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(2) Date of repair 13-7-87

(3) Initials of the Referencer Comp

TAMIL NADU ARCHIVES

GOVERNMENT OF TAMIL NADU

Public am. DEPARTMENT

G.O. No.
B.P. No.

2658-W

Press.
Mis.

Dated

21-9-1883

198

Not to be folded or roughly handled

21ST SEPTEMBER 1883, No. 2658 W., PUBLIC WORKS.

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

Buildings and Roads.
Civil Works.

READ—the following papers:—

From Colonel J. BEATTY, R.E., Superintending Engineer, Fourth Circle, to the Chief Engineer, Public Works Department, dated Coimbatore, 3rd September 1883, No. 365.

I have the honor to forward, herewith, a letter from Lieutenant West, sub-divisional officer at Mangalore, urging immediate operations for closing the old mouth of the backwater at that place, which has now been reduced to 400 feet. I am of opinion, however, that nature has already done so much, it will be well to wait and see the effect of her action in the next two or three months; and I doubt whether, if we succeeded in artificially closing the old mouth now, it would have any material effect on the condition of the backwater at the Custom House. I shall instruct Lieutenant West to have a fresh set of soundings of both mouths made early in November.

ENCLOSURE.

From Lieutenant W. C. S. WEST, Assistant Engineer, South Canara Sub-division, to the Executive Engineer, Coimbatore Division, dated Mangalore, 17th August 1883, No. 401.

With reference to your endorsement, No. 791, dated 25th ultimo, with enclosures, herewith returned, I have the honor to submit, in continuation of my letters noted in the margin, a survey of the Mangalore Harbour, with soundings.

Letter No. 310, dated 21st July 1883, to Chief Engineer.
Copy of the above to Executive Engineer.
Letter No. 331, dated 25th July 1883.

The present width of the new Oollal mouth is 2,500 feet; of which, 2,000 feet is clear water-way at low water, with 6½ feet on bar at low water springs, or 13½ feet at highest springs. This is the best entrance. There is a supposed eddy, from Salt Cotaurs round a shoal, passing the northern spit. It appears, as if the current is from the north, but cannot be from the Gurpoor, as this latter river still passes out of the old mouth with a moderate current. This action may keep an entrance open to the Bunder; but, as the sea is very quick in throwing in sand, if the shoal and the northern spit meet, which is very possible, there will be no entrance to the present Bunder at Sea Customs Office, Bank, &c.

There has been much erosion in the sandspit between the Oollal opening and new mouth of 1882; also, from the latter to the old mouth, most probably caused by the spur thrown up by the sea in front of the new mouth of 1882. The sea is, however, throwing back the sand to its fair weather alignment and level.

The old mouth is a little over 400 feet now. It was over 1,000 feet last season, and I believe it will still narrow considerably in a month or two. The old mouth is, however, holding out, by having 9 feet on bar at low water springs, or 15 feet at high water springs; also 29 feet at mouth. There is one part, however, in the basin, which is only 6 feet at low water, which I believe to be a kind of second bar. The old bar is also working inwards.

Taking into consideration all the different actions that are going on, I would suggest that steps be taken to close the old mouth at an early date. If this is not done, it is very possible the whole of the backwater will become useless for the small craft using it as an harbour. The sea action would be accelerated at both ends of the old mouth if sand is thrown in at a slope of 2 to 1. This will not be washed away as is supposed, the current being not at all strong enough to do so. The accumulation of sand by sea at both sides, is a very strong argument in favor of

this. At the closing, when the current becomes too strong, which I doubt will take place, sand bags could be used. This would cost about Rs. 10,000 at present; but the accumulation of silt may go on so fast, that probably only Rs. 5,000 would be enough. I trust you will be pleased to give this due consideration, as it would be a great pity to let this very good backwater become useless.

No. 1680 C.

Referred to the Master Attendant for information and favor of opinion.

(By Order.)

CHEPAUK,
8th September 1883.

(Signed) C. BOWEN, Major, R.E.,
Deputy Chief Engineer, P.W.D.

From J. H. TAYLOR, Esq., Lieut., R.N.R., Master Attendant, Administrative Department, Madras, to the Chief Engineer, Public Works Department, dated 12th September 1883, No. 8891.

In returning the letter from the Superintending Engineer, Fourth Circle, No. 365, dated September 3rd, 1883, referred to me under endorsement, No. 1680 C., dated September 8th, 1883, I have the honor to remark that I think it would be better to wait before spending more money on the old mouth at Mangalore. I believe the bar will be thrown in on the coast ere long and close up the opening, leaving probably a deepish hole where the greatest depth now is, which will shallow in course of time like the pool at the Cruz Milagre. I am of opinion, after careful study of the coast, that the pot-holes met with in different places of the backwater indicate places where river-mouths formerly existed, and which have been left behind on the coast extension. If any effort was to be made, I would recommend that it be not attempted at the deep part, but where the bar nears the shore opposite the casuarina plantation; but I would much rather wait and see what time and change of season will produce.

ORDER—dated 21st September 1883, No. 2658 W., Public Works.

The Master Attendant's letter will be communicated to the Superintending Engineer, Fourth Circle, for information and guidance.

(True Extract.)

Major, R.E.,
Under Secy. to Govt., P.W.D.

To the Superintending Engineer, Fourth Circle, with tracing.
" Master Attendant.
" Marine Department.

Exd. E. Fernandez.
Spare Copies

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BUILDINGS AND ROADS.
CIVIL WORKS.

Govt. of (1883) Madras.
PUBLIC WORKS.

Dated September, 21st.

Recd.

Encl.

G.O., 21st Sept. 1883, No. 2658 W.

SEPTEMBER.

Mangalore Harbour

Letter from the Master Attendant suggest-
ing, with remarks, that the closing of the old
river-mouth had better be deferred, communi-
cated to the Superintending Engineer, Fourth
Circle.

SUPD. ENGINEER'S OFFICE 4TH CIRCLE,

Coimbatore 2nd September 1883.

No. 365

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From,

The Superintending Engineer,

Fourth Circle.

To,

The Chief Engineer
P.W. Department

Sir,

Enclosures 2
Original letter
No. 1104 of 17th
August 1883
with
Tracing.

I have the honor to forward
herewith a letter from Lieut. West, Sub-
Divisional officer at Mangalore, sug-
gesting immediate operations for closing
the old mouth of the back water at
that place, which has now been re-
duced to 400 ft. I am of opinion
however, that nature has already
done so much, it will be well to wait
and see the effect of her action in
the next two or three months; and
I doubt whether, if we succeeded
in artificially closing the old
mouth now, it would have any
material

material effect on the condition of
the backwater at the Custom House.
I shall instruct Lieut West to have
a fresh set of soundings of both mouths
made early in November.

I have the honor to be
Sir
Your most obed^t Servant
L. Beatty - Colonel M.E.
Superintending Engineer
1st Circle

L

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Re 1680C
16
18th 10/83



From
The Supg Engineer,
Fourth Circle

Referred to
the Madras Attendant
for information
and favor of
opinion.
(P. M. order)

C. Anwar
Major P. B.
By M. S. P. W. D.

Dated 3rd Sept. 1883.
Sept 4th

No. 365

Encl. 2.

Mangalore Harbour
Forwarding a
Letter from the Subd.
Officer, Mangalore re-
quiring immediate op-
erations for closing the
old mouth of the —

Referred

Recd
Mangalore
2658
2658
18th 10/83

From
The Assistant Engineer
S. Canara Sub D.
To
The Executive Engineer
Coimbatore Division

Sir
With reference to your Endor. No. 991
d/25th Ultimo, with enclosures herewith re-
turned, I have the honor to submit, in con-
tinuation of
Letter No. 319 d/21st July/83 to Chief Eng.
Copy of the above to Exe. Eng.
Letter No. 331 d/25th July/83.
my letter note
in the margin,
a survey of the Mangalore Harbour with
soundings.

The present width of the new
Collal Mouth is 2500' of which 2000' is clear
waterway at low water; with 6 1/2 ft on bar
at Low water Springs, or 13 1/2 ft at highest
Springs. This is the best entrance. There
is a supposed eddy from Salt Cotaurs
round a shoal passing the northern spit.
It appears as if the Current is from the
North but cannot be from the Gurpoor,

as this latter river will pass out of the old Mouth with a moderate Current.

This action may keep an entrance open to the Bunder; but as the sea is very quick in throwing in sand, if the shoal and the northern spit meet, which is very possible, there will be no entrance to the present Bunder at Sea Customs Office, A Bank &c &c

There has been much erosion in the sand spit between the Collal opening and New Mouth 1852 - also from the latter to the old Mouth; most probably caused by the spur thrown up by the sea in front of the new Mouth of 1852. The sea is however, throwing back the sand to its fair weather alignment, and level.

The old Mouth is a little over 400 ft now, it was over 1000 ft last season; and I believe it will still narrow considerably in a month or two. The old Mouth is however holding out, by having 9 ft on bar at Low water Springs, or 15 ft at High water Springs, also 29 ft at Mouth. There is one part however in the baan, which

is only 6 ft at low water. I believe to be a kind of second bar. The old bar is also working inwards.

2658/6 Taking into Consideration all the different actions that are going on, I would suggest, that steps be taken to close the Old Mouth at an early date: if this is not done, it is very possible, the whole of the backwater will become useless for the small craft using it as an harbour. The sea action would be accelerated at both ends of the old Mouth if sand is thrown in at a slope of 2 to 1. This will not be washed away as is supposed, the current being not at all strong enough to do so; the accumulation of sand by sea at both sides, is a very strong argument in favor of this. At the closing, where the Current becomes too strong, which I doubt will take place, sand bags could be used. This would cost about Rs 10,000 at present; but the accumulation of silt may go on so fast, that probably only Rs 5000 would be enough. I

I trust you will be pleased to give this
consideration, as it would be a great
pity to let this very good backwater
become useless.



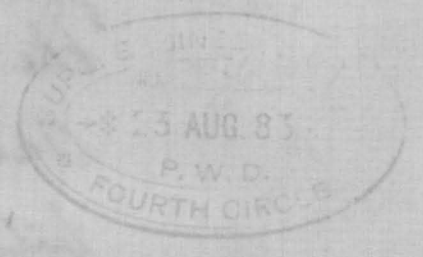
I have the honor to be

Sir

Your most obedt servant

Lieut.

Assistant Engineer



Letter from Sub D^r
officer's Canara
submitting survey of
Mangalore Harbour
with Soundings.

Administrative Department.

MADRAS,

Marine Office,

12th September 1883.

No. 8891

From

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THE MASTER ATTENDANT,

ADMINISTRATIVE DEPARTMENT,

Madras.

To

The Chief Engineer

Public Works Department

Sir,

I am returning the letter from the
Superintending Engineer, 4th Circle, No. 365, dated
September 3. 1883, referred to me under enclosure
No. 1680, dated September 8th 1883, I have
the honor to remark that I think it would
be better to wait before spending more money
on the old mouth at Mangalore. I believe
the bar will be thrown in on the coast in
long, and close up the opening, leaving probably a
shallow hole where the greatest depth now is,
which will shallow in course of time like the
pool at the Cruz Milague. I am of opinion,
after careful study of the coast, that the flat
holes met with in different places of the
Backwater indicate places where rivers mouths
formerly existed, and which have been left
behind.

behind on ... If any effort
was to be made, I would recommend that it be
not attempted at the deep part, but where
the bar means the shore opposite the Casuarina
plantation, but I would much rather wait
and see what time and change of season will
produce.

I have the honor to be

Sir

Your most Obedt. Servant

W Taylor

Master Attendant

Administrative Department

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mm

152 C 21.1.84
 2326 C 12.2.84

W.C.N. 7880

2658
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From
 THE MASTER ATTENDANT,
 ADMINISTRATIVE DEPARTMENT,
 Madras.
 To
 The
 dated 12 Sept 1883
 Received 15
 No. 8891

No. 2 including Mem.
 states that the clearing
 of the old River mouth
 at Mangalore has better
 be deferred.

No 2658 W.C.N. 7880

The Master Attendant
 will be communicated to
 the Supply & Transport
 Circle for information
 and guidance.
 W.C.N. 7880
 18-9-83

To The S.E. District Circle
 Master Attendant
 Marine Dept

15/9 18/12/9

15/9 18/12/9

155-157 628
7880

Govt. of (1883) Madras.

PUBLIC WORKS.

Date

6/12

From

To

2 Sept 1883 No 2688

No.

Mangalore Harbour

Letter from the Master of the
Sloop "H.M.S. Albatross" in
closing of the old
river mouth, has been
referred to the
S.E. Fort St. George

155-157 628
7880

Encl. in Receipt Register