

THE WESTPORT HARBOUR WORKS.

No. 8.

The UNDER-SECRETARY for PUBLIC WORKS to the CHAIRMAN, Harbour Board, Westport.

(Telegram.)

Wellington, 14th March, 1892.

RE training-walls Now ascertained no opinion was obtained from Sir John Coode prior to his death. Government proposes, therefore, to request Agent-General to return plans and papers sent him on subject. If engineering opinion still desired, matter can be referred to some engineer of standing in the colonies.

Chairman, Harbour Board, Westport.

H. J. H. BLOW,
Under-Secretary for Public Works.

No. 9.

The CHAIRMAN, Harbour Board, Westport, to the UNDER-SECRETARY, Public Works.

(Telegram.)

Westport, 16th March, 1892.

YOUR telegram re training-walls was considered at meeting held yesterday Unanimously resolved that the opinion of Mr Napier Bell on the subject be obtained. Copies of the plans sent to the late Sir John Coode can be supplied from this office to save delay Will you please obtain Minister's sanction to this course.

JOHN J. MOYNIHAN,

Chairman, Harbour Board, Westport.

The Under-Secretary, Public Works, Wellington.

No. 10.

Mr J. A. McARTHUR to the CHAIRMAN, Harbour Board, Westport.

(Telegram.)

Wellington, 18th March, 1892.

IN reply re training-walls, Minister requests that you will kindly send copies of the plans referred to to this office in the meantime.

The Chairman, Harbour Board, Westport.

J. A. McARTHUR,
For Under-Secretary, Public Works.

No. 11.

The CHAIRMAN, Harbour Board, Westport, to the Hon. the MINISTER for PUBLIC WORKS.

Westport Harbour Board, Westport, 1st April, 1892.

SIR,—

Re *Training-walls*.

In pursuance of your telegram dated the 18th March, 1892, I have now the honour to send to you in a separate parcel, by this mail, the following items, viz. (1.) Tracings of plan and sections of proposed alteration in alignment of training-wall (4 sheets). (2.) Copy of memorandum sent to Sir John Coode on the subject. (3.) Copy of report on harbour-works by Mr C. Napier Bell. (4.) Copy of Board's Engineer's letter dated the 31st March, 1892.

Trusting that your very early consideration will be given to this,

I have, &c.,

JOHN J. MOYNIHAN, Chairman.

Enclosure 1 in No. 11.

Half-tide Training-walls, West Side of River.

Memorandum for Sir John Coode.

As it is now desired to construct the training-walls included in the scheme for the completion of the Westport Harbour works, and as the question has been raised whether it would be advisable to increase the width of the opening between the training-walls, or alter in any way the location of the walls on the west side of the river, I would beg leave to submit data, comprising—Drawing No. 1, general plan of the works, drawing No. 2, section showing improvement in tidal compartment, drawing No. 3, cross-sections of proposed channel, and the following statement:—

The reasons which have given rise to the suggestion are,—(1.) The alterations which have taken place in the conformation of the river-bed and banks since the date of the design in accordance with which the harbour-works are being carried out—viz., December, 1880. (2.) The increased width of entrance between the breakwaters which has been found advisable and provided accordingly, an increase which the harbour scheme specified should be made if necessary (3.) The susceptibility which the river-bottom in the neighbourhood of the wharves has shown to scouring-action.

Drawing No. 1 exhibits in plan, from late surveys executed for the purpose, the present bank of the river, and in conjunction therewith, in red, the bank of the river at the time the work was designed. I should explain, in case of its appearing as a discrepancy, that on the plan of the river sent Home in 1879, on which the works were laid down, an error in measurement of 80 links between the wharves and Disraeli Street existed, the distance appearing that much too short. This error has been eliminated in the present survey. It will, on looking into the plan, be noticed that the outer ends of the training-walls as constructed and yet to be made do not lie quite symmetrically in the centre of the entrance between the breakwaters. The reason of this is the east training-wall was the first work done; next the west breakwater was commenced, and placed in the