M.R.O. 1—77,066—8-6-37.

(1) Number of pages 8

(2) Date of repair 14. XI - 42

(3) Initials of the Referencer

MADRAS RECORD OFFICE.

Government of Madras.

DEPARTMENT.

G.O. No. 12	Press / Mis.
Dated	18 .

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14-XI-42

Proceedings of the Madras Government, Public Works Department, 4th April 1865.

No. 49. Read the following letter from Lieutenant-Colonel T. GREENAWAY, Superintending Engineer, 6th Division, to Colonel C. A. ORR, R. E., Secretary to Government, Public Works Department, dated Tanjore, 15th March 1865, No. 2,736:—

SIR,

Enclosures 3. 1. I have the honor to forward an abstract Memorandum of the working of the Steam Dredge at Negapatam.

2. The Dredge commenced working on the 14th June, and worked up to 16th July 1864. She re-commenced work on 21st September, and continued to 31st December last.

3. The actual outlay in cash during these periods has been Rupees 1,609-9-9, to which however should be added Rupees 1,075-2-0, value of coal consumed from Stores, total Rupees 2,684-11-9; against this we have only 5,676 cubic yards of earth dredged, making the cost per cubic yard Rupees 0-7-6·81. But this costliness is attributable to the want of punts or spoil boats, the Dredge which is quite able to keep six punts in constant work started with only four, one of these was carried away by the flood in 1863, and since then she has had only three, or one-half of her proper complement. Had six punts been available during the period between 21st September and 31st December, I have reason to believe that at least 3,700 cubic yards would have been added to the out-turn, making 9,376 in all, while the additional cost of working would not have exceeded 360, making total 3,044-11-9 or Rupees 0-5-2·349 per cubic yard. I also forward a sketch survey of the Negapatam river harbour, with sections showing state before and after dredging, this I have verified by personal inspection, no material alteration having taken place since the sections were recorded. I think they show that the operations have been beneficial, as is indeed admitted to have been the case by those persons on the spot interested in the question.

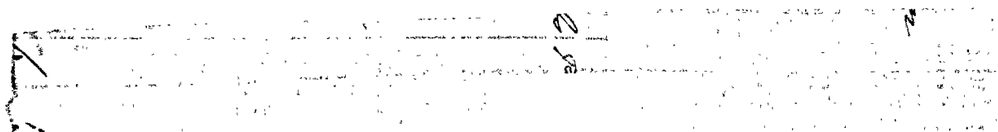
4. I would now solicit instructions what is to be done with the Dredge. She is now in prime working order, there is plenty of coal in store, and I should much like to keep her at work at least until the freshes, provided more pu could be sent down.

5. Improvements to the harbour, as it has been too magniloquently called, are, I observe, in abeyance, but it is well worth while to do all that can be done to improve, at any rate not allow to deteriorate the present facilities for boats on which the interests not only of the Port but Railway so much depend.

6. I found the deepest water on the bar only 2' 8" at ebb, when I inspected it on the 8th instant, and I ascertained by enquiries on the spot that the mouth is shifting as usual, at the close of the south-west monsoon being on the north bank, while at present it is close under the south bank of the entrance.

7. I find also that on several occasions the inland floods have breached the sand spit in front of the flagstaff, forming there a new mouth, which seems to have retained a better depth of water than the present one (which closed up immediately the new one was opened), the space opposite the flagstaff has been artificially closed, and the sand spit strengthened to prevent recurrence of a similar breach; but it seems a pity that a little time had not been allowed prior to so doing to ascertain whether the provision of nature might not have given us a better mouth there after all. It would have had the advantage of a rather better basin for tidal scour, and a much better position for benefiting by that of the inland waters; should the breach occur again, which people on the spot appear to think very probable, I should be inclined to try the effect of taking advantage of it for a new mouth, and if it could be kept within a moderate breadth and carried out beyond the breakers by training walls converging towards their seaward extremity it might, I think, prove a permanent improvement and not a very expensive one.

8. If the Dredge is not to be worked again at Negapatam, I would recommend her being taken away, as it would cost a large sum to dock her at that place. The Range Officer estimates it at not less than 1,000 Rupees.



Proceedings of the Madras Government, Public Works Department,
4th *April* 1865.

No. 50. ORDER THEREON, 4th April 1865, No. 912.

CIVIL WORKS.

1. The foregoing report upon the working of the Negapatam Dredge is not very satisfactory the cost of the excavation having increased considerably since the date of the last report submitted by the Superintending Engineer. The present high rate seems to be chiefly due to the want of a sufficient number of spoil boats, and the Superintending Engineer will be informed that two additional iron punts will be sent to Negapatam as soon as freight can be procured.

2. As the operations seem to have had a beneficial result in deepening the river bed, the Governor in Council approves of their being continued, from time to time, at the discretion of the Superintending Engineer, either on the shoals within the river's mouth, or outside, on the bar. A full report upon the working of the Dredge, accompanied by sections to show the result effected, should be submitted before the commencement of the next monsoon, and another after the action of the local drainage upon the bar has been developed.

3. With reference to paragraph 7 of his letter, Colonel Greenaway will be informed that the Government are anxious to retain the present entrance to the river, and to prevent it from moving southward. Every precaution should therefore be taken to protect the long spit of sand which separates the river from the sea.

(True Extract.)

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

To the Superintending Engineer, 6th Division.
— Stores Dept^t —

Exd. S. T. Augustin.

Abstract Statement of Expenditure and Produce at Negapatam Dredging Works from 21st October to 31st December 1864.

Abstract of Expenditure

	Rs	a	p
Labor	1137	6	2
Materials	431	12	10
Establishment	40	6	9
Total Expenditure upto 31st Dec^r 1864	1609	9	9
Add value of 35¼ tons Coal from D. P. W. Store	1075	2	.
Total Cost	2684	11	9

Abstract of work

	Quantity		
Cubic yards of Earth Dredged	5698		
Cost per Cubic yard	"	"	7/6

Exd: Engineer 6th Div^n
15th Decr 1864.

Exd: Engineer 6th Div^n
15th Decr 1864.

Executive Engineer & Colonel
Engr: Engineer 6th Div^n

Civil Works

No. 912

Public Works Department

Proceedings of the Madras Govt.

Under date the 4th April 1865.

Read the following

From The Supg Engineer 6. Division

Reporting on the subject of working of the steam Dredge at Nagapatam and the result.

Rec'd entered 15th March 1865 at 2736

The foregoing report upon the working of the Negapatam dredge is very satisfactory, the cost of the excavation having increased considerably since the date of the last report submitted by the Supg. Engineer. The present high rate seems to be chiefly due to the want of a sufficient number of spoil boats, and the Supg. Eng. will be informed that two additional iron punts will be sent to Negapatam as soon as freight can be procured.

As the operations seem to have had a beneficial result in deepening the river bed, the Govt. in Council

Enclosure in a letter from the Supg. Engr. 6th Div. No. 236 dated 15th March 1865.

2736/65

Pd 1/V 1865 Depn
Pro: of Govt for
April
No 912
Pro: of the Algoa
Dy for April 65
C. No 1637/65
Report of the
Surg. Engr. in Chg
on the Alert Ruing
of the Steam Dredge
at Algoa Bay
with orders thereon

Pd 1869. 50.