

- (1) பக்கங்களின் எண்ணிக்கை 10.
- (2) புதுக்கித் திருப்பிய நாள் 12/9/
- (3) ஆதாரங் குறிப்பவர் சுருக்கொப்பம் 84/

தமிழ்நாடு ஆவணக் காப்பகம்.

தமிழ்நாடு அரசு

P. W. துறை

அரசாணை எண்.	2469 (W)	அச்சகம்
மு. கோப்புத் தாள் எண்.		பலவகை
நாள் :	26.9.1893	199

மடிக்கவோ துண்டிப்படி கையாளவோ கூடாது.

1009

ஆவண. கா. 1-18,006-6-9-90.



PROCEEDINGS OF THE MADRAS GOVERNMENT.

Read the following paper:—

From the Presidency Port Office,
Madras, dated 4th September 1893, No.

500 G.
300 G.

I have the honour to acquaint you for the information of the Exco., that I recently visited the port of Negapatam, and that I found that nothing up to date had been done by the Public Works Department in connection with the works for the carrying out of which sanction was accorded in G. O. No. 248 dated 18th July 1893. It seemed to me, after personal inspection of the river, that further delay in extending the groynes on the west side of the "Spit" would greatly enhance the existing difficulties connected with Landing and Shipping operations caused by the accumulation of silt in the vicinity of the jetty, and I therefore trust that the

the Public Works Department may be
desires to carry out this work as quickly
as possible. The accompanying sketch
of the river, taken at low water, shows
the positions of the mud patches in the
vicinity of the jetty and as these patches
greatly hamper Landing and Shipping
operations, the members of the Landing
and Shipping Dues Committee, at a
Meeting I attended, were unanimous in
desiring that a "bucket dredger" should
be sanctioned for the port and that
the question of providing this dredger
should not depend on the success of
the temporary training wall suggested
by the Superintending Engineer, Vth
Circle, in para 9 & 10 of his letter
to Government No. 219 W. dated 22nd June 1893 and approved of in G.O. No.
263 dated 25th July 1893. The Committee
pointed out to me that the cost of
this dredger could be easily met from
the Landing and Shipping Dues now
lying to the credit of the port,
provided that the balance was not reduced
by having to bear the cost of experimental
works regarding which they had no
voice, and which might, or might not,
prove

R. 515 B
4-7-93
2067 W
11-8-93

*B

from Succumbat. The Committee
appeared to consider that the Superintending
Engineer, Vth Circle might have ascertained
their views, or at all events, have consulted
with some of the members who had
local knowledge of the river before
submitting his report to Government, and
the majority seemed to be strongly opposed
to constructing a training wall, at present
between the present wharf and the South
Indian Railway jetty. Personally I am
greatly in favor of renewing all the
groynes which previously existed on the
west side of the "Spit" and of connecting
the groynes marked B and A on the
accompanying plan of the harbour in
order to prevent the water from swirling
towards the old mouth, and of providing
a dredger, for I am inclined to think that
the accumulation of silt in the vicinity
of the jetty is too large to be completely
removed without dredging and that
to attempt to remove it by Cooly
labor, as proposed in G.O. No. 192,
dated 10th June 1893, would be a
mere waste of money as work could
only be carried out by hand at low
water, and the small amount of silt
which might be removed, probably
would

would have no appreciable effect, and it is unlikely that it would be an economical proceeding.

Order 13th September 1893, No. 334

Communicated to the Public Works Department with the request that further orders may issue for the immediate execution of the works sanctioned in G.O. dated 4th August 1893, No. 2014 W. They include the construction of two new groynes on the west side of the "Spit". The Public Works Department will be requested to report on the suggestion to repair all the groynes on that side and as to closing the space between the two groynes referred to by the Presidency Port officer.

marked B & C on plan

2. According to Commander Street's remark regarding a training wall it is obvious from the Superintending Engineer's letter recorded in G.O. dated 25th July 1893, No. 263, that he did not recommend the construction of a wall between the present wharf and the S. I. R. jetty and it was not for a wall in that position that a plan & estimate were called for in that G.O. The recommendal groyne recommended by the Superintending Engineer

Govt. 2867 W
11-8-93

Engineer was roughly estimated by him to cost between Rs 1000 and Rs 1500, and the Government considered it is worth trying if it is likely to obviate the necessity for a dredger. If it proves a success it can be replaced by a wall as proposed by Mr. Larmine.

3. As regards the suggestion to provide a "bucket" dredger, it is at present in too vague a form for consideration. The Presidency Port officer will report what kind of dredger he intends, what its price would be and what it would cost to maintain. The previous experience of dredging at Negapatam was by no means satisfactory from any point of view.

(True & Co. Secy)

W. Washburn
Under Secretary P.W.D.
for Chief Secy.

The Public Works Dept.
with 2 Plans.
Presidency Port Officer.

2867 W
11-8-93

Gobt. of { 18 } Madras.

To
The Public Works Depto

Encls 2 plans

Dues: 19.9.93

Proceedings, dated 13 Sept 1893
No. 334

Subject.

Requesting the P.W. Depto to issue orders for the immediate execution of certain works in the Negapatam Harbour, and to report upon the repairing and of certain groynes there, and calling upon the P.P. officer to furnish the necessary information regarding the bucket-dredger to be provided for that port.

1561W 8 22.5.92
1656W 8 21.5.92
5467 28 24.2.93
1342W 8 18.5.90
1426W 8 20.5.90
1657W 8 23.6.90
5158 8 4.7.90
516 8 4.7.90
577 8 4.7.90
600 8 20.7.90
2469W of 26 September 1893

Communicated to
the Suptg Engr Circle
in view to the immediate
execution of the works
sanctioned in G.O. no
2014W of 4 August 1893.
The date of commencement
of the works should be re-
ported.
2. The Suptg Engr will
report on the suggestion to
repair all the groynes on
the west side of the spit &
to close the space between
the two groynes A+B re-
ferred to by the Presy.
Port officer.
3. The submission of the
estimate called for in
G.O. no 2064W of 11
August 1893 should
be expedited.

DESPATCHED
27 SEP 93
S. E. V. Circle
with 2 plans.
27/9
2299

J.C. 27.14