

Public Works (1897) Department.

CONCERNS BOTH BRITISH INDIA
AND INDIAN STATES.

G.O., No. 292 W.

DATED 29. January 1897

[Despatch Abstract.]

Vyspem foreslope: Letter from the S.E. IV
Cinch reporting on the late erosion ^{on the}
opposite Cruz Milafu Dam, West Coast
Sth, recorded.

[illegible]

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

CURRENT No. 471

Order

27.1.97

Record

From

The Supg. Engineer
4th Cir

No. 19

Dated 11th January 1897

Received 15.1.97

Enclosures ✓

Spare copies ~

SUBJECT.

Uypeen Fore shore.
Reports on the late cross
of — opposite Cruz Milag

Copy to the Insurance Dept.

14.5.26/1829/1

G.O.

BACK PAPERS.

FURTHER PAPERS.

G.O.	No.	Department.	Date.
33824	P. W.	25-11-96	✓
R.N. 130	Marine	29-10-95	✓
387	"	17-12-95	✓
4	"	7-1-96	✓
115	"	25-2-96	✓
19	"	17-1-96	✓
S.O. 215	"	27-2-96	✓

G.O.	No.	Department.	Date.
2129	129		

N^o 653.E.Calicut Sub Office
18th December 1896

From

W. F. Baker Esq
Assistant Engineer

To

The Executive Engineer
West Coast Division
Calicut

Sir,

With reference to your endorsement
N^o 2304, I have the honor to report
19-11-96
for your information on the late erosion
of Kypen freshore opposite Cozamilag
Dam.

2. The erosion began in the early
part of November last and was caused
by a rough sea accompanied by high winds
from the South, doubtless due to bad weather
at sea in connection with the cyclone
which visited the Coromandel Coast.

3. The shore ends of groynes "C" and
"D" to the South of the Dam were turned
This was at once attended to by lengthen-
ing each groyne 50 ft inland from the
reserve stock of boulders nearby. I would
mention that originally these groynes
extended well inland, but were in 1890-91

by

by order of Col. Drake Brockman,
then Superintending Engineer, partly
demolished and the stone so obtained
used to lengthen "P" groynes seaward.

4. Fortunately the bad weather
ceased and with it the erosion also,
on the 20th November 1896 for at one time
there seemed a likelihood of the foreshore
opposite the dam being washed away
and the dam being in great danger.

5. From levels just taken by me,
I find that an average width of 117 ft
of foreshore has been eroded since Dec-
ember 1895, the greater portion of which
was certainly lost during November
last. There now remains only a strip
of foreshore between high tide level
of the sea and the lagoon above the
dam varying from 190 feet in width
on the south to 270 ft on the north side.

6. When the erosion was becoming
serious, at the suggestion of the Port
Officer Cochran, 100 Coconut piles each
16 feet in length and 500 gunny bags,
the used as a temporary sand bag
revetment behind the piles, were
prepared, but their use was not found
necessary as the sea continued to
go

go down and became normal
by the 20th of November.
7. When I inspected the spot on
the 12th instant the steep margin
left after the erosion of the foreshore
was gradually being filled in and
a shelving beach formed.

8. It will be necessary to care-
fully watch this portion of the foreshore
at the beginning of the next S. S. Monsoon
and be prepared for an emergency
with sand bags and Coconut piles.
9. Having a reserve stock of 8194 cft
of stone at site is very opportune.

Have the honor to
/Signed/ H. V. Baker
Assistant Engineer

N^o 12.S.E.
6-1-97

Forwarded to the Superintending
Engineer II Circle for information
and favor of return in continuation
of this office N^o 752.S.E. dated 7th
December 1896.

N^o 19 d/11-1-96. /Signed/ C. D. Wood
Executive Engineer
Copy forwarded to the Chief
Engineer



Sup^{ty} Engineer