second Dredge, and a Steam Tug also, available for Coringa alone if the Government would only sanction 12 or 18 iron barges being got out from England.

In a recent order I observe that the Government have abandoned the idea of sending the second Dredge to Paumben and the Negapatam Tug is not wanted elsewhere.

5. I beg to forward also, as directed in paragraph 4 of the G. O. already referred to, a plan and cross sections of the Cocanada river; the light yellow lines in the latter indicate the proposed section of the river, which it is intended shall be eventually 300 feet wide at H.W.S., and 12 feet deep, similar cross sections shall be taken and forwarded every six months as directed.

No. 415. ORDER THEREON, 20th August 1864, No. 2,391.

1. With the above letter, the Superintending Engineer, 1st Division, submits an original report from Major Stoddard, Executive Engineer, upon the Harbour Dredging at the Godavery for the half year ending the 30th April last. One of the large Dredges is stated to have been at work at the mouth of the Coringa river for four months; and a chart of the locality, with sections showing the effect produced, accompanies the report.

2. From these papers, it appears that upwards of 19,000 cubic yards of silt have been removed from the inner bar of the river, at an average cost of nearly 14 Annas per cubic yard.

G. O. 26th February 1864, No. 583, paragraph 4. This rate, though less than that at which similar work was previously* executed in the Cocanada

Harbour, is still very high; and the Government trust that every effort will be made to reduce still further the cost of using the Dredge.

3. The result of the late operations, as shown in the sections now submitted, may be considered satisfactory; and as it appears that the port of Coringa is very much resorted to during certain months of each year, the Government will not object to the employment of the Dredge from time to time, in lowering the bar.

4. The Government are unable, at present, to comply with the requisition for additional iron punts. The Superintending Engineer must, therefore, use his discretion in employing one of the Harbour Dredges wherever it may be most required. The second Dredge, as G. O. 25th May 1864, No. 1,815, paragraph 1. already† directed, must remain for the present in reserve.

5. Before passing orders upon the plan and sections of the Cocanada river, the Government will await the submission of a similar series of sections after an interval of six months.

6. The Superintending Engineer will be requested to report whether any steps have been taken towards the survey examination of the coast, north of Cocanada, as directed in the Order‡ of the 14th November 1863.

‡ No. 3,313, paragraph 3.

(True Extract.)

(Signed) J. H. M. SHAW STEWART, Major, R. E.,
Deputy Secretary to Government.

To the Superintending Engineer, 1st Division.

Exd. S. T. Augustin.

Formed and a set of sections showing

N 487

50
Superintending Engineer's Office
1st Division Malabar 28th
28th June 1864.

From

Lieutenant Colonel Chambers R.E.
Superintending Engineer
1st Division

To

Colonel C. A. Orr R.E.
Secretary to Government
Q. R. Works
Madras

Sir,

Enclosures 5

1st Report.
2nd Statement.
3rd Plans.

* Sent by
Roughy.

Plans received on the Harbour Dredging at the

1st August.

M.

I do myself the honor of
forwarding for the information of
Government the accompanying Ori-
ginal report by Major Stoddard
Plans received on the Harbour Dredging at the
Godavery for the half year ending
on the 1st of May last, together with
a sketch of the locality in Coringa
bay where the work has been per-
formed and a set of sections shew-
ing

ing the state of the Cocanada River.

2. The detailed statement of expenditure which also accompanies this, may be epitomised thus:

	Original Intended Cost	Interim Depreciation 15 per cent per 6 months	Working Expenses taken into account	Total Estimated Cost of Labour per cubic yard removed	Actual Cost per cubic yard removed	Balance
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Dredge and Pumps	89,293	1,697	3,075	867	10,638	17,042
Steamer	36,741	2,756	2,101	811	5,668	
Total	126,039	9,453	5,175	1,678	16,306	19,042

as per 12-52

3. The amount actually spent during the half year in wages, fuel, stores, and unloading spoil boats by contract, was 6,853 Rs, and the amount spent in the year, of the Budget allotment of 22,000 Rs, was Rs 21,207.

4. The second Harbour dredge was not employed and has been laid up in reserve in pursuance with the

the orders of Government.

V

I have the honor to be
Sir
Your Most Obedient Servant

Ch. Chamberlain
Superintending Engineer

21/12

P.M.D.

No 2391

Proceedings of the Madras Government
under date the 25th August, 1864.
Read the following

From the Sup^r Engineer & Co.

Forwards for information
of Government an original report
and 3 plans together with a
statement of expenditure on the
Harbour dredging at the Godavari
for the half year ending on the
1st May 1864.

Here Enter 28 June 1864 P. 487

With the above letter, the
Sup^r Engineer, 1st Division,
submits an original report
from Major Stoddard, Executive
Engineer, upon the Harbour
dredging at the Godavari for
the half year ending the 30th
April last. One of the
large dredges is stated
to have been at work at
the mouth of the Coringa
river for four months; and
a chart of the locality,
with sections showing the
effect produced, accompanies
the report.
From these papers, it
appears that upwards of
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silt have been removed
from the inner bar of the

MD

26th July 1864 583
23rd May 1865

From the Sup^r Engineer & Co.
11th May 1864
P.M.D.

To the Secretary, P.M.D.

No 2391-20th Aug 64

No 2391-20th Aug 64

No 2391-20th Aug 64
P.M.D.
Forwards for information
of Government an original
report and 3 plans together
with a statement of expendi-
ture on the Harbour
dredging at the Godavari
for the half year ending
on the 1st May 1864.

No 444 -

No 2391-20th Aug 64
P.M.D.

Even, at an average
cost of nearly 14 annas
per cubic yard. This
rate, though less than that
at which similar work was
previously executed in
the Coconada Harbour, is
still very high; and the
Govt. trust that every effort
will be made to reduce still
further the cost of using the
dredge.

The result of the late
operations, as shown in
the sections now submitted,
may be considered satisfactory;
and as it appears that the
Port of Coirunga is very
much resorted to during
certain months of each year,
the Govt. will not object to
the employment of the
dredge, from time to time,
in lowering the bar.

The Govt. are unable,
at present, to comply with
the requisition for additional
iron punts. The Sup.
Engineer must, therefore,
use his discretion in
employing one of the Harbour
dredges wherever it may
be most required. The
second dredge, as already
directed, must remain
for the present in reserve.

G.O. 26. February. 64.
W. 583. para. 4.

G.O. 25. May. 64.
W. 1515. para. 1.

10
Before passing orders
upon the plan and sections
of the Coconada river,
the Govt. will await the
submission of a similar
series of sections ~~in~~
~~and~~ after an interval
of six months.

The Sup. Engineer
will be requested to
report whether any
steps have been taken
towards the survey &
examination of the
Coast, north of Coconada,
as directed in the order
of the 14th November 1863.

W. 3313.
para 3.

To the L. Eng. 1st Div. ^{with 1 letter}
^{on 3 statements}
^{of survey of Coirunga Harbour.}

D. off. 24th August.

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101
102

P. M. 1861 Deposte

Pro: of Bonds for August

No: 2391

Pro: of Bonds in the
Public Works Department

Dated 20th August 1861

Letter from the Spanish
Engineer 7th Division. Submitting
an Original report from Captain
Stanford, Engineer, Engineer,
upon the situation of the
the roadway for the half year
ended 30th April last.

No 414 V 415

No 414 - V 415

e. 5th August 1861 Dr. 65