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(3) Initials of the Referencer

# MADRAS RECORD OFFICE.

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## Government of Madras.

Revenue DEPARTMENT.

G.O. No. 353 Press / Mis.

6-5-47.

Dated 6-3- 18 42.

***Not to be folded or roughly handled***

*Proceedings of the Madras Government, Public Works Department, 6th March* 1862.

Read the following letters:—

No. 65. From Lieutenant-Colonel A. J. M. BOILEAU, Government Superintendent and Controller Pier Works, to J. D. SIM, Esq., Secretary to Government, Public Works Department, dated Chepauk, 7th December 1861:—

SIR,

1. In my letter to your address dated 26th June 1861, I had the honor to lay certain facts before Government in connection with the Cranes, &c., provided by the Contractor of the Madras Pier for that work, and though I did not distinctly solicit, as I ought to have done, special orders to guide me in acting, I was nevertheless desirous of receiving the same.

1 Tracing.

2. A printed copy of the Proceedings of Government, No. 1,358, dated 23rd July 1861, on the above letter, furnished to me at the end of September, showed me that Government had considered it sufficient merely to record the subject.

3. I stated in paragraph 2 of that letter that as the line of chain-drop of the movable Cranes was only 4½ feet beyond the edge of the Pier, that they would be 'utterly useless.' This perhaps was rather too strong language for the Cranes have actually been used, (a rope being substituted for the chain which was found to be too short) in hoisting some Anvils from a boat. One was experimented upon not long ago to see how far it would be available for lowering and raising passengers, but the tub got under the Pier platform, as may well be understood would be the case, by a glance at the enclosed tracing. It will be observed thereby, that the line of chain-drop would fall upon the edge of a boat lying, at low water, only one foot from the Pier, and though certainly the load may be led off to a certain extent by guy ropes, yet I consider that the working radius is insufficient, and should be increased by several feet, and I beg to be favored with the orders of Government on this point.

4. It has been suggested to me that these Cranes were not intended to lift goods out of boats on to the Pier, but merely to take them up from the Platform of the Pier and load them on to trucks, but no argument of this kind was ever brought forward by the Contractor's representative when he was here, as an apology for their short chains and limited working radius.

5. I must, however, observe that there is nothing further in the contract than that eight movable Cranes are to be provided by the Contractor, and there are no drawings or specifications to enable me to decide what length of jib, or of working radius we are entitled to, but it is only reasonable that a thoroughly effective, and useful kind of Crane should be supplied.

6. With regard to the fixed Cranes, as I stated in my former letter, the Contractor is prepared to rectify them, and in fact is now on the point of doing so.

7. In paragraph 3 of my letter to your address dated 26th June last, I pointed out that the four Turn Tables which have been supplied have a diameter of one-half feet less than was shown for them in the drawing of 1856, and the orders of Government are now solicited as to whether they may be accepted or not.

8. They are no doubt large enough to carry the trucks which will be used on the Pier, but the question is, have we not a right to require that the articles supplied by the Contractor shall be in accordance with the drawing (where there is no specification over-ruling it) as there was in the case of the lengths of the Piles?

9. As the Pine balks alluded to in my former letter were good wood, though not 'Memel' as they should have been, according to the contract, I have allowed them to be brought into use, as otherwise the Pier works would have been seriously delayed.

10. I request that I may be favored with early orders on these points.

No. 66. From Lieutenant-Colonel J. CARPENDALE, Government Superintendent and Controller of Pier Works, to Lieutenant-Colonel W. H. HORSLEY, Chief Engineer and Secretary to Government, Public Works Department, dated Chepauk, 3rd February 1862.

SIR,

1. I have the honor to report for the information of Government that the Agent to the Pier Contractor having requested a Certificate of the completion of the last 200 feet in length of the work, I have felt obliged to decline granting it as some work remains to be done, but as a portion thereof is delayed pending the result of Lieutenant-Colonel Boileau's letter to you on the 7th of December last, I request the favor of your early attention thereto, and that I may be furnished with specific orders on each point submitted for the consideration of Government and which I will here briefly recapitulate.

Turn Tables.

2. According to the original drawing of 1856, and to that of 1858, which is the one we have generally been guided by, the Turn Tables are shown to be 12 feet in diameter, and the specification simply provides that there shall be the "necessary Turn Tables;" subsequently to those drawings being made, the gauge of the rails on the Pier was altered from the narrow to the broad gauge confessedly for the purpose of suiting the Madras Railway carriages, and one would have expected that such authorized alteration would have been followed, by Turn Tables equally suitable for the same carriages being sent out from England, to which end they should have been 14 feet in diameter; instead, however, of sending out larger tables, the dimensions have been reduced, and the articles supplied are only 10 feet in diameter, and could not be used in connection with Madras Railway carriages: they are moreover of much lighter make than I should have expected, seeing that a ten-ton Crane fixed at the head of the Pier implies that such great weight will sometimes be carried. I must, however, observe that the relative position of the three, and eventually four, lines of rails on the Pier as laid down, is such, as effectually to prevent the Madras Railway carriages being employed on the Pier, as the Carriages, Vans, and Trucks, project on each side so much beyond the wheels that there is not room, between the two adjacent lines of rails, for one vehicle to travel up as another is coming down; and that being the case, and the construction of special carriages and trucks for service on the Pier being rendered requisite, the Government may perhaps sanction the Turn Tables which have been supplied being laid down.

Eight movable Cranes.

3. Lieutenant-Colonel Boileau reported in his letter that these Cranes are unsuited for loading or unloading boats by reason of the "jibs" not being long enough to project sufficiently beyond the edge of the Pier, and the chains being too short to reach to the boats. To this the Contractor's Agent and his Engineer observe, that the movable Cranes were not intended for that purpose, but simply to lift goods from off the Pier on to trucks and *vice versâ*; on this difference of opinion the specification and contract shed no light, but I may observe that the machines are suited for the latter purpose after some little defects are remedied, which the Contractor will do, and that their construction effectually prevents their being altered to suit the former purpose: I would also remark that it appears to me that eight movable Cranes could never be brought into use for either purpose without stopping all traffic, and that two would be ample. I would recommend that two should be provided of suitable form and dimensions for loading and unloading boats at any part of the Pier in lieu of two of those now objected to, and that the other six might be turned to account either for work within the Custom House or for other purposes.

Fender Piles at Pier Head.

4. In the drawing of 1856, three were provided at each corner; in the drawing of 1858, two only are shown; and by the Contractor's instructions to his workmen one only was to be placed; which I of course have objected to. One to a certain extent would answer the purpose, but two are more desirable, and three even better. As the drawing of 1858, which provides only two, is the document by which we have usually been guided, I beg the decision of Government may be given whether that number may be considered sufficient or if three must be required.

5. There are one or two other points, open questions at present, which I think should be definitely settled without delay.

Chips and Bands.

6. In the specification it is provided, that the tension rods shall be fastened to the piles by wrought iron clips and bands; Lieutenant-Colonel Boileau interpreted that to mean, and the drawing of 1856 supports his opinion, that the tension rods which fastened to one pile, pass outside a second one, and are again fastened to a third pile, should be secured by bands to the second or intermediate one; no such arrangement however appears in the drawings of 1858, and I must say that I dont think they are necessary as the *waling* pieces and the *Fender Piles* give the tension rods at these intermediate points sufficient support.

Diagonal strengthening pieces.

7. Again, in the specification of timber work it is provided, that "the frame work is to be further strengthened by the "addition of diagonal stiffening pieces in the manner shown upon the drawings" but nothing of the kind appears in the drawing of 1858, and I am informed by Mr. Gibson the Contractor's Engineer, that although the original design had such provision, yet when the drawings were revised by Messrs. Sanders and Mitchell, and the scantling of the tranverse and longitudinal beams was much increased, the diagonal strengthening pieces were omitted, and I confess I see no necessity for them, nor do I see how they can be demanded at this late hour; but as the omission of them, and of the bands referred to in the preceding paragraph, was taken exception to by my predecessor, and noticed in the Certificate which he gave of the completion of the 4th Section of the Pier, a copy of which was forwarded to you on the 19th October, I do not feel justified in letting the points remain dubious, and request the decision of Government regarding them.

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No. 67. ORDER THEREON, 6th March 1862, No. 365.

1. The points submitted in these letters for the orders of Government are as follow:—

I. Whether the Turn Tables as at present supplied by the Contractor may be passed?

II. Whether the eight movable Cranes supplied by the Contractor are to be received?

III. What number of Fender Piles at each corner of the Pier Head should be required from the Contractor?

IV. The necessity for enforcing the provisions laid down in the specification that the tension rods shall be fastened to the Piles by clips and bands.

V. The necessity for using the diagonal strengthening pieces in the timber work as provided in the specification.

2. As regards the Turn Tables, Colonel Carpendale, in the second of the letters recorded above, points out that Turn Tables of 12 feet in diameter were provided in the drawing, but that subsequently it was determined to assimilate the gauge of the rails to that of the Madras Railway, but it appears, that it will not be possible to work the Railway Carriages and Trucks on the Pier, as they project on each side so much beyond the wheels that there is no room between the two adjacent lines of Railway for one to travel up as another is coming down; and that consequently as special carriages and trucks will have to be made for the Pier rails, it may appear scarcely desirable to insist on the larger Turn Tables of 14 feet. Both Colonel Boileau and Colonel Carpendale think that the present Turn Tables will be sufficient to work the trucks that will be used on the Pier; but at the same time Colonel Carpendale considers that those now pro-

vided are very slight. The Government are of opinion that the Turn Tables should be taken, provided they can bear the weight, viz., 10 tons, which it is inferred from the size of the Cranes furnished may occasionally be placed upon them.

3. The Contractor, however, should be called upon to make a reduction in their cost, corresponding with the diminished size which he has made viz., tables of 10 feet, instead of 12 feet as provided in the drawings.

4. With regard to the movable Cranes, Colonel Carpendale thinks two would be sufficient, as the working of eight on the Pier (the number supplied) would stop all traffic ; but that they should be adapted to the loading and unloading of boats.

5. The Government are of opinion that as the specification is not clear as to the purpose to which the eight Cranes are to be applied, they should be taken as they are, and used as may be found most desirable.

6. As to the Fender Piles at each corner of the Pier Head, the Government decidedly think that the number provided in the drawing of 1858, viz., *two*, should be insisted upon.

7. For the reasons assigned by Colonel Carpendale, the clips and bands referred to in paragraph 6 of his letter may be dispensed with.

8. The diagonal stiffening pieces provided in the specification for the further strengthening of the timber frame may, also, for the reasons assigned, be likewise dispensed with.

(Signed) W. H. HORSLEY, Lieut.-Colonel,
*Secretary to Government.*

Memorandum.

The points regarding the Orders of Govt. are as follow:

Whether the Turn Tables ordered

5

by Govt.

of boats being embarked by them.

He mentions however that it

has suggested to him that they

were not intended for that

purpose, but simply to be

hoist

up goods from the Pier Platform

vided are very slight. The Government are of opinion that th
provided they can bear the weight, viz., 10 tons, which it is infer

Memorandum

P. W. Current No
289 - 2852.

The points regarding the Orders of Govt are as follow:

1°. Whether the Turn Tables at present supplied may be kept. The Drawings 57/58 which has hitherto been the guide, showed Tables 22 feet in diameter - The Specification merely mentioned that there shall be the "necessary Turn tables". Subsequently to those Drawings being made, the gauge of the Rails was altered to suit the Railway Trucks - The Contractor has however furnished Turn Tables, only 10 feet in diam.r - instead of 14 feet which were required for the Railway Carriages -

2°. Whether the 8 moveable Cranes are to be received - Col Bolton pointed out in his letter of the 7.th Dec.r/57 the insufficiency of their working radius, which he considered should be increased by several feet, so as to admit of boats being unloaded by them. He mentions however that it was suggested to him that they were not intended for that purpose, but simply to take heights of goods from the Pier Platform

on to the Trucks, but that no
argument of the kind was brought
forward by the Contractors repre-
sentative when in Madras -

The Contract specifies nothing
more than that 8 moveable
Cranes are to be provided - &
the Drawings give no information

3rdly The number of Fender
Piles at the Pier Head -
The Drawing of 58 provided three
Pair of 58 provided only two -
The Contractors instructions to the
Workmen are to place only one

4th The necessity for enforcing
the provision laid down in
the Specification that the Fenders
Rods shall be fastened to the
Piles by Clips & Bands -

Lastly - The necessity for
using the diagonal Strengthening
Pieces in the Timber work
as provided in the Specification -

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As regards the Dum Tables
Col Carpendale points out
that it will not be possible
to work the Railway Trucks

I think that we must take the
Contractors, the fault was in
the Specification, not in the
Contractor - I concur in Sir
that the Tables
must carry 10 Tons the Con-
tractor must furnish such -

WD

Sir

WM

WD

Sir

WM

Moveable Cranes -
I agree the fault is in the Specifi-
cation, not in the Contractors
action, but in that I am
of opinion that we must
to the Cranes & make the best
we can of them WD

Sir

WM

on the Pier, as they project so
much over the side, & that
consequently the large Dum
Table of 14 feet is not needed
but both he and Col Boileau
Consider the present size 10 ft.
will be sufficient to work the
Trucks that will be used on
the Pier - Col C. Saunders Con-
siders however that the Tables
are very slight -
I am of opinion that they may
be retained, provided they are
strong enough to bear the greatest
weight to which they may be
subjected, viz 10 Tons - but the
Contractor should be called upon
to make a reduction in their
cost corresponding to the di-
minished size which he has
made, viz Tables of 10 ft. instead
of 12 ft. as provided in the
Drawings of 58, which have
hitherto been used as the guide -

Col Carpendale thinks two
would be sufficient - but that
they should be adapted to
the loading & unloading
of Boats - & that the remaining
six might be found useful
at the Custom House or
In this I agree but
elsewhere - The question
whether the Contractor can

be called upon to furnish them, as there is nothing specified in the Contract regarding the case which may arise to the post.

The number provided in the Drawing of 58, viz two shown should be insisted upon — Tender Piles — yes - pointed wd The Engr

For the reasons appointed by Col Carpendale these may be dispensed with, — viz that the arrangement is not shown in the Drawing of 58, — while the Mating piles and Tender Piles give the Engineer Resident sufficient support. Chap. 2 Band. very well wd The

There may for the reasons appointed be likewise dispensed with — Diagonal Stiffening pieces very well wd The

W. B. Bayley. W. Taylor

Public Works Dept.

No. 365.

Proceedings of the Madras Government

Under date the 6th March 1862.

Read the following

From the Govt Superintendent and Controller of Pier Works.

Submits special orders in respect to certain changes provided by the Contract of the Pier works.

Steam Tender 7th Dec. 1861

From the Govt Supt and Controller Pier Works.

Reports having declined to grant a certificate for the last 200 feet of the Pier, pending the result of Colonel Boileau's letter of Dec. last; and submits further points for orders.

Steam Tender 3d Feb. 1862.

The points submitted in these letters for the orders of Govt are as follows:

I Whether the Sum Tables as at present supplied by the Contractor may be passed?

II Whether the 8 moveable Cranes supplied by the Contractor are to be received ?

III What number of each Corner of Under Piles at the Pier Head should be required from the Contractor. ?

IV The necessity for Inforcing the provisions laid down in the specification that the Tension Rods shall be fastened to the Piles by Clips and Bands.

V The necessity for using the diagonal strengthening pieces in the Timber work as provided in the specification.

2. As regards the Turn Tables, Colonel Carpendale in the second of the letters recorded above, that Turn Tables of 12 feet in diameter were provided in the drawing; but that subsequently it was determined to assimilate the gauge of the Rails to that of the Madras Railway, but it appears, that it will not be possible to work the Railway Carriages and Trucks on the Pier, as they project on each side so much beyond the wheels that there is no room between the two adjacent lines of Railway for one to travel up as another is coming down; and that Consequently as special

carriages and true Rs will have to be made for the Pier rails
lines, it may appear scarcely desirable to insist on the larger Turn tables of 14 feet. Both Coll Boileau and Colonel Carpendale think that the present Turn Tables will be sufficient to work the True Rs that will be used on the Pier, but at the same time Col Carpendale considered that those now provided are very slight. The Govt are of opinion that the Turn Tables should be taken; provided they can bear the weight, viz 10 Tons, which it is inferred from the size of the Cranes furnished may occasionally be placed upon them.





The Contractor however, should be called upon to make a reduction in their cost, corresponding with the diminished size which he has made, viz Tables of 10 feet, instead of 12 feet, as provided in the Drawings.

With regard to the moveable Cranes, Colonel Carpendale thinks two would be sufficient, as the working of eight on the Pier (the number supplied) would stop all Traffic; but that they should be adapted to

to the loading and
unloading of Boats;
The Government
are ~~[illegible]~~ of opinion
that as the specification
is not clear as to the
purpose to which the 8 Cranes,
are to be applied they
~~Cranes~~ should be
taken as they are, and
used as may be found
most desirable -

As to the Fenders
each corner of
piles at the Pier head,
the Government decidedly
think that the number
provided in the Drawing
of 1858, viz two, should
be insisted upon -



For the reasons
assigned by Colonel
Carpendale, the clips
and Bands proposed
to in para b of his
letter may be dispensed
with -

The Diagonal
stiffening pieces pro-
-vided in the specifi-
-cation for the further
strengthening of the
timber frame may
also, for the reasons
assigned, be likewise
dispensed with —

To the Govt Supts & Contr with 1 Encl: Sept 8:
Pier Works
by Order of Circle
Chairman Pier Committee

Copy with Letter to E.
dated 11th April 1862 No. 24

The Madras Pier Works.

Public Works 1862 Departt
Proc: of Govt for March.

No 365.

Proceedings of the Madras
Government.

Dated 6th March 1862.
Read

Passing orders respecting certain Crames and works connected with the Pier.

No 65 at 67