

(1) Number of pages _____

(2) Date of repair _____

(3) Initials of the Referencer _____

P.D

MADRAS RECORD OFFICE.

Government of Madras.

Public works DEPARTMENT.

G.O. No. 3543	Press
228-229	Mis.
Dated 13 - 11 - 1868.	

Not to be folded or roughly handled

*Proceedings of the Madras Government, Public Works Department,
13th November 1868.*

No. 228. Read the following letter from the Pier Committee, to the Secretary to Government, Public Works Department, dated Madras, 31st October 1868:—

1. We have the honor to forward, for submission to Government, a Memorandum, accompanied by an illustrative sketch, which has been laid before us by Mr. J. Black, the Engineer sent out by the Secretary of State for India to superintend the repairs of the Pier, in which he reports that he considers it impracticable to remove the remains of the wreck of the "*St. Bernard*," as also the wreck of the Pier, connected together as the piles are by tie-rods and bracing, and the whole now covered with sand; and consequently that it is not practicable to re-construct the Pier, as had been intended, by rows of piles planted intermediately with the old ones; and he proposes a different mode of re-construction, viz., that for the extent of the breach, which will be 210 feet in length, when reduced by replanting four rows of piles as formerly suggested, the Pier should be widened by thirty feet on the south side, and by ten feet on the north side at a distance of twenty-feet from a line representing the present north side of the Pier; there would then be a space of sixty feet in width, between the two new portions, north and south, for a length of 210 feet. This Mr. Black proposes to cover over by transverse iron girders, carrying beams, planking and rails, when the traffic will take the same straight line as before, and there will be an additional space, on each side, of 210 feet in length, by thirty feet in width, which, as Mr. Black remarks, will be of great use for a Pier office and for stowing cargo.

2. Considering how little progress has been made in the course of the last four months, in removing the wreck of the Pier, only one pile having been got up, and that blasts of gun-powder are now ineffectual, covered as the whole wreck is with sand, we think that it is desirable not to incur any further delay in endeavoring to carry out the re-construction, in the manner we formerly recommended, and we consider Mr. Black's proposal, under such circumstances, judicious and feasible.

3. The number of piles required will be fifty-seven of eight inch and twenty-one of six inch diameter, or in all seventy-eight. There are now available six of each dimension, and thirty of each have been ordered from England, in all seventy-two, which though not exactly in the proportion required, will, Mr. Black has informed us, suit very well.

4. The distance between each two piles, and between each row of piles, as now proposed, differs considerably from those we had recommended, and to suit which, it is concluded, bracing and tie-rods are now being prepared in England; but Mr. Black is of opinion that the necessary alterations can readily be effected in the Chepauk Workshops, and that there need be no loss of material.

5. We would prefer that the transverse girders to span the breach should be supported on cast-iron caps on the piles to the plan suggested by Mr. Black.

6. At the desire of the Marine Department, and on our representation, Government were pleased, in the order Marine Dept., No. 175, dated 18th June 1868. noted in the margin, to leave the execution of the repairs to that Department, and it was at that time intended and

*In the old world. On the north side being to the
wreck*

*Proceedings of the Madras Government, Public Works Department,
13th November 1868.*

proposed that the immediate charge of the work should devolve on the Deputy Pier Master, but as on the request of Government, an Engineer has been specially appointed by the Home Authorities, and who, according to his agreement, must have the immediate supervision and control of the work, it would appear more regular that he should be under the orders of the Department of Public Works, and as the Master Attendant wishes to be relieved of the charge, we beg leave to recommend that the entire supervision and execution of the repairs be vested in the Department Public Works.

(Signed) J. C. CARPENDALE, Colonel, R. E.
(Signed) H. D. E. DALRYMPLE,

Master Attendant.

(") J. B. CROWTHER,
Deputy Master Attendant.

Memorandum by Mr. J. BLACK, Engineer for carrying out the repairs to the Madras Pier.

1. The wreck of the "St. Bernard" now lays in the Pier gap, as marked in red ink in the accompanying sketch, on the top of wrought-iron piles and bracings, with 160 tons of stone ballast in her, and about six feet of sand over all. The vessel having come on to the Pier from the south has bent the iron work over to the north side, extending about twenty-five feet beyond the outside line of the Pier, and I consider any attempt to get up the piles impracticable, they being so strongly fixed together. I would, therefore, recommend that the Pier should be repaired as follows, and submit a sketch embodying my suggestions.

2. Three rows of piles should be put down on the south side of the gap, extending outwards thirty feet, and sixteen feet apart, instead of ten feet, as in the old work. On the north side, owing to the wreck being in the way, two rows of piles should be put down, the outside row to be likewise thirty feet outwards and the inside row at the centre twenty feet. These twenty feet, although the top of the bent piles extends farther out, could be got down, as there are not so many bracings in the way as farther inwards.

3. I would strongly advise that short wrought-iron girders be introduced all round the inside rows of the piles. These could be fixed by jointing two girders at each pile resting on a ring tightly driven on and keyed to the pile, the girders being made to fit round the pile head and rivetted and bolted strongly in their places. These girders are recommended in anticipation that the centre part will be covered, by introducing cross girders of, say, sixty feet, thus forming a platform on each side of 210 feet by 30 feet for placing offices and storage of goods ready for shipment, &c., leaving the centre of the platform clear for traffic of goods.

4. The girders can be made at the Public Works Department Workshops, Chempauk, where also the bracings can be cut to their proper lengths.

5. The small portion of sixty feet, marked A, can be repaired by putting in four piles instead of five as before, thus keeping clear of the old ones.

6. Drawings of the works will be got ready as soon as possible. A proper Foreman is requested to be got out from England.

MADRAS,
27th October 1868.

(Signed) JOHN BLACK.

*Proceedings of the Madras Government, Public Works Department,
13th November 1868.*

No. 229.

ORDER THEREON, 13th November 1868, No. 3,543.

CIVIL WORKS, No. 32.

1. Before passing orders on the proposals made in the above papers for the repair of the Pier in the manner

suggested by Mr. Black, the Government wish to have before them plans and estimates to show clearly the mode of construction, and the probable cost.

2. The Secretary of State will be requested to send out a competent Foreman to assist Mr. Black.

3. The transfer of the charge of the re-construction of the Pier to the Department of Public Works is sanctioned, and the Superintending Engineer of the 4th Division will take measures for assuming charge of the work, and for giving Mr. Black all the aid that he may require.

4. The Superintendent of the Public Works Workshops will place himself in communication with Mr. Black, with a view to rendering him such assistance as the Workshops may be able to afford.

(True Extract.)

Colonel, R. E.,
Secretary to Government.

To the Pier Committee.

.. Superintending Engineer, 4th Division.

.. Officer in charge of the Public Works Stores and Workshops.

Marina Dept.

Exd. S. T. Augustin.

in the old work. On the north side owing to the wreck

Govt. of Madras.

THE PIER COMMITTEE.

Esq., Esq., Esq.

Madras, November, 1868.

Read.

Read.

G. O. 116 November 1868. No. 9740.

NOVEMBER.

No. 238-239

Madras Pier.—The transfer of the charge of the reconstruction of the Madras Pier to the Department of Public Works, sanctioned, and application ordered to be made to the Secretary of State for a Pension to assist Mr. J. Black in connection with the work, and the Superintending Engineer of the 4th Division with the Superintendent of Public Works Work also directed to aid Mr. Black.

Memo: by Mr. J. Black, Engineer for carrying out the repairs to the Madras Pier.

The wreck of the "Saint Bernard" now lays in the Pier gap as marked in red ink in the accompanying sketch, on the tops of wrought iron piles and beams with 160 tons of stone ballast in her, and about 6 feet of sand overall. The vessel having come on to the Pier from the South has bent the iron work over to the north side extending about 25 feet beyond the outside line of the Pier and I consider any attempt to get up the piles impracticable, they being so strongly fixed together. I would therefore recommend that the Pier should be repaired as follows and submit a sketch embodying my suggestions.

Three rows of piles should be put down on the south side of the gap extending outwards 30 feet and 16 feet apart instead of 10 feet as in the old work. On the north side owing to the wreck

wreck being in the way 2 rows of piles should be put down, the outside row to be likewise 30 feet outwards and the inside row at the centre 20 feet. These 20 feet, although the top of the bent piles extend further out, could be got down as there are not so many bracings in the way as further inwards.

I would strongly advise that short wrought iron girders be introduced all round the inside rows of the piles. These could be fixed by joining two girders at each pile resting on a ring tightly driven on, and keyed to the pile, the girders being made to fit round the pile head and rivetted and bolted strongly in their places. These girders are recommended in anticipation that the centre part will be covered by introducing cross girders of say 60 feet, thus forming a platform on each side of 210 x 30 feet for placing offices and storage of goods ready for shipment &c. leaving the centre of the platform clear for traffic of goods.

The girders can be made at the Public

Works

Works Department workshops to repair, where also the bracings can be shut to their proper lengths.

The small portion of 60 feet, marked ~~A~~, can be repaired by putting in 4 piles instead of 5 as before, thus keeping clear of the old ones. Drawings of the works will be got ready as soon as possible. A proper foreman is required to be got out from England.

Wm. D. S.
27th October 1868

John Black

Madras
31st October 1858

From

The Pier Committee

To

The Secretary to Government

Department Public Works

Fort Saint George

Sir

We have the honor to forward for submission to Government a memorandum, accompanied by an illustrative sketch which has been laid before us by M^r. J Black, the Engineer sent out by the Secretary of State for India to superintend the repairs of the Pier, in which he reports that he considers it impracticable to remove the remains of the wreck of the "Saint Bernard", as also the wreck of the Pier, connected together as the piles are by tie rods and bracing

P. 4260/61

bracing, and the whole now covered with sand, and consequently that it is not practicable to reconstruct the Pier as had been intended, by rows of piles planted intermediately with the old ones, and he proposes a different mode of reconstruction - namely - that for the extent of the breach, which will be 210 feet in length, when reduced by replanting four rows of piles as formerly suggested, the Pier should be widened by 30 feet on the South side, and by 10 feet on the North side, at a distance of 20 feet from a line representing the present North side of the Pier; there would then be a space of 60 feet in width between the two new portions North and South.

for

for a length of 210 feet. This Mr. Black proposes to cover over by transverse iron girders, carrying beams, planking and rails, when the traffic will take the same straight line as before, and there will be an additional space, on each side, of 210 feet in length, by 30 feet in width, which as Mr. Black remarks, will be of great use for a Pier office and for stowing cargo.

2 Considering how little progress has been made in the course of the last four months, in removing the wreck of the Pier, only one pile having been got up, and blasts of gunpowder are now ineffectual, covered as the whole wreck is with sand, we think that it is desirable not to incur any further

further delay in endeavoring to carry out the reconstruction, in the manner we formerly recommended, and we consider Mr. Black's proposal, under such circumstances, judicious and feasible.

3 The number of piles required will be 57 of 8 inch and 21 of 6 inch diameter, or in all 78. There are now available 6 of each dimension and 30 of each have been ordered from England, in all 72, which though not exactly in the proportion required, will, Mr. Black has informed us, suit very well.

4 The distance between each two piles, and between each row of piles, as now proposed, differs considerably

13 considerably from those we had recommended, and to suit which, it is concluded, bracing and tie rods are now being prepared in England, but Mr. Black is of opinion that the necessary alterations can readily be effected in the Chiswick workshops, and that there need be no loss of material.

5 We would prefer that the transverse girders to span the breach should be supported on cast iron caps on the piles to the plan suggested by Mr. Black.

6 At the desire of the Marine Department, and on our representation, Government were pleased, in the order noted in the margin, to leave the execution of the repairs to that Department.

Marine Department
No 175, dated 18th
June 1868

ment, and it was at that time
intended and proposed that
the immediate charge of the
work should devolve on the
Deputy Pier Master, but as
on the request of Government,
an Engineer has been specially
appointed by the Home Au-
thorities, and who, according
to his agreement, must have
the immediate supervision and
control of the work, it would
appear more regular that he
should be under the orders
of the Department of Public
Works, and as the Master-
Attendant wishes to be re-
lieved of the charge, we beg
leave to recommend that the
entire supervision and execution
of

15
the repairs be vested in the
Department Public Works.

We have the honor to be
Sir

Your most obedient servants

J. G. M. de la Force
M. J. G. M. de la Force

H. D. S. Dalrymple

Master Attendant

M. G. M. de la Force
Deputy Master Attendant

P. M. Sept. 14

No 3523

Proceedings of the Madras Government
under date the 13th Nov 1878
Read the following

from the Pier Committee
Madras { P. M. No - 731 Oct 7/8

Before passing orders
on the proposals made in
the above papers for the
repair of the Pier in the
manner suggested by
Mr Black, the Govt wish
to have the foremen plans
and estimates to show
clearly the mode of con-
struction and the proba-
ble cost.

The

Copy in a letter to England
of 28th November 1878

Mr. Black
of the Pier Committee
Madras

From
The Pier Committee
Madras

17 31 Oct 78
Read 21 Nov 78

Nov: 2.

Memorandum
with an illustration
which by Mr J. Black
relative to the pier
to be taken for the
repair of the Madras
Pier.

No 3523 - 13 Nov 1878

C. 9 in Dec 1878 A. 10 in

The Secretary of
State will be requested
to send out a competent
Foreman to assist Mr.
Black.

The transfer of the charge of the reconstruction of the Pier to the Department of Public Works is sanctioned, and the Superintending Engineer of the 4th Divⁿ will take measures for assuming charge of the work, and for giving Mr. Black all the aid that he may require.

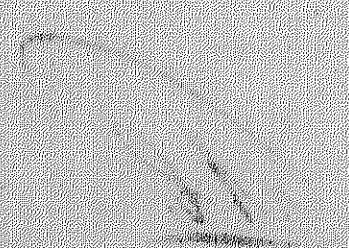
The Superintendent
of the Public Works Work-
shops will place himself
in communication with
Mr Black, with a view to
rendering him such assis-
tance as the Workshops
may be able to afford.

U.B.

The Pier Committee
 S. Rogers 4 to Dr.
 off in charge
 of Mr. stores + Workshops
 having Dept

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Handwritten notes in the middle section of the left page.



Handwritten notes at the bottom of the left page, including a date stamp.

Copy made 1868 - B. 1066

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Handwritten notes in the middle section of the right page, possibly a list or detailed description.

Copy in a Letter to Eng. Comm.
of 25th November 1868 of 1868

G. No. 4260

Govt. of 1868: Madras.

PUBLIC WORKS

Re. Re. Re.

Dated 11.

Reed.

Part 2

G. O. 16th Nov 1868 No 3523

Nos 228-229

Madras Rep. The transfer of
the charge of the construction
of the Madras Pier to the Dept.
of Public Works sanctioned.
Application ordered to be made
to the Secy. of State for
reference to a Mr. W. J.
Black in connection with
the work and the Subj. Eng.
of the S. S. & with the S. S. P. W.
Works also directed to
aid Mr. Black.