SUPERINTENDING ENGINEER'S OFFICE,
V CIRCLE, MADRAS,
Chepâk 27th September 1894.

No. 325 W

From J. D. Davidson Esquire
Offg. SUPERINTENDING ENGINEER,
V CIRCLE,

To
THE Chief Engineer
P.W. Department.

SIR,

I have the honor to submit herewith for sanction enclosed estimate from the P.W. stores of Rs. 7350 for value of pumping Machinery returned to stores from Coimbatore Division and for approximate value of articles to be purchased in India or obtained from other Divisions during 1894-95.

I have the honor to be
Sir
Your most obedient servant

J. Davidson
Offg Supg Engineer
V Circle

Enclosures 1
1 Estimate

250—6-2-94.

P. W. CURRENT No. 7600

From
The Supg. Engineer
4th Circle.

20-9-94 No. 2366 W

Dated 6th
Desp. 8th } October 1894
Rec'd 9.10.94

No. 424
W.

Encls: 6.

Kundapur Harbour
Returns enclosures in connection with the encroachment of the sea at

Cross 7593 & 7600

Ref: 2627 W. dt 18 Octr 94
B/F
reminder sent 6/3/95

Communicated
to the Marine Dept.
with reference to
his dated 14th Sept.
1894. No. 269 Marine
of. The report &
proposals of the
Supt Engr. after
his inspection of
the port are
awaited

DESPATCHED
20 OCT. 94

D.C.C. 24/10

Urgent Reminder issued 2627/Prd 6-3-95
Marine Dept
with 6 enclosures Retd
Supt Engr. IV Circle
Enquired
with Bacing

INDEXED
24/10

a quay there.

I have &c.

(Sd) W. V. Baker,

Offg. Executive Engineer.

No. 424/W dated 6th October 1894.

Copy - Forwarded to the Chief Engineer, P. W. Department, in continuation of this office Endorsement No. 416/W dated 5th instant.

2. The Enclosures which accompanied the G.O. No. 2366 W, dated 20 September 1894, are herewith returned.

Enclosure 6
Letter No. 3190 dy 2d Sept '94 from the Collector of South Canara to the Chief Secretary to Govt with its 6 Enclosures.

*Cur 7593

H Hamman

Supg. Engineer, 4 Circle.

P. [illegible] No. 7593

No. 584 Dr.

Executive Engineer's office,
West Coast Division,
Camp, Mangalore, 1st October 1

From,

W. V. Baker, Esq.,
Offg. Executive Engineer,
West Coast Division,

To, The Superintending Engineer,
Fourth Circle, Coimbatore.

Sir,

Having already submitted my report on the erosion and encroachment of the sea at Kunda-pur, I have the honor to return with its enclosure G.O. No. 2366 W, dated 20 September 1894 bearing your endorsement No. 483/WC of the 23d idem.

After perusing the enclosures to the G.O, I have nothing more to add to my report, but would point out the advisability of deferring the question of constructing a quay as recommended by the Collector, at least till we can successfully deal with the erosion of the margin and secure a strip of foreshore from which to work; for at present owing to the great depth of water near the Sea Customs office margin, it would be very costly to construct a

From
The Supg. Engineer,
4th Circle.

Dated 5th
Desp. 6th } October 1894
Recd: 9.10.94

No. 416/W.

Enclos: 1. tracing to be returned.

Kundapur Harbour.

Forward West Coast Dn. Officer's report regarding the encroachment of the Sea at the —

Executive Engineer's office,
West Coast Division,
Camp, Mangalore, 1st October 1

No. 584 Dt.

From,
W. V. Baker, Esq.,
Offg. Executive Engineer,
West Coast Division;

To, The Superintending Engineer,
Fourth Circle, Coimbatore.

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After perusing the enclosures to the G.O, I have nothing more to add to my report, but would point out the advisability of deferring the question of Constructing a quay as recommended by the Collector, at least till we can successfully deal with the erosion of the margin and secure a strip of foreshore from which to work; for at present owing to the great depth of water near the Sea Customs office margin, it would be very costly to construct a

removal of the sand spit as much as possible at its upper end that we must hope to prevent further erosion to the northern shore and loss of property during the next monsoon

8. I consider the sand spit to have gained too much on us to admit any radical change being effected in it in one season; any advantage over it must be obtained by steady and continuous action during the next 2 or 3 monsoons. With the shortening and narrowing of the sand spit, I anticipate a steady divergence of the set of the current more southwards than at present, and a formation of sand occur in proportion along the northern margin - certainly, the ceasing of the erosion during the next monsoon.

9. That the river bed is silting up along its left margin above the sand spit, where I am told in former years there was deep water, is very apparent.

10. On the accompanying survey tracing of the Port taken in the early part of 1893, I have marked in yellow the extension of the sand spit and other features as they now exist. You will see that the lengthening of

removal

Executive Engineer's office,
West Coast Division,
Camp, Mangalore, 1st October 1

No. 584 Dt.

From,
W. V. Baker, Esq.,
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To, The Superintending Engineer,
Fourth Circle, Coimbatore.

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After perusing the enclosures to the G.O., I have nothing more to add to my report, but would point out the advisability of deferring the question of constructing a quay as recommended by the Collector, at least till we can successfully deal with the erosion of the margin and secure a strip of foreshore from which to work; for at present owing to the great depth of water near the Sea Customs office margin, it would be very costly to construct a

removal of the sand spit as much as possible at its upper end that we must hope to prevent further erosion to the northern shore and loss of property during the next monsoon

8. I consider the sand spit to have gained too much on us to admit any radical change being effected in it in one season; any advantage over it must be obtained by steady and continuous action during the next 2 or 3 monsoons. With the shortening and narrowing of the sand spit, I anticipate a steady divergence of the set of the current more southwards than at present, and a formation of sand ocean in proportion along the northern margin - certainly, the ceasing of the erosion during the next monsoon.

9. That the river bed is silting up along its left margin above the sand spit, where I am told in former years there was deep water, is very apparent.

10. On the accompanying survey tracing of the Port taken in the early part of 1893, I have marked in yellow the extension of the sand spit and other features as they now exist. You will see that the lengthening of

of the sand spit (above high water mark) has been trifling, whereas it has widened considerably westwards, narrowing the mouth of the river and naturally causing a set against the northern bank and erosion of the margin.

11. The approximate of the works proposed to be undertaken I estimate as follows:-

Cost of repairs to the two groynes and their extension shorewards	Rs	3000
Cost of cutting two channels 7 yards wide through sand spit	—"—	1000
Cost of labor employed in loosening sand at nose of sand spit during high floods	—"—	250
Total Approximate cost Rs		4250

12. The papers on the subject of the erosion promised by the Chief Engineer have not as yet reached me. I do not however wish to delay my report on that account as I was able to fully understand the case without them.

I have &c.,

(Sd) W. V. Baker,

Offg. Executive Engineer.

Copy-

Enclosure

1 Tracing to be returned.

× Vide 1037 D 13.9.94

No. 46 W dated 5th October 1894.

Copy- Submitted to the Chief Engineer, P.W. Department, with reference to his telegram dated 13th September 1894.

The undersigned will take an early opportunity of inspecting the place.

Supg. Engineer, 4 Circle.

P. [illegible] No. 7593

From

The Supg. Engineer,
4th Circle.

Dated 5th }
Desp. 7th } October 1894

Recd: 9.10.94

No. 416
W.

Enclos: 1. tracing
to be returned.

Kundapur Harbour.

Forwards West Coast Dy.
Officer's report regarding the
encroachment of the Sea at
the ——

spit whereas it is now barely 500 ft; it is in width that the sand spit has during the past year considerably increased.

6. Of the two rough stone groynes which hitherto have fairly served to protect the northern margin the upper one has been breached some 100 ft in width near its shore end, while the lower one is turned, a gap of some 200 feet exists between it and the shore. Though silting up is in a measure taking place in the vicinity of the groynes and below them, it will be neecessary to repair and strengthen them and to connect the lower one with the shore. This is all I consider necessary to attempt to carry out before the monsoon of 1895 in regard to protecting the northern margin.

7. What is of the utmost importance to undertake as early as practicable - namely when the river comes down in flood of 1895 - is to endeavour to decrease the sandspit both as regards its length and breadth, chiefly at its apex or northern end. It may also be possible if the floods are unusually high, to cut a channel through the centre of the sand spit and thus get rid of a large portion of it. But it is by the removal

P. [illegible] INT No. 7593

From
The Supg. Engineer,
4th Circle.

Executive Engineer's office,
West Coast Division,
Camp, Kundapur, 26th Sept. 1894.

No. 573 Sr.

From,
W. V. Baker, Esq.,
Offg. Executive Engineer,
West Coast Division.

To,
The Superintending Engineer,
IV Circle.

Sir,

I have the honor to report that in compliance with your urgent telegram of the 13th instant, I proceeded to Kundapur via Mangalore to inspect the encroachment of the sea at that port with a view to adopt necessary measures, as directed by the Chief Engineer, to prevent immediate damage, and on the 24th, 25th and 26th instants made the necessary inspection.

2. The Erosion is on the northern side of the Port, near to the mouth of the Gangolli river and opposite to the Sea Customs office

Dated 5th }
Despd 6th } October 1894
Recd: 9.10.94

No. 416
W.

Enclos: 1. tracing
to be Returned.

Kundapur Harbour

Forwards West Coast Dn
Officer's report regarding the
encroachment of the Sea at
the —

office building. The encroachment by
the sea in connection with the erosion,
From is along the foreshore to the west & north
C of the Sea Customs office.

3. At present no erosion is taking place.
With the cessation of the south west mon-
-soon and consequently of floods down the
Date river, all encroachment for the present
Desp has ceased and until the south west
monsoon of 1895; hence there is no necessity
to take steps at once to put in hand any
protective works. These will be estimated
for as early as practicable, and if a por-
-tion of the works is undertaken before
may 1895 and the remainder during
next monsoon weather, it will serve the
required purpose.

4. The erosion is said to have occurred
Offi during the 3 floods which came down
curr the river between the 1st and 10: August
the last; that of the 10: being the heaviest
caused the most damage and gave
rise to serious alarm, for it eroded
the northern margin to within 20 feet
of

of the Sea Customs office building, carried
away a portion of the Local Fund Road for
a length of about 150 ft and dangerously en-
-croached on the limited space in front of the
merchants' ware houses. Fortunately no houses
were damaged though the encroachment was
so great as to cause the inhabitants much
anxiety.

5. The cause of the erosion is primarily
due to the sand spit on the southern side of
the mouth of the river. It has evidently been
steadily advancing northwards for years, and
has gradually diverted the current of the
river and that of its northern branch north-
-wards, causing it in each succeeding season
of floods to set more direct against the northern
bank, till it now acts directly against that
part near the mouth of the river occupied
by the ware houses and the Sea Customs office.
At the same time the mouth of the river, even
within the last two monsoons, has been con-
-siderably contracted. Judging from a survey
of the Port taken in march 1893, which shows
a width of fully 1200 feet at high tide
between the northern margin and the sand
spit

spit whereas it is now barely 500 ft; for it is in width that the sand spit has during the past year considerably increased.

6. Of the two rough stone groynes which hitherto have fairly served to protect the northern margin the upper one has been breached some 100 ft in width near its shore end, while the lower one is turned, a gap of some 200 feet exists between it and the shore. Though silting up is in a measure taking place in the vicinity of the groynes and below them, it will be necessary to repair and strengthen them and to connect the lower one with the shore. This is all I consider necessary to attempt to carry out before the monsoon of 1895 in regard to protecting the northern margin.

7. What is of the utmost importance to undertake as early as practicable - namely when the river comes down in flood of 1895 - is to endeavour to decrease the sandspit both as regards its length and breadth, chiefly at its apex or northern end. It may also be possible if the floods are unusually high, to cut a channel through the centre of the sand spit and thus get rid of a large portion of it. But it is by the

Govt. of {1894} Madras.

FINANCIAL.

No. 2624 dy 18 October 1894

Communicated to officers of the P.W.D.

(Lt) J. P.

Issued

Recd. Encl.

G.O., 19th Sept. 1894, No. 752.

S[illegible]BER.

Exchange Compensation Allowance.

Communicating to the Departments of the Secretariat and to all Heads of Departments under the Chief Secretary the decision of the Government of India that — is admissible to officers on leave in India in the same way as to officers on duty.

Chf. Engr. for Irrign
Consg. Engr. for Rys
Supdg. Engrs
C.A. to Govt
S. of W. P. P.
Exr. P.W. Accts
Exr. Ry Accts