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MADRAS RECORD OFFICE

Government of Madras

Public Works

DEPARTMENT

G.O. No.	1444	Press
B.P. No.	412.413	Mis.
Dated	29. 5.	1873

Not to be folded or roughly handled

*Proceedings of the Madras Government, Public Works Department,
29th May 1873.*

No. 412. Read the following endorsement of the Marine Department, dated 17th April 1873:—

From H. D. E. DALRYMPLE, Esq., Master Attendant, Administrative Department, to the Honourable W. HUDLESTON, Chief Secretary to Government, Marine Department, dated Madras, 16th April 1873, No. 2,700.

I HAVE the honour to acknowledge receipt of the papers specified in the margin, and to offer a few remarks on

Despatch from the Secretary of State for India, to the Government of India, No. 107, 21st November 1872.

From W. Parkes, Esq., M. I. C. E., to the Under Secretary of State for India, dated 28th October 1872.

Remarks by Captain A. D. Taylor, Indian Navy, from the Assistant Secretary to the Government of India, Public Works Department, to the Secretary to the Government of Madras, Public Works Department, dated 27th February 1873, No. 90 B. C.

G. O., Public Works Department, No. 830, dated 17th March 1873.

Memorandum by the Chief Engineer.

Letter from the Chief Engineer, Public Works Department, to the Master Attendant, dated 5th April 1873, No. 128.

the project for the formation of a close harbour at Madras.

2. I shall first deal with Mr. Parkes' letter and his able "Note" in a nautical point of view, without presuming to touch on the engineering phase of the question.

3. In paragraph 11 of his "Note" he is, I think, in error in assuming that at Kurrachee there is a heavier sea than at Madras. In cyclones and gales of wind on this coast the storm waves cannot be surpassed.

4. With reference to paragraph 21, I have only to state that, according to our experience and my own personal observation, every groyne which has been run out from the old sea wall, viz., the "De Havilland's Bulwark," has carried the beach along with it, the longest groyne being about 400 feet in length, and consequently as the shore has gained on the sea, the line of surf has moved out in proportion, and it is a question yet to be solved how long this same natural action of the elements will continue as similar works are pushed on seaward.

5. In regard to paragraph 23, I cannot see that the position of Port Said and its natural advantages added to the Suez Canal are at all analogous to those of Madras, which are simply *nil*, the attraction of the latter port being its cheapness and easiness of access—it being an open roadstead.

6. I concur with Captain Taylor in some of his opinions, yet my own opinion is this that, if we are to have a gigantic work for the protection of the shipping, a breakwater is the best. It is thus far a certainty—the roadstead inside of it cannot silt up, and it will be a protection from the heavy break of the sea in a gale, when the wind is dead on shore, which is the time of peril to shipping.

7. The success of an enclosed harbour is supposed by numbers to be an impossibility, at all events it must be problematical.

8. I may also remark that during a gale, while a ship could run in under the lee of a breakwater for shelter from the heavy sea, she could not run into such a harbour as that proposed by Mr. Parkes.

9. With reference to "memorandum by the Chief Engineer" and his letter to the Head of the Marine Department, dated 5th April 1873, No. 128, I entirely agree with his views on the subject. If there is to be a harbour, it will be an imperative necessity to have the entrance protected by a breakwater, otherwise in

*Proceedings of the Madras Government, Public Works Department,
29th May 1873.*

a gale the heavy sea will roll in and the ships in that confined space will grind each other to pieces, being in a much worse position than in an open roadstead.

10. I also entirely agree with the Chief Engineer regarding the nature and extent of our littoral currents, and in his judicious recommendation that Mr. Parkes should reside in Madras for a year or so to watch the currents, etc.

11. I may remark that these are at times so very strong that the boatmen will not float their boats unless the strong current flag is flying at the Master Attendant's flagstaff, which entitles them to double hire. I think this is pretty conclusive evidence that these currents exist.

12. With reference to the last paragraph of letter referred to in the event of a harbour being constructed, tug steamers will be required to tow the ships in and out of the harbour in fine weather, and it will depend on the space, which will be decided on for the inside area of the harbour, as to the number of ships which can be berthed alongside the jetties, and moored head and stern in the basin.

13. In conclusion, I may observe that, while I give the preference to a breakwater as a more suitable work for this port than an enclosed harbour, and while I fully admit that it would alter greatly for the better the character of the roadstead, it is yet to be borne in mind that, should any costly works be carried out, the interest of the outlay must be provided for by an increase of rate of port dues, and in these days of railway progress, and consequently increased facilities of communication to and from out-ports, is it not to be expected that in the circumstances a considerable proportion of the Madras trade would too probably go elsewhere?

TRANSFERRED to the Department Public Works.

17th April 1873.

(Signed) W. HUDLESTON,
Chief Secretary.

From Colonel G. W. WALKER, R. E., Chief Engineer, Public Works Department, to H. D. E. DALRYMPLE, Esq., Master Attendant, Administrative Department, dated—

I HAVE the honour to request that you will favour me with your opinion of Mr. Parkes' proposed enclosed harbour at Madras according to the accompanying plan from a nautical point of view.

2. In a Note on the same I have expressed an opinion that if an enclosed harbour be adopted it should have two lateral instead of one front opening; in fact should consist of a breakwater in front, flanked by two groynes from the shore. I am not of opinion that apprehension need be entertained of the silt working round the end of the groynes, and being deposited on inside. But I am apprehensive that any such enclosed harbour, affording as it would no protection from the violence of the wind, would be looked on by nautical men as an extremely unsafe resort in a cyclone, and that the groynes would be greatly in the way of getting out of it; in fact that an open breakwater would afford sufficient protection in ordinary weather and be safer in violent storms as interfering less with vessels putting off to sea.

3. But this is purely a nautical question, on which I am not competent to give an opinion, and think it desirable that the Government should have yours. It might be well also to take into consideration and report upon the arrangements that would be necessary for the anchoring or mooring of vessels inside Mr. Parkes' proposed harbour, and the number that could safely be accommodated.

*Proceedings of the Madras Government, Public Works Department,
29th May 1873.*

No. 413.

ORDER THEREON, 29th May 1873, No. 1,447.

CIVIL WORKS, No. 17.

ORDERED to be recorded, together with the Chief Engineer's letter to which it is a reply, for the information of Mr. Parkes, on his arrival.

(True Extract.)

Colonel, R.E.,

Secretary to Government.

To the Master Attendant, Administrative Department.

„ Marine Department.

„ District Engineer, Presidency.

„ *Encl. to Mr. Parkes for his info.*

Exd. S. T. Austin.

Administrative Department.

Madras.

Marine Office

16th April 1873.

N^o 2700.

From

H. D. E. Dabrymple Esq^r

Master Attendant

Administrative Department

To

Madras.

The Honourable W. Hudson

Chief Secretary to Government

Marine Department

Fort Saint George.

Sir

I have the honour to ac-

knowledge receipt of the papers re-

dispatch from the Secretary of State for

India to the Government of India N^o 107

21st November 1872.

from Mr. Parkes Esq^r M. S. C. S. to the Un-

der Secretary of State for India dated

18th October 1872.

enclosed by Captain A. D. Taylor Indian Navy

on the Assistant Secretary to the Govt. of

India D. W. Dept^t to the Secretary to the Govt.

of Madras D. W. Dept^t dated 27th Decem-

ber 1872 N^o 90 B. C.

C. P. W. Department N^o 330 dated 17th March

1873.

Memorandum by the Chief Engineer

then from the Chief Eng^r & P. W. Department

the Master Attendant dated 5 April 1873. 128.

specified in the margin,

and to offer a few

remarks on the pro-

-ject for the forma-

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4. With reference to Para 21, I have only to state that, according to our experience and my own personal observation, every groyne, which has been run out from the old sea wall vizt the "De Havillands Dalwark", has carried the beach along with it - the longest groyne being about 400 feet in length, and consequently, as the shore has gained on the sea, the line of surf has moved out in proportion, and it is a question yet to be solved how long this same natural action of the elements will continue, as similar works are pushed on seaward.

In

5. In regard to Para 23, I cannot see that the position of Port Said and its natural advantages - added to the Suez Canal are at all analogous to those of Madras, which are simply nil: the attraction of the latter Port being its cheapness and easiness of access - it being an open Roadstead.

6. I concur with Captain Taylor in some of his opinions - yet my own opinion is this - that, if we are to have a gigantic work for the protection of the Shipping, a Breakwater is the best. - It is thus far a certainty; - the Roadstead inside of it cannot silt up - and it will be a protection from the heavy break of the sea in a gale; when the wind is dead on shore, which is the time of peril to shipping.

7. The success of an enclosed harbour is supposed by numbers to be

be an impossibility, - at all events it must be problematical.

8. I may also remark that during a gale, while a ship could run in under the lee of a Breakwater for shelter from the heavy sea, she could not run in to such a harbour as that proposed by Mr. Parker.

9. With reference to Memorandum by the Chief Engineer and his letter to the Head of the Marine Department, dated 5th April 1873, I entirely agree with his views # No. 128. on the subject. - If there is to be a harbour, it will be an imperative necessity to have the entrance protected by a breakwater - otherwise in a gale the heavy sea will roll in, and the ships in that confined space will grind each other to pieces, being in a much worse position than in

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12. With reference to the last Para of letter referred to - in the event of a Harbour being constructed, Tug Steamers will be required to tow the ships in and out of the harbour in fine weather, and it will depend on the space, which will be decided on for the inside

inside area of the harbour, as to the number of ships which can be berthed alongside the jetties, and moored head and stern in the Basin.

13. In conclusion, I may observe that, while I give the preference to a Breakwater as a more suitable work for this Port than an enclosed harbour, and while I fully admit that it would alter greatly for the better the character of the roadstead, it is yet to be borne in mind that, should any costly works be carried out, the interest of the outlay must be provided for by an increase of rate of Port dues, and in these days of railway progress, and consequently increased facilities of communication to and from outports, is it not to be expected that in the circumstances a considerable proportion

proportion of the Madras trade would too probably go elsewhere?
I have the honour to be
Sir

Your most obedient Servant

W.D.S. Dalrymple,
Master Attendant.
Administrative Department.

W.D.S.

No 1461 P-Dr. D.

Pro. of the Madras Govt.

Read the following:-

From the Master Attendant (H.R. No 2700 of
18 April 193)

Ordered to be recorded,
together with the Chief Engineer's
letter to which it is a
reply, for the informa-
-tion of Mr Parker, on
his arrival. L.M.W.

M.C.
/

The Master Attendant
(Administration Dept)
Marine Dept
H.R. No 2700 of 18 April 193

No 1461 P-Dr. D.

PM 1873 18 April 1873
Madras 1873 18 April 1873

From
18 April 1873

The Master Attendant
Administrative Dept
Madras

To the Chief Secretary to Govt
Madras 1873

For Mr George

Dated 16 April 1873.
No 1873

Major T. B. Russell

Reports on Mr. Parker's
proposal for the formation
of a closed harbour at
Madras.

Enclosure 1 & 2

17.4.73. Capt. H. J. Parker

No 1461 P-Dr. D.

Chatt 18

Cp. 2428

Sept. of 1873

PUBLIC WORKS.

The Master Attendant
Administrative Dept.

Dated

Recd.

Recd.

G. 029th day 1873. 51447.

For 412 11/18

Mr. Parkes' proposed
enclosed Harbour at
Madras. Report from
The Master Attendant,
Madras, on the Harbour,
Recorded with remarks.