Archives I 10,006—16-8 77.

(1) Number of pages 40

27 (2) Date of repair 16·9·87

(3) Initials of the Referencer

TAMIL NADU ARCHIVES

GOVERNMENT OF TAMIL NADU

P.W.D. DEPARTMENT

G.O. No. / B.P. No. 1A 39. W. Press. / Mis.

Dated 9. 6. 1884. 197 .

Not to be folded or roughly handled

20

9TH JUNE 1884, No. 1439 W., PUBLIC WORKS.

1439

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

Buildings and Roads.
Civil Works.

READ again—

G.O., dated 22nd December 1883, No. 3689 W., Public Works.

Read—the following papers :—

From Lieutenant-Colonel H. R. MEAD, R.E., Superintending Engineer, VI Circle, to the Chief Engineer, Public Works Department, dated Trichinopoly, 22nd October 1883, No. 1461 T.J.

In G.O., No. 85 W., dated 11th January 1882, the following works were sanctioned for the improvement of the Negapatam port :—

	RS.
1. Two new groynes near the existing groynes at the salt depôt ...	470
2. Repairing old groynes	100
3. Removing projections	115
4. Constructing a boat basin	1,280
5. Jetty return to north	3,400
6. Groyne on sea-face of sand-spit, 150 feet south of present mouth...	1,050
Total ...	6,415

2. Works Nos. 1, 2 and 3 have been completed; there has been a small excess of Rs. 80 in removing the projection.

No. 4 was completed as estimated, but in G.O., No. 2754, dated 23rd October 1882, an estimate for Rs. 4,680 was sanctioned for revetting the inner slopes of it, and in G.O., No. 2067 W., dated 30th July 1883, a revised estimate for this work, amounting to Rs. 6,470, was sanctioned for the same. This work has been completed with the exception of clearing some silt from it. There will, I regret to say, be a small excess in consequence of this having to be done.

No. 5 has been fully completed but there has been an excess of Rs. 470 on the work in consequence of the insufficient rate allowed for the wells.

No. 6 has not been commenced, and it seems doubtful whether it would stand if built, as proposed, of concrete block and pips only 10 feet in depth. Captain Smart, then Executive Engineer at Negapatam, deferred the work until the port was inspected last January by Captain Taylor, Master Attendant, in order that the site might be fixed if it was to be built. Captain Taylor left nothing on record but I gather that his opinion was that the work proposed was not suitable, that it should be deferred, and, if built, a much more extensive and expensive work would be necessary.

3. I agree with this, and as the construction of the palmyra groyne proposed to be made south of the mouth has been postponed (see paragraph 1 of G.O., No. 85 W., dated 11th January 1882) I would recommend that the construction of this groyne (work No. 6) should also be deferred; and I request orders of Government on this, and should this proposal be approved I request that I may be allowed to close the accounts and send in completion certificates for the works carried out.

4. There is a drainage from the town that passes near the back of the jetty wall and joins the sea during rains at the end of the return lately built. This drainage has always been a source of trouble. In former years palmyra groynes were put down to prevent it washing away the sand at the back of the jetty wall, which it constantly did to its injury and, occasionally, serious damage.

These groynes are now almost all gone; and now, at any time, this drainage may cause serious damage. Mr. Wilks, the Executive Engineer, has proposed to the Municipal Board to divert it as shown in the tracing sent; and should they accept the proposal, carry out and maintain the work, this danger will cease and they (the municipality) will much improve the land near the beach road.

I trust this arrangement will be carried out. If it is not, proposals for the protection of the north side of the jetty wall will have to be made.

5. There was another drainage that entered the back-water at X through where the local basin now is. This was diverted to Z. There are complaints that a shoal is forming here but I do not think this is serious; whenever a drainage enters the river a small shoal must form, but as at Z there is always a considerable stream from the tide it will tend to be less than that formerly at X. Of course the entrance to the boat basin (as the old unloading basin has always been) must be kept open by hand dredging.

6. I send this report through the Master Attendant in order that he may make what remarks he thinks right on the proposals made.

From J. H. TAYLOR, Esq., Lieut., R.N.R., Master Attendant, Administrative Department, Madras, to the Superintending Engineer, VI Circle, dated 10th December 1883, No. 12377.

With reference to your letter to the Chief Engineer, Public Works Department, No. 1461 T.J., dated 22nd October 1883, forwarded to me, I have the honor to inform you that it is held over till I can personally visit Negapatam and judge as to what had best be done in respect to what is still left to be attended to at that port. I have been obliged to defer my visit till the bad weather season is over in Madras, during which time my presence is essentially required here. I shall now shortly proceed to that port and communicate with you again.

2. The drainage from the town which passes near the back of the jetty wall referred to in your letter is a matter for the municipality to undertake, and any damage which the wall may sustain through its being neglected will, I think, form a fair claim against that body.

No. 1897 T.J.

Endorsement on the above.

Forwarded to the Chief Engineer, Public Works Department, for information, with reference to paragraph 2 of G.O., No. 3485 W., dated 5th instant.

2. A copy of the Superintending Engineer's letter, No. 1461 T.J., dated 22nd October 1883, that, it is now found, the Master Attendant has detained in his office, is forwarded with a request that orders may be issued on it.

Samyapuram,
14th December 1883.

(Signed) H. R. MEAD, Lieut.-Col., R.E.,
Superintending Engineer, VI Circle.

Order—dated 22nd December 1883, No. 3689 W., Public Works.

A report from the Master Attendant on the subject of the Superintending Engineer's letter, No. 1461 T.J., dated 22nd October 1883, after the former officer has visited Negapatam, will be awaited.

(True Extract.)

(Signed) J. SHAW-STEWART, Col., R.E.,
Secretary to Govt., P.W.D.

1439

G.O., dated 3rd April 1884, No. 919 W., Public Works.

Read—the following letter from Lieut.-Colonel H. R. MEAD, R.E., Superintending Engineer, VI Circle, to the Chief Engineer, Public Works Department, dated Trichinopoly, 27th March 1884, No. 2599 T.J. :—

I have the honor to forward a copy of a letter from Captain Taylor, Master Attendant, that has just been received.

2. I regret much that Captain Taylor declines to give any opinion on the estimates forwarded and the proposal made until he has again inspected Negapatam, and that there should be so much delay in his doing so. The first reference made to him was my letter, No. 1461 T.J., dated 22nd October 1883, to you, forwarded through the Master Attendant, but detained by him. In G.O., No. 3689, dated 22nd December 1883, the report by the Master Attendant was awaited.

Enclosure.

From J. H. TAYLOR, Esq., Lieutenant, R.N.R., Master Attendant, Administrative Department, Madras, to the Superintending Engineer, VI Circle, dated 24th March 1884, No. 2882.

With reference to your Nos. 2326 T.J. and 2377 T.J., dated 23rd and 28th February last, I have the honor to inform you that I wish personally to inspect the works which have been estimated for before deciding on the papers sent to me. I have just returned from a tour of inspection to the northern ports, and I am now applying to Government for sanction to proceed to Negapatam and other ports on the south and west coasts. After visiting Negapatam I shall communicate with you regarding the estimates under reference.

Order—dated 3rd April 1884, No. 919 W., Public Works.

Recorded.

(True Extract.)

(Signed) J. SHAW-STEWART, Col., R.E.,
Secretary to Govt., P.W.D.

Read also—

Inspection Notes of the Superintending Engineer, VI Circle, for the Month of January 1884, dated 24th and 26th January 1884.

Negapatam Port.

In letter, No. 1461 T.J., dated 22nd October, a report was sent regarding these works and orders asked. This letter was sent through the Master Attendant in order that he might make any remarks on the proposals; but, I regret to say, Captain Taylor retained it in his office. In G.O., No. 3689 W., dated 22nd December 1883, Government ordered the promised report from the Master Attendant, after he had visited Negapatam, to be awaited.

Nothing therefore can be done with regard to the proposals until that officer reports. All that can be done is to note the state of the work.

Boat Basin.—I regret that this is most unsatisfactory. The block work has been completed, but owing to the great delay in the work (in consequence of changes of officers—Captain Smart, Mr. Norfor, and now Mr. Wilks) a large quantity of silt got into the work. Last April (see my notes of inspection dated 4th April) I arranged and ordered that the spoil should be placed in the railway compound, and the work ought to have been finished easily in a month.

2

There was great delay; some earth was placed in the railway compound, but not properly done, a drain being stopped. The railway authorities objected, and most improperly the Executive Engineer, instead of arranging the matter or having the spoil placed in elsewhere, allowed it to be placed on the sides of the boat basin where it is most objectionable.

Again, the revised estimate allowed the drain to be turned but did not carry it quite far enough, a parapet wall was also added. The Executive Engineer sent in a proposal to lengthen this drain. It was not thought necessary or advisable, but he was ordered to revet the end of it. This, I regret to say, has not been done. The estimate for revetting the boat basin has been exceeded by about Rs. 500; a great deal of the clearing the basin was done twice over and out of season, and no allowance for this was made in the estimate. The original excavation was charged to another estimate, and a further expenditure of at least Rs. 400 will be required to remove the excavated earth from the sides and to clear the boat basin to the full depth.

During the month of November the jetty wall in front of the boat basin failed (it was built years ago of old débris and never was built pucka) and this now must be rebuilt, and I propose to do it with concrete blocks as this wall will not be required for boats to unload on but only to train the river.

The Executive Engineer is directed to prepare a revised estimate for the boat basin, allowing for the following work:—

1st. Removing all the spoil that has been heaped on the sides. This must, as previously arranged, be taken and used in raising the railway compound, care being taken to have the drain open. Should the railway officials object to this owing to change of ideas, it is to be carted and placed at the back of the river jetty.

2nd. Thorough clearing out of the boat basin. This work can be done easily and cheaply in February if care is taken to keep out tide water, the spoil to be taken away and not put on the sides.

3rd. Wooden fenders to be put up on each side of the entrance of the boat basin.

4th. In a few places the concrete blocks have, in putting down, cracked at the corners. These places should be repaired with Portland cement.

5th. Properly revetting the end of the drain. For this there is plenty of rough-stone, &c., available, a length of about 4 yards is ample.

The above is to place the boat basin in an efficient state.

For the repair of the river wall, it is thought useless to attempt to repair the present wall. It must be reconstructed. and this at once. The estimate to allow for a revetment of concrete blocks, slope 1 to 1, similar to the boat basin, but to have an apron of 4½ feet in width at the toe of the slope, top 1 foot below L.W. with groynes at the same level, 8 feet in the river, 3 feet wide, at 24 feet intervals, to prevent all fear of undercutting.

The Executive Engineer is, on emergency, to commence the work of removing the spoil on the sides of the boat basin, and the revetment required at the end of the drain. The estimates now called for should be sent in without delay so that they may be put in hand, after sanction, in proper time.

As anticipated, the land waters from the town have washed away a great deal of sand at the back of the jetty. This is an old story, but owing to the new return built at the end of the jetty it will be necessary to force this channel further to the north than before.

There are the remains of the old facing of palmyra piles but most are decayed and gone; this will require removal and extension, but I suppose any proposal for this must wait for Captain Taylor's promised visit.

The municipality have refused to undertake the work of turning this channel to the northward as proposed; and as this is the case, I think we must keep it as it is.

TRICHINOPOLY,
29th January 1884.

(Signed) H. R. MEAD, Lieut.-Col., R.E.,
Superintending Engineer, VI Circle.

1439

G.O., dated 23rd May 1884, No. 214, Marine.

Read—the following letter from J. H. TAYLOR, Esq., Lieutenant, R.N.R., Master Attendant, Administrative Department, Madras, to the Chief Secretary to Government, dated 19th April 1884, No. 3781:—

I have the honor to forward a report upon the port of Negapatam, which I visited upon the 11th ultimo. A good deal of money has been spent lately upon this port, but natural obstructions, such as experience now teaches us to expect wherever river and coast operations are concerned in this tropical zone, threaten to deprive the town of much of the contemplated benefits, so far at any rate, in this case, as the boat harbour is concerned and the diversion of the drainage. Mr. Wilks, the engineer on the spot, went carefully into all detail with me, and his opinion, joined to my own experience of Negapatam, confirms me in the belief that we shall never be able to rely with any confidence on works constructed on the left bank of the river. The seas from the north-east monsoon knock the walls about, and the freshes in rainy season bring silt down, which accumulates along the western shore and chokes up the entrance of the basin. The cemented walls of the basin give way before the blows of the ponderous cargo boats, and it is, I consider, therefore, useless to attempt to give the outer wall of the basin the slope of concrete and cement which has been proposed.

2. The jetty wall from the flagstaff to the sea has been saved from destruction only by a course of irregular heavy blocks of stone thrown down at random at its base. These boulders keep off the boats without materially impeding their shipping and discharging cargo, and keep off also the seas which would injure the quay without this protection. I am, therefore, of opinion that a similar course must be adopted along the river wall of the basin, without wasting any money on an attempt to preserve the smooth character of the work. The loose blocks may be allowed to come up almost as high as the wall itself, and take such shape as experiment will declare necessary. Where this roughstone is to come from, and the attendant expense, must be inquired into, and an estimate formed. The basin's entrance knob on the river side must be protected by loose boulders of considerable weight, not less, in my opinion, than 7 cwt. sufficient to resist all injury from boats or sea. So far as to protective works. The question of silt remains, and must be met by experiments with the new dredge just arrived in Madras from England. It will take six weeks or two months to set it up, but meanwhile no further harm can accrue to the basin or river-bed. Things had better remain as they are for the present. I anticipate great difficulty in compelling the boatmen to use the basin, which is very restricted in space, and probably it will be necessary to make another opening at the other end of the river wall, so that boats that enter first must be able to get out first, but this is detail that need not be considered now. Until the dredge is at work and its effects recognised, all expense should be suspended. And as regards the expense of the dredge and its establishment, the cost and up-keep of the basin, the conservancy of the right bank, and all matters which relate to the direct mercantile interests of the port, *i.e.*, the landing and shipping interests, I respectfully submit that the time has arrived when a small toll on packages ought to be levied to defray expenses that cannot equitably be charged to Port Funds, such a toll as is being levied at Cocanada and Tuticorin, and will soon be extended to Gopálpur when its pier is erected.

3. Some friction between the engineer and the municipality seems to oppose a satisfactory settlement of the drainage question. I do not care to object to the drain that has been diverted into the ramp between the basin and flagstaff, for I have satisfied myself that it is chiefly storm water in heavy rains. or cyclonic weather; but the municipal drain to the north of the old quay wall is altogether neglected, and when a flood occurs, it rushes along the inner side of the quay wall and even percolates through it. The municipality should, I think, be compelled to adopt one regular system for the north drainage of the town, and prevent its exercising any injurious effect on harbour work. The bar of the river has adopted a new method of obstruction. It has risen above high-water mark, and a channel has been formed along the coast line, which has made considerable erosion on the sand-spit between the sea and the tide gauge house. This must be carefully watched, for, if any increased action is

3

observed, the necessity for a groyne on the south side, so often insisted on by me from analogy drawn from the Madras Harbour Works, will be established.

4. Meanwhile, I respectfully suggest that the constant unexpected and irreconcilable nature of river action at this and other ports of the presidency demands a very cautious consideration of any remedial operations that lead to expense.

5. The lighthouse, the other marine objects, are in good order, and call for no remarks.

Order—dated 23rd May 1884, No. 214, Marine.

In G.O., No. 156, dated April 11th, 1884, the Master Attendant was desired to draft a bill on the lines of the Cocanada Harbour Dues Act to include all ports in the presidency. In the event of the Governor-General in Council assenting to the proposed Act, tolls can be levied at Negapatam.

2. The attention of the President, Municipal Commission, will be called in the Financial Department to the remarks made in the 3rd paragraph of the report, in view to early action being taken.

3. The questions belonging to the Public Works Department will be considered in that department.

(True Extract.)

(Signed) E. F. WEBSTER,
Chief Secretary.

ORDER—dated 9th June 1884, No. 1439 W., Public Works.

The report of the Master Attendant, recorded with G.O., No. 214, dated 23rd May 1884 (Marine), will be communicated to the Superintending Engineer, VI Circle, for information and guidance, with reference to the previous correspondence recorded at the head of these proceedings.

2. An estimate for the basin protective works, recommended in paragraph 2 of Captain Taylor's letter, should be prepared as soon as practicable.

3. It will be observed that the necessity for a groyne on the south side of the sand-spit, between the sea and the tide gauge house, requires to be established by further observation. The matter will be kept in view by the local Public Works officers.

4. The question of the municipal drainage into the harbour having been referred to the President of the Municipal Commission, the result will be awaited.

(True Extract.)

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

To the Superintending Engineer, VI Circle.
" Marine Department.
" Finl Deptt

Exd. E. Fernandez.
Spare Copies

1439

PE 11

BUILDINGS AND ROADS.
CIVIL WORKS.

Govt. of (1884) Madras.

PUBLIC WORKS.

Dated June, 9th.

Recd.

Encl.

G.O., 9th June 1884, No. 1439 W.

JUNE.

Port of Negapatam

A report by the Master Attendant on the —, communicated to the Superintending Engineer, VI Circle, with remarks.

6

1439

G.O. of 9.6.84, No. 1439 W, should I think be communicated to the Dept. which supervises Municipalities, with adverlence to para 4 of the order

20.6.84

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~~H.S.~~ H.C.

To be communicated to the Financial Dept.

R.S.

20.6.84

HC Please letme see.

[illegible]

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owing papers :- h1

pd. Engineer's office, 6 circle.
richinopoly, 22d October/83.

1439

uperintending Engineer
6 circle.

e Chief Engineer
P.W.D.

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Rupees — 6415

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P.S. 14

BUILDINGS AND ROADS.
CIVIL WORKS.

Govt. of {1884} Madras.
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~~to Office.~~

Sd
~~W.S.~~ H.C.

To be communicated to the Financial Dept.

R.S.
20.6.84

HC
^ Please return

20/6/84

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ising papers:— N1

pd. Engineer's Office, 6 circle.
richinopoly, 22d. October/83.

1439

uperintending Engineer
6 circle.

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P.W.D.

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3. I agree with this and as the construction of the Palmyra Groyne proposed to be made South of the mouth has been postponed (see para I of G.O. No 85 W dated 11 January 82) I would recommend that the construction of this Groyne (Work No VI) should also be deferred and I request orders of Govt on this and should this proposal be approved I request that I may be allowed to close the accounts and send in Completion Certificates for the works carried out.

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the Town that passes near the back of the Jetty wall and joins the sea during rains at the end of the return lately built, this drainage has always been a source of trouble, in former years palmyrah groynes were put down to prevent it washing away the sand at the back of the Jetty wall which it constantly did to its injury and occasionally serious damage.

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6. I send this Report through the Master Attendant in order that he may make what remarks he thinks right on the proposals made.

I have &c.
signed/ H. R. Mead 2 Dec 1886
Supd. Engineer, Scinde.

8

/True Copy/

H R Mead 2 Dec 1886
Supd. Engineer, Scinde.

P.W. En 1
11228/8

p6

Madras, Marine Office
10 December 1883.

No 12377

1439

From
The Master Attendant
Administrative Department
Madras.

To
The Superintending Engineer
6 circle.

Sir,

With reference to your letter to the Chief Engineer, P.W.D. No 1461 T.J dated 22d October/83 forwarded to me, I have the honor to inform you that it is held over till I can personally visit Negapatam and judge as to what had best be done in respect to what is still left to be attended to at that port. I have been obliged to defer my visit till the bad weather season is over in Madras, during which time my presence is essentially required here. I shall now shortly proceed to that port and communicate with you again.

2. The drainage from the Town which passes near the back of the jetty

9

8

jetty wall referred to in your letter is a matter for the Municipality to undertake and any damage which the wall may sustain through its being neglected will, I think, form a fair claim against that body.

I have &c.
Signed. Taylor.
Master Attendant.
Administrative Department.

ps /True copy/

No. 1897 T.J

Forwarded to the Chief Engineer P.W.D for information with reference to para 2 of G.O. No. 3485 W dated 5th Instant.

Enclo: 1

A copy of the Supd. Engineer's letter No. 1461 T.J. dated 22d. October/83, that it is now found the Master Attendant has detained in his office, is forwarded with a request that orders may be issued on it.

Lt Col. R.E.

Supd. Engineer, C. Circle.

Sangapuram
14th December/83 }

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JS (True copy)

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Enclo: 1

Lt Col R.E.

Supt. Engineer, Circle.

Samyapuram
14: December/83

10315 I W - 6-11-83.
3485 W - 5-12-83.

PE 131 p 6

No. 3689 W d/ Decr. 22nd. 1883

A report from the Master Attendant on the subject of the Supdg. Engineer's letter No. 1461 T.J. d/ 22nd October 1883, after the former officer has visited Negapatam, will be awaited.

C.J.
20/12

W.S.
20.12.83

22/12

S.E. Sixth Circle ✓
Marine Dept ✓

Despd. 22/12/83.

to 14/1

P.W.C. No. 11828

From,
The Supt. Engineer
6th Circle

To,
The Chief Engineer
P.W.D.

No. 1897 T.J.
Dated. 14th December /83
Recd. 17

Encloses.

No. 3689 W d/ Decr. 22nd. 1883

Port at Negapatam

Forwards for information copy of letter from the Master Attendant Madras stating the cause under which he has retained in his office the report of the Supt. Engineer on the —

Entered in the [illegible]

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p 7

OFFICE OF THE SUPERINTENDING ENGINEER,
6TH CIRCLE.

Trichinopoly 27th March 1884.

No. 2599 T.J. Despd. 29th

1439

From
The Superintending Engineer,
6th Circle

To
The Chief Engineer
P.W.D.

Sir,

ENCLOSURE 1. I have the honor to forward a copy of a letter from Captain Taylor Master Attendant that has just been received.

I regret much that Captain Taylor declines to give any opinion on the estimates forwarded & the proposal made till until he has again inspected Negapatam and that there should be so much delay in his doing so, the first reference made to him was my letter No. 1461 T.J. dated 22nd October /83 to you forwarded through the Master Attendant but detained by him. In G.O. No. 3689 dated 22nd December /83 the report by the Master Attendant was awaited.

I have the honor to be
Sir
Your most obedient servant.

Lt Col RE
Supt. Engineer, 6 Circle

No 3689W. 22.12.83.

p9

Recorded
Recorded

CCJ
31/3/84

1-4-84

P. W. D. 6TH CIRCLE.

From

The Superintending Engineer,
6th Circle.

To

The Chief Engineer
P. W. D.

No. 2599 T.J

Dated } 27th March 1884 -
Received }

Enclosure.

[illegible]

Improvements to the Port at Negapatam -

Forwards copy of letter from the Master Attendant Madras declining to give any opinion on the estimates forwarded to him for reasons stated —

10/4/84

Enclosure 8/8

Madras
Marine office
24th March 1884.

No 2882

1439

From
The Master Attendant
Administrative department
Madras.

To
The Superintending Engineer
6th circle.

Sir,

With reference to your Nos. 2326 T.J and 2377 T.J dated 23rd & 28th February last, I have the honor to inform you, that I wish personally to inspect the works, which have been estimated for, before deciding on the papers sent to me. I have just returned from a tour of inspection to the Northern Ports, and I am now applying to Government for sanction to proceed to Negapatam and other ports on the South and West coasts. After visiting Negapatam I shall communicate with you regarding the estimates under reference.

I have &c.

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signed/ Taylor
Master Attendant.

/ True copy /

Lt Col R.E.
Supdt Engineer, 6 circle.

Read also

Inspection notes of the Superintending Engineer 6th circle for the month of January 1884.

Dated 24 & 26 January 1884.

Negapatam Port.

In letter No 1461 T. J dated 22d October a report was sent regarding these works and orders asked, this letter was sent through the Master Attendant in order that he might make any remarks on the proposals but I regret to say Capt. Taylor retained it in his office. In G.O No 3689W dated 22d December/83 Govt. ordered the promised report from the Master Attendant after he had visited Negapatam to be awaited.

Nothing therefore can be done with regard to the proposals until that officer reports.

13

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Nothing therefore can be done with regard to the proposals until that officer reports, All that can be done is to note the state of the work.

1st Boat Basin. I regret that this is most unsatisfactory.

The block work has been completed but owing to the great delay in the work (in consequence of changes of officers Capt. Smart Mr. Hosfor and now Mr. Wilks) a large quantity of silt got into the work. Last April (see my Notes of Inspection dated 4th April) I arranged and ordered that the spoil shd be placed in the Railway Compound and the work ought to have been finished easily in a month.

There was great delay some earth was placed in the Railway Compound but not properly done, a drain being stopped. The Railway authorities objected and most improperly the Executive Engineer instead

of arranging the matter or having the spoil placed in elsewhere allowed it to be placed on the sides of the Boat basin where it is most objectionable.

Again the revised estimate allowed the drain to be turned but did not carry it quite far enough a parapet wall was also added. The Executive Engineer sent in a proposal to lengthen this drain it was not thought necessary or advisable but he was ordered to revet the end of it this I regret to say has not been done.

The estimate for revetting the Boat Basin has been exceeded by about Rs 500, a great deal of the clearing the basin was done twice over and out of season and no allowance for this was made in the estimate. The original excavation

was charged to another estimate and a further expenditure of at least

Rs 400 will be required to remove the excavated earth from the sides & to clear the Boat Basin to the full depth.

During the month of November the Jetty wall in front of the boat basin failed (it was built years ago of old debris and never was built pucka) and this now must be rebuilt and I propose to do it with concrete blocks as this wall will not be required for boats to unload on but only to train the river.

The Executive Engineer is directed to prepare a revised estimate for the Boat Basin allowing for the following work.

1st Removing all the spoil that has been heaped on the sides, this must as previously arranged be taken and used in raising the Railway Compound care being taken to leave the drain open. Should the Railway officials object to this owing to change of ideas, it is to be carted and placed at the back of the River Jetty.

2d Thorough clearing out of

1939

the boat basin, this work can be done easily and cheaply in February if care is taken to keep out tide water, the spoil to be taken away and not put on the sides.

3d Wooden fenders to be put up on each side of the entrance of the boat basin.

4th In a few places the Concrete blocks have in putting down, cracked at the Corners these places should be repaired with Port Land Cement.

5th Properly revetting the end of the Drain for this there is plenty of rough stone &c available a length of about 4 yards in ample.

The above is to place the Boat basin in an efficient state.

For the repair of the river wall it is thought useless to attempt to repair the present wall it must be reconstructed and this at once. The estimate to allow for a revetment of concrete blocks slope 15 1 to 1 similar to the Boat basin but to have an apron of 4½ ft in width at the toe of the slope top 1 ft below L.W. with groynes at the same level 8 ft in the river 3 ft wide at 24 ft intervals to prevent all fear of undercutting.

The Executive Engineer is on emergency to commence the work of removing the spoil on the sides of the boat basin and the revetment required at the end of the Drain, the estimates now called for should be sent in without delay so that they may be put in hand after sanction in proper time.

As anticipated the land waters from the Town have washed away a great deal of sand at the back of the Jetty; this is an old story but owing to the new return built at the end of the Jetty it will be necessary to force this channel further

to the North than before.

There are the remains of the old facing of palmyra piles but most are decayed and gone; this will require removal & extension but I suppose any proposal for this must wait for Capt. Taylor's promised visit.

The Municipality have refused to undertake the work of turning this channel to the Northward as proposed and as this is the case I think we must keep it as it is.

Trichinopoly
29 January /84.

Lt Col R.E.
Supd. Engineer, Circle.

To W.

This may simply be recorded.

CJ.

2-2-84

D.W.C. No. 863

From

The Supd. Engineer
6 circle

To

The Chief Engineer
P.W.D.

Dated 29 January/84.

Recd 1.2.84

No. 1439 W. of 9th June/84

Inspection notes of
the Supd. Engineer, Circle
for the month of January
1884 -

23RD MAY 1884, No. 214, MARINE.

G.O. dated

1439

GOVERNMENT OF MADRAS.

MARINE DEPARTMENT.

READ—the following ~~paper~~ letter :—

From J. H. TAYLOR, Esq., Lieut., R.N.R., Master Attendant, Madras, to the Chief Secretary to Government, dated Madras, 19th April 1884, No. 3781.

Administrative department.

I have the honor to forward a report upon the port of Negapatam, which I visited upon the 11th ultimo. A good deal of money has been spent lately upon this port, but natural obstructions, such as experience now teaches us to expect wherever river and coast operations are concerned in this tropical zone, threaten to deprive the town of much of the contemplated benefits, so far at any rate in this case as the boat harbour is concerned and the diversion of the drainage. Mr. Wilks, the Engineer on the spot, went carefully into all detail with me, and his opinion, joined to my own experience of Negapatam, confirms me in the belief that we shall never be able to rely with any confidence on works constructed on the left bank of the river. The seas from the north-east monsoon knock the walls about, and the freshes in rainy season bring silt down, which accumulates along the western shore, and chokes up the entrance of the basin. The cemented walls of the basin give way before the blows of the ponderous cargo boats, and it is, I consider, therefore useless to attempt to give the outer wall of the basin the slope of concrete and cement which has been proposed.

2. The jetty wall from the flagstaff to the sea has been saved from destruction only by a course of irregular heavy blocks of stone thrown down at random at its base, these boulders keep off the boats without materially impeding their shipping and discharging cargo, and keep off also the seas which would injure the quay without this protection. I am therefore of opinion that a similar course must be adopted along the river wall of the basin, without wasting any money on an attempt to preserve the smooth character of the work. The loose blocks may be allowed to come up almost as high as the wall itself, and take such shape as experiment will declare necessary. Where this rough stone is to come from, and the attendant expense, must be inquired into, and an estimate formed. The basin's entrance knob on the river side must be protected by loose boulders of considerable weight, not less in my opinion than 7 cwt. sufficient to resist all injury from boats or sea. So far as to protective works. The question of silt remains, and must be met by experiments with the new dredge just arrived in Madras from England. It will take six weeks or two months to set it up, but meanwhile no further harm can accrue to the basin or river-bed. Things had better remain as they are for the present. I anticipate great difficulty in compelling the boatmen to use the basin, which is very restricted in space, and probably it will be necessary to make another opening at the other end of the river wall, so that boats that enter first must be able to get out first, but this is detail that need not be considered now. Until the dredge is at work and its effects recognised, all expense should be suspended. And as regards the expense of the dredge and its establishment, the cost and upkeep of the basin, the conservancy of the right bank, and all matters which relate to the direct mercantile interests of the port, *i.e.*, the landing and shipping interests, I respectfully submit that the time has arrived when

Archives I 10,006—16-8 77.

a small toll on packages ought to be levied to defray expenses that cannot equitably be charged to Port funds, such a toll as is being levied at Cocanada and Tuticorin, and will soon be extended to Gopálpur when its pier is erected.

3. Some friction between the Engineer and the municipality seems to oppose a satisfactory settlement of the drainage question. I do not care to object to the drain that has been diverted into the ramp between the basin and flagstaff, for I have satisfied myself that it is chiefly storm water in heavy rains, or cyclonic weather, but the municipal drain to the north of the old quay wall is altogether neglected, and when a flood occurs, it rushes along the inner side of the quay wall and even percolates through it. The municipality should, I think, be compelled to adopt one regular system for the north drainage of the town, and prevent its exercising any injurious effect on harbour work. The bar of the river has adopted a new method of obstruction. It has risen above high water-mark, and a channel has been formed along the coast line, which has made considerable erosion on the sand-spit between the sea and the tide guage-house. This must be carefully watched, for, if any increased action is observed, the necessity for a groyne on the south side, so often insisted on by me from analogy drawn from the Madras Harbour Works, will be established.

4. Meanwhile, I respectfully suggest that the constant unexpected and irreconcilable nature of river action at this and other ports of the Presidency demands a very cautious consideration of any remedial operations that lead to expense.

5. The light-house, the other marine objects, are in good order, and call for no remarks.

ORDER—dated 23rd May 1884, No. 214, Marine.

In G.O., No. 156, April 11th, 1884, the Master Attendant was desired to draft a bill on the lines of the Cocanada Harbour Dues Act to include all ports in the presidency. In the event of the Governor-General in Council assenting to the proposed Act, tolls can be levied at Negapatam.

2. The attention of the President, Municipal Commission, will be called in the Financial department to the remarks made in the third paragraph of the report in view to early action being taken.

3. The questions belonging to the Public Works department will be considered in that department.

(True Extract.)

Chief Secretary.

To the Master Attendant, Madras.
" Public Works department.
" Financial department.

Exd. T. O'Connor.

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Archives I. 10,006—16-8 77.

2/ An estimate for the basin protective works, recommended in para 2 of Captn Taylor's letter, should be prepared as soon as practicable.

3/ It will be observed that the necessity for a groyne on the south side of the sand spit between the sea and the tide ~~guage~~ gauge house requires to be established by further observation. The matter will be kept in view by the local Public Works officers.

4/ The question of the municipal drainage into the harbour having been referred to the President of the Municipal Commission, the result ~~should~~ will be awaited.

W
6.6.84

W
9-6

1439

S.E. VI Circle

Marine Deptt

Fuel Deptt Despd 19/6/84

R.S.
E.E.A.S. 20-6-84

1990/84

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Govt. of (1884) Madras.

PUBLIC WORKS.

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Dated

Recd.

Encl.

Recd 8-5-84 [illegible]

G.O., 9 June 1884, No. 1439 W

Port of Negapatum

A report by the Master attendant on the ——— Comm^d. to the S. E. VI Circle, with remarks

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[illegible]

Sub [illegible] Regs