7444

Govt. of {1894} Madras.

MARINE.

No: 2505 dt 10th October 1894.

Recorded

Issued 10.10.94

Recd. 3.10.94 Encl.

G.O., 17th September 1894, No. 371.

SEPTEMBER.

DESPATCHED
10 OCT. 94

2 copies to Customs

Adirampatnam Harbour.

Recording report on the —.

S.E. V circle

C.E. for info

D.L.S. 396

INDEXED

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

Buildings and Roads.
Civil Works.

READ—the following paper :—

From F. R. UPCOTT, Esq., Consulting Engineer for Railways, to the President, District Board, Tanjore, dated Ootacamund, 21st May 1894, No. 25/O.

In reply to your letter No. 339 of 2nd May 1894, I have the honour to say that I do not consider a year's delay in proceeding with the construction of the extension of the Máyavaram-Muttupet Railway to Adirámpatnam would add anything appreciable to the cost thereof.

2. Your Board very rightly in my opinion wish to have the harbour examined and an estimate prepared to provide a jetty or pier to facilitate the landing and shipping as they believe this will influence the receipts of the proposed extension. By delaying the extension, there would be time for this examination and the receipts on the Máyavaram-Muttupet Railway would afford them a guide as to the amount which they could afford to spend on the harbour of Adirámpatnam.

3. I suggest your Board addressing the Chief Engineer, Public Works Department, Madras, with reference to a survey and report of the capabilities of the harbour.

Disposal No. 230.

Submitted to Government in the Local and Municipal Department with a copy of the District Board's resolution with reference to G.O., No. 159 F., dated 23rd February 1894, communicated with G.O., Mis. No. 509 L., dated 15th March 1894.

2. The opinion expressed by the Consulting Engineer that the cost of improving the harbour would fall on Local Funds can hardly be correct.

5. The request of the District Board that Government may be pleased to depute a competent Engineer to examine the harbour and advise how the landing and shipping difficulty may best be met has my concurrence and support.

VALLAM,
31st May 1894.

(Signed) H. M. WINTERBOTHAM,
President.

ENCLOSURE.

EXTRACT from the Proceedings of the District Board of Tanjore, dated 28th April 1894.

* * * * *

25. Read G.O., No. 159, of 23rd February 1894, directing that the contribution to Provincial funds on account of expenditure in the current year on the Máyavaram-Muttupet Railway be adjusted in March 1895, limiting that sum to be withdrawn from Government securities to certain amount, and requesting the President, District Board, to state whether he recommends the extension of the line to Adirámpatnam during 1894–95.

Resolution.—Owing to the shallowness of the water at Aidrámpatnam, the landing and shipping of goods is now carried on under such difficulties that the Board doubts whether the immediate extension of the railway can be advocated unless the construction of a pier or screw piles or some such expedient is understood to be an integral part of the scheme. Until the shipment of goods is made easier, it is almost certain that very little grain will be carried over the new line for exportation. Except from the salt and passenger traffic, there will be no large receipts.

BUILDINGS AND ROADS.
CIVIL WORKS.

Govt. of {1894} Madras.

PUBLIC WORKS.

Dated July, 2nd.

Recd. *Encl.*

G.O., 2nd July 1894, No. 1631 W.

JULY.

Adirampatnam Harbour

Correspondence relative to the deputation of an Engineer officer to examine the — and advise on how best to meet the landing and shipping difficulty therein encountered in view to the Máyavaram-Muttupet Railway extension to the port being rendered remunerative, communicated to Superintending Engineer, V Circle, for report in communication with the Presidency Port officer.

GOVERNMENT OF MADRAS.

MARINE DEPARTMENT.

READ—the following paper :—

From J. P. DAVIDSON, Esq., Officiating Superintending Engineer, V Circle, to the Chief Engineer, Public Works Department, dated Chepâk, 4th September 1894, No. 300 W.

On receipt of G.O., No. 1631 W., of 2nd July 1894, the Executive Engineer, Negapatam Division, was instructed to furnish all the information available regarding the port of Adirámpatnam, with surveys and soundings of the approach to the landing place.

2. From his report, Mr. Larminie has prepared the accompanying description of the place, which, along with the surveys and line of soundings, will enable a pretty correct idea to be formed of the circumstances of the locality.

3. It is quite clear that the only * thing that can be done to facilitate shipping operations is the construction of an embanked road 2,000 feet in length through the slushy foreshore from near the Sea Customs House to ordinary water margin, and thence 2,000 feet of pier would be required to reach a depth of $4\frac{1}{2}$ feet of water at low tides.

* A dredger *constantly* at work might keep a shallow channel open through the outer 2,000 feet of slush.

4. No further action nor inspection appears to be necessary until it is decided whether the improvement of the port is worth taking up.

ENCLOSURE.

Note on the Port of Adirámpatnam.

The port (if it may be so called) of Adirámpatnam is situated about 30 miles west of Point Calimere in the bend or angle formed by the change in direction of the coast from east to west to north to south.

2. The bay thus formed is still further enclosed and sheltered from anything approaching a sea by two sandspits or shoals, one extending in a S.S.W. direction from Point Calimere, the other in an E.S.E. direction from Munnamalgudi, at the southern end of the bay, as shown on tracing sheet No. 3.

3. The coast line of this bay is low and flat for a couple of miles east and west of the landing place, the margin for some 2,000 feet seawards from the Custom House is slushy and covered at full tide, its general level being only about one foot above mean low spring tide level.

4. For the next 2,000 feet seawards the bed falls from mean low spring tide level (at 2,250 feet from Custom House) to 4·84 feet below that level at a distance of 4,000 feet (see sections, tracing sheet No. 4). The bed being soft slush for a depth of 7 feet, resting on sand.

5. Some ten years ago, at 2,000 feet from the Customs House there was a depth of $4\frac{1}{2}$ feet of water where now there is a depth of only a few inches, while at 4,000 feet out, boats of from 60 to 80 tons used to anchor.

6. It is stated by the Customs Superintendent and local merchants that during the past ten years the sea has receded 300 yards. This results, no doubt, from the gradual silting up of the bay by the Maharajahsamudram river which enters some three miles west of Adirampatnam, possibly aided by long shore currents from the south during the South-West Monsoon.

7. At present vessels of any size are obliged to anchor from 8 to 10 miles out, the same anchorage also serving for Muttupet.

The passenger traffic will be the most paying item, but the Board is unable to compute its amount. Sir Henry Stokes in 1882 stated that the average sales of salt at the three factories near which the line will pass amounted to 6,357 tons. The Salt Administration Report for 1892 gives the total sales at 5,729 tons. Supposing that 6,000 tons of salt be carried over the new line an average distance of 6 miles at 3 annas per truck of six tons, we get an annual total of Rs. 1,125 which will not go far towards paying a dividend. A great part of the salt produced must of necessity continue to supply the western parts of Mannárgudi, the northern parts of Pattukkóttai and the southern parts of the Tanjore taluk which cannot be fed by rail. At the same time there is no doubt room for a large increase in the manufacture of salt at all three factories, and whatever quantity went by rail to Muttupet would be carried on north and add to the earning power of the new line. From unofficial inquiries the Board is given to understand that it will make little or no difference in cost whether the extension be carried out at once or be postponed, and if this be so the Board ventures to suggest that the wisest course would be for Government to have the harbour examined by a competent Engineer with a view to ascertain how the landing and shipping difficulty can be overcome and whether any substitute for a screw pile pier can be suggested. If delay will add greatly to the cost of the extension, the Board is prepared to approve of the extension being undertaken at once.

Passed by a majority of 18 to 3, Messrs. Mirthingia Iyer, Ramasami Iyer and Khadir Mohideen Marakayar, members from the Pattukkóttai taluk, dissenting on the ground that the extension should be proceeded with at once.

* * * * *

(Signed) C. MURUGESAM PILLAY,
Vice-President.

No. 465, Local and Municipal.

Transferred to the Financial Department.

FORT ST. GEORGE,
13th June 1894.

(Signed) L. DAVIDSON,
Ag. Assistant Secretary.

No. 1287, Financial.

Referred to the Public Works Department for favour of report in communication with the Presidency Port officer.

OOTACAMUND,
23rd June 1894.

(Signed) L. DAVIDSON,
Ag. Assistant Secretary.

ORDER—dated 2nd July 1894, No. 1631 W., Public Works.

Communicated to the Superintending Engineer, V Circle, for report in communication with the Presidency Port officer.

(True Extract.)

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

To the Superintending Engineer, V Circle.
" Local and Municipal Department.
" Marine Department.
" Financial "
" Consulting Engineer for Railways.

Exd. C. A Munisawmy.
Spare Copies

8. Since last year boats get in to near the Customs House through a channel, then excavated through the slush, the excavated spoil forming a bank from which carts can load or unload the boats. This channel carries a few inches of water at low tide, and boats can only convey half a load until deeper water is reached.

9. The bank above alluded to seldom suffers damage, the water in the bay being invariably quiet even in rough weather, &c., and it has been suggested by some of the merchants that the channel might be widened and deepened and the spoil disposed so as to form a better road.

10. This might be done for a length of 2,000 feet from the Customs House; thence a pile pier would be required, but to reach even a depth of 5 feet at low tides, a length of 2,000 feet of pier should be constructed. The work would be expensive, for stone for the roadway would have to be conveyed from a distance of 25 miles, while the pier piles should be sunk 10 feet through slush and sand before even firm soil would be reached.

11. These facts, coupled with the steadily deteriorating character of the bay, promise but a poor return for any expenditure which might be incurred. With the extension of the railway, however, trade may increase to such an extent as to justify something being done to facilitate shipping operations.

(Signed) J. C. LARMINIE,
Superintending Engineer, V Circle.

25th August 1894.

No. 1019 D.

Transferred to the Marine Department.

2. It does not appear that the Superintending Engineer drew up his report in communication with the Presidency Port Officer, as directed in G.O., dated 2nd July 1894, No. 1631 W.

3. It seems, however, pretty clear that no improvement is possible within any practicable limit of cost.

OOTACAMUND,
11*th September* 1894.

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

ORDER—dated 17th September 1894, No. 371, Marine.

Recorded.

(True Extract.)

J. F. PRICE,
Chief Secretary.

To the Presidency Port Officer.
" Public Works Department.
" Local and Municipal Department.
" Consulting Engineer for Railways.

Exd. A. Raitt.

Govt. of {1894} Madras.

MARINE.

No 2505 WD 10-10-94

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(Sgd)

CHBB

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Under Secy to Govt
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