

(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.	2457	Press	<i>Original</i>
B.P. No.		Mis.	
Dated	27-8-		1875
			195

Not to be folded or roughly handled

*Proceedings of the Madras Government, Public Works Department,
27th August 1875.*

Read the following papers :—

No. 461. From Lieutenant-Colonel J. H. M. SHAW-STEWART, R.E., Consulting Engineer for Railways, to Lieutenant-Colonel J. MULLINS, R.E., Officiating Secretary to Government, Public Works Department, dated Madras, 26th July 1875, No. 417.

In continuation of my endorsement, dated the 22nd ultimo, No. 360, I have the honor to lay before Government, for consideration, a Note* by the Deputy Consulting Engineer upon the existing arrangements at the port of Negapatam, which was lately inspected by Major Smith.

NOTE ON THE NEGAPATAM PORT ARRANGEMENTS.

THE deep bed in the creek has undoubtedly, as reported by the Master Attendant, established itself closer to the shore where it is not wanted, and a mud flat exists along the face of the quay. I see no reason whatever why this should not be remedied by extending and strengthening the existing groynes on the right bank of the river, and perhaps making one or two fresh ones a little higher up-stream, and deflecting the current rather sooner than as at present. The spit of sand dividing the river from the sea would extend itself, and the river would probably maintain the section it requires in a different part of its bed; such regulation could have no effect on the bar, and if carried out tentatively and with judgment could not possibly do harm.

2. The stone referred to as preventing the boats from approaching the quay wall was, I imagine, put there to protect the footings. I see no reason why this stone should not be rolled out into deep water, so as to leave unobstructed a certain draught of water. It would protect the wall as well there as where it is now, provided the wall is sound to a sufficient depth to bear the required exposure. This Major Hasted will know. The boats certainly cannot approach the wall now, though apparently the loading and unloading has knocked off considerable lengths of coping stones which, if intended to stand this work, should be fastened with dog-irons, and perhaps be laid as headers instead of stretchers.

3. The removal of the stone should, like the groyning, be done gradually and under good superintendence. I have no doubt whatever, if there is an object in it, a deep bed can be maintained when it is wanted, and the wall yet be sufficiently protected. Both operations would lead only to local results, and need not be feared as likely to affect the entrance to the creek. I can offer no suggestions for improving the approach to the port over the bar. If I am correctly informed, not only the position, but the depth, varies from year to year; and before the Government undertake its improvement, it would be necessary to show that the decreasing depth over the bar at certain periods of the year is progressive, and not due alone to the conditions attending any one season.

4. The Master Attendant wrote in September last year, "the bar of the river has a good depth upon it;" and I conclude that he satisfied himself that, up to that date, there had been no progressive deterioration of the entrance to the port. If so, he may hope that the present condition of the bar will be remedied by the coming north-east monsoon. I would suggest that the Agent's remarks be referred to the Marine Department for report.

24th July 1875.

(Signed) C. J. SMITH, Major, R.E.

MEMORANDUM.

THE greater part of the jetty work was completed before I joined the Tanjore District, but from what I remember of the work I am sure it would not be safe to remove the stone from the foot of the wall, and I would not attempt to throw the current

S.C. 1875

Proceedings of the Madras Government, Public Works Department,
27th August 1875.

on the face of the wall. The letter from the Agent, South Indian Railway, seemed to indicate that the state of the bar prevented boats entering the creek; there are no grounds for supposing that the depth of water on the bar is permanently decreased, and it is supposed that the complaint arises from the continuance of dry weather and absence of early freshes; doubtless the state of the bar will be improved directly floods come down. If the stone placed along the face of the jetty wall has had the effect of causing a mud bank to be formed in front of the railway landing stage the remedy is to extend the pier.

2. The damage done to the coping of the jetty wall can only be prevented by the insertion of mooring rings in the masonry and compelling boats to moor to these only.

3. The Deputy Consulting Engineer's Memorandum must have been written before receipt of G. O., No. 2,053, dated 20th July 1875.

OOTACAMUND,
13th August 1875.

(Signed) J. O. HASTED, Major, R.E.,
Officiating Chief Engineer for Irrigation.

No. 462.

ORDER THEREON, 27th August 1875, No. 2,457.

CIVIL WORKS, No. 34.

RECORDED with reference to G. O.,
No. 2,053, of 20th July 1875.

2. The District Engineer should take steps to keep the existing quay wall in repair, and as accessible as possible for boats.

(True Extract.)

Major-General, R.E.,
Secretary to Government.

To the Consulting Engineer for Railways. ✓
„ District Engineer, Tanjore. ✓

Encl. S. T. Austin.

Spate Copies

From the Engineer for Railways { H.E. No 417 of 26 July 1875 }
Memo. by Off. Chief Engr. (—) 14/13 Aug 1875

Recorded with reference to G. O. No 2053 of 20 July.

The District Engineer should take steps to keep the existing Quay wall in repair, and as accessible as possible for boats.

To Consulting Engr. ✓ 12 5/3
to Engr. Tanjore ✓ 6
S.C. dist. 10.9.75

X² attch

Railway Department.

CONSULTING ENGINEER'S OFFICE.

No. 417 Madras 26 July 1875

From

LIEUT.-COLONEL J. H. M. SHAW STEWART, R.E.,

Consulting Engineer for Railways,

To Lt. Col. J. Mullins & Co.

~~Colonel C. W. WALKER, R.E.,~~

Offg

Secretary to Government,

Public Works Department,

Fort Saint George.

SIR,

*In continuation of my
endorsement dated the 22nd ultimo, No
360, I have the honour to lay before
Government, for consideration, a note by
the Deputy Consulting Engineer upon the
existing arrangements at the port of
Negapatam, which was lately inspected
by Major Smith.*

I have the honour to be

Yours

Your most obed^t Servant.

Wm Stewart Lt. Col. & Co.

Cons. Engineer for Railways

Recd

Note on the Regapataw
flat arrangements

The deep bed in the creek
has undoubtedly, as reported by the
Master Attendant, established itself
closer to the ^{shore} where it is not wanted,
and a mud flat exists along the
face of the quay. I see no reason
whatever why this should not be re-
mediated by extending and strengthening
the existing groynes on the right bank
of the river, and perhaps making one
or two fresh ones a little higher up-
stream, and deflecting the current
rather sooner than as at present. The
spit of sand dividing the river from
the sea would extend itself, and the
river would probably maintain the
section it requires in a different part
of its bed; such regulation could
have no effect on the bar, and if
carried out tentatively and with
judgment

judgment could not possibly do harm.

The stone referred to as preventing the boats from approaching the quay wall was I imagine put there to protect the footings. I see no reason why this stone should not be rolled out into deep water, so as to leave unobstructed a certain draught of water. It would protect the wall as well there as where it is now, provided the wall is sunk to a sufficient depth to bear the required exposure. This Major Wasted will know. The boats certainly cannot approach the wall now, though apparently the loading and unloading has knocked off considerable lengths of coping stones which, if intended to stand this work, should be fastened with ^{as} headers instead of stretchers.

The removal of the stone

2
should, like the groyning, be done gradually and under good supervision. I have no doubt whatever, if there is an object in it, a deep bed can be maintained when it is wanted, and the wall yet be sufficiently protected. Both operations would lead only to local results, and need not be feared as likely to affect the entrance to the creek. I can offer no suggestions for improving the approach to the port over the bar. If I am correctly informed, not only the position, but the depth, varies from year to year; and therefore the Government undertake its improvement, it would be necessary to show that the decreasing depth over the bar at certain periods of the year is progressive, and not due alone to the conditions attending any one season.

The

The Master Attendant wrote in
September last year, "The bar of the
river has a good depth upon it;"
and I conclude that he satisfied
himself that, up to that date, there
had been no progressive deterioration
of the entrance to the port. If so,
we may hope that the present con-
dition of the bar will be remedied
by the coming north-east monsoon.
I would suggest that the agent's
remarks be referred to the Marine
Department for report.

Wm. W. W. R.

July 26. 74.

26/8/74

2
7
p 5
6
The greater part of the jetty work was completed
before I joined the Singapore District, but from
what I remember of the work I am sure it would
not be safe to remove the stone from the foot of
the wall and I should not attempt to throw the
current on the face of the wall. The letter from
the agent S. J. Pennington seemed to indicate that
the state of the bar prevented boats entering the
port, there are no grounds for supposing that
the depth of water on the bar is permanently
decreased, and it is supposed that the complaint
arises from the continuance of dry weather
absence of heavy freshets, doubtless the state of the
bar will be improved during floods and some
of the stone placed along the face of the jetty wall
has been the object of cutting a hard bank. The

found in front of the Railway landing stage
the remedy is declared the pier.
The damage done. The coping of the jetty wall
can only be prevented by the inclusion of
moving trips in the masonry & compelling boats
to move there only.

The Dept. Consulting Engineer's memo must have
been written before receipt of P.O. 20,205-3 dated
25.7.75.

Noted
13 August 1875

In Major P.R.
Offs. Ch. Sigs.

40 20 July 75 No 479-480

P. W. 1875 Sept.

In answer to L.L. 20 Oct 74 No 365

RAILWAY DEPARTMENT.

From

The Consulting Engineer,
for Railways,

To

The Secretary to Government,
P. W. Department,
Fort Saint George.

Dated 26th July 1875
Recd 28th July 1875

L. L. 20 No. 417.

Forwarded

for consideration
a report of inspection
made by the D. G.

Genl. Engr. T. A. Brown

The working arrangements
= minute but the

part of the report

12. 4. 61

Li. 24. 6. 75. All 27. 8. 75

1. 6. 24. 7. 27. 8. 75

4879
C.E.M.
Govt. of 1875 Madras.
PUBLIC WORKS.

To

Chief Engineer.

Dated

Issued

Recd.

Encl.

G. O. 29 Aug. No. 2457

Nos. 411-412

Existing arrangements
at the Port of Negapatnam
Report of the Dy. Consulting Engr. for
Pye: on the ——— together
with Major Hasted's Memo.
on the same, recorded
with remarks.