

17.3.16

8409
Public Works (1896) Department.

G.O., No. 2857W

DATED 3rd October 1896

[Despatch Abstract.]

Vizagapatam back water: Letter from S.E. I
Civil Submitting a report regarding the
and the new line of railway (known
as the Swamp line) recorded with
~~the~~ the deferred report called for in
Co. 1847 of 20.6.96, awaited.

BACK PAPERS.

G.O.	No.	Department.	Date.
	2055W PW.		15-7-96
	1847W "		20-6-96
	3512-13W "		22-12-92

FURTHER PAPERS.

G.O.	No.	Department.	Date.
	773	Ma.	2-9-97

No. 9/201

FROM

J. C. Lammie Esquire M. I. C. E.
SUPERINTENDING ENGINEER

FIRST CIRCLE.

Enclosures. 1

TO

THE Chief Engineer
Public Works Department.

Brahmapur.
DOWLAISHWERAM, 15th September 1896.

Shd 14 - do

SIR,

Referring to G.O. No. 1847 N of 20.6.96 in accordance with para 2 of which, a report regarding the Vizagapatam Backwater and the new line of Railway (known as the Swamp line) is called for a year hence.

I have the honor to submit the conclusions I have come to on the subject, after my recent inspection accompanied by the Manager of the East Coast Railway and the Port Officer.

2 I make the report at once, as, regarding the point hitherto at issue, I am quite satisfied that so far as mere waterway is concerned, the three forty foot spans provided by the Railway are ample; but there are besides, other considerations which have hitherto escaped notice.

3 If you will now refer to paras 7 & 12 of Mr. Breese's letter printed with G.O. No. 2055 W of 15.7.96 you

you will find the exact conditions for and against the closing of the pile bridge but, in further favor of the closing is the fact, that since it was closed, the depth of water, all along the left margin of the river from below Turner bridge, down to the loading wharf, has increased and the sand accretions have been removed.

4. It is along this margin that the Rail-way reclamation works and new wharves are being carried out and of course from this point of view, it is a decided advantage having the channel so much improved just where needed.

5. It would however have been possible to have attained similar results by a little judicious training work and the restriction of an opening at the site of the pile bridge would have been, I have no doubt whatever, a decided advantage - considered in the effect of tidal scour on the bar.

6. Every trivial circumstance tending to lessen this, has resulted in deterioration of the river entrance.

A glance at the accompanying tracing will I think convince any one that the site of the pile bridge A, the junction of a natural creek (with the main stream)

all these channels
I think are
not shown on
the sketch

draining the back water to the east of the swamp line, is the best position both for the ingress and egress of the tidal water. The whole principle of improvement by means of tidal flow is to facilitate and concentrate as much as possible, the scouring action of all available water.

9. The point A is considerably nearer to the bar than point B, where the three forty foot openings have been constructed, but what is more to the purpose is the fact, that bridge B is badly situated for tidal ingress and egress it is not on the line of any natural creek the channel connecting it with the back water on west of the Railway is only that formed from the spoil pits on the bar of the embankment, improved to serve small extent by the Railway Engineers. The channel connecting the bridge with the area to be drained (East of the bar) is also unfavorably placed and is at a higher level than the lowest portions of the creek (round COEE tracing). Consequently this portion can only be drained through the pipes placed in side of the pile bridge (Para 17 of Mr. Brereton's letter) and so much of the scouring effect is lost.

10. That the site of the pile bridge is the best position for the drainage opening, is even further confirmed by Para 12 of Mr. Brereton's letter, where he states "one effect of giving so much

waterway has been that the tidal water continued to pass through the pile bridge and very little found its way to the new opening higher up.

In my opinion this was not due to the effect of so much waterway, but simply to the fact that the site of the pile bridge was the natural and most direct route for the tidal water to take and to the fact that the channels leading to and from the bridge higher up, are at a much higher level than the bed of the creek at the pile bridge.

If the floor of the new true span bridge is low enough this difficulty might be eliminated by digging out these channels but its unfavorable position in respect to the bar cannot be remedied.

The question then is, whether the improvement is attained by the closing of the pile bridge, i.e., the deeper channel along the ^{coffer dam} ~~whereas~~ (Paras 3 & 4 supra) compensate for. (See also Para 5 supra) what must be a decided interference with the already too much restricted tidal ebb and flow?

In this connection I would bring to notice that the construction of the Swamp line, forms what could easily be utilized

as a sluicing basin, from which I believe for more effect might be produced on the bar than the mere excavation of the reclaimed land, as proposed by Mr. Thoroughgood in para 37 of his report printed with G.O. No. 3512 N of 22.12.92

I have the honor to be.

Sir,

Yours most obedt. Servant.

J. C. Lawrence
Superintending Engineer
6/9/96
Trust Circle

FROM

SUPERINTENDING ENGINEER

FIRST CIRC

TO

THE Chief Engineer
P. W. Department

DATED

14

DESPATCHED

14

RECEIVED

September 18

No. 9201

ENCLOSURES,

SUBJECT,

Submit a report regarding
the Vizagapatam back water
& the new line of Railway -

No action need be
taken on the letter
the S. E. in order to
report after 1 month & the
report after 3 months &
before the effect of the
N. E. Monsoon has been
seen.

The letter may be recorded

24/9/96

1. Reminders issued. 22.5.97

S. E. I Circle. 17/3/97

18/3/97

with reference
to letters from the S. E.
I Circle no 483 V. G.
dated 24. Sept. and
no 517 V. G. dated 10:
Oct. 1896. The under-
signed has the honour
to request that a
further report may
be submitted
on the state of the
Vizagapatam back-
water in connection
with the closure of
the pile bridge, now
that the effects of
the North East Mon-
soon can be seen

15/3/97

20 55-4 4 15-7-96
- 1847 W of 20-6-96

Cnos 8832 &
9273

W

Managers were
ordered to lie over
until after the N.E.
monsoon.

Managers were
recommitted for order.

Cy
13.3.97

I think S P should
be called on the subject
a further report in continuation
of his last No 517 V.Z
from the the office of the
N. E. Manager ^{can be seen} in the

15/3/97

Public Works (1896.) Department.

L.G. No 179.

CURRENT No. 9273

Order

L.G. with Cno
8832.

15/10/96
W

W

From J.C. Laminie Esq
Supg. Engr. I.C.E.
To The Chief Engineer, P.W.D.
No. 517 V.Z.

Dated 10.10.96
Received 16.10.96
Enclosures -
Spare copies -

SUBJECT.

Visagapatan backwater -
States that a further report on
the - was made in No. 483 V.Z.
28.9.96

FROM

FIRST CIRCLE.

Enclosures. TO

THE CHIEF ENGINEER

PUBLIC WORKS DEPARTMENT.

WALT AIR,

10. 10. 1896

SIR,

asked for about
the date of another
renewal reply

^x
Civ 8832

With reference to para 2 of G.O. no.
2857w dated 31st October 1896, I have the honor
to inform you that a further report on The
Vizagapatam Back water was made in
this office letter No: 483 V.2. dated 28 $\frac{9}{96}$.

As the Virapapataum Bar is now in a worse condition, as to depth of water over it, than ever before, the question would seem to call for early disposal. A year hence the mischief may only ^{have} become intensified.

I have the honor Sir,

Div.
Your most obedt St.

J. C. Lawrence
Subj. Engineer 1st Div.

Public Works (1896) Department.

CURRENT No. 8832

L.O. No 179

Order

From J.C. Larmine Esq.
Supg. Engr. I.C.
To The Chief Engineer P.W.D.
No. 483 V.Z.

Dated 28.9.96
Received 2.10.96
Enclosures -
Spare copies .

SUBJECT.

Vizagapatam back-water.
pute bridge — Submitting
a further report on the —

L.O. to the M.S.
Mason

10/10/96

~~On order.~~
9.10.96

W. 40
5-8-96
O.L.S. 483
R.H. 10

N. E. I. 500-29-2-96

FROM
SUPERINTENDING ENGINEER,
FIRST CIRCLE.

TO
THE CHIEF ENGINEER

PUBLIC WORKS DEPARTMENT.

DATED
DESPATCHED
RECEIVED

189

No.

ENCLOSURES.

SUBJECT.

BACK PAPERS.

G.O.	No.	Department.	Date.
	2857 W	W	3-10-96
	2055 W	-	15-7-96
	1847 W	-	20-6-96
	3512-13 W	-	22-12-92

FURTHER PAPERS.

G.O.	No.	Department.	Date.
------	-----	-------------	-------

No. 483 U.Z.

FROM

J. C. Lammie Esq. M. J. C. E.
SUPERINTENDING ENGINEER

FIRST CIRCLE.

Enclosures.

TO

THE CHIEF ENGINEER

P. W. Department.
FOR IRRIGATION.

Waltair
DOWLAIBERAM.

28. 9. 1896.

x B. N. 2857 W 2
3.10.96

SIR,

In continuation of my letter No. $\frac{C+}{201}$ of 14. 9. 96 I have the honour to report having just made a further examination of the Viragapataw Backwater with a view to obtaining a better idea of the results arising from the closure of the pile bridge (on the swamp line of rail a little above Turner Bridge) See Survey sent with my letter referred to. 2.

On that survey, I find the position of the three span bridge has been fixed too much to the South. Its correct position is some 3360 feet above Turner's Bridge (measured along the Railway, so that even on paper, you

1 500-13-2-92

FROM

SUPERINTENDING ENGINEER

FIRST CIRCLE.

TO

THE CHIEF ENGINEER

FOR IRRIGATION

DATED

DESPATCHED

RECEIVED

189 .

No.

ENCLOSURES

SUBJECT.