

(1) Number of pages 16(2) Date of repair 9.2.11.1962

(3) Initials of the Referencer _____

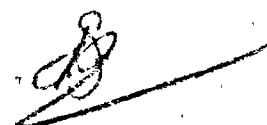
MADRAS RECORD OFFICE.

Government of Madras.

Public works DEPARTMENT.

G.O. No. 1483	Press ~~Mis.~~
28-29	
Dated 1. 6.	1865.

Not to be folded or roughly handled



Proceedings of the Madras Government, Public Works Department,

1st June 1865.

No. 28. Read the following letter from Captain R. F. OAKES, R. E., Acting Superintending Engineer, 6th Division, to Colonel C. A. ORR, R. E., Secretary to Government, Public Works Department, dated Cuddambaddy, 8th May 1865, No. 57:—

SIR,

1. I have the honor to inform you that I examined the mouth of the river Cuddaviaur at Negapatam on the 6th instant.

2. The bar as usual at this season is shifting southward, and the water over the bar at low tide is hardly 18 inches in depth. The Coasting Steamer "India," on the 25th ultimo, after signalling for more boats, and learning that owing to the lowness of the tide even empty boats could not pass the bar, sailed for Bombay, carrying with her about 300 tons of cargo which she ought to have discharged at Negapatam.

3. Sand has been deposited in large quantities just within the mouth of the river, and where the channel had been cleared by the Dredge to three fathoms of water there are now hardly as many feet; within the basin however very little silting up has occurred.

4. The Dredge has not been at work since the 24th December 1864, orders having been issued that the dredging operations were not to be re-commenced till the arrival of the new punts promised in Proceedings of the Madras Government, No. 912, dated 4th ultimo.

5. The sand spit which separates the river and the sea is in very good order, but as its northern extremity is entirely unprotected, about 100 yards of it is destroyed at this season when the current is from the north-east and the bar shifts southwards.

6. The face of the masonry training wall is in very bad order, large holes appear in it at the water level or between high and low-water, and at one spot 12 yards of the facing have fallen into the river, leaving the rough cubes of which the backing is composed completely exposed; this I have ordered to be repaired by means of brick cubes built up in steps with a backing of the debris of masonry, in order to prevent the flood waters during the approaching monsoon from acting upon the bank in rear, and perhaps forming a breach in the wall and finding an outlet to the sea by one or more mouths, as they used to do before the training wall was built. A large outlay will be required next season to protect this training wall. I cannot but regret that Government have determined not to extend

Proceedings Madras Government, No. 3,150,
2nd November 1864.

the training wall, for the depth of the water over the bar appears to have diminished since the destruction of 50 yards of the training wall in 1858.

7. Nothing could be worse than the present state of the bar, and the only method I can suggest for its improvement, now that all previous suggestions have been condemned, is that the Velliya which now finds its way to the sea by Velangunny, some seven miles south of Negapatam, should be diverted into the Cuddaviaur, this however could not be done without a very large outlay.

No. 29. ORDER THEREON, 1st June 1865, No. 1,483.

CIVIL WORKS, No. 4.

1. This report by the Superintending Engineer, written after his inspection of the Negapatam backwater, does not incline the Government to alter the opinion they have already expressed as to the impossibility of converting it into a harbour.

2. Captain Oakes' inspection was made at the most unfavorable time of the year, but it is clear that the Dredge has failed to produce any lasting effect upon the bar, and the Government are still of opinion that, with such an insignificant tidal scour, and such a small amount of local drainage, any attempt to keep the bar permanently open, in the face of the alternate northerly and southerly currents, would be practically ineffectual.

*Proceedings of the Madras Government, Public Works Department,
1st June 1865.*

3. Referring to the Order of the 4th April last, No. 912, the Government consider that the Dredge can only be worked with advantage after the annual monsoon.

4. With reference to paragraph 4 of the Superintending Engineer's letter, there seems no immediate prospect of freight being procured for the two iron punts alluded to in the Order quoted.

5. The measures taken by the Superintending Engineer for repairing the Jetty are approved of by Government, and they will await the submission of the estimate for the work which Captain Oakes says will be required next season.

6. With regard to the suggestion made in the last paragraph of the foregoing letter, it must be observed that the obstruction caused by the bar at Negapatam is greatest during the hot months of the year, and that unless the water brought down by the Velliyaur during that period is sufficient to create a scour, the proposal to divert it into the Cuddavaiur would not be of much practical benefit. The Superintending Engineer's attention is requested to this point, and he may rest assured that the Government are willing to consider favorably any feasible scheme which he may lay before them for the improvement of the mouth of the river at Negapatam, if he can satisfy them that the effect is likely to be permanent.

(True Extract.)

(Signed) CHARLES A. ORR, Colonel, R. E.,
Secretary to Government.

To the Superintending Engineer, 6th Division.
Store Department.

Exl. S. T. Augustin.

No 57
Sup^r Engineers Office 6th Divⁿ
Coddanibaddy 8th May 1865
From Captain R. F. Oakes R.E.
To Asst Sup^r Engineer 6th Division
Colonel C. A. Orr R.E.
Secretary to Government
Public Works Department

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4 The Dredge has not been at work since the 24th December 1864 orders having been issued that the Dredging operations were not to be recommenced till the arrival of the new punts promised in Proceedings of the Madras Government

Civil Works - Sub. Works Department
 Proceedings of the Madras Government
 Under date the 1st May 1865

Read the following

From the Superint. G.O.

Reports on the Harbours
 and Bridges at Negapatam - } N^o. 8 May/65 N^o. 57

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 Superintending Engineer, written
 after his inspection of the
 Negapatam Backwater,
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 they have already expressed
 as to the impossibility of
 converting it into a Harbour.

2. Captain Da Rio's
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 of the year, but it is
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 failed

Wm
JP

No. 24 Jan/64 N^o 406749
 4-4-65 N^o 49-5
 (Copy in a letter to Eng.
 2726: Deliberate: 66 of 186

No. 77 N^o 10650 Deliberate
 2726: Deliberate: 66 of 186
 6-4-65
 2726: Deliberate: 66 of 186
 6-4-65
 2726: Deliberate: 66 of 186
 6-4-65

No. 57

Reports on the
 Harbours and Bridges
 at Negapatam

No. 1185. 1st May/65

No. 229.

No. 229. 1st May/65

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W.B.

To
The Supg Engr^r G^{ovt} Engr^r
" More Dept^t ✓

Recd 2nd June -

Copied in a letter to England
Dy 26: October 1865 of 1865.

1865 Department

No. of Books for 1865

Ac 1865

No. of the Madras Court

Dy 26: October 1865

Report of the
J. C. to D. on the
Month of the Council.
via river at Nagas.
patam, Tanjore D.
with orders thereon.

N. 28. 29