

(1) Number of pages _____

(2) Date of repair _____

(3) Initials of the Referencer _____

MADRAS RECORD OFFICE

Government of Madras

Public Works DEPARTMENT

G.O. No.	1903	Press
B.P. No.		Mis
Dated	5-7-	195

Not to be folded or roughly handled

*Proceedings of the Madras Government, Public Works Department,
5th July 1875.*

No. 145. Read the following endorsement of the Officiating Chief Engineer, dated
Ootacamund, 19th June 1875, No. 660:—

From R. SMITH, Esq., Officiating Superintending Engineer, Nellore, to Major J. O.
HASTED, R.E., Officiating Chief Engineer for Irrigation, dated Nellore,
14th June 1875, No. 26.

I HAVE the honor to furnish the annexed details regarding the present fresh in
the Pennair and the damage done by it.

2. At 5-30 P.M. on the 10th instant the water in the river was 2 feet 1 inch on the
floor of the southern under-sluice; at 6 o'clock it had increased to 2 feet 4 inches; at 11
P.M. the depth was 3 feet, and at 11½ o'clock it rose to 4 feet 3 inches, and breached the
corrumboo that was constructed to turn the whole of the ordinary discharge to the southern
under-sluiques. From this time the water continued to rise, but more rapidly, and at
3-30 A.M. of the 11th it commenced to flow over the crest of the old portion of the
anicut. At 4 o'clock (half an hour afterwards) the water topped the crest of the new
body wall, and at 6-45 that morning, when the depth of water going over it was 6 inches,
it breached for about a length of 25 feet. The water at the time of the accident was
10 feet on the sills of the under-sluiques, or 1 foot over the crest of the old portion of the
anicut. The difference of 6 inches on the crests of the old and new portions of this work
was caused by the rubble dam. The water did not rise in the river after the accident,
but it remained at that level until 2 o'clock P.M. on the 11th. It commenced to fall

then, and is still gradually subsiding. This
morning (14th) it had fallen 6 feet 7 inches
on sills of under-sluiques,* or to 3 feet 6
inches below the level it attained on the
11th instant.

3. The accident occurred where the coping was incomplete. The up-stream stones
had been regularly built in with mortar, but these in rear of them were merely packed
dry, as a precautionary measure, at the close of the previous day's work. This tempo-
rary packing unfortunately gave way and caused an overfall that proved too much for
the green masonry exposed to it. The damaged portion will neither be expensive nor
difficult to repair, as the foundation is apparently intact, but I deplore the time that
has been lost by this fresh. The present is the fourth day we have been compelled to
almost suspend working operations in the bed of the river.

4. Before the accident happened the body wall had been completed for a length
of 414 feet, (with the exception of the rear coping stones for about 30 feet in length,)
half of the first and second binding walls had been built, with the exception of the
coping, the third binding wall was much more advanced and nearly all the walls, for
the retaining wall, had been sunk to clay.

5. The body wall is connected with the main land by an embankment, as a
temporary arrangement, and to prevent water going over the former, until the filling
and packing in rear of it is completed, I purpose constructing a wall 5 feet in height
along its crest.

SUBMITTED for the information of Government, together with the telegrams from
and to the District Engineer on the subject referred to.

2. The fresh with the slight damage resulting therefrom and the delay occasioned
is much to be regretted, but the progress made with the extension works since the

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undersigned was at the anicut in March has been excellent, and does credit to the District Engineer's arrangements and to Lieutenant Henderson, the officer in immediate charge.

(Signed) JOHN MULLINS, Lieut.-Colonel, R.E.,
Officiating Chief Engineer.

No. 146. ORDER THEREON, 5th July 1875, No. 1,903.

IRRIGATION, No. 18.

ORDERED to be recorded.

(True Extract.)

Major, R.E.,
Offg. Joint Secretary to Government.

Pub. Works Dept

Proceedings of the Madras Government

Send the following:-

From
The Offg Chief Engineer (H.S. No 660 d/19 June/75)

G.O. No 1903 of 5th July/75

Ordered to be
recorded.

Offg Chief Engineer - Kellie 34/5
Chief Engineer - 5
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1321
GOVT OF INDIA
PUBLIC WORKS.

To
The Engineer
Buller

Dated
10 Oct 1903

Issued

Recd.

Encl.
G.O. No. 1903

11/5 146

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Section in the Punjab. At
Attock. The Engineer
ment of the Chief Engineer,
submitting letter from the
Buller: Buller furnishing
details regarding the
~~order to be recorded~~
and the damage done by
it, recorded.