

(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.	1475	(Ry)	Press
B.P. No.			Mis.
Dated	14-6-	1876	

Not to be folded or roughly handled

No. 230. Read the following endorsement of the Consulting Engineer for Railways, dated Madras, 30th May 1876, No. 261:—

From R. B. ELWIN, Esq., Agent and Manager of the Madras Railway Company, to Lieutenant-Colonel J. H. M. SHAW-STEWART, R.E., Consulting Engineer for Railways, dated Madras, 23rd May 1876, No. 548.

REFERRING to the inspection of the beach opposite this Company's premises at Royapooram which Mr. Robinson and I made in your company on the 26th ultimo, I have the honor to report, for the information of Government, that the encroachment of the sea has continued to such an extent that on Sunday last it appeared probable that the road itself would be carried away. We have for some time past been unable to use any portion of the beach near our premises for landing cargo, except the small part between the two walls of the new Harbour Works.

2. I enclose a report* which the Acting Chief Engineer has made to me upon the subject, showing the steps which he has adopted to prevent further mischief,
* No. 371, 19th May 1876.

and considering that the cause of the encroachment is the wall for the Harbour which has now been carried out a considerable distance into the sea, I trust that the Government will not object to reimburse to this Company the amount expended in the protective works.

3. I enclose also the tracing of the survey which the Acting Chief Engineer refers to.

From W. R. ROBINSON, Esq., Acting Chief Engineer, to R. B. ELWIN, Esq., Agent and Manager of the Madras Railway Company, dated Madras, 19th May 1876, No. 371.
Yours No. 1,561.

Referring to the erosion of the beach opposite the General Stores and to the inspection I had the pleasure to make with you and Lieutenant-Colonel Shaw-Stewart on the 26th ultimo, I have to report as follows.

2. At this season there is a strong current from the south, and the north wall of the new Harbour which now extends some 500 feet into the sea acts as an enormous groin, silting up the foreshore on the south of the wall, and carrying it away on the north. When the current changes, as it will in a few months, an exactly opposite effect to the above will be produced; the shore to the north of the Harbour will silt up rapidly and we shall have to remove our landing stage to a point further seaward. Under the circumstances, I think that all that should be done at present is to protect our landing place and drain, and this work I found it necessary to commence on Saturday last, no less than 42 feet of the shore having been carried away since the 1st instant, as you will see from the accompanying tracing of a survey which I had made. I am having heavy stone thrown in round the landing place and drain, and have arranged for the supply of sixty tons of stone daily; with this supply of material I shall soon be able to make these two points safe. As the damage is entirely due to the new Harbour, I think Government might be called on to pay for these necessary protective works.

SUBMITTED for the consideration of Government.

2. A strong littoral current from the south-east prevails at Madras from March until October; and the effect of this current, acting upon the north pier of the Harbour, now under construction, has been to deposit a great quantity of sand to the south of

Proceedings of the Madras Government, Public Works Department,
14th June 1876.

the pier, causing a considerable extension of the foreshore, and to carry away the sand to the north of the pier, making considerable erosion upon the old line of beach. This erosion would, under ordinary circumstances, have occurred immediately to the north of the Harbour pier; but the original Harbour groin, now abandoned, which was started from a point opposite the Railway Terminus at Royapooram, has had the effect of making the current strike the beach further to the north, and with apparently increased force. The point where the action of the current upon the beach has apparently been greatest is where the Madras Railway Company erected a derrick for landing heavy stores. This derrick was erected upon a small jetty, protected with timber piling; and during part of the current month, the whole structure has been in considerable danger. It has now been fenced round with a large quantity of loose stone, and this seems to have removed it from any immediate risk. It will be observed that the Railway Company ask that the cost of this protective work may be refunded to them.

3. In the accompanying tracing the effect of the action of the current between the 1st and the 15th May is shown. Since the 15th there has been considerable further erosion. On the 28th instant the width of sand on the east of the beach road, immediately to the north of the Railway derrick, was only 30 feet.

(Signed) J. H. M. SHAW-STEWART, Lt.-Col., R.E.,
Consulting Engineer for Railways.

No. 231. ORDER THEREON, 14th June 1876, No. 1,475.

RAILWAY, No. 26.

RECORDED, pending receipt of Progress
Report for June.

(True Extract.)

Colonel,

Offg. Under Secy. to Govt., P.W.D.

To the Consulting Engineer for Railways.
" Superintendent, Madras Harbour Works.
" Marine Department.

Ed. T. O'Connor.
Spare Copies

No. 548

MADRAS RAILWAY. 3a

AGENT AND MANAGER'S OFFICE.

Madras, 23 May 1876.

From

R. B. Clavin Esq.
Agent and Manager. M. R. Co.

To

Col J. H. Shaw Stewart, R.E.
Consulting Engineer for Railways.

Sir,

Referring to the inspection of the beach opposite this Company's premises at Royapooram which Mr. Robinson and I made in your company on the 26th ult., I have the honour to report for the information of Government that the encroachment of the sea has continued to such an extent that on Sunday last it appeared probable that the road itself would be carried away. We have for some time past been unable to use any portion of the beach near our premises for landing cargo, except the small part between the two walls of the new Harbour works.

I enclose a report which the Acting Chief Engineer has made to me upon the subject, showing the steps which he has adopted to prevent further mischief, and considering that the cause of the encroachment is the wall for the Harbour which has

371-19
May 1876

now been carried out a considerable distance
into the sea I trust that the Government
will not object to reimburse to this company
the amount expended in the protective
works.

3. I enclose also the tracing of
the survey which the Acting Chief Engineer
refers to.

I have the honour to be,
Sir,

Your most obedient servant,

Thos. G. W. M.

Agent & Surveyor.

To Agent No. 550 of 2977

Regarding the breach
- front of the sea
when the beach
appears the way of
- entrance -

Date 23rd May 1876
Recd. 24th
No. 5118

MADRAS RAILWAY.
From The Agent and Manager.
To The Consulting Engineer
for Railways.

P. No. 3896/76
21/76

No. 371. Madras Railway Company
Chief Engineer's Office
Madras 19 May 1876.
The Agent and Manager
Dear Sir, Yours No. 1561
Referring to the erosion of the beach
opposite the General Stores and to the inspection
I had the pleasure to make with you and
Lieutenant Colonel Shaw Stewart on the 26th
ultimo, I have to report as follows:-
At this season there is a strong
current from the south, and the north
wall of the new harbour which now extends
some 300 feet into the sea, acts as an enormous
groin, silting up the foreshore on the south
of the wall, and carrying it away on the
north. When the current changes, as it will
in a few months, an exactly opposite effect
to the above will be produced; the shore
to the north of the harbour will silt up
rapidly and we shall have to remove our
landing stage to a point further seaward.
Under the circumstances I think that
all that should be done at present is to
protect our landing place and drain
and this work I found it necessary
to commence on Saturday last, no less
than 42 feet of the shore having been
carried away since the 1st instant, as you
will see from the accompanying tracing
of a survey which I had made. I am
having

having heavy stone thrown in round the
landing place and drain and have
arranged for the supply of 60 tons of
stone daily. With this supply of material
I shall soon be able to make these two
points safe. As the damage is entirely
due to the new harbour, I think Government
might be called on to pay for these
necessary protective works.

P. 4. 387/1

Yours faithfully
W. R. Robinson
Acting Chief Engineer

True copy

W. R. Robinson
Agent and Manager

Madras 30 May 1876. 92

no 26

Submitted for the con-
sideration of Government.

2. A strong littoral cur-
rent from the South-east pre-
vails at Madras from March
until October; and the effect
of this current, acting upon the
north pier of the harbour, now
under construction, has been to
deposit a great quantity of
sand to the south of the pier,
causing a considerable extension
of the foreshore, and to carry
away the sand to the north of
the pier, making considerable ero-
sion upon the old line of beach.
This erosion would, under ordinary
circumstances, have occurred
immediately to the north of the
harbour

harbour pier; but the original
harbour groin, now abandoned,
which was started from a point
opposite the Railway terminus at
Royapooram, has had the effect
of making the current strike the
beach further to the north, and
with apparently increased force.
The point where the action of the
current upon the beach has appa-
rently been greatest is where the
Madras Railway Company erected
a derrick for landing heavy
stores. This derrick was erected
upon a small jetty, protected with
timber pilings; and during part
of the current month, the whole
structure has been in considerable
danger. It has now been fenced
round with a large quantity of
loose

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have removed it from any im-
mediate risk. It will be ob-
served that the Railway
Company ask that the cost of
this protective work may be
refunded to them.

In the accompanying
tracing the effect of the action
of the current between the 1st
and the 15th May is shown. Since
the 15th there has been considerable
further erosion. On the 28th inst.
the width of sand on the east of
the Beach Road, immediately to
the north of the Railway Derrick
was only 30 feet.

W. M. M. M.

Heal R

Chief Engineer for Railway
Government
P. W. Department
Fort St. George

Ms. 175. d/26/5/76

D. H. 1876 Department

88-3896

By
No. 1475 d/14th June 1876.

Received N. J. pending
receipt of Progress Report
for June.

No. 230/31

C. G. Sp. Rep. &
Suppl. H. H. W.
Marine Dept.

Det. 27/6/76

16.6.76. Det. 13.6.76
Det. 6.5.76.

From

1876

The General Secy.

Gen. Secy.

Mr. Secy.

to Mr. Secy.

from Mr. Secy.

Dated 30/3/76

Recd 31/3/76

27/2/76

From the Secy.

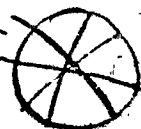
to the Secy.

the Secy.

the Secy.

the Secy.

3896



Obt. of 1876

PUBLIC WORKS.

The Com^r & Eng^r for Public

1876

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G. O. 14th June 1876, No.

1475

No. 230

1876
1876
1876

Encroachment of the Sea
upon the Beach opposite
the Royapuram Seminary
Madras Pz. - Indorsements
of the J. & M. P. submitting a
letter from the Agent regarding
the ——— recorded pending
receipt of Progress Report
for June —