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MADRAS RECORD OFFICE.

Government of Madras.

Public Works DEPARTMENT.

G.O. No.	2596	Press Mis.
231-38		
Dated	18-12-1860	

Not to be folded or roughly handled

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*Proceedings of the Madras Government, Public Works Department,
18th December 1860.*

No. 237. Read the following letter from Lieutenant-Colonel W. H. HORSLEY, Chief Engineer, to J. D. SIM, Esq., Acting Secretary to Government, dated Chepauk, 6th December 1860, No. 7,687 :—

SIR,

I have the honor to forward for the information of Government, a copy of the correspondence between the Agent to the Contractor of

1 Weekly report of Piles screwed down, to 27th November 1860.

1 Memorandum signed by the Assistant Chief Engineer, regarding the insufficient depth of the Piles in the ground, from the 53rd to the 65th row, 30th November 1860.

2 Letters from Mr. Gilbert, dated the 29th and 30th November 1860.

1 Letter from Chief Engineer, No. 7,635, dated 4th December 1860, directing the Piles to be taken up.

the Pier and myself, regarding the insufficient depth to which the last 13 rows of Piles have been screwed into the ground; and to report that I considered it my duty to direct that they be all taken up, and others substituted of the length required to admit of their being embedded to the full contract depth of 15 feet.

MADRAS PIER.

The following Piles have been screwed up to Tuesday, November 27th, 1860.

Row.	Top of the Pile to bed of sea.	Depth in ground.	Lengths of Piles including screw.	No. of Piles.	No. of feet screwed.
53	30 5	12 9	43 2	4	51
54	31 2	13 1	44 3	4	52 4
55	31 5	12 10	44 3	4	51 4
56	31 8	12 7	44 3	4	50 4
57	31 11	12 4	44 3	4	49 4
58	32 2	12 1	44 3	4	48 4
59	32 5	12 4	44 9	4	49 4
60	32 8	12 1	44 9	4	48 4
61	32 11	11 10	44 9	4	47 4
62	33 2	11 7	44 9	4	46 4
63	33 3	11 7	44 9	4	46 4
64	33 5	11 4	44 9	4	45 4
65	33 8	11 1	44 9	4	44 4
Total Number of Piles...				52	
Total Number of Feet screwed...					630 0

I believe that the above is a correct return, and that the Soundings, &c. are as nearly correct as they can be taken during the present high surf.

(Signed) ARTHUR GILBERT,
27th November 1860.

(True Copy.)

(Signed) H. W. RAWLINS, Captain,
Assistant to the Chief Engineer.

MADRAS PIER.

Memorandum regarding the depth in the ground of the Piles from the 53rd to the 65th row, as taken by me in conjunction with Mr. Gibson the Engineer of the work on the 30th November 1860.

Row of Piles.	Depth in ground according to Mr. Gilbert's return in which he allows 1 foot for the point of the screw.	Depth in the ground according to my measurement in which the screw is not included for reasons given in the remarks.	Difference between Mr. Gilbert's measurements and my own.	Total deficiency of depth in the ground according to Mr. Gilbert's return.	Total deficiency of depth in the ground according to my measurements.	Remarks.
				The required depth being 15 feet.		
53	12	9	3	2	3	The plan clearly shows that the length of the pile to be screwed into the ground is 15 feet exclusive of the point of the screw which is 9 inches and not 1 foot as stated by the Agent.
54	13	1	12	1	11	
55	12	10	2	2	2	
56	12	7	5	2	5	
57	12	4	8	2	8	
58	12	1	11	2	11	
59	12	4	8	2	8	
60	12	1	11	2	11	
61	11	10	1	3	2	
62	11	7	4	3	5	
63	11	7	4	3	5	
64	11	4	7	3	8	
65	..	Unfinished.	..	..	..	

(True Copy.)

(Signed) H. W. RAWLINS, Captain,
Assistant to the Chief Engineer.

Madras,
30th November 1860.

From ARTHUR GILBERT, Esq., Agent Madras Pier Company, to Captain H. W. RAWLINS, Assistant to the Chief Engineer, dated Madras, 29th November 1860.

MY DEAR CAPTAIN RAWLINS,

I am very sorry to say that I am far past all hope of meeting you to-morrow morning as I am quite confined to bed and sofa; but I send your note on to Gibson who will attend you, and should you afterwards wish to see me. I shall at all times be happy to see you here, as I do not anticipate being out for some days. I trust some mistake in our favor will be discovered—the Piles are sadly short of their depth lately.

From ARTHUR GILBERT, Esq., Agent Madras Pier Company, to Captain H. W. RAWLINS, Assistant to the Chief Engineer, dated 30th November 1860.

MY DEAR SIR,

Dr. Duff will see you, and tell you how impossible it is for me to attend to business this morning and for some time to come, but I wish Colonel Horsley and you clearly to understand that the blame of using the Piles which were too short to admit of their being embedded to their contract depth, rests entirely with me, Mr. Gibson having reported to me their deficiency in length, and in consequence of my illness, received no instructions to discontinue the work, while the report was also omitted to be sent to your Department. It of course remains for the Chief Engineer to decide whether in a firm clay soil the depths to which they are screwed will not give them sufficient hold for every purpose, and whether the great excess of depth in the last 60 feet, where the bed being of a shifting nature every additional foot was an advantage gained, may not to some extent, be taken as a set off against the short-coming in this instance, and if not, it has only to be decided how many rows be condemned, and Mr. Gibson will immediately remove them and substitute for them longer Piles upon their arrival per "Prince Frederick William;" beyond this I shall be much obliged if you will allow all correspondence to remain in abeyance until I am better able to attend to it.

From Lieutenant-Colonel W. H. HORSLEY, Chief Engineer, to A. GILBERT, Esq., Agent to the Contractor of the Madras Pier, dated Chepauk, 4th December 1860, No. 7,635.

SIR,

1. I have the honor to acknowledge the receipt of your return dated the 28th November last, reporting the number and depth of the Pier Piles, screwed down from the 53rd to the 65th row; together with your subsequent letters* regarding their insufficient depth in the ground. In these letters you state that the Piles were "sadly short of the depth" required, and that you wish me clearly to understand that the blame of using the Piles, which were too short to admit of their being embedded to their Contract depth, rests entirely with yourself.

* Dated the 29th and 30th November 1860.

2. While appreciating the candour with which you acknowledge the serious error which has been committed, I cannot refrain from expressing my regret that the transmission of the usual weekly report was delayed; and that when you found the Piles were too short, you did not at once report the circumstance to me, as advised by your Engineer, Mr. Gibson. Had this been done, the difficulty and expense of taking up the present Piles would have been avoided, inasmuch as I never should have allowed them to be used.

3. On the receipt of your return, my Assistant, in conjunction with your Engineer, carefully measured the depth to which the Piles had been screwed down; and from the accompanying report they appear to be even less than your return showed. The Contract depth is 15 feet, exclusive of 9 inches for the point of the screw, as clearly shown in the working drawings which accompanied Mr. Johnson's agreement and specification; whereas, the actual measured depth of the Piles, from the 53rd to the 65th row, shows a deficiency in the ground of, from 2 feet 11 inches, to 5 feet and 5 inches, or an average upon the whole 13 rows of nearly four feet.

4. Again, the following statement shows the difference between the length of the Piles used, and those in the Plan corresponding with the same rows:—

Outside Piles from the 53rd to the 64th row.	53	54	55	56	57	58	59	60	61	62	63	64	65
Length of Piles according to the Plan, including 9 inches for the screw point, and 9 inches for the slope or batter...	46	46	34	34	36	34	36	34	34	34	34	34	34
Length of Piles used, including 9 inches for screw point.	42	11	44	0	44	0	44	0	44	6	44	6	45
Deficiency in length...	3	12	32	32	32	32	92	32	93	33	32	33	0

5. These measurements have been taken as accurately as they can be considering the smallness of the scale on which the Plan is drawn, and they are certainly correct within 2 or 3 inches. If, therefore, as I understand, the Piles screwed down were those expressly sent out for these rows of the Pier, it is evident they have all been forged at the Manufactory too short by at least three feet; and possibly the same error has been made with those still to be received. This is the more to be regretted, as from the soundings taken it appears the actual bed of the sea, corresponds as nearly as possible with the section shown in the Plan; and had the Piles been sent out from England according to the length shown in that section, they would have been long enough to admit of being embedded in the ground to their contract depth of 15 feet.

6. I have given the subject my best consideration, and I am of opinion that it would endanger the stability of the Pier to allow the Piles to remain at their present insufficient depth. I have, therefore, no alternative but to condemn them; and to direct that, as proposed, you will be good enough to immediately take up all the Piles from the 53rd to the 65th row; and take the necessary steps to provide others of the length required; I also request that you will

Proceedings of the Madras Government Public Works Department
18th December 1860.

report to me the arrival of the next section of Piles, in order that they may be surveyed before being used. I consider it of the utmost importance that all the Piles should be full fifteen feet in the ground, as stipulated in the specification accompanying the contract and on no account whatever can the slightest deviation be permitted.

7. A copy of this letter will be communicated to Government for their information.

No. 238.

ORDER THEREON, 18th December 1860, No. 2,596.

Ordered to be recorded.

(Signed) J. D. SIM,
Acting Secretary to Government.

Government Pier Works. 31

Madras

24th November 1860

My dear Captain Easton

I am very sorry to say that I am
far from all hope of meeting you tomorrow morning.
as I am quite confined to bed and sofa. but I send
your note on to Gibson who will attend on,
and should you afterwards wish to see me please
at all times be happy to see you here, as I don't
anticipate being out for some days. - I trust
some mistake in our favor will be discovered - the Piles
are early short of their depth lately.

Yours faithfully

Wm Gibson

True Copy

A. W. Rawlin's. Captain

Asst. to the Chief Engineer

Enclosure in a letter from
 Lt. Col. W. W. P. Smithy Capt.
 to J. W. Smithy Esq.
 of No. 100, back of 100.

100-20-100.

Memorandum
 regarding the survey of the
 the pier & the piles in
 the pier & from the 5300
 to the 5300. 2000 1000

30-1000

(3)

Madras Pier

The following Piles have been screwed up to Tuesday
 November 27th 1860.

Row	Top of the Pile to bed of sea	Depth in ground	Length of Piles including down	N. of Piles	N. of feet sound
53	30' 5"	12' 9"	43' 2"	4	57'
54	31' 2"	13' 1"	44' 3"	4	52' 4"
55	31' 5"	12' 10"	44' 3"	4	57' 4"
56	31' 8"	12' 7"	44' 3"	4	50' 4"
57	31' 11"	12' 4"	44' 3"	4	49' 4"
58	32' 2"	12' 1"	44' 3"	4	48' 4"
59	32' 5"	12' 4"	44' 9"	4	49' 4"
60	32' 8"	12' 1"	44' 9"	4	48' 4"
61	32' 11"	11' 10"	44' 9"	4	47' 4"
62	33' 2"	11' 7"	44' 9"	4	46' 4"
63	33' 3"	11' 7"	44' 9"	4	46' 4"
64	33' 5"	11' 4"	44' 9"	4	45' 4"
65	33' 8"	11' 1"	44' 9"	4	44' 4"
Total Number of Piles				52	
Total Number of Feet sound					630.0

I believe that the above is a correct return, and that the
 soundings &c. are as nearly correct as they can be taken
 during the present high water.

Wm. Arthur G. P. Esq.

27th November 1860

True Copy

W. Rawlin's Captain

Assistant to the Chief Engineer

Wm. Arthur

507

Government Pier Works Madras

30th September 1868.

Office in London 12, North St. Westminster S.W.

My Dear Sir

Dr. Duff will see you, and tell you how impossible it is for me to attend to business this morning and for some time to come, but I wish Colonel Horsley and you clearly to understand that the blame of using the Piles which were too short to admit of their being embedded to their Contract depth, rests entirely with me. Mr. Gibson having in consequence of my illness, received no instructions to discontinue the work, while the report was also omitted to be sent to your Department - It of course remains for the Chief Engineer to decide whether in a firm clay Soil the depths to which they are screwed will not give them sufficient hold for every purpose, and whether the great excess of depth in the last 200 feet, where the bed being of a shifting nature every additional foot was an advantage gained, may not to some extent, be taken as a set off against the shortcoming in this instance, and if not, it has only to be decided how many rows be condemned, and Mr. Gibson will immediately remove them

1860 Depart

Enclosure is an letter from
 dated 24th to Horsley
 Chief Eng^r & 20th to 29th June
 Eng^r & 24th to 29th June
 dated 10th September 1868 by key

Mr 29 20/60.

Madras pier

29 June

18 18 60 10

18 18 60 10

6A
them and substitutes for them longer files
upon their arrival per "Prince Frederick William"
beyond this I shall be much obliged if you will
allow all correspondence to remain in abeyance
until I am better able to attend to it.

I remain, Sir,

Yours Arthur Gilbert

Captain Raulin's

Chapman

True Copy

W. Rawlin's Captain

1st Lt to the (1st Regt)

10/11/11



Central Office of Public Works
Chepauk 4th December 1860.

N^o 7635.

7A

From,

Lieutenant Colonel H. S. Forsley,
Chief Engineer, I. P. W.

To,

A. Gilbert, Esquire
Agent to the Contractor
of the Madras Pier.

Sir,

I have the honor to acknowledge
the receipt of your Return dated the 28th
November last, reporting the number and
depth of the Pier Piles, screwed down from
the 53rd to the 65th row, together with
your subsequent letters regarding their
insufficient depth in the ground. In these
letters you state that the Piles were
"sadly short of the depth" required,
and that you wish me clearly to under-
stand that the blame of using the Piles,
which were too short to admit of their
being embedded to their contract depth,
rests entirely with yourself.

2.

While appreciating the candour
with

Enclosure (letter from Chief
Engineer to the Contractor)

to the Contractor (see N^o 7635)
and to the Chief Engineer (see N^o 7635)
dated the 29th and 30th November 1860.

000920/60.

Copy of letter from Chief
Engineer to the Contractor
dated the 29th November 1860.
The Chief Engineer has
been informed and now
attends at the Pier. It
is requested that the
Contractor should be
informed of the same.
The Chief Engineer has
been informed of the same.
The Chief Engineer has
been informed of the same.
The Chief Engineer has
been informed of the same.

30 Nov 60

with which you acknowledge the serious error which has been committed, I cannot refrain from expressing my regret that the transmission of the usual weekly report was delayed; and that when you found the Piles were too short, you did not at once report the circumstance to me, as advised by your Engineers, Mr. Gibson. Had this been done, the difficulty and expense of taking up the present piles would have been avoided, inasmuch as I never should have allowed them to be used.

3. On the receipt of your return, my Assistant, in conjunction with your Engineers, carefully measured the depth to which the Piles had been screwed down, and from the accompanying report they appear to be even less than your return shewed. The contract depth is 15 feet, exclusive of nine inches for the point of the screw, as clearly shewn in the working drawings which accompanied Mr. Johnson's agreement and specification; whereas, the actual measured depth of the piles, from the 53rd to the 65th row, shews a deficiency in the ground of, from

from 2 feet 11 inches, to 5 feet and 5 inches; or an average upon the whole 13 rows, of nearly four feet

4. Again, the following statement shews the difference between the length of the piles used, and those in the plan corresponding with the same rows.

Outside piles from the 53 rd to the 64 th row.	53	54	55	56	57	58	59	60	61	62	63	64	65
Length of Piles according to the plan including 9 inches for the screw point, and 9 inches for the slope or batter	46.2	46.3	46.3	46.3	46.3	46.9	46.9	47.3	47.9	47.9	47.9	47.9	48.6
Length of Piles used, including 9 inches for screw point	42.1	44.0	44.0	44.0	44.0	44.0	44.6	44.6	44.6	44.6	45.6	45.6	45.6
Deficiency in length	3.1	2.3	2.3	2.3	2.3	2.9	2.3	2.9	3.3	3.3	3.3	3.3	3.0

not completed

5. These measurements have been taken as accurately as they can be considering the smallness of the scale on which the plan is drawn, and they are certainly correct within 2 or 3 inches. If, therefore, as I understand, the piles screwed down were those expressly sent out for these rows of the Pier, it is evident they have all been forged at the Manufactory too short by at least

least three feet; and possibly the same error has been made with those still to be received. This is ^{the} more to be regretted, as from the soundings taken it appears the actual bed of the sea, corresponds as nearly as possible with the section shewn in the plan; and had the piles been sent out from England according to the length shewn in that section, they would have been long enough to admit of being embedded in the ground to their contract depth of 15 feet.

b. I have given the subject my best consideration, and I am of opinion that it would endanger the stability of the Pier to allow the Piles to remain at their present insufficient depth. I have, therefore, no alternative but to condemn them; and to direct that, as proposed, you will be good enough to immediately take up all the Piles from the 53rd to the 65th row; and take the necessary steps to provide others of the length required. I also request that you will report to me the arrival of the next section of

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of Piles, in order that they may be surveyed before being used. I consider it of the utmost importance that all the piles should be full fifteen feet in the ground, as stipulated in the specification accompanying the Contract and on no account whatever can the slightest deviation be permitted.

7. A copy of this letter will be communicated to Government for their information.

4th December 1860

I have the honor to be Sir,
(Signed) W. H. Corley Lt Col.
Chief Engineer

(True copy)

W. Rawlin. Captain
Assistant to the Chief Engineer.

S. W. P. R.

Central Office of Public Works
Chepauk 10th December 1860

N^o 7687 10A

From,
Lieutenant Colonel W. H. Forsley
Chief Engineer D. E. W.

J. D. Sim Esquire
Acting Secretary to Government P. W. D.
Fort Saint George.

"Public"

Sir,
I have the honor to forward for the
information of Government a copy of the correspondence
between the Agent to the Contractor of the Pier, and
myself regarding the insufficient depth to which
the last Brows of piles have been screwed into
the ground; and to report that I considered it my
duty to direct that they be all taken up, and
others substituted of the length required to
admit of their being embedded to the full
contract depth of 15 feet.

I have the honor to be,
Sir,

Your Most Obedient Servant
W. H. Forsley Lieut. Col.
Chief Engineer

E. D. P. Harper

1860 947

Enclosure in a letter
from Lieut. Col. W. H. Forsley
Chief Engineer D. E. W.
Acting Secy to Govt. P. W. D.
dated 10th December 1860. 12/4687

0002920/60.

Copy of a letter to
J. D. Sim Esquire
regarding the insufficient
depth of the piles in the
ground.

Dep't
of
Interior
for
Bids
1920.

*Am
about Oct 7th at New
Child Eugene & N. P.
at
of John Case
Adm'd to Court Oct 10
Child & George.*

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28 Dec 1915

No 2596. 18. Dec.