

Marine (1897) Department.

G.O., No. 83/100

DATED 24. Sept. 1897

[Despatch Abstract.]

Madras Harbour: Endorsement from
the Director of the R. I. M. Bombay forwarding
copy of a letter from Lieut Beauchamp R. I. M.
containing suggestions with regard to, and a
report on, the recent survey made by him
of the —, Comd to the Chairman, Harbour
Trust Board.

80/14

24
27/9/97

[100-28-0-07]

27/9/97

[100-28-0-07]

Indexed 28/9/97

Endorsement from the Director of the Royal Indian Marine, Bombay, forwarding copy of a letter from Lieutenant Beauchamp, R.I.M., containing suggestions with regard to, and a report on, the recent survey made by him of the —, communicated to the Chairman, Harbour Trust Board.

GOVERNMENT OF MADRAS.

MARINE DEPARTMENT.

READ—the following paper:—

From the Director of the Royal Indian Marine, to the Secretary to the Government of Madras, Marine Department, dated Bombay, 17th September 1897, No. 3971.

Forwarded* to the Secretary to the Government of Madras, Marine Department,

* Copy of a letter from the Officer in charge, Marine Survey of India, No. 274, dated 14th September 1897, with enclosures. with reference to the correspondence ending with their No. 529 of the 12th June 1897 with a request that a copy of the letter from Lieutenant W. G. Beauchamp, R.I.M., together with the tracing and charts, may be forwarded to the Chairman, Madras Harbour Trust Board.

ENCLOSURES.

From Lieutenant W. G. BEAUCHAMP, R.I.M., to the Officer in charge, Marine Survey of India, dated Poona, 14th September 1897.

In forwarding the tracing of my survey of the Madras Harbour to the Chairman of the Harbour Trust Board, I have the honour to suggest that it may be of some interest and help to the Board in coming to conclusions about the shoaling of the harbour if I draw a few comparisons between my survey and those of previous years. To do this I have the honour to suggest that two charts should accompany my tracing. One of these is a survey by Lieutenant Jarrad, R.N., and though this chart is now obsolete, it shows the depth of water at the very commencement of the harbour works in 1876 and it is the last Marine Survey that has been made of the harbour. The other chart is one made in the Marine Survey office in 1886 but taken entirely from Mr. Pogson's survey of that year. The scale of this chart is nearly the same as that of my survey, whereas the scale of Lieutenant Jarrad's is smaller, being 300 feet to the inch and mine 250 feet. The soundings on my chart are reduced to Indian spring low water mark or 1.86 feet below mean sea level. Those on Mr. Pogson's sheet are reduced to the mean of lowest ordinary spring tides or 1.6 feet below mean sea level. Those on Lieutenant Jarrad's chart to what was called low water ordinary springs, or 0.08 feet below what is now determined as mean sea level. Consequently the datum of soundings on my survey and the marine survey sheet of Mr. Pogson's work differs only about 3 inches. But on Lieutenant Jarrad's chart the soundings must all be reduced by 1.78 feet (say 2 feet approximately) before comparing with the other sheets. With the above explanation I trust a comparison will be easily made.

Regarding the changes which have occurred, I have the honour to point out the following as probably the most noteworthy. At the centre of the entrance to the harbour, midway between the two breakwater lights, and about 3,600 feet from the pier-head there is now a depth of 41 feet. At the same spot, before the breakwater was begun, there was 44 feet. In 1886 by Mr. Pogson there was 47 feet, or 3 feet more than before the breakwater was built and 6 feet more than there is now. In the north-east corner, the harbour seems to have shoaled about 3 feet since the breakwater was begun and it all seems to have taken place since Mr. Pogson's survey of 1886. In the south-east corner it seems to be shoaler by about a foot than it was in 1876 and shoaler by about 4 feet than in 1886. I should imagine, however, that the depth in certain parts of the harbour may vary slightly at different times of the year. But I have no information of this. The coast line inside the harbour has advanced considerably, and taking it at the pier it can be said to have advanced 350 feet since 1876, though of this amount only about 50 feet in the last eleven years. The greatest change of all has taken place outside the breakwater to the southward. The point where the highwater line there meets the breakwater

has advanced about 750 feet since 1886, and probably more than 1,800 feet since the harbour works were begun. The shoal inside the harbour along the south breakwater has entirely arisen since 1886. All to the northward and all outside the seven fathom contour line to the eastward and south-eastward is much the same as ever. In fact there is a striking similarity in the contour lines, particularly that of the 8 fathom contour east of the south breakwater light. There are also a couple of patches of 42 feet just inside the harbour entrance, which is the same depth of water as there was at that spot before the breakwaters were built, and the central area of the harbour also appears exactly the same.

From the Officer in charge, Marine Survey of India, to the Director of the Royal Indian Marine, dated Poona, 14th September 1897, No. 274.

I have the honour to forward, herewith, a letter to me from Lieutenant Beauchamp, R.I.M., containing suggestions with regard to, and a report on, the recent survey made by him of Madras harbour.

The tracing and charts, he suggests should be sent to the Chairman of the Madras Harbour Trust Board, will be forwarded to you by rail to-day. A railway receipt is herewith enclosed.

ORDER—No. 831, Marine, dated 24th September 1897.

Communicated to the Chairman, Harbour Trust Board, with reference to the correspondence ending with his letter, No. 1058, dated 31st May 1897.

(True Extract.)

Under Secretary to Government.

To the Chairman, Harbour Trust Board, with three plans.
" Presidency Port Officer.

Exd. Md. Pahlivan.

Marine (1897) Department.

CURRENT No. 1268

From

The Director of Royal Indian Marine
Bombay

Order 831 Marine of 24th September 1897

Communicated to
the Chairman Harbour Trust

No. 3971

Board with reference to the
correspondence ending with
his letter No 1058 d/31 May 1897

Dated 14-9-97

Received } 23-9-97
Registered }

Enclosures 5* (2 charts + one tracing)

Spare copies -

The Chairman H.T.B. with

3 plans

P.P.O.

to

The following is a comparative
statement of the depths at the
entrance of the harbour.

In 1876	—	44 feet
" 1886	—	* 47 —
" 1897	—	41 —

* Greater depth due probably to
seaw round the ends of the
incomplete pier.

SUBJECT.

Madras Harbour

Forwarding copy of a letter from
Lt. Beauchamp R.I.M. Containing
suggestions with regard to, and a
report on, the recent survey made
by him of the — with a request
that they may be forwarded to
the Chairman, Harbour Trust Board

In forwarding the tracing of my Survey of the Madras Harbour to the Chairman of the Harbour Trust Board, I have the honor to suggest that it may be of some interest and help to the Board in coming to conclusions about the shoaling of the harbour if I draw a few comparisons between my survey and those of previous years. To do this I have the honor to suggest that two Charts should accompany my tracing. One of these is a survey by Lieut. Jarrad, R.N., and though this Chart is now obsolete it shows the depth of water at the very commencement of the harbour works in 1876 and it is the last Marine Survey that has been made of the harbour. The other chart is one made in the Marine Survey Office in 1886 but taken entirely from Mr. Pogson's Survey of that year. The scale of this Chart is nearly the same as that of my Survey, whereas the scale of Lieut. Jarrad's

is smaller, being 300 feet to the inch and mine 250 feet. The soundings on my chart are reduced to Indian Spring Low water mark or 1.86 feet — below mean sea level. Those on Mr. Pogson's sheet are reduced to the mean of lowest ordinary spring tides or 1.6 feet below mean sea level. Those on Lieut. Jarrad's Chart to what was called low water ordinary springs, or 0.08 feet below what is now determined as mean sea level. Consequently the datum of soundings on my survey and the Marine Survey Sheet of Mr. Pogson's work differs only about 3 inches. But on Lieut. Jarrad's Chart the soundings must all be reduced by 1.78 feet (say 2 feet approx.) before comparing with the other sheets. With the above explanation I trust a comparison will be easily made.

Regarding the changes which have occurred, I have the honor to point out the following as probably the most noteworthy: At the centre of the entrance to the harbour, midway between the two Breakwater lights, and about 3600 feet from the pier-head there is now a depth

of 41 feet. At the same spot before the Breakwater was begun there was 44 feet. In 1886 by Mr. Pogson there was 47 feet, or 3 feet more than before the Breakwater was built and 6 feet more than there is now. In the N.E. Corner, the Harbour seems to have shoaled about 3 feet since the breakwater was begun and it all seems to have taken place since Mr. Pogson's Survey of 1886. In the S.E. Corner it seems to be shoaler by about a foot than it was in 1876 and shoaler by about 4 feet than in 1886. I should imagine however that the depth in certain parts of the harbour may vary slightly at different times of the year. But I have no information of this. The coastline inside the Harbour has advanced considerably, and taking it at the pier it can be said to have advanced 350 feet since 1876, though of this amount only about 50 feet in the last eleven years. The greatest change of all has taken place outside the Breakwater to the Southward. The point where the high water line there meets the Breakwater has advanced about 750 feet since 1886, and

probably more than 1800 feet since the
Harbour works were begun. The Shoal inside
the Harbour along the south Breakwater has
entirely arisen since 1886. All to the Northward
and all outside the seven fathom contour
line to the Eastward and South-eastward
is much the same as ever. In fact there is a
striking similarity in the contour lines, par-
ticularly that of the 8 fathom contour east of
the south Breakwater light. There are also
a couple of patches of 42 feet just inside the
harbour entrance, which is the same depth
of water as there was at that spot before the
breakwaters were built, and the central area
of the harbour also appears exactly the same.

Copy.

Ward

Chief Clerk to the
Director, Royal Indian Marine.

mar Aug 4
1268/97

CSOS

Copy of a letter No. 274 dated Poona
14th September 1897, from the Officer in Charge,
Marine Survey of India, to the Director
of the Royal Indian Marine.

I have the honor to forward here-
with a letter to me from Lieut. Beauchamp
R. I. M. containing suggestions with regard to,
and a report on, the recent survey made
by him of Madras Harbour.

The tracing and charts, he suggests
should be sent to the Chairman of the
Madras Harbour Trust Board, will be
forwarded to you by rail today. A Railway
receipt is herewith enclosed.

Copy.

Ward

Chief Clerk to the
Director, Royal Indian Marine.

HEADING

*Navigational
Charts*

R. I. M. DOCKYARD

Bombay, 17th September 1897

It is requested that the above heading, with number and date of this communication, may be quoted in any subsequent correspondence on the subject.

No. 3971.

FROM

THE DIRECTOR OF THE ROYAL INDIAN MARINE.

* Copy of a letter from the Officer-in-Charge Marine Survey of India No. 274 dated 14th Sept: 97. with enclosures. Forwarded to the Secretary to the Government of Madras, Marine Department, with reference to the correspondence ending with their No. 529 of the 12th June 1897 with a request that a copy of the letter from Lieut. W. G. Beauchamp, R. I. M. together with the tracing and charts may be forwarded to the Chairman, Madras Harbour Trust Board.

* By Parcel Post

W. P. S. D. L.

for Director of the Royal Indian Marine

M. D.

Marine (1897) Department.

Ref.
1

15,000-18-5-03

DEPARTMENT.

Paper taken out of the Records from the charge of the Referencer.

Press
Miscellaneous
Routine

No. _____, dated _____

. dated

190

Date taken out.	FOR WHAT PURPOSE.			Initials of clerk taking the paper or of attender.	Date returned.	Initials of attender.
	Department.	C. No.	Year.			
24 804	du	745	1894	CH	11-11-03	CH