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MADRAS RECORD OFFICE

Government of Madras

Public Works DEPARTMENT

G.O. No.

1750 C

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Dated

29-6-1894 195 .

Not to be folded or roughly handled

*Proceedings of the Madras Government, Public Works Department,
29th June 1874.*

No. 618-D. Read the following Despatch from the Right Honourable the Secretary of State for India:—

Public Works.

INDIA OFFICE,
London, 21st May 1874.

No. 6.

My Lord,—On receipt of your Excellency's letter, No. 1 of 9th January last, Mr. Parkes' Report on the best means of providing shelter for shipping at Madras, was, in accordance with your suggestion, referred to the Elder Brethren of the Trinity House for consideration and for an early expression of their opinion. A

copy of their reply* is transmitted herewith.

* Dated 23rd April 1874.

2. The Elder Brethren have evidently gone carefully into the subject, and their views regarding it will doubtless have due weight both with your Excellency in Council and with the Government of India.

I have, &c.,
SALISBURY.

His Excellency the Right Honourable
The Governor in Council, Fort St. George.

No. 874.

TRINITY HOUSE, LONDON, E.C.,
23rd April 1874.

My Lord,—I am directed to acknowledge the receipt of Mr. Grant Duff's letter, dated 12th February last, enclosing a report by Mr. W. Parkes, Civil Engineer, with other papers, on the subject of a projected harbour at Madras, and requesting an expression of the opinion of the Elder Brethren on Mr. Parkes' proposal, and I am to state that the Elder Brethren regret so much time has elapsed since the date of Mr. Grant Duff's letter, but that so many other matters have occupied their attention that they have not been able to give earlier consideration to it. They now direct me to state that the question appears to be one rather for eminent Engineers acquainted with foreshores and the action of the sea and tide thereon than for the Elder Brethren, but that, so far as their opinion as practical seamen is of value, they have much pleasure in offering the following observations, particularly as many of them are well acquainted with the port from visiting it at all periods of the year, and, although some time has elapsed since any of them were there, its peculiarities are fresh in their memories, and they do not gather from the report that any great changes have taken place.

The main point in the report of the Engineer is, that a close harbour would be preferable to the breakwater formerly suggested, upon which I am to state that the opinion of the Elder Brethren would be in favour of the breakwater, provided the expense would not be greater than that of making a harbour. It seems to them that a breakwater would shelter a larger amount of shipping, and that, if the various quays of the proposed harbour (about 9,000 feet in length) were combined into one as a breakwater, with extremities curved inwards towards the shore, a larger and safer area of protection would be given, and that, moreover, there would be the decided advantage of having an opening seaward at both ends allowing ships to get away by the leeward passage, and that, if placed exactly parallel with the shore, it would probably afford such shelter as would obviate the necessity of ships going to sea without ballast in the face of bad weather coming on as is now often the case, and give in other respects safe landing for passengers and cargo.

The Elder Brethren are also of opinion that the seaward portion of the harbour, as shown on the plan, would not be free from a dangerous surf outside the entrance, involving considerable risk

*Proceedings of the Madras Government, Public Works Department,
29th June 1874.*

to vessels entering or leaving, it being well known that at certain periods of the north-east monsoon the actual surf itself extends a very long way seaward, while, during the prevalence of cyclones, the contemplated elevations would not, as it seems to them, be sufficient to protect vessels inside from the effects of the fury of wind and sea.

In conclusion, I am to state that, although it is a matter which scarcely comes within the scope of Mr. Grant Duff's letter, the Elder Brethren wish me to convey their opinion that the merits of Blackwood's Harbour have hardly been sufficiently regarded by the Madras Government in the consideration of this large question. This locality possesses natural advantages over any other part of the coast, which the Elder Brethren believe might be turned to much better account than can result from either of the schemes proposed to be carried out at Madras itself, whilst the construction of a tramway or railway for the transport of goods would obviate the necessity for (and relieve merchants from the apprehension of) the removal of the mercantile establishments from Madras.

In returning the papers, as requested, the Elder Brethren wish me to state that they consider the report of the Master Attendant, Mr. Dalrymple, a very fair one, embodying to a great extent the merits of the question.

I have, &c.,
(Signed) ROBIN ALLEN.

The Under Secretary of State
for India.

No. 618-E. ORDER THEREON, 29th June 1874, No. 1,750-C.

CIVIL WORKS, No. 40-A.

ORDERED that the Home Government be addressed on the subject.

(True Extract.)

(Signed) G. W. WALKER, Colonel, R.E.,
Secretary to Government.

Edw. S. T. Austin.

No. 874.

Trinity House, London, E.C.,
23rd April 1874.

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The main point in the report of the Engineer is, that a close harbour would be preferable to the breakwater formerly suggested, upon which I am to state that the opinion of the Elder Brethren would be in favour of the breakwater, provided the expense would not be greater than that of making a harbour. It seems to them that a breakwater would shelter a larger amount of shipping, and that, if the various quays of the proposed harbour (about 9,000 feet in length) were combined into one as a breakwater, with extremities curved inwards towards the shore, a larger and safer area of protection would be given, and that, moreover, there would be the decided advantage of having an opening seaward at both ends allowing ships to get away by the leeward passage, and that, if placed exactly parallel with the shore, it would probably afford such shelter as would obviate the necessity of ships going to sea without ballast in the face of bad weather coming on as is now often the case, and give in other respects safe landing for passengers and cargo.

The Elder Brethren are also of opinion that the seaward portion of the harbour, as shown on the plan, would not be free from a dangerous surf outside the entrance, involving considerable risk to vessels entering or leaving, it being well known that at certain periods of the north-east monsoon the actual surf itself extends a very long way seaward, while, during the prevalence of cyclones, the contemplated elevations would not, as it seems to them, be sufficient to protect vessels inside from the effects of the fury of wind and sea.

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2
would obviate the necessity for (and relieve merchants from the apprehension of) the removal of the mercantile establishments from Madras.

In returning the papers, as requested, the Elder Brethren wish me to state that they consider the report of the Master Attendant, Mr. Dalrymple, a very fair one, embodying to a great extent the merits of the question.

I have, &c.,
(Signed) ROBIN ALLEN.

The Under Secretary of State
for India.

P.S. 7 29 June/74
In 18M° 618 D.



Public Works.

No. 6.

India Office, London
21st May, 1874

My Lord,

1. On receipt of your Excellency's letter, No. 1 of 9th January last, Mr. Parker's Report on the best means of providing shelter for shipping at Madras, was, in accordance with your suggestion, referred to the Elder Brethren of the Trinity

His Excellency,
The Right Honorable,
The Governor in Council
Fort St. George

Trinity House for consideration
and for an early expression of
their opinion. A copy of

their reply is transmitted herewith.

2. The Elder Brethren have
evidently gone carefully into
the subject, and their views regarding
it will, doubtless, have due
weight both with your Excellency
in Council and with the Government
of India.

I have the honour to be

My Lord,

Your Lordships most obedient
humble servant,

S. Ashurst

* dated 25th April 1874

W. 18/4 Sept.
Pro. of Govt for Public Works

Public Works

Dated 21st May 1874
Received 13th June

The
Letter to Govt for
No. 6.

E. 1.

Forwarding a
copy of the reply received
from the Elder Brethren of
the Trinity House, London,
on the subject of Mr.
Parker's projected harbour
at Madras -

Enclose of what Mr. Home recommends be
all those if on the subject -

to be sent to the
Pro. of Govt for Public Works
No. 6.

PUBLIC WORKS.



Urgent
29/6

29 June No. 1750C

NO. 6182-E.

Madras Harbour

The ~~Secretary~~ Secretary of
State addressed on
the subject of the report
of the Elder Brethren of
the Trinity House, London
the ~~subject~~ in connection
with Mr. Parke's
report of Harbour at
Madras.