

(1) Number of pages 60
(2) Date of repair 16. 1. 43
(3) Initials of the Referencer _____

MADRAS RECORD OFFICE.

Government of Madras.

Public work **DEPARTMENT.**

G.O. No. <u>1017</u> <u>660-661</u>	Press Mis.
Dated <u>28-3-</u> 18 <u>66</u> .	

Not to be folded or roughly handled

Proceedings of the Madras Government, Public Works Department.
28th March 1866.

No. 660. Read the following letter from the Superintending Engineer, 6th Division, to the Secretary to Government, Public Works Department, dated Combaconum, 5th March 1866, No. 1,933:—

1. I have the honor to inform you that I examined the mouth of the Cudda-
vayaur on the 22nd and 24th ultimo, and prepared an estimate of Rupees 2,270
for repairing the Jetty or training wall which was injured during the gale in No-
vember, as reported on the 1st December.

No. 1,500.

The estimate provides for underpinning
the Jetty, between high and low-water marks, and for re-building the face wall where
it has been destroyed. The estimate has been approved by the Collector, and has
been forwarded by him to the Superintendent of Marine with a view to funds being
provided for the repair of the Jetty from the Port Funds, which amount to Rupees
6,364-14-8; in the meantime the work has been commenced, and if Port Funds are

19th December.

not available for the work provision will
be made for it from the repair allot-
ment, as directed in G. O. No. 3,799.

2. When I examined the river in November last, the mouth had been enlarged
by a storm to 210 yards, it has now contracted to about sixty yards within the
bar and opposite to the first bend in the training wall, owing to the extension of the
sand spit northwards. Owing to the failure of the late monsoon, the river bed has
silted up, and a large island appears at low-water opposite to the Sea Custom House,
the effects of the dredging during 1864 have been almost if not entirely obliterated.

3. The maximum depth of water over the bar is two feet at low-water.

G. O. No. 3,726, 8th December.

4. The repairs to the large dredge
sanctioned in December have been car-
ried out very satisfactorily by the Railway Department, and I beg to be informed
whether the dredge is to be worked; she cannot be worked with advantage at this
season or with economy until the punts
promised in G. O. No. 912 are supplied,

4th April.

but if not worked she will deteriorate rapidly, and her bottom will again become
covered with oysters.

5. She will be of little or no use in the clearing of the canal when that work
is sanctioned, and if a small dredge with the bucket ladder working in the centre
is supplied, the large dredge might be removed altogether.

6. The hull of the small dredge is still undisposed of; no offer whatever has
been made for it.

No. 661. ORDER THEREON, 28th March 1866, No. 1,017.

CIVIL WORKS, No. 85.

1. In this letter the Superintend-
ing Engineer of the 6th Division re-
ports upon the condition of the Nega-
patam back-water, and states that, owing to the failure of the past monsoon, the
effect of the dredging carried on during 1864 has been almost entirely obliterated,
and that a shoal, visible at low water, has formed opposite the Custom House.

*Proceedings of the Madras Government, Public Works Department,
28th March 1866.*

This report corroborates the opinion expressed by Government in previous orders on the subject, to the effect that with such an insignificant tidal scour and such a small amount of local drainage, improvements effected by dredging must be but temporary, and any attempt to keep the bar permanently open for loaded boats by such means both costly and useless.

2. The Government have no small dredge at their disposal, and no offer has been received in reply to the advertisement which has been regularly inserted in the Gazette since November 1864, inviting tenders for the conveyance of two spoil boats from Madras to Negapatam.

3. The Superintending Engineer must use his discretion in working the large dredge, so as to remove the deposits which obstruct the approach of boats to the landing places, or, as may be necessary, to direct the set of the current into the most favorable course for the navigable channel and prevent its injuring the sand spit separating the back-water from the sea.

4. The estimate for repairing the Jetty (Rupees 2,270) was sanctioned from the Port Fund in the Proceedings of the Marine Department, No. 68, dated 14th March 1866.

(True Extract.)

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

To the Superintending Engineer of the 6th Division.

Exd. S. T. Augustin.

912/1933

Supy Engineer's Office 6th Div.
Cuddalore, 5th March 1866.

From

Captain R. F. Parker R.E.

Supy Engineer 6th Div.

To

Colonel C. A. Orr. R.E.

Secretary to Govt P. W. D.

Sir

I have the honor to inform you that I examined the mouth of the Cuddalore river on the 22nd and 24th ultimo and prepared an Estimate of Rs 2,270 for repairing the jetty or training wall which was injured during the gale in November as reported on the 1st Decr. - The Estimate provides for underpinning the jetty between High and Low water mark and for rebuilding the face wall where it has been destroyed. The Estimate has been approved by the Collector and has been forwarded by him to the Superintendent of

No 1500

of Marine with a view to funds being provided for the repair of the jetty from the Post Fund which amount to 4 Rupees 6,364-14-8 - in the mean time the work has been commenced, and if Post Funds are not available for the work, provision will be made for it from the Repair allotment, as directed in G.O. No. 3799 -

2 When I examined the River in November last, the Mouth had been enlarged by a storm to 210 yards, it has now contracted to about 60 yards within the bar and opposite to the first bend in the training wall owing to the extension of the sand spit northwards - Owing to the failure of the late Monsoon, the River bed has silted up and a large island appears at L.W. opposite to the Sea Custom House, the effects of the dredging during 1864 have been almost if not entirely obliterated.

3 The maximum depth of water over

G.O. No. 5726-
8th Decr

19th Decr

4th April

over the bar is 2 feet at L.W.

4 The repair to the large Dredge sanctioned in December have been carried out very satisfactorily by the Railway Department, and I beg to be informed whether the Dredge is to be worked; she cannot be worked with advantage at this season or with economy until the pumps promised in G.O. No. 912 are supplied, but if not worked she will deteriorate rapidly and her bottom will again become covered with oysters.

5 She will be of little or no use in the clearing of the Canal when that work is sanctioned, and if a small Dredge with the bucket ladder working in the Center is supplied, the large Dredge might be removed altogether.

6 The hull of the small Dredge is still undisposed of; no offer whatever has been made for it.

J

I have the honor to be
Sir.

Your most obed^t Servant.

W. R. A. T. A. Captain R. A.
Subj. Engineer

PROCEEDINGS of the MADRAS GOVERNMENT

Undersigned the 28th March/66 Read the following

from the Supy Engineer
of the 6th Division

(Here enter No 1933 dated 5th March 1866)

In this letter the
Superintending Engineer
of the 6th Division reports
upon the condition of the
Negapatam backwater
and states that, owing
to the failure of the
past monsoon, the effect
of the dredging carried
out during 1864 has been
almost entirely obliterated,
and that a shoal, visible
at Low water, has
formed opposite the
Custom

19. Dec 1865 - 3799
1. April - 3426
25. July - 2138
Copy in as follows to England
of 24. April 1866 of 1866

Dated 5th March 1866
No. 1933

1933

Regarding the
state of the Negapatam
backwater, and the
dredging.

J. H. H.

21/187 March 1866 (A. 234)

21/1017 - 28th March 1866

Custom House. This report corroborates the opinion expressed by Government in previous orders on the subject to the effect that with such an insignificant tidal scour and such a small amount of local drainage, improvements effected by dredging must be but temporary and any attempt to keep the bar permanently open for loaded boats by such means both costly and useless.

2 The Government have no small dredge at their disposal and no offer has been received in reply to the advertisement which has been regularly inserted in the *Puget Sound Steam-boat* 1864 inviting tenders for the conveyance of 2 spoil boats from Duwamish to Negropatan. The

3 The Superintendent Engineer must use his discretion in working the large dredge so as to remove the deposits which obstruct the approach of boats to the landing places, or, as may be necessary, to direct the set of the current into the most favorable course for the navigable channel and prevent its injuring the sand spit separating the backwater from the sea.

4 The estimate for repairing the jetty (No 2270) was sanctioned from the Port Fund in the Proceedings of the Marine Dept. No 68, dated 14th March 1866.

To the Supply Engineer of the
6th Div
16
2
Dec 28th March

Copy in a Letter to England
of 24th April 1866

P. W. 1866. Department.

No. of Govt. for March

No. 1017

PROCEEDINGS OF GOVERNMENT. of Madras

Dated 28th March/66

Taking orders on a letter
from the Supg. Eng. of the G.
R., reporting upon the Con-
dition of Negapatam break
water

Adm. 661

21st March 1866. P. W. 1866