(1) பக்கங்களின் எண்ணிக்கை -18-

(2) புதுக்கித் திருப்பிய நாள் டிசம் 1990.

(3) ஆதாரங்குறிப்பவர் சுருக்கொப்பம்

தமிழ்நாடு ஆவணக் காப்பகம்.

தமிழ்நாடு அரசு

பொதுப் பணித் துறை

அரசாணை எண். 2067

மு. கோப்புத் தாள் எண்.

அச்சகம்

பலவகை

நாள் : 11·8·1893. 198

மடிக்கவோ கண்டபடி கையாளவோ கூடாது

4TH AUGUST 1893, No. 2014 W., PUBLIC WORKS.

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

Buildings and Roads.
Civil Works.

READ—the following papers :—

G.O., dated 18th July 1893, No. 248, Marine.

Read—the following paper :—

From the Presidency Port officer, Madras, dated 13th June 1893, No. 540/196 G., pointing out the urgent necessity for repairing the jetty wall at Negapatam and forwarding the following estimates :—

	RS.
(1) Jetty wall repairs	1,780
(2) Extending certain groynes	520
(3) Constructing others	2,680
Total ...	4,980

Order—dated 18th July 1893, No. 248, Marine.

The estimates resubmitted by the Presidency Port officer will be approved and transferred to the Public Works Department for immediate execution. The Accountant-General will be requested, in the Financial Department, to place the amount required for carrying out the works together with the establishment charges at the disposal of that department from landing and shipping dues.

* * * * *

(True Extract.)

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

G.O., dated 24th July 1893, No. 703, Financial.

Read—the following paper :—

G.O., dated 18th July 1893, No. 248, Marine.

Order—dated 24th July 1893, No. 703, Financial.

The Accountant-General will be requested to place the sum of Rs. (6,200) six thousand two hundred at the disposal of the Public Works Department from landing and shipping dues.

(True Extract.)

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

ORDER—dated 4th August 1893, No. 2014 W., Public Works.

The undermentioned estimates in connection with the Negapatam harbour are sanctioned for immediate execution :—

Excluded Local.
Miscellaneous Public Improvements.
Repairs.

	RS.	
(1) Repairs to the jetty wall	1,780	No. 20 W. of 1893–94.
(2) Extending and strengthening the present groynes on the east side of the island in the harbour	520	No. 21 W. of 1893–94.
Original Works.		
(3) Constructing two stone groynes on the west side of the island	2,680	No. 22 W. of 1893–94.

2. The sum of Rs. 6,200, allotted by the Financial Department for carrying out the above works, is distributed as shown below :—

	RS.
Works	4,980
Establishment	1,145
Tools and plant	75
Total ...	6,200

(True Extract.)

(Signed) J. HANNAN,
Ag. Joint Secy. to Govt., P.W.D.,
General, Buildings and Roads Branch.

To the Superintending Engineer, V Circle, with 19 enclosures.
„ Examiner, Public Works Accounts.
„ Marine Department.

Exd. A. D. Xavier.
Spare Copies

BUILDINGS AND ROADS.
CIVIL WORKS.

Gobt. of {1893} Madras.
PUBLIC WORKS.

Dated August, 4th.

Recd. *Encl.*

G.O., 4th Aug. 1893, No. 2014 W.

AUGUST.

Negapatam Harbour

Estimates aggregating Rs. 6,200 in connection with the — sanctioned for immediate execution.

C.No. 6734

D.W

2061/3

The Marine dept. have this day given me their file regarding Negapatam harbour.

In Marine G.O. No. 248 of 18th July 1893, that dept. approved & transferred estimates for (1) repairs to the jetty wall (2) extending certain groynes & (3) constructing other groynes. Apparently all that the P.P.O. wanted done at once was (1), ut the Marine dept. have lso sanctioned the estimates for (2) & (3) which form part f the scheme drawn up by ol. Pennycuick's committee for improving Negapatam arbour. (G.O. 1295 W of 11/5/91).

In P.W. C.No. 6734 the Marine dept. resolve to try the experimental wall pro=

[illegible]

[illegible]

of this groyne will in a
way interfere with the
groynes sanctioned in
Marine G.O. 248. The
plans & estimates for the
have been sanctioned f
immediate execution i
this dept. and the pape
are at Madras

Rw
6/8/93.

As the papers are
at Madras, I cannot
be sure about it, but
I think the construction
of this new training
wall would obviate
the carrying out of the
works (2) & (3) – It wi
be some time however
before the estimate i
in, & the work done
so works (2) & (3) may
go on – From the
original file it is shown
that the work requires
most immediate
attention – I have

SUPERINTENDING ENGINEER'S OFFICE,

No. 219 W

Camp Tanjore V Circle, Madras, 7067/24

~~Chepauk~~, 22nd June 1893.

From

J. C. Larminie Esqre

SUPERINTENDING ENGINEER, V CIRCLE,

To

THE Chief Engineer

P. W. Department

with M. 516 D.S
4.7.93

Enclosures. 4/
1 Survey
1 Soundings
1 Specifn.
1 Sketch.

SIR,

With reference to P.W.G. No. 1426 W of 30th May 1893.– I have the honor to forward a Survey Shewing the boat-harbour, of Nagapatam.–

2. This Survey was made in September last & as is usual towards the close of each year, the exit from the harbour was then close to the end of the northern jetty.–

3. I have shown in blue pencil the approximate position, the exit occupied when I inspected the place on the 13th & 15th instants.

4

4. This shifting of the opening to the Southward invariably takes place as the freshes down the rivers, subside in January.

5. It is apparent from the Survey that the full set of the river, not alone during freshes, but during the ebb tide is towards the northern end of the jetty and consequently, could the action of the river, be always confined and directed towards that side, it is believed that the circumstances of the Port would be greatly improved.

6 During the North East Monsoon the Sand Shoal now existing at the northern end of the jetty forms, & the reduced amount of

water

water then coming down the river, left to its own devices, has to find an exit as it best can, through the wide straggling opening & being 2063/2 the weaker of the two forces at work, the North East Monsoon soon drives it to the South.

7 Could the river flow & the ebb tides be concentrated to the North Side, so as to act to the best advantage, I believe the opening might be maintained at the North Side, all the year round & could this result be attained, I believe a much greater depth would be secured on the bar & the necessity for dredging ~~obtained~~ obviated.

8. No doubt opinions on a question of this kind will widely differ, but any how, it would be well worth while making an experimental attempt to attain the ends described above.

9. There is only one way of doing so

&

and that is, to confine the set of the River towards the end of the North jetty, as the freshes subside, towards the close of the year.

10. This could be done by a training wall laid down, as shown on the Survey by red chain dotted lines. As an experiment, this might first be formed in the usual Tanjore mode, of making groynes, i.e. palmyra tree horses, stakes & brushwood &c.

11. The works should be commenced immediately after the North East Monsoon freshes and the groyne quickly run out, so as to confine the river to the northern cail.

12. Probably Rs1,000 to Rs1,500 —— would suffice for the works and if it proved successful the question of a permanent wall, its exact

alignment

alignment & length might then be considered.

2067/6

13. Adverting to the question of constructing a training wall between the present wharf & the S I R jetty.

I consider, that while it would not have any material effect on the bar, still it would improve the train of the river & narrow it in, between cross sections AA & CC. a reference to those accompanying cross sections will show, how much deeper the river is where narrow, as at D.D. & E.E. But at the same time the cost would be more than the results, from this point of river, would warrant.

14. The new length of wharf (360 feet) in front of the boat

basin

basin cost Rs 17,000. So the length now proposed (760 feet) would cost Rs 36,000.

15. The present state of the Harbour is not as shown on the tracing dated April 1889 sent in by the Presidency Port Officer. The mud flat, which he proposes to use for filling in behind the new wall, was not visible on my inspection, the Negapatam Port Officer informed me he utilized much of it to fill in the boat basin & the only projection now visible is that marked H (in blue pencil) between cross sections C.C & D.D. on the Survey now submitted.

16. No attempt has been made to compute the quantity of sand to be removed by a Dredger, to maintain a depth of 4 ft on the bar at low tides, the quantity would not be great.

17. But from a Landsman's point of view. I should imagine it would be extremely difficult to work a Dredger on the Bar — As seen now — the smoothest period of the year, a succession of lumpy rollers come tumbling in over the bar —

& if this view be correct; there would seem all the more reason to endeavour to balance the two opposing forces at our disposal by a better disposition of the weaker one — the flow from the river (paras 10 & 11 ante) — & in this connection, in the interests of an area of 51000 acres of Irrigation in the Delta, a proposal, is being laid before the Chief Engineer for Irrigation, which would afford the means of controlling & increasing when necessary, the discharge down the River.

I have the honor to be
Sir,
Your most obedt. Servt.
J. C. Larminie
Supdg Engineer 5th Circle
23/6

2.1

P. W. CURRENT No. ~~5751~~

6734/53

No. 1562 W d/ 26-5-92
" 1656 W d/ 31-5-92
" 1242 W d/ 18-5-93
" 1426 W d/ 20-5-93
" 1657 W d/ 23-6-93

From

THE SUPERINTENDING ENGINEER,

V CIRCLE,

To

THE Chief Engr
P.W.D.

Dated 22nd June 1893.
Recd. 27th

ENCLOSURES. 4 (3 Plans)

No. 219 W.

Boat Harbour
Negapatam

Forwards a survey showing the — & affords certain information in connection therewith.

Offs. 118

With endorsement

[G/53]

Marine Department.

2067/8

CHIEF SECRETARIAT, MADRAS.

PROCEEDINGS OF THE MADRAS GOVERNMENT

READ the following paper :—

Endorsement of the Public Works Department, d/ 4th July 1893, No 515 D, on letter from the Superintending Engineer, V Circle, d/ 22nd June 1893, No 219 W.

Order, d/ 25th July 1893, No 263.

From the Superintending Engineer's letter forwarded with the Chief Engineer's note read above and from Commander Street's remarks in his letter recorded in G. O. d/ 22nd June 1893, No 205, it appears that the adoption of Commander Powell's proposals dealt with, in G. O. 10th May 1893, No 153 will not result in any material improvement to the port. Before anything further is done, therefore, the Government resolves to try the experimental training wall suggested by Mr Larminie and orders will issue in the Public Works Department for the preparation of the necessary plan and estimate.

517 D d 4.7.93

1426 W d 20.5.93 with 515 D d 4.7.93

(True Extract)

Under Secretary, P.W.D.
for Chief Secretary.

To The Public Works Dept (with all encls) ✓
" Presidency Port Offr.

P. W. CURRENT No. 6734

15

Govt. of {1893} Madras.

To

The PWD

Enclos. (3 plans)

Recd. 2.8.93

Proceedings, dated 25-7-1893.
No. 263

Subject.

Directing that before any thing further is done for the improvement of the Vizagapatam port the experimental training wall suggested by Mr Larmine may be tried & that orders issue to the PWD for the necessary plan & estimate.

J.C. 12/VIII

No. 1561 W d 23-5-92
" 1652 W d 31-5-92
No. 546-7 R d 14-3-93
" 145 D d 12-5-93
" 1342 W d 18-5-93 +
~~" 1561 W d 23-5-92~~
" 1426 W d 30-5-93
" 1651 W d 23-6-93 +
~~" [illegible]~~
" 575 D d 4-7-93
" 516 D d 4-7-93
" 517 D d 4-7-93
" 600 D d 20-7-93

Urgent

No. 2064 W d/ 11th August 1893

Communicated to the Supdg. Engr. V circle, who will submit a plan and estimate for the experimental training wall proposed in para 10 of his letter No. 219 W dated 22nd June 1893.

JH
9.8

9-8-93

DESPATCHED
AUG. 93

S.E. V circle
with 4 enclos.
11/8

P.S. 198

a 11/8.

17/8.