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MADRAS RECORD OFFICE.

Government of Madras.

Public works DEPARTMENT.

G.O. No. 245, 246	1938	Press Mis.
Dated	14 8	18 72.

Not to be folded or roughly handled

*Proceedings of the Madras Government, Public Works Department,
14th August 1872.*

No. 245. Read the following letter from the Acting Superintending Engineer, 1st Division, to the Secretary to Government, Public Works Department, dated Dowlaishweram, 3rd July 1872, No. 1,266:—

ADVERTING to paragraph 12 of G. O. of the 11th June 1872, No. 1,449, I have the honour to report, for the information of Government, that I have no establishment available for the survey proposed to be conducted in the vicinity of Hope Island, but perhaps the Marine Department will be able to send a party more qualified for such a duty. I have ordered a lot of empty casks to be bought in Cocanada for the purpose of carrying out the experiments as to currents, and I propose to pass these over the anicut as soon as the river rises to a heavy flood, and a tug steamer at Cocanada will be employed to observe if any of these enter the Bay. Government not having been pleased to allot any funds for these experiments, I am obliged, to save a season's observations, to meet the cost out of any funds at my disposal.

2. I have already submitted the plans and an estimate for the Cocanada river groynes, etc., which the Government in G. O. of the 16th December 1871, No. 107, communicated to me their Resolution in the Marine Department, No. 331, dated 5th December 1871, deferred passing orders on until the receipt of Mr. Robertson's report, this is favourable to the scheme on the whole, and as in G. O. of the 14th May last, No. 1,323, Government had further resolved to request the Secretary of State to expedite the despatch of the boilers required for the dredges, I would therefore solicit the estimate submitted by me be sanctioned now, and work will be commenced as soon as possible.

3. In connection with this river, I have to bring to the notice of Government that in former years, owing to the number of deep cargo boats working in it and its very narrow deep channel, no large dhonies or coasting vessels were allowed to come in for repairs, so that the river might be kept as clear as possible for the use of the cargo boats, for which purpose it is none too large; in order to secure a more efficient tidal scour Mr. Robertson recommends the river should be narrowed still further, and this is provided for in the estimate I have sent up; any large dhonies or coasting vessels coming into the river then will seriously interfere with the traffic, and as these only come in for repairs, which can be equally well done at Coringa without any inconvenience to the public, I am of opinion the practice should be prohibited at once before it can be claimed as a right, for it has only been allowed for the last year or two, the late Master Attendant, Captain Thompson, always refusing to permit any such vessels to enter the river or to lie there.

4. As regards the proposed survey near Hope Island, I hardly think it is necessary for the Government to go to any further expense. I have already in paragraph 5 of my letter printed in G. O. of the 8th June 1870, No. 163, reported that in broad daylight Hope Island lighthouse is distinctly visible for two-thirds of its height from the deck of a steamer in 10 fathoms water. Messrs Taylor and May's Chart of 1857 gives the depth of water 5 miles out to the eastward of Hope Island as 7 fathoms, so that when we passed the lighthouse we must have been more than 5 miles off, for all practical purposes then this building is high enough if only provided with a lamp of sufficient illuminating power, as described by the Acting Master Attendant in paragraph 3 of his letter printed in the above G. O.

and

*Proceedings of the Madras Government, Public Works Department,
14th August 1872.*

With a floating light placed, as suggested by Mr. Robertson, off the outermost buoy, the wants of the harbour will be provided for as well as can be expected for many years in this respect.

5. I doubt very much if there has been so much shoaling up at the river's mouth to the north and east since Messrs. Taylor and May's Chart was made as is generally alleged. The late Captain Thompson told me in 1870, that on removing the old buoys off the point he could not find that the depth of water there had decreased a foot, and he had put down these buoys himself in 1854-55; that the bay between Coringa and Cocanada has silted up no one can doubt, and it is this which causes the anchorage to be shifted further and further north, a result brought about by the Yanam river, a small outlet of the Godavery, and not by the main stream at all, and this is the branch it has so often been proposed to shut up, and the advisability of doing this is questioned by Mr. Robertson; he declares on the insufficiency of evidence laid before him, but as he gave little or no time to the consideration of the scheme, I submit, very respectfully, he has no right to complain of the local officers, who were quite prepared to collect any further information he might require if he only asked for it, or had explained what he wanted.

6. Mr. Robertson recommends, but for the expense, the embanking of the channel to Coringa, this is at best but a doubtful kind of suggestion to make, for it very naturally occurs to any one to ask why make it at all if it is not worth the expense? I am inclined to think the proposal might be carried out at no very great expense by gabion work with Sappers, and the neighbouring islands afford abundance of materials for making these with, a deeper channel to Coringa could then be maintained of great use to all coasting vessels, but I should say the Bay would silt up faster, as the freshes in a deeper channel would be able to carry further to the north all the silt which is now spread over so large an area of flats, and Mr. Robertson nowhere provides for reducing the volume of water brought into the Bay by the Yanam river.

No. 246. ORDER THEREON, 14th August 1872, No. 1,938.

CIVIL WORKS, No. 18

THE Governor in Council accords his sanction to so much of the estimate alluded to in paragraph 2 of this letter

as relates to the provision of a training wall along the south bank of the Cocanada river from the Iron Bridge to the sea groynes at a cost of Rupees 47,000, of which Rupees 10,000 are provided in the Budget of the current year, Items Nos. 97 and 98. The boat wharf will be omitted for the present for want of plan and explanation of the reason for choosing as its site the space between the south abutment and pier of the bridge. The section of the wall will be raised to 3 feet at top and 9 feet at bottom, instead of 1 foot at top and 11 below.

2 Paragraph 3 will receive such consideration as may be necessary in the Revenue Department.

3. The subject of lighting the harbour has been disposed of in a separate order.

*Proceedings of the Madras Government, Public Works Department,
14th August 1872.*

4. The Governor in Council is not at present prepared to take up the subjects of shutting up the Yanam river or embanking the Coringa channel.

(True Extract.)

(Signed) G. W. WALKER, Colonel, R.E.,
Secretary to Government.

To the Acting Superintending Engineer, 1st Division

„ „ Chief Engineer for Irrigation

„ Controller of Public Works Accounts

„ *M. R. S.* Revenue Department.

„ Financial do

Exd S. T. Austin.

Govt. of Madras.

PUBLIC WORKS.

To

THE ACTING SUPERINTENDING

ENGINEER, 1st DIVISION.

&c, &c, &c.

Dated August 14th.

Recd.

Encl.

G. O., 14th August 1872, No 1,968.

AUGUST.

Nos. 245-246

Establishment.—Passing orders on the letter from the Superintending Engineer of the 1st Division reporting, with observations, that no establishment is available to conduct the survey in the vicinity of Hope Island in the Godavery District.

N. 1266

Superintending Engineer's Office
Dowla Cinnam 3rd July 1872.

From,

Lieutenant Col. A. P. Fiecher R.E.
Acting Superintending Engineer M.D.

Colonel G. W. Walker R.E.
Secretary to Government. A.P.W.

Madras

Adverting to para 12 of G.O. of the 11th June 1872 No 1449 I have the honor to report for the information of Government that I have no Establishment available for the survey proposed to be conducted in the vicinity of Hope Island but perhaps the Marine Department will be able to send a party more qualified for such a duty. I have ordered a lot of empty Casks to be bought in Coanada for the purpose of carrying out the experiments as to currents and I propose to pass these over the Anikab as soon as the river rises to a heavy flood and

and a tug steamer at Cocanada will
be employed to observe if any of these enter
the Bay - Government not having been
pleased to allot any funds for these experi-
-ments I am obliged to have a season's
observations, to meet the cost out of my
funds at my disposal.

2. I have already submitted the plans
and an Estimate for the Cocanada river
groynes to which the Government in G. O.
of the 16th December 1871 No 107 communicated
to me their resolution in the Marine Depart-
-ment No 331 dated 5th December 1871.

deferred passing orders until the receipt
of Mr. Robertson's report - this is favorable
to the scheme on the whole, and as in G. O.
of the 14th May last No. 1323 Government had further
resolved to request the Secretary of State to
expedite the dispatch of the boilers required
for the dredges I would therefore solicit
the Estimate submitted by me be sanctioned

now

now and work will be commenced as
soon as possible -

3. In connexion with this river, I
have to bring to the notice of Government
that in former years owing to the number
of deep cargo boats working in it and its
very narrow deep channel, no large dhonies
or coasting vessels were allowed to come
in for repairs, so that the river might be
kept as clear as possible for the use of the
cargo boats for which purpose it is more
too large; in order to secure a more efficient
tidal scour, Mr. Robertson recommends
the river should be narrowed still further
and this is provided for in the Estimate I
have submitted, any large dhonies or coasting
vessels coming into the river then will
seriously interfere with the traffic, and as
these only come in for repairs which can
be equally well done at Coringa without
any inconvenience to the public, I am
of

of opinion the practice should be prohibited at once, before it can be claimed as a right, for, it has only been allowed for the last year or two, the late Master Attendant Captain Thompson always refusing to permit any such vessel to enter the river or to lie there.

4. As regards the proposed survey near Hope island I hardly think it is necessary for the Government to go to any further expense, I have already in para 5 of my letter printed in G.O. of the 8th June 1870 No. 163 reported that on broad day light Hope island Light house is distinctly visible for $\frac{2}{3}$ of its height from the deck of a steamer in 10 fathoms water. Messrs Taylor and Mays Chart of 1857 gives the depth of water 5 miles ^{west} to the eastward of Hope island as 7 fathoms, so that when we passed the Light house, we must have been
more

more than 5 miles off, for all practical purposes then this building is high enough if only provided with a lamp of sufficient illuminating power as described by the acting Master Attendant in para 3 of his letter printed in the above G.O. - With a floating light placed as suggested by Mr. Robertson off the outer-most buoy the wants of the Harbour will be provided for as well as can be expected for many years in this respect.

5. I doubt very much if there has been so much shoaling up at the river's mouth to the North and East since Messrs Taylor & Mays Chart was made as is generally alleged. The late Captain Thompson told me in 1870 that on removing the old buoy off the point he could not find that the depth of water there had decreased a foot and he

he had put down these things himself
in 1854/55 - that the bay between Coringa
and Coesandah has silted up, no one
can doubt, and it is this which causes
the anchorage to be shifted further and
further north, a result brought about by
the Ganjam river, a small outlet of the
Godavary and not by the Main stream
at all, and this is the branch it has
so often been proposed to shut up and the
advicability of doing this is questioned
by Mr. Robertson, he declares on the
insufficiency of evidence laid before him,
but as he gave little or no time to the
consideration of the scheme, I submit very
respectfully he has no right to complain
of the local Officers who were quite
prepared to collect any further information
he might require, if he only asked for it
on

or had explained what he wanted
6. Mr. Robertson recommends, but
for the expense, the embanking of the
channel to Coringa; this is at best but
a doubtful kind of suggestion to make,
for it very naturally occurs to any one
to ask why make it at all if it is not worth the expense? I am
inclined to think the proposal might
be carried out at no very great expense
by gabion work with tappers, and the
neighbouring islands afford a abundance
of materials for making these with. a
deeper channel to Coringa could then be
maintained of great use to all coasting
vessels, but I should say the Bay
would silt up faster as the freshes
in a deeper channel would be able
to carry further to the North all the silt
which is now spread over so large an
area

area of flats, and Mr. Robertson no where
provides for reducing the volume of water
brought into the Bay by the Yanamo river

I am the honorable
Sir

Your Most Obedt Servt

Wm. T. Tucker Esq. M.P.

As Superintendent Engineer

1885
No. 19385
I have the honor to acknowledge the receipt of your letter of the 10th inst.

The Governor in Council accords his sanction to so much of the Estimate alluded to in para 2 of this letter as relates to the provision of a training wall along the South bank of the Cocanada River from the Iron Bridge to the sea groyne at a cost of Rs 47,000, of which Rs ~~10,000~~ 10,000 are provided in the Budget of the Current year.

year, Item No 97 & 98 -

The Boat Wharf, will
be omitted for the present,
for want of plan,

and explanation of
the reasons for choosing

as its site, the space
between the South
abutment and Pier

of the Bridge - The
section of the wall

will be raised to 3
feet at top, and 9

feet at bottom, instead
of 1 foot at top and

11 below - all of which
Para 3 will receive

such consideration as
may be necessary, in
the

the Baine Dept

The subject of lighting
the Harbour has been
disposed of in a separate
order -

The Governor in
Council is not at
present prepared to
take up the subjects
of shutting up the Yanam
River, or embanking
the Coringa Channel.

Wm

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6 S. Eng. 10/1/80

5 Chief Eng. for Durgu

Cont. Rev

1 * Baine Dept

Financial Dept

* S. Eng. for Ports & Harbours

Desp 20-8-72

Adm. C. B. C. 2/1/72

* Desp 30/1/74

Ch 3363

Govt. of 1872 Madras.
PUBLIC WORKS.

To
The Acting Superintendent
Eng'g & Division

Dated

Recd.

Encl

G. O. 14th Aug 1872 No 1938

NO. 2158/216

Establishment - Passing
orders in the letter from the
Supt of the 1st ^{Engineering} ~~Co~~ reporting
that no establishment is
available ^{to construct the} for the survey in
the vicinity of Hope Island in
the Godavery District.

[Handwritten signature and notes in Telugu script]