

(1) Number of pages _____

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MADRAS RECORD OFFICE

Government of Madras

Public Works DEPARTMENT

G.O. No.	2794	(w)	Press
B.P. No.			Mis.
Dated	29. 7.		1875.

Not to be folded or roughly handled

*Proceedings of the Madras Government, Public Works Department,
29th September 1875.*

No. 618. Read the following letter from Lieutenant-Colonel J. H. M. SHAW-STEWART, R.E., Consulting Engineer for Railways, to Major-General G. W. WALKER, R.E., Secretary to Government, Public Works Department, dated Madras, 22nd September 1875, No. 529 :—

WITH reference to the Order of Government, No. 2,457, dated 27th August 1875, I have the honor to forward a memorandum by Major Hasted, from which it will be seen that owing to the absence of any sketch, to my not having written sufficiently clearly and particularly to my use of the expression "quay wall" instead of jetty wall in line 1, paragraph 2, that officer misapprehended my proposals for the improvement of the landing arrangements at Negapatam.

2. As Lieutenant-Colonel Oakes is returning, to whose groyning arrangements probably the creek once owed its immunity from the mud flats that now obstruct the left shore, and who will know exactly how far it would be safe to extend the groynes and to carry out the lowering of the protective apron at the foot of the jetty wall, I venture to ask that Government will be pleased to direct the attention of the District Engineer to the question of the training of the current as well as of the repair and extended usefulness of the jetty wall.

3. As reported by the Master Attendant, the interests of the Port are much prejudiced by the existing state of things, and the cost of rectifying them under skilled advice would be excessively small. The Government will also observe the work needed is not of a nature in any way to affect the entrance to the Port or the depth over the bar, subjects dealt with in their Order, No. 2,053, dated 20th July 1875.

From Major J. O. HASTED, R.E., to Major C. J. SMITH, R.E., Officiating Consulting Engineer for Railways, dated 15th September 1875.

WHEN writing the memorandum on the Negapatam Port arrangements printed with G. O. No. 2,457, dated 27th August 1875, I did not understand the exact position of the mud flat existing along the face of the quay referred to by the Deputy Consulting Engineer, and which he proposed to remove by extending and strengthening the groynes on the right bank of the river. The state of affairs has been since explained to me.

2. The mud flat (F F) is in front of the Railway Pier (C), and it is proposed to remove it by repairing the old groynes at D D and higher up the river. I understood the groynes were to be extended to remove the mud accumulated in front of the jetty (I H G), and I objected to the set being turned on the jetty. I see no objection to the groynes being extended so as to wash away the mud flat (F F), the fact of the mud flat having formed is, I think, a proof of the old groynes having been allowed to deteriorate.

3. As regards the removal of the stone thrown in along the face of the jetty wall to below low water mark so as to enable boats to approach the jetty, I am of opinion that from G to H or thereabouts the stone had better not be touched, as the action of the waves along the face wall base is considerable. From H to I the stone can be removed, as suggested, by Major Smith, provided the foundations of the jetty wall are sound for some few feet below L. W. M.; not having seen this part of the work done, I cannot answer for the depth of the foundations.

4. When I last saw the jetty, the coping was intact, but I then noticed the boatmen were removing stones from the rough stone which had been thrown in and placing them on the wall to moor their boats to. It appeared to me that mooring rings were required to prevent this. It is now explained to me that the coping has been dislodged in many places from goods being

Proceedings of the Madras Government, Public Works Department,
29th September 1875.

shipped from the wall and rolled over the coping so as to tilt up the stones. This can be remedied only by putting a heavier coping of stones placed as headers, if necessary, cramped together. The District Engineer will probably suggest this arrangement when providing for repair of the jetty.

5. The accommodation for loading goods is very defective, and I suggested at one time the erection of a timber staging from I towards II, and the cleaning out of the boat basin (B) periodically; at that time the jetty wall from E towards C was, for some reason, not used for landing goods, but I understand it can now be used, and, therefore, there is more room for landing goods.

6. The sketch is, of course, very rough, but only intended to illustrate the general position of the works.

No. 619. ORDER THEREON, 29th September 1875, No. 2,794.

CIVIL WORKS, No. 41.

Communicated to the Superintending Engineer in charge of Tanjore District, who will give his attention to the subject and submit in due course his proposals for removal of the mud flat, rendering the jetty wall more accessible, and improving the present state of the wharf generally at a moderate cost.

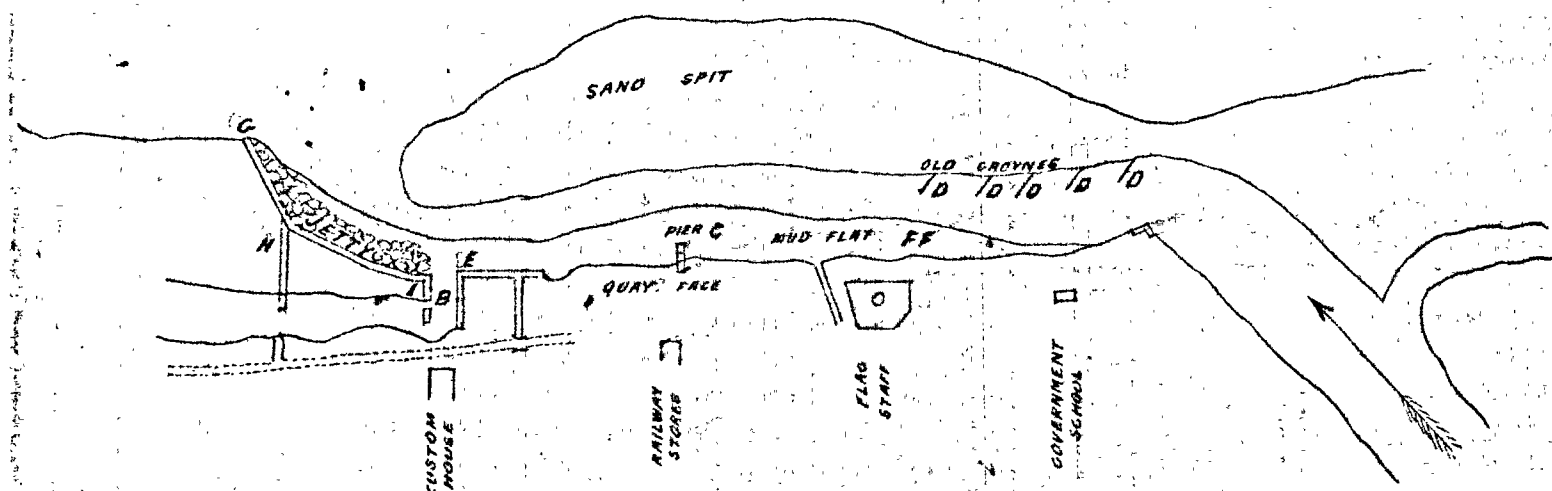
(True Extract.)

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

To the Superintending Engineer, Tanjore.
Consulting Engineer for Railways.

When writing the memo =

ROUGH SKETCH OF NEGAPATAM CREEK



Scale 600 feet to an inch.

to me.

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Proceedings of the Madras Government, Public Works Department,
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11/29/95

When writing the memorandum on the Negapatam Port arrangements printed with G.O. No. 2457 dated 27 August 1875 I did not understand the exact position of the mud flat existing along the face of the quay referred to by the Deputy Consulting Engineer and which he proposed to remove by extending and strengthening the groynes on the right bank of the river. The state of affairs has been since explained to me.

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15 September
1878

(Sd) J. Hasted Major R.E.

(True Copy)

C. H. Smith Major R.E.
Offg Comd Engrs for Railways

Smith

Consulting Engineer's Office
Railway Department

No. 320

From:

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

Consulting Engineer for Railways

20

Major General
G. T. WALKE

Secretary to Government

Public Works Department

Fort Saint George

21

With reference to the Order of Government No. 2457 dated 27th August 1870 I have the honour to forward a memorandum by Major Hackett from which it will be seen that owing to the absence of any sketch, to my not having written sufficiently clearly and particularly to my use of the expression "gray wall" instead of "jetty wall" in line 1 paragraph 2; that Officers misapprehended my proposals for the improvement of the landing arrangements at Negapatnam.

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 20th July 1875.

Ob

I have the honour to be
 Sir
 Your most obedient servant
 W. Smith Major, R.E.,
 Offg. Engr. for Railways.

6 m 1875

C. No. 6192

Govt. of Madras
PUBLIC WORKS.

Supergr.
Paujore

Date

Place

By

29 Sept. 5 1794.

No. 618-619.

Existing arrangements
at the Port of Negapatam.

— Letter from the Commr.
Engr. for Mys on the —, And.
to the Supergr., Paujore
Dr. with remarks.