

(1) பக்கங்களின் எண்ணிக்கை 6

(2) புதுக்கித் திருப்பிய நாள் 1/92

(3) ஆதாரங்குறிப்பவர் சுருக்கொப்பம்

தமிழ்நாடு ஆவணக் காப்பகம்.

தமிழ்நாடு அரசு

சு. ம. ம.

துறை

அரசாணை எண்.

மு. கோப்புத் தாள் எண்.

2262

அச்சகம்

பலவகை

நாள் : 16/11 - 8 - 1892 198 .

மடிக்கவோ கண்டபடி கையாளவோ கூடாது

3 sheets

TO

ஆவண, கா-1-18,006-15-6-87.

22⁴⁰/₁

The proposal of
the L.S. to continue
the use of stone
in prolonging the
N. Quay to prevent
the adoption of a
system of piers
might be approved.

Taking the cost at
Rs 84 per running
yard, the extension
would cost Rs 47,850
or say Rs 50,000.

but the Railway
Board ^{from the estimate} is now
of the opinion it would
be probably much
less - say Rs 40,000
= the 22,000.

only
13.000

L.S.

No. 99348

FROM,

G. D. Wyllie Esq
SUPERINTENDING ENGINEER

FIRST CIRCLE

TO,

THE CHIEF ENGINEER

PUBLIC WORKS DEPARTMENT.

DOWLAISHWERAM, 6th August 1892.

SIR,

With reference to G.O. No. 1306 dt. date 25th April 1892, I have the honor to report as follows:- I believe all are agreed as to the necessity of prolonging the Northern Groyne at Cocanada.

2. In the present case owing to the formation of a large shoal above the Northern Groyne, it is, I consider, absolutely necessary to continue the Northern Groyne to the end of the Shoal, a distance of about 550 yards. Mr. MacKab, in his letter, states that the sand Shoal shows signs of having reached the limits of its eastward growth, it would be satisfactory if this were so, but my own belief is that the shoal will advance as the Groyne is lengthened, & that the groyne will have to be lengthened every few years till deep water is reached.

3. As the shoal now extends for some distance beyond the end of the Northern groyne

vast quantities of sand are swept round the end of the groyne, at every high tide, into the channel, & without extending the N. groyne to at least abreast of the shoal, no amount of dredging will keep the channel mouth clear, for what is dredged out one day, will be swept in by the succeeding high tide.

Regarding the means of extending the northern groyne, Mr. McNab, in his letter, advocates extending the groyne by means of iron caissons, filled up, during a period of 7 years, with concrete. There would be considerable difficulty in putting the caissons into position. Guiding piles would have to be driven, while putting them into position. Scouring action would take place at the end of each caisson, before the next was put in position, & the levels of the bed would consequently be different. For this, & many other reasons, I have no hesitation in saying that the plan is not feasible. The caissons instead of lasting for 7 years, would not, I believe, last for more than 2 or 3 years. Mr. McNab has moreover under estimated the cost.

I have taken out the cost, allowing a very light framework covered with $\frac{1}{8}$ inch sheet iron, & the estimate amounts to Rs. 63,140. Filling the caissons with concrete in Surki mortar, would cost Rs. 19,800. or a total of Rs. 82,948.

The conclusion arrived at is that for such a work, stone is the most suitable. Now that the railway line is completed between Cocanada & Samuleotta, there

would be no difficulty in running out the stone from Samuleotta to the end of groyne by rail, & the work might be completed in a few months instead of a few years as anticipated by Mr. McNab.

22/6/3

I have the honor to be,

Sir,

Your most obedient &c.

J. D. J. Jones.

Supr. Engr. 1st Circle.

P. W. CURRENT No. 8121

P. B. No. 1306 W. 8. 25. 4. 92

FROM,

G. H. W. G. L. G. L. G. L.

SUPERINTENDING ENGINEER

FIRST CIRCLE.

TO,

THE CHIEF ENGINEER

PUBLIC WORKS DEPARTMENT

DATED

DESPATCHED

RECEIVED

1892.

No. 99342

ENCLOSURES

SUBJECT.

Cocanada Port proposal
for extending the North
Grange of - Reporting on the

2264. 16 August 1892

Communicated

to the Marine Dept

with reference to

para 3 of G. O. dated

23 March 1892 No

96. Marine.

S. 13. 7

will
D. 14

(3)

1/10

To the Marine Dept

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m. 13-9

J. C. 1878 219/82