

Marine Current No. 1

H. 6.

9.9.03

Application for furlough
from Commander Hewitt

No 42-3 Marine of 22 Jan'y 1896

24/1
20.24

Marine (1896) Department.

G.O., No. 4 / Mar.

DATED 22 January 96.

[Despatch Abstract.]

Madras Harbour Improvement
Correspondence regarding the
Records with reference to

6. Mr. Pinsent's plan commended itself to me as being self-contained and not interfering with the harbour. Should the trade of Madras ever warrant docks being made, their key will be there in the boat harbour of his plan.

7. I think a T headed jetty run out from the north arm long enough to take any vessel that comes here, one on either side, and one across the T head, with buoy head and sternfasts, for all of them on both bows and sterns, which would prevent any strain or bumping on the jetty, would be of immense service; the jetty to have double lines of rails and built as lightly as possible ensuring strength, and constructed with screw pile to prevent any accumulation of silt. There would be very few days through the year that it could not be used, and with perfect safety might be worked from September to May, as there is not the slightest southerly swell during that period.

8. In conclusion I would bring to notice that Madras not being a terminal port, ships other than coal and oil never discharge a full cargo, and I do not remember a case of one coming to load an entire cargo; consequently the stay of vessels here is short; through this the greater number of berths, the better; if the harbour is dredged, there will be 13, by the A-1 plan 11.

Endorsement in the Marine Department, No. 1956, dated 21st August 1895, on letter from the Presidency Port Officer, No. 1761/227 G., dated 16th August 1895.

No. 829 D.

Note by the Chief Engineer, Public Works Department.

I do not consider that the objections raised by the Presidency Port Officer to the plan recommended by the Harbour Improvements Committee should be allowed to outweigh the unanimous recommendation of a Committee constituted as that one was, and including no less than four experienced Engineers.

2. Nor do I see that the proposed plan would result in any appreciable reduction of the available berthing space inside the harbour; or that its execution need interfere with dredging where such an operation was desirable, provided no dredging was undertaken within a reasonable distance (50 feet would probably be sufficient) of the rubble base on which the various walls are built.

3. The plan referred to in paragraph 5 of the Port Officer's letter was one of those considered by the Committee and unanimously rejected in favour of the one recommended.

4. I observe that the plan submitted by the Port Officer shows the arm covering the entrance to the canal extended southwards to the line of the present screw pile pier; this forms no part of the Committee's present proposal, but is only alluded to as a possible future extension.

5. I am of opinion that considering the thorough and exhaustive manner in which the subject was discussed by the Committee and the unanimous nature of their conclusions, it would be very inadvisable to re-open the question.

6. I observe that the Port Officer speaks of the scheme approved by the Committee as Mr. Pogson's; it was the Committee's, Mr. Pogson's functions being limited to drawing out the plans in proper style and working out the estimates of cost, which he did in a most satisfactory manner; so far as the scheme could be said to be that of any individual, it was Mr. Chambers'.

(Signed) J. PENNYCUICK, Col., R.E.,
Chief Engineer, P.W.D.

24th August 1895.

From the Presidency Port Officer, dated 17th September 1895, No. 1761/254 G.

From Commander W. POWELL, R.I.M., Presidency Port Officer, Madras, to the Chief Secretary to Government, dated Madras, 2nd October 1895, No. 1761/276 G.

In reply to Marine Department memo. No. 2286, dated 26th September 1895, I have the honour to state that plan "A-1" mentioned in paragraph 7 of the Committee's report recommends itself, inasmuch as it does not interfere with the water space of the harbour, excepting the covering arm to canal entrance, which is, I suppose, a necessity.

2. The boat basin on the south side in the sand is very similar to that proposed by the Secretary and mentioned in my No. 1761/213 G. of 10th August 1895.

3. I am still of opinion that the harbour should be dredged as suggested in my letter above quoted. Were this done and the T headed jetty constructed as proposed in that letter, I believe the requirements of the port, for the present, would be fully met.

ORDER—No. 41, Marine, dated 22nd January 1896.

Recorded with the remark that separate orders are being passed on the questions discussed in these papers.

(True Extract.)

(Signed) D. McNEIL CAMPBELL, Colonel, R.E.,
Joint Secretary to Government.

To the Presidency Port Officer.

Chairman, Harbour Trust Board.

Exd. T. K. Narayana Aiyangar.
Spare Copies

Gobt. of {1896} Madras.
MARINE.

Dated January, 22nd.

Recd.

Encl.

G.O. No. 41, 22nd Jan. 1896.

JANUARY.

Madras Harbour

Certain correspondence in connection with the — improvements, recorded with the remark that separate orders are being passed on the questions discussed therein.

P. W. DEPARTMENT. (Marine)

Read the following:—

Letter from the Presidency Secy. Officer No. $\frac{1761}{213}$ Dated 10 Aug: 1895.
Note by the Chief Engineer P. W. D. " 24th "
Letter from the Presidency Secy. Officer " $\frac{1761}{254}$ " 17th Sept "
do. " " " " " $\frac{1761}{276}$ " 2nd Oct "

FOR ORDERS.

It is submitted that these papers may now be recorded with the remark that separate orders have been passed on the questions discussed.

2. The scheme of the Harbour improvement Committee has now been considered by the Harbour Trust Board and the proposals of the latter have been approved by Government subject to funds being available.

3. The measures necessary for preventing the ingress of sand through the south wall have been ordered to be carried out at once, and the question of dredging inside the Harbour is to

19/1/96

21/1/96

+ Draft order in circ. 17 Jan 96

Circ

receive attention.

4. The results of the Marine Survey made in 1895 have also been submitted into the Progress Report for the quarter ending 30 September last and separate orders are being passed thereon.

W
17/1/96

(Marine)

Comp
2/96

LS

Circ.
#17/1

FOR ORDERS.

Madras Harbour Improvements

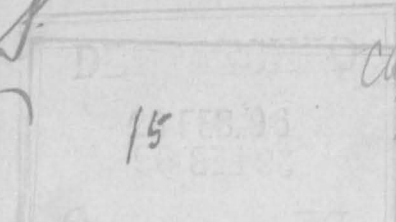
NO 41 Marine of 22nd Jan'y 1896
List of orders for work.

Recorded with the remark that separate orders are being passed on the questions discussed in these papers.

The P.O.
Ch. H. J. Ba

W
22/1/96

LS



Comp
2/96

Note - The Honble Mr. Grose has initialed on the cover.

Per
22/1

C No 790

RP

I am awaiting, for this paper, the order on the recent Despatch from the Secy of State regarding the last Progress Report of the Harbour Works. There is an allusion there to dredging inside the harbour. If the R.O. is still in the Press, the printing should be expedited.

LS
16 June 96

130 W 911. 1. 96.
in Press.

Can. G.O. still in the Press - Telephone Message sent to expedite printing -

LS
16/1/96

Marine DEPARTMENT.

at point.

24/10/95

Machine DEPARTMENT.

This file may be sent
to the P. W. dept as it is
with ref. to H. G.'s note.
Keep a note of the papers
and go. in the file.

S. B.

1/11/95.

Refer make a note of the
papers & return to me to
dispose.

bl
1/11/95

Papers noted.

D. L.

1/11/95

46

W. L.

I forward these papers
to your Dept as directed.

bl
1/11.

Recd 2/11/95

To
C. A. W.

1182

circ.
#17/1.

Marine DEPARTMENT.

C. No. 790 & previous.

Corpus app. B. Re. 10
 The same from the
 fact that the printed
 papers contain the
 plans, both marked
 A 1 -

The part of the,
 the one immediately attached
 to the report, is the
 one approved by the
 committee, and
 described in para 8 of
 the report -

The usual short
 "I have been printed A 1
 with extension", and
 is referred to in para
 10, as a possible
 future development -

S

Marine DEPARTMENT.

C. No. 790 & previous.

It has been ascertained from
the President of the Committee
that the plan referred to
which should have been
marked "A I" with extensions
and which is a plan
on a reduced scale
which allows of the whole
area of the Harland
being shown on the large
plan marked "A I" with
extension" is not that
approved by the Committee
but that alluded to in
para 10 of the report.
but that marked "A I".

1 mentioned in para
7 of the report is whole
but recommended for the approval of
2 The PPO should therefore
submit with reference
to para 3 of the report
inclosed dated 21 Aug
but in connection with
regards the latter of
the plans mentioned above.

CA the files in care
Recd. RB C.W.
5/10

1182

re.
4.17/1.

NOTE FOR THE CHIEF SECRETARY.

Marine DEPARTMENT.

Please see slip attach.
-ed - a copy of the last
only report did. has put
up with this file as it
contains important
information regarding
dredging. as H.E. is
leaving today may
this file stand over till
H.E. returns to headqrs
or did. it be completed
and follow H.E. out town?

J.B.B.

8.10.95.

Get the only report made
and I will then make

AP
M10

Ref

Please obtain from

P.W.D.

J.B.B.

9/10

Requisition sent to Messrs.
Copy will be used on Saturday the 12th
J.B.B.
9/10

Ref

Submit to C.
on Monday for the
report. send the
Subd. copy to
J.B.B.
12/10

Subd. to C.
10/10

1182

re.
17/1.

NOTE FOR THE C.A.W.

Will you kindly let me have a copy of the last quarterly report on the Madras Harbour. There is a reference in it to dredging which is wanted for a Marine current.

C.A.C.
25/3
8/10/5

I am sorry the paper is not here. It was disposed of & sent to the press on the 4th inst. 18 Oct 95

Marine DEPARTMENT.

C. No. 790 & previous.

1182

circ.
17/1

FROM CIRCULATION
WITH REMARKS.

CS
Sub that this
may circ. 25/10
J.D.B. 25/10

Marine L 40790
for orders.

In the margin of the
last into folder. It is remarks
as follows - "Meanwhile we
must await the report now
in the D.P.W. as to dredging".
The report in question is the
progress report for the quarter
ending 30 June 1898, and
has been disposed of by L.D.
2614 Wd/26 Oct 98. No special
orders were passed in the
Proceedings on the question of
"dredging" as it is not usual
to consider, in dealing with
progress reports, matters
requiring special orders. It
will be seen moreover, from
para 17 of the Engineer's
report that he recommends
that this "sand bank" be
left alone "until it has been
decided which form the
(harbour) (improvements) are
to take".

As regards the harbour
improvements scheme ^{some of the}
papers are still with the
Chief Secretary. vide telephone
message dated 6. Inst. The
receipt of these may perhaps
be awaited.

L.S.
Shoogs

CHAS. S.S.

Marine DEPARTMENT.

24 Oct 30/10/98

24/10/98

C. No 790

Marine DEPARTMENT.

As this matter is
quite new to me I
shall like to have
a short piece showing
what has been done
& what is still to be
done.

8/1/91

As
In this particular paper
the question of dredging
inside the harbour is raised.
The same question was referred
to by the Consulting Engineer
to the India Office on his
review of the last Progress
Report, and the Harbour Trust
Board has been told to keep
it in view. But nothing can
be done until the general
Scheme of harbour improve-
ments - now before the Board -
is decided. The papers
may therefore, be over until
the Board's report comes
up. Meanwhile a reminder
to the Board might issue.
They have had the weather
under consideration a very
long time.

1182

17/1

C. No. 790 & previous.

FOR ORDERS.

I understand that Mr. Chambers is going to revive the old idea of having the entrance to the harbour made through the north arm, with a projecting arm on the seaward side running out from the north arm to the north - and closing up the present entrance. Col. Pennycook is inclined to favour this idea - as he believes

* copy obtained - please see para 5.

that it will result in producing perfectly calm water inside the harbour - and so doing away with the necessity for constructing a boat harbour - as the whole harbour will be a boat harbour. Meanwhile we must await the report now in the D. P. W. as to dredging.

* I don't understand this reference. *24 Oct 20/10/95*

As regards the question of dredging, the last quarterly harbour report shows that the P.D. Engineer has at last given in and acknowledged that dredging is necessary. The report is being dealt with in P. W. D. and is at Madras. Before taking any steps for the survey of the harbour by the "Investigator" it is proposed to ask for the result of the survey promised to be made last month by the Engineer - ^{last clause of} vide para 5 ^{the quarterly} of report put up.

Comdr. Powell still recom-

mends a T headed jetty.

Col. Pennycook has not voted on that point.

21/10/95

1182

circ. 17/1

FOR ORDERS.

Harbour Improvements

[Faint handwritten text, likely bleed-through from the reverse side of the page]

[Faint handwritten text, likely bleed-through from the reverse side of the page]

[Faint handwritten text, likely bleed-through from the reverse side of the page]

Marine (1895) DEPARTMENT.

From

THE PRESIDENCY PORT OFFICER,

Madras,

To

THE CHIEF SECY. TO GOVERNMENT,

MARINE DEPARTMENT,

Fort St. George.

No. 1761
276 4

Dated 2^o
Received 4^a
Recd 5^{ic}

October 1895.

No.



Subject.

Offering further remarks
in connection with the
improvements to the
Madras Harbour.

No. 4749-2-95 Marine ✓
" 3812-14-6-95 ✓
" 181-21-6-95 Marine ✓
" 4582-26-6-95 ✓
" 5622-11-7-95 ✓
" 5912-18-7-95 ✓
" 5922-18-7-95 ✓
" 2614-55-24-10-95 ✓
" 347-21-11-95 Marine ✓

22/10/22
22/10/22

No.

1761
213 G.

PRESIDENCY PORT OFFICE

Madras, 10th August 1895.

Heading.

Madras Harbour
improvements.

From

Commander W. Powell, R. E. M.

PRESIDENCY PORT OFFICER,

MADRAS,

To

THE CHIEF SECRETARY TO GOVERNMENT,

MARINE DEPARTMENT,

FORT ST. GEORGE.

SIR,

In reply to para 3 of G. O. Marine, No 239, dated 7th August 1895 calling for early remarks on the Committee's recommendations in connection with Madras Harbour, I have the honor to state, as regards the proposed improvements to the Harbour, I have always been of opinion that anything that would take off or in any way interfere with the present available water space of the Harbour should be avoided.

2. To increase its berthing space dredging should, I think, be undertaken from the 3½ fathom line to the 2½ line which

Telephoned
to Chief
Secy - 11-8-95
for the
purpose

which would give berths for four more steamers of the draught that usually come to this port. However, I believe, the Board's Engineer has an objection to dredging in the harbour, but with all due deference to his professional knowledge, an important matter like this should not, I think be decided by a single opinion.

3. In Mr Pogson's A 1 Scheme approved of by the Committee the plan shows five vessels with their sterns secured to the new arms; I am very doubtful of this plan of securing a vessel answering in a place like this. At present any slight swell that there is depends itself on the beach, but with no beach and a solid structure, however slight the swell, the water would be confined and rebound off the arm, making it,
I

The plan
before you
does not show
this

I believe, impossible to properly secure a vessel to the mole. The Harbour now berths (9) nine vessels, and with the dredging I suggest^{ed}, would hold (4) four more; the Board's Engineer's plan certainly shows (11) eleven berths, but (5) five of these with their sterns to the mole are doubtful.

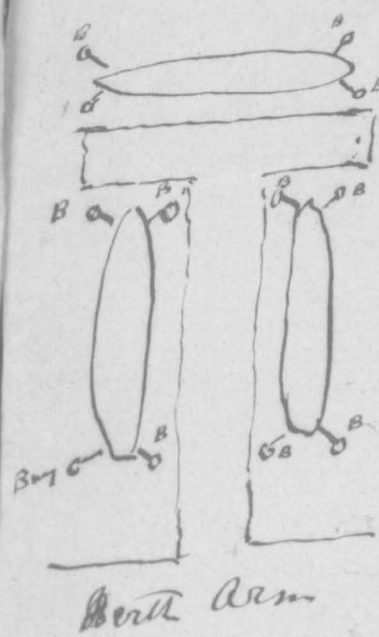
4. Once, while in command of the R.M. Troopship "Clive", the weather here was very threatening, so much so that, about 4 in the afternoon, I sent a note on shore in a catamaran to the late Captain Taylor, the then Master Attendant, that I was off to sea. I left and anchored off the Harbour with 90 fathoms of chain out; it blew very hard in the night; a P and O Steamer was in the Harbour and through having a portion of her machinery under repair could not proceed

proceed to sea, when the Master attendant's signal was shown to do so shortly after I left. Consequently in the night she dragged her anchors and came right up to the Pier. There would have been a different tale to tell if there had been a mole or arm across the Harbour as now suggested. As perfect as the breakwater is now, it would be quite possible for this to happen again to a vessel berthed opposite to the entrance as that faces where the full force of a cyclone comes from.

5. Sometime before the special Committee was appointed, Mr Vincent, the Board's Secretary, put forward a plan for a boat basin, warehouses &c opening from the south wall. This was discussed by the then Chairman, he and the members of the Board deciding that nothing should be attempted

attempted until the Harbour was completed and the effects of a heavy cyclone proved.

6. Mr Vincent's plan commended itself to me as being self contained and not interfering with the Harbour. Should the trade of Madras ever warrant docks being made their key will be there in the boat harbour of his plan.



7. I think a T headed jetty run out from the North Arm long enough to take any vessel that comes here, one on either side, and one across the T head, with buoy head and sternposts for all of them on both bows and sterns, which would prevent any strain or bumping on the jetty, would be of immense service; the jetty to have double lines of rails and built as lightly as possible ensuring strength,

strength, and constructed with screw
pile to prevent any accumulation of
silt. There would be very few days
through the year that it could not
be used, and with perfect safety
might be worked from September
to May as there is not the slightest
southerly swell during that period.

8. In conclusion I would
bring to notice that Madras not
being a terminal port ships other
than coal and oil never discharge
a full cargo, and I do not remember
a case of one coming to load an
entire cargo, consequently the stay
of vessels here is short, through
this the greater number of berths the better;
if the Harbour is dredged, there will be
13, by the A plan II.

I have the honor to be,
Sir,
your obedient servant,

Walter B. Swell

Commander R. M.
President S. S. S. S.

CURRENT No. 655

Marine (1895) DEPARTMENT.

From

THE PRESIDENCY PORT OFFICER,

Madras,

To

THE CHIEF SECY. TO GOVERNMENT,

MARINE DEPARTMENT,

Fort St. George.

No. $\frac{1761}{227}$ G

Dated 16th }
Received 18 } Aug 1895.
By 19.

No.



Subject.

Forwarding plan of
Madras Harbour.

Send No. 1956.

Forwarded to the
Hon'ble Colonel J.
Pennycook for
favour of remarks.

Redmichie
Chief Secretary

Cottacammund
21st August 1895 }

0524

Current No. 673
NATIVE DEPARTMENT.

From P. W. D.

No. 829 D

Dated 24

Received 26

Enclosures Nos 633 & 655 ref'd.

SUBJECT.

Offering remarks on the recommendations
connected with Madras Harbour
improvements.

Ref 6-40 Pm
26/8/95

Marine (1895) DEPARTMENT.

From

THE PRESIDENCY PORT OFFICER,
Madras,

To

THE CHIEF SECY. TO GOVERNMENT,
MARINE DEPARTMENT,
Fort St. George.No. 1761
213 4Dated 10th } August 1895.
Received 1/2 }
Aug 13

No.

Subject.

Offering remarks on
the Committee's recommen-
-ations in connection
with Madras Harbour
improvements

There is no copy of the plan referred to in para 3 before Govt. The arrangement wd. no doubt be open to the objection mentioned. Also there is much truth in the P. P. O.'s observations re the harbour. The Dy. Conservator & Engineer are at variance as regards the necessity for dredging. It is most advisable that the next time the "Investigator" is round this way a proper marine survey of the harbour shd. be made. Proposed tel. to P. P. O. Des. 15/8

494 "Para three your 1761
213 tent. Submit copy
plan showing vessels
sternfasted to mole."

4513
15/8/95.

15/8/95

Mar. bur: 633 and 655.

Comdr. Powell submits his opinion on the Committee's proposals for improving the Harbour. He ^{considers} ~~thinks~~ that the available water space should not be curtailed. He ^{thinks} ~~thinks~~ that dredging shd. be commenced to increase the number of berths available. He is opposed to the proposal to sternfast vessels to the moles wh. are to form the boat basin and his reasons ^{appear the worthy of consideration} ~~are not~~. He approves Mr. Piusent's original proposal to have the boat basin in the accretion of sand to the south of the harbour. He suggests a T-headed jetty into the harbour from the north arm long enough to take a vessel at either side and one across the head. In para 8 Comdr. Powell brings to notice that Madras is not a terminal port, and that full cargoes are very rare.

It is submitted that the P. P. O.'s opinion should receive careful consideration. His objections appear to be weighty as regards dredging, the Dy. Conserv. & the Engr. are at variance. What seems very essential is a thorough marine survey of the harbour.

It is suggested that arrangements should be made for this being done by the "Investigator" the next time she is on the coast.

It is proposed, in the first instance, to send the P.P.O's letter to the H.S. Bd for opinion with remarks as above; then to ask Col. Pennycook for a note on it.

It is supposed that the Govt will not order any alterations as regards structure without first consulting Sir Alexander Rendel.

J.S.B.
20.8.95.

a note by Col. Pennycook on the P.P.O's representations is submitted.

J.S.B.
27.8.95. I showed the P.P.O's letter to the C. Eng^r after the above note was sent up to me and as he said that he could dispose of it at once by a note I sent it on to him for remarks.

The part of there is that the scheme presented by the Govt. was one evolved by a competent Committee after due consideration & discussion and that there is nothing in the P.P.O's letter to warrant the modification of it. The Honble C.E. Pennycook does not refer to the proposal for Para 7 of Comm^r Powell's letter.

h2
27/8/95

W

Harbour Improvements

E

H.S. the Govt and vice

I sh^d. tell Com^r Powell that he has got hold of the wrong plan. I suppose he has got the right one. I w^d. refer him to it that & ask for his remarks on it.

W
31/8/95

W
30 Aug

31/8

Read Mar c no 633 of '95
655

Memo No 2062
7.5.95

The plan submitted by the P.P. officer differs from plan A.1. embodied in the ^{and approved by} report of the Committee. Commander Powell is requested ^{the latter} to submit his remarks on ~~that~~ plan at an early date.

To the P.P.O. (Q) Despatch
3/8/95
C.S.
D. N. - copy
N. - copy
4/9

H.S. has initialled the suggestion in regard to the "Investigator" but the Hms have not noticed it. It is thought that the H.T. Bd. did not refer to before any action is taken - and that therefore the ~~present~~ suggestion need not be acted on now.

J.S.B.
3.9.95.

Two orig. G.Os that went in circ with this file have not been ret^d.

since found with c no 671 ref 627 B
8/9/95

Pink

Endorsement in Marine Department N^o 1956 dated
21 August 1895 in letter from the Presidency Port
Officer N^o $\frac{1761}{227}$ G. dated 16 August 1895. X

Note.
N^o 829 d. 24 August 1895

I do not consider that
the objections raised by
the Presidency Port Officer
to the plan recommended
by the Harbour Improvements
Committee should be
allowed to outweigh the
unanimous recommendation
of a Committee constituted
as that one was, and
including no less than four
experienced engineers.

2. Nor do I see that the
proposed plan would
result in any appreciable
reduction of the available

berthing space inside the wharves, or that its execution need interfere with dredging where such an operation was desirable - provided no dredging was undertaken within a reasonable distance (fifty feet would probably be sufficient) of the rubble base on which the various walls are built.

3. The plan referred to in para 5 of the Port officer's letter was one of those considered by the Committee and unanimously rejected in favor of the one recommended.

4. I observe that the plan submitted by the Port officer shews the area covering the entrance

to the canal ⁵⁸ extended southwards to the line of the present screw pile pier; this forms no part of the Committee's present proposal, but is only alluded to as a possible future extension.

5. I am of opinion that considering the thorough and exhaustive manner in which the subject was discussed by the Committee and the unanimous nature of their conclusions, it would be very inadvisable to reopen the question.

6. I observe that the Port officer speaks of the scheme approved by the Committee as Mr. Poyen's; it was the Committee, Mr. Poyen's functions being limited to drawing out

the plans in proper
style and working out the
estimates of cost, which he
did in a most satisfactory
manner; so far as the
scheme could be said to
be that of any individual,
it was Mr. Chambers'.

CHIEF SECRETARY
26 AUG. 1895
MARINE DEPARTMENT
MADRAS
C. R. E.

60 dated

From the Presiding Port Officer, 26 Aug. 1895 No 1761/254.

C.R.E.
23/8/95

To,
The Marine Dept.
with the referred papers
returned.

Heading.

No. 1761
254 g.

742
PRESIDENCY PORT OFFICE,
Madras, 17th September 1895.

"Madras Harbour" From Commander W. Powell, R. I. M.
THE PRESIDENCY PORT OFFICER,

MADRAS,

To

THE CHIEF SECRETARY TO GOVERNMENT,
MARINE DEPARTMENT,
FORT ST. GEORGE.

SIR,

With reference to Marine
Department Memorandum No. 2062,
dated 5th September 1895, I have the
honor to forward, in original, letter
dated 14th September 1895 from the
Secretary Harbour Improvements
Committee, from which it will be
seen that the plan sent by me is
the one that the Committee approved
of.

I have the honor to be
Sir,

Your Most Obedient Servant

Walter Powell

Commander R. I. M.
Presidency Port Officer.

mm
inside the harbor. It included a

Madras Harbour Trust,
SECRETARY'S OFFICE,

No. _____

14th September 1895.

From

THE SECRETARY,

HARBOUR TRUST BOARD,

Madras.

To

Commander W. Powell R. J. M.,
Presidency Post Office,
Madras.

Sir,

As requested in your letter of this date I send you herewith another copy of the report of the Harbour Improvements Committee

2. Plan A1 referred to in the proceedings of the Committee at the meeting of the 11th March 1895 is bound opposite to page 25 of the report, and is headed "Mr. Poyson's A1 Scheme". This is a complete plan of the Harbour on a scale of 500 feet to one inch, and shows the proposed method of mooring eleven vessels inside the Harbour. It includes a

a dotted sketch of a deepwater dock of 13 acres in extent within the land upon the south of the Harbour, and indicated the future site for dock extension further south.

3. The two large plans "A1" and "A1 with extension" on a scale of 200 feet to the inch were lithographed (after the Committee has approved the smaller scale plan) to accompany the report, and these plans are you will observe precisely similar, to the small scale plan except that a modification has been made by Mr. Rogers in the covering arm to protect the entrance to the Canal, and that they demonstrate details of the proposed method of construction. First the entrance

entrance to the Canal in the North West corner of the Harbour, Secondly the boat-basin in the South West corner, and thirdly, upon the second plan, the extension to the complete Scheme approved by the Committee as shown in the small scale plan.

4. The proposed method of mooring Steamers is not shown in the large plans as the outer water area of the Harbour is not included in them.

I have the honour to be
or
Your Obedt. Servant

P. J. P. J.
Secretary
Harbour Improvement Committee

J. J.

Marine (1895) DEPARTMENT.

From

THE PRESIDENCY PORT OFFICER,
Madras,

To

THE CHIEF SECY. TO GOVERNMENT,
MARINE DEPARTMENT,
Fort St. George.

CHIEF SECRETARY
19 SEP 1895
GOVERNMENT OF INDIA
17/9/95
254/4

Dated 17th } September 1895.

Received 19

Sept 23

Encls 1

No.

Subject.

Forwarding in original
letter from the Secretary,
Madras Harbour Improve-
ments Committee.

Marine Current 742

Ref No 2286

26-9-95

It has been ascertained
from the President of the Com-
-mittee that the plan referred
to by the ^{let} H. T. Bd, which should
have been marked "A.I with
Extension" and which is a copy
on a reduced scale (allowing
of the whole area of the Harbour
being shown) off the large
plan marked in print "A.I with
Extension" is not that approved
by the Committee but that
alluded to in para 10 of the
report. That marked "A.I"
and mentioned in para 7 of
the report is ^{the plan which} what has been
recommended for the approval
of Govt.

2. The Presidency Port Officer
should therefore submit, with
reference to para 3 of G.O. No 239
Marine d/ 7th Aug '95, his remarks
as regards the latter of the
plans mentioned above.

23/9/95

To The P. P. O.
with Mr. Pinnell's letter, returned
No - Keep it.

To The P. P. O. (Vot. C. No 742) 26/9

Plan "A I with Extensions"

sf copy
N-
2519

Heading.

Madras Harbour
improvements.

No. $\frac{1761}{276} G.$

Print

CURRENT No. 790

PRESIDENCY PORT OFFICE,

Madras, 2^d October 1895.

From

Commander W. Powell, R.N.

PRESIDENCY PORT OFFICER,

Madras,

To

THE CHIEF SECRETARY TO GOVERNMENT,

MARINE DEPARTMENT,

Fort Saint George.

SIR,

In reply to Marine Department Memorandum No 2286, dated 26th September 1895, I have the honor to state that Plan "A I" mentioned in Para 7 of the Committee's Report recommends itself inasmuch as it does not interfere with the water space of the Harbour, excepting the covering arm to canal entrance, which is, I suppose, a necessity.

2. The Boat basin on the South side in the sand is very similar to that proposed by the Secretary and mentioned in my No $\frac{1761}{213} G.$ of

of 10th August 1895.

3. I am still of opinion that the harbour should be dredged as suggested in my letter above quoted. Were this done and the T headed jetty constructed as proposed in that letter I believe the requirements of the Port, for the present, would be fully met.

I have the honor to be,

Sir,

Your Obedient Servant,

Walter Powell

Commander R.M.
Presidency Port Officer.