

- (1) பக்கங்களின் எண்ணிக்கை 20
 (2) புதுக்கித் திருப்பிய நாள் 9/90
 (3) ஆதாரங்குறிப்பவர் சுருக்கொப்பம் 607

தமிழ்நாடு ஆவணக் காப்பகம்.

தமிழ்நாடு அரசு

P. W. D துறை

15

அரசாணை எண். மு. கோப்புத் தாள் எண்.	3228 W	அச்சகம் பலவகை
நாள் :	02-12-1891	198

மடிக்கவோ கண்டபடி கையாளவோ கூடாது

10 sheets

ஆவண, கா-1-18,006-15-6-87.

A. 11/11/11

3228
1

2ND DECEMBER 1891, No. 5228 W., PUBLIC WORKS.

GOVERNMENT OF MADRAS.
PUBLIC WORKS DEPARTMENT.

Buildings and Roads.
Civil Works.

READ—the following papers:—

From Major D. McNEIL CAMPBELL, R.E., Superintending Engineer, V Circle,
to the Chief Engineer, Public Works Department, dated Chepāk, 30th
September 1891, No. 447 W.

With reference to the Proceedings of the Committee appointed to consider the difficulties experienced in the landing and shipping of goods at the port of Negapatam, communicated with G.O., No. 1295 W., dated 11th May 1891, I have the honour to inform you that I have had a line of soundings taken from the end of the jetty and find that, at a distance of 700 feet from the jetty wall, the depth of water will only be 6.61 feet at mean low spring tide level and not 12 feet as anticipated by the Committee in para. 4 of their Proceedings: at a distance of 850 feet the depth is only 8.50 feet and supposing the same slope in the sea bed to continue the pier would have to be about 1,300 feet long to get the required depth and this would double the assumed cost of Rs. 2,50,000.

2. I do not understand why it is considered necessary to have a depth of 12 feet at the end of the pier, as I should say 6 feet or 7 feet would be ample for cargo boats, and, if so, a pier, 750 feet long, would suffice.

3. In a letter to me the Presidency Port officer states that it is necessary to assume that the shore end of the pier will sand up for a length of 100 feet to 150 feet as this happened in the case of the Madras and Gopālpur piers, so if the pier is to be constructed from the end of the present jetty wall I think it not unlikely that this sanding up may affect the entrance to the boat harbour which is quite close; moreover I see no object in taking the pier from the end of the jetty, as the latter is too low, narrow and weak to be of any use. I would, therefore, suggest that the pier be taken off from a point, about 300 feet north of the jetty, so as to be some distance from the boat harbour.

4. Please let me know if you approve of this and also what depth of water is absolutely necessary at the end of pier.

5. It is possible that, at a point 300 feet north, the sea bed may have a steeper slope and I am having soundings taken; but it is not likely that a depth of 12 feet will be got without making a pier 1,000 feet long.

No. 4462 C.

Referred to the Marine Department for the views of the Presidency Port officer.

(Signed) J. PENNYCUICK, Colonel, R.E.,
Secretary to Government, P.W.D.

13th October 1891.

Forwarded to the Presidency Port officer for remarks.

17th October 1891.

(Signed) J. F. PRICE,
Chief Secretary.

From Major D. McNEIL CAMPBELL, R.E., Superintending Engineer, V Circle, to the Chief Engineer, Public Works Department, dated Chepāk, 17th October 1891, No. 469 W.

In continuation of my letter No. 447 W., dated 30th September 1891, I have the honour to inform you that I have had a line of soundings taken 300 feet north of the jetty wall at Negapatam and find that the pier will have to be 1,450 feet long in order to obtain a depth of water of 12 feet at its end at low tide.

2. I would also inform you that, since the first soundings were taken, the bar has moved considerably northwards and boats entering the harbour have now to cross the line of soundings just taken (i.e., 300 feet north of jetty wall); it therefore seems that the pier should be built still further north.

No. 4659 C.

Referred to the Marine Department in continuation of endorsement No. 4462 C., dated 13th October 1891.

24th October 1891.

(Signed) J. PENNYCUICK, Colonel, R.E.,
Secretary to Government, P.W.D.

Forwarded to the Presidency Port officer, for remarks, in continuation of current No. 1094.

29th October 1891.

(Signed) J. F. PRICE,
Chief Secretary.

From Captain B. P. CREAGH, H.M.'s I.M., Officiating Presidency Port officer, to the Chief Secretary to Government, dated Madras, 23rd November 1891, No. 500/429 G.

In reply to the references quoted in the margin (herewith returned), I have the honour to acquaint you, for the information of Government, that, in my opinion, the end of the proposed pier at the port of Negapatam should carry a depth of not less than 12 feet. This was the depth considered to be necessary by the Committee that reported to Government on the subject of the pier. There is no objection to the pier being taken 300 feet north of the jetty wall or even to a greater distance if considered necessary to obtain his end.

Transferred, and the referred papers returned, to the Public Works Department with the request that soundings still further north of the jetty may be taken and the result reported.

30th November 1891.

(Signed) J. F. PRICE,
Chief Secretary.

3228
2

ORDER—dated 2nd December 1891, No. 3228 W., Public Works.

Communicated to the Superintending Engineer, V Circle, who will arrange for the required soundings being taken accordingly.

(True Extract.)

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

To the Superintending Engineer, V Circle.
" Marine Department.

Exd. A. D. Xavier.
Spare Copies

BUILDINGS AND ROADS.
CIVIL WORKS.

Govt. of {1891} Madras.
PUBLIC WORKS.

Dated December, 2nd.

Recd.

Encl.

G.O., 2nd Dec. 1891, No. 3228 W.

DECEMBER.

Jetty at Negapatam

The Superintending Engineer, V Circle,
directed to arrange for soundings being
taken still further north of the —.

3228
3

SUPERINTENDING ENGINEER'S OFFICE,

V Circle, Madras,

Chennai, 30th September 1891.

From

Major P. McNeill Campbell, R.E.

SUPERINTENDING ENGINEER, V CIRCLE,

To

The Chief Engineer
P.W. Department.

SIR,

Enclosures.

With reference to the Proceedings
of the Committee appointed to
consider the difficulties experi-
enced in the landing & shipping
of Goods at the Port of Negapatam
communicated with G.O. No.
1295 W dated 11 May 1891, I have
the honor to inform you that
I have had a line of sound-
ings taken from the end of
the jetty and find that at
a distance of 700' from the jetty
wall the depth of water will
only be 6.6' at mean low
spring tide level and not 12'
as anticipated by the Com-
mittee

Committee in para 4 of their
Proceedings at a distance of
850' the depth is only 8.50' &
Supposing the same slope in
the sea bed to continue
the Pier would have to be
about 1300' long to get the
required depth and this
would double the assumed
cost of Rupees 250,000

2. I do not understand
why it is considered necessary
to have a depth of 12' at the
end of the Pier. as I should
say 6' or 7' would be ample
for Cargo boats & if the pier
750' long would suffice.

3. In a letter to me
the Presidency Port Officer
states that it is necessary to
assume that the shore end
of the Pier will sand up
for a length of 100' to 150' as
this happened in the
case of the Madras & Gopaul
spore piers. So if the pier is

32 28 / 4
to be constructed from the end
of the present Jetty wall I
think it not unlikely that this
sanding up may affect the
entrance to the Boat Harbour,
which is quite close, moreover
I see no object in taking
the Pier from the end of the
Jetty as the latter is too low
narrow & weak to be of any
use. I would therefore
suggest that the Pier be taken
off from a point about
300' North of the Jetty so as
to be some distance from
the Boat Harbour

4. Please let me know
if you approve of this
and also what depth of
water is absolutely necessary
at the end of Pier.

5. It is possible that at a
point 300' North the Sea bed
may have a steep slope &
I

I am having soundings
taken but it is not likely
that a depth of 12' will be
got without making a Reel
1000 fathoms long.

I have the honor to be
Sir
Your most obed^t & devoted
servant

Thos. Campbell Major RCO

Sup^t & Capt^y of the
Frigate "Enterprise"

W

3228
5

2

245/91 20175 Proc Marine

CURRENT N. 1094

From THE SUPERINTENDING ENGINEER,
V CIRCLE,

To THE Chief Engineer
P.W. Department.

Dated 30th September 1891.
Recd. 1st 10.91
" in Marine Dept. 14/10

ENCLOSURES.

No. 447 W.

Nagapattam Pier

Requesting instruction
for framing Estimate
for constructing the

R. Marine Dept	20	27	23	11	75	to Nagapattam 8.5.91
	27	16	15	6	81	
	21	4	23	5	84	to Nagapattam 14.6.91
	8	2	26	2	85	to Nagapattam 1.9.91
	28	0	3	5	88	
	30	8	1	8	87	
	42	5	2	7	87	
	44	9	4	10	87	
	45	2	10	10	87	
	72	3	0	3	88	
	182	3	7	5	88	
	207	3	27	7	88	
	323	2	9	3	70	
	74	3	25	2	91	
	178	3	1	4	71	

No. 4462 C of 13 October 1891
Referred to the
Marine Dept for the
views of the
Port Officer.

Col. O.C.

Secy. to Govt P.W.D.

TO BE RETURNED
WITH REPLY.

14 OCT 91

NTC

80/3
17 October 1891

Forwarded to the Presidency
Port Officer for remarks

Chief Secretary

CI
65/10.

10 OCT 91
MADRAS

SUPERINTENDING ENGINEER'S OFFICE,
V Circle, Madras,
Chepak, 17 October 1891.

No. 469 W.

From Major D. M. Neil Campbell Esq.
SUPERINTENDING ENGINEER, V CIRCLE,

To THE Chief Engineer
P.W. Department

SIR,

Enclosures.

In continuation of my letter
4462 C of 13.10.91 No. 447 W dated 30th September 1891 I have
the honor to inform you that I have had
a line of soundings taken 300 feet north
of the Jetty wall at Nagapattam and find
that the pier will have to be 14,50 feet
long in order to obtain a depth of water
of 12 feet at its end at low tide.

I would also inform you
that since the first soundings were
taken, the bar has moved considerably
northwards, and boats entering the
harbour have now to cross the line of
soundings

soundings just taken (ie 300 feet north
of Jetty wall) it therefore seems that the
pier should be built still further north

I have the honor to be

Sir

Your Most Obedient Servant

Thos Campbell Major R.E.
Superintending Engineer
W. L. L. L.

3228
7

P. W. CURRENT No. 1126

From

THE SUPERINTENDING ENGINEER,

V CIRCLE,

To

THE Chief Engineer
P. W. Dept

Dated 17 } October 1891.
Recd. 21 }

ENCLOSURES.

No. 469 B

Pier at Nagapattanam

Reports on the con-
struction of -

Referred

No. 4659 C of 24 Oct 1891

Referred to the
Marine Department in
continuation of previous
= ment No. 4462 C dated
13 October 1891.

R. B. S.

Col. B. S.

Secretary to Govt P. W. D.

TO BE RETURNED
WITH REPLY.

Forwarded to the
Presy Port Officer for
remarks in continu-
ation of Current No. 1094.

Submitted
Chief Secy.

F. B.

CURRENT NO. 1251

No. 500 G
429

PRESIDENCY PORT OFFICE,

Madras, 23rd November 1891.

Heading.

Nagapattanam Pier

From

THE PRESIDENCY PORT OFFICER,

MADRAS,

To

THE CHIEF SECRETARY TO GOVERNMENT,

MARINE DEPARTMENT,

FORT ST. GEORGE.

SIR,

In reply to the References
quoted in the margin (herewith
Reference dated 17th October 1891 returned, I have
on Marine Current No. 1094 the honor to acquaint
do dated 29th October 1891 you, for the information
do do No. 1136.
of Government, that in my opinion
the end of the proposed Pier at the
port of Nagapattanam should carry
a depth of not less than 12 feet.
This was the depth considered to
be necessary by the Committee that
reported to Government on the
subject of the Pier. There is no
objection.

objection to the Pier being taken
300 feet North of the Jetty wall
or even to a greater distance if
considered necessary to obtain this
end.

I have the honor to be,

Sir,

your Obedient Servant,

Breese

Captain R.N.

Offg Presidency Port-Officer

3228
9

11

Marine (1891.) DEPARTMENT.

From

THE PRESIDENCY PORT OFFICER,

Madras,

To

THE CHIEF SECY. TO GOVERNMENT,

MARINE DEPARTMENT,

Fort St. George.

No. 429
15 APR 73

Dated 23

Received 24

November 1891

No.

18.3.91-1550 C
1.4.91-1763 C
11.5.91-1295 C
16.6.91-1626 W
13.10.91-4462 C
24.10.91-4655 C

Subject.

Giving opinion that the
end of the proposed Pier
at Negapatam should have
a depth of not less than
12 feet.

Transferred.

Jul.

27 Nov

Transferred and

the referred papers
returned to the Public
Works Dept: with the
request that sound-
ings still further
north of the jetty may
be taken and the
result reported.

Respectfully
Chief Secretary

2013

Building Roads
Civil Works

26/11.

3228 Wd 27 Dec 91

Communicated to
the Supt. Engineer
who will arrange
for the required soundings
being taken accordingly.

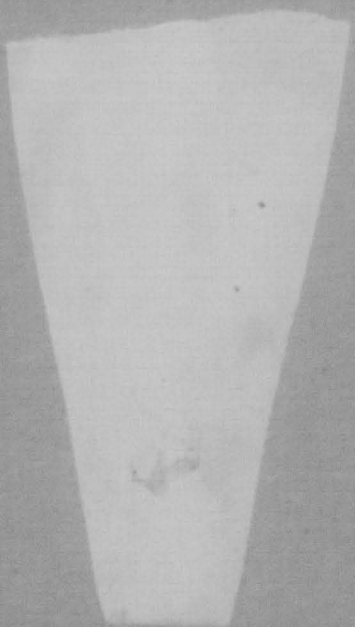
27/11

The S. & V. circle
Marine Dept

2013

27/11

3228
10



CN^o 12590

Gold. of 118 9/100

PUBLIC WORKS.

Price
2-12-91

2. 2. 4. 91 32286

Settly at Negapatam

The S. E. I. Circle
directed to
arrange for
sand dunes being
taken still further
north of the —

(10)

24/12/91
2-12-91

CN^o 12590

Code. 0118 9/ 11/10/13.

PUBLIC WORKS

Price
2.12.91

2.12.91 3228W

Settly at Negapatam

The S. E. I. Circle
directed to
arrange for
ascendings being
taken still further
north of the —

(10)

5/4/14
2-10-91