

(1) Number of pages _____

(2) Date of repair _____

(3) Initials of the Referencer _____

MADRAS RECORD OFFICE

Government of Madras

Public Works

DEPARTMENT

G.O. No.
B.P. No.

955

(W)

Press
Mis.

Dated

11. 4.

1876.

Not to be folded or roughly handled

Read the following papers:—

No. 197. From J. O'SHAUGHNESSY, Esq., Acting District Engineer, Tanjore, to Lieutenant-Colonel J. MULLINS, R.E., Joint Secretary to Government, Public Works Department, dated Tanjore, 26th May 1875, No. 774.

In reference to G.O., No. 27, dated 7th January 1875, paragraph 3, I have the honor to submit plans and estimates and specifications for preparing the old beacon at Point Calimere to receive a light, and for the buildings required for the use of the necessary establishment to attend to the proposed light.

1 Plan of light house.
1 " of east window cornice plate.
1 " and section of the old lighthouse column.
2 Plans of Lightkeeper's shed and Superintendent's house with Kodangai.
1 Plan of cook-house and latrine.
1 Site plan.
1 Abstract estimate of Rupees 5,165.
1 Specification.

2. The Acting Master Attendant strongly urges the early execution of the work. A vessel was recently lost at the entrance of Palk's Bay which, probably, would have been saved if the proposed light had been exhibited.

No. 198. From Lieutenant-Colonel R. F. OAKES, R.E., Superintending Engineer, Tanjore, to Major-General G. W. WALKER, R.E., Secretary to Government, Public Works Department, dated Camp at Tirumungalgudy, 29th February 1876, No. 314.

With reference to G.O., No. 27, dated 7th January 1875, and to memorandum, No. 59, dated 5th June 1875, I have the honor to inform you that I am of opinion

Four plans to be returned.

that the platform proposed to be placed round the old light column at Point Calimere for the protection of the foundation of the column will not effect the object desired. This platform which was to be 60 feet square was to stand on a retaining wall 3 feet high built of cubes resting upon square wells 3 feet deep or 3 feet below L.W. mark, the platform being 3 feet above L.W. mark or on a level with the lower platform on which the column stands.

2. Years ago I examined the foundations of this column, and found that they consisted of a pediment built on wells, portions of the latter being exposed to the action of the sea. I have not been able to find this report; but remembering the condition of the work so far back as 1859, I was apprehensive that the protective work proposed by Major Mead and described above would not be effective, and hence I determined to examine the work again, and this in a limited degree, I was able to do on the 8th instant.

3. During the north-east monsoon, and as long as the current sets from the north-east, the shore at Point Calimere in the neighbourhood of the light column is encroached upon, and the sea margin at H.W. is nearly 100 yards within the column, i.e., the column stands in the sea 100 yards from the shore, when the current turns and sets off the shore from the south and south-west, the H.W. mark recedes and the column stands just within the H.W. line, as shown in the accompanying plan, and it is possible to walk dry-shod to the column or to within a few feet of it. When this is the

condition of the shore, the formation of such a platform as that proposed seems feasible enough, but when the column is situated 100 yards from the shore, it is clear that a work with so small a foundation will be undermined.

4. On the 8th instant at L.W. the shore was 90 yards from the column, and shelved to a depth of about 3 feet to within about 25 feet of the base of the column, and there the depth of water at the eastern angle of the platform and along the north-east face was from 5 to 5½ feet, while on the south-east and south-west faces the depth was from 3½ to 4 feet below L.W., hence the wells of the retaining wall of the proposed platform would have been undermined from ½ to 2½ feet, the depth of water was greater along the landward than along the seaward faces.

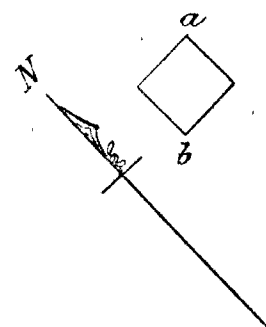
5. The platform on which the column stands has an angle landwards, and does not stand with a face towards the land as shown in the plan. The upper platform appears from the plan to be 20 feet square, its diagonal therefore will be 28 feet 28, and in this distance there is a settlement from *a* to *b* of at least 5 inches; this was estimated approximately from the shore by getting the point *b* on a level with the horizon when *a* appeared to be about one-seventh of the step (36 inches) above *b*, and the column itself leans quite perceptibly towards *b*, whether it was built so or not it is impossible to say; there appear to be no cracks in the column, but the angle *b* appears to be a good deal undermined.

6. The weight of the cornice plate on which the lantern is to stand with iron railings, &c., appears from the estimate to be 4,978 lbs. or nearly 2¼ tons, and the lantern weighs 4½ tons including glass. I should not deem it prudent to attempt to place this weight on the existing column. If, however, the lantern is to be placed upon it, the base may most easily and effectually be protected by coral stone brought from Ceylon, a platform 2 yards broad at top with a slope of 1 to 1 to a depth of 3 yards, to allow of settlement by scour, will require just 718 cubic yards of stone which may be obtained for Rupees 4,308; the cost of coral stone used to be 1 Anna a cubic foot partly dressed, but it is now Rupees 6 per cubic yard in the rough, the price has been raised since the Railway Department, some years back, obtained coral stone for mortar from Ceylon.

7. The column at Point Calimere is not a Government work; its history is briefly as follows:—

It was built in 1849 by subscription at the instigation of Mr. Bishop, the Collector, who headed the subscription list, chiefly by the ship-owners of the ports noted in the margin, and was originally intended as a land mark, but after it was completed a rope ladder was provided in the interior, and it was intended to put a light upon it; but this, owing it is said to Mr. Bishop's leaving the district, was never supplied.

8. The column was erected upwards of 700 yards from the then sea margin; the sea is said to have washed away the shore in a storm in 1853, and appears to have made little or no encroachment since; the action appears not to have been due to the



opening of the Paumben channel as is generally supposed, and this would appear to be borne out by the fact that the sea has made little or no encroachment here since I have known the coast, viz., since 1859. Some Rupees 500 are said to have been expended after the storm of 1853, in endeavouring to protect the base of the work with the ordinary palmyrah fence work used in the district by Mr. Forbes, the amount being provided from a balance of the Road Avenue Fund; this is the only sum of Government money spent upon the work. The late General Lawford designed and superintended the erection of the column. It stands on wells sunk 11 feet in depth, and has a pediment in two steps each 3 feet deep.

9. If a new light column is to be erected, it should be placed at the spot selected for the quarters of the Superintendent, &c., 1,105 feet from the shore, or perhaps 2,150 feet further still from the shore on the slightly elevated ground marked jungle. If built inland, the steps might be placed outside the column, as the light to be provided is a revolving light, and space must be left in the centre of the column for the run of the weight, and this would interfere with the steps in the interior, or would necessitate considerable addition to the diameter of the column if the steps were to form a spiral round the well for the weight.

I observe in paragraph 16 of Captain Taylor's report, he suggests that the column should be reduced to 45 feet, and states that the light would then be visible 11 miles. I am not aware of the height of

G.O., No. 27, dated 7th January 1875, Public Works Department.

Pediment above H.W.	...	...	4	the light above the column, but probably
Column	...	...	45	it is not more than 3 feet, and if the
Light above do.	...	...	3	column be reduced to 45 feet, the light
			52	will be 52 feet above H.W., and will be

visible at 8.83 miles, i.e., if the formula $m = \sqrt{h + \frac{h}{2}} = \sqrt{78} = 8.83$ be correct.

Building is very expensive at Point Calimere, to which fresh water will have to be brought from Vedarniem for the chunam, &c., and it is probable that a column 45 feet high on a pediment of 4 feet above H.W. mark will not cost less than Rupees 10,000.

With reference to memorandum, No. 59, dated 5th June, I would observe that the plan of the cornice plate was furnished by the Inspecting Engineer for Ports and Communications, and was, it is presumed, devised in communication with the Master Attendant relative to the lantern for which it is required. I have not been able to obtain a plan of the lantern.

An estimate is not submitted for the changes suggested in the buildings for the Superintendent and the Lascars, because it would be well for the Master Attendant to state exactly what alterations he wishes to have made in the buildings, and whether he deems the accommodation provided suitable and sufficient; if each Lascar is to occupy one room in the barrack, no accommodation appears to have been provided for the storage of oil, tools, &c., &c., and the necessary additions may be made when orders are passed on this letter, and it is determined whether a new lighthouse is to be built or not.

*Proceedings of the Madras Government, Public Works Department,
11th April 1876.*

No. 199. From Lieutenant-Colonel R. F. OAKES, R.E., Superintending Engineer, Tanjore, to Major-General G. W. WALKER, R.E., Secretary to Government, Public Works Department, dated Tanjore, 4th April 1876, No. 555.

I HAVE the honor to inform you that, on the receipt of your memorandum, No. 452, of 10th ultimo, I forwarded a copy of my No. 314 of 29th February to your address to the Master Attendant at Madras and enclose a copy of his reply, from which you will observe that he is of opinion that the idea of placing a light on the existing column at Point Calimere should be abandoned, and that the erection of a new column at a cost of about Rupees 10,000 is not warranted by the Coast trade.

2. It appears it has already been suggested to Government that the lantern intended for the lighthouse at Calimere shall be transferred to Cocanada.

From Captain J. H. TAYLOR, R.N.R., Acting Master Attendant, Administrative Department, to Lieutenant-Colonel R. F. OAKES, R.E., Superintending Engineer, Tanjore, dated Madras, 27th March 1876, No. 2,159.

I HAVE the honor to acknowledge receipt of your letter, No. 435, of date 16th March 1876, with its several enclosures, which are herewith returned and marginally noted.

1. Letter from the Superintending Engineer, Tanjore, to the Secretary to Government, Public Works Department, No. 314, dated 29th February 1876.
2. Plan and section of old lighthouse column at Point Calimere.
3. Survey sketch of site for quarters for lighthouse keepers.
4. Plan of Point Calimere lighthouse.
5. Plan of a lightkeeper's quarters.

2. Having carefully perused your letter to the address of the Secretary to Government in the Public Works Department, on the subject of converting the beacon on Point Calimere into a lighthouse, I find that

additional light and full particulars have been afforded therein to enable me to form a correct judgment on the question. When reporting on the subject after my tour in October 1874, I informed the Government that I had no opportunity of inspecting the column; that it looked lofty; and that its foundations seemed surrounded with water. From a distant and cursory view of it, I came to the conclusion that, before a light could be placed upon it, the base would have to be strengthened, and the column reduced in height, to add to its stability. Subsequently plans and estimates were received from the District Engineer for protecting the base of the column, to which, from my limited knowledge of the column and its history, there being nothing on record regarding it in this office, I could find no objection. Your opinion, founded upon personal experience of the locality for many years, and a careful recent inspection of the platform proposed by Major Mead, as a work with so small a foundation will be undermined during the north-east monsoon, when the column stands 100 yards from dry land, and is surrounded by the sea. I further gather that the foundation seems already undermined or settled down; that the column itself leans quite perceptibly from N.E. to S.W. the same direction as the settlement, and that it is not a Government building, having been constructed by voluntary subscription, and therefore I conclude that there is no absolute necessity for either utilizing or strengthening it.

3. The next question for consideration is whether a light, although a desideratum, is a necessity to the local trade, which is composed of small vessels seldom drawing 12 feet of water. These vessels, in the north-east monsoon, leaving Negapatam for Palk's Bay, would creep along shore by day-light with the beacon full in view, and pass the shoals in three to four fathoms water, and with a channel 3 miles wide. During the south-west monsoon, they would have to beat across to the north coast of Ceylon, and work along that coast down to the island of Delft or Nedoen Teevoo, from whence they would stretch across to the western shore. Between the coast of

*Proceedings of the Madras Government, Public Works Department,
11th April 1876.*

Ceylon and the southern end of the middle banks, the channel is 5 to 6 miles broad, with from 5 to 8 fathoms of water. Add to the foregoing conditions, the fact that, unless in a gale of wind, the vessels plying in the Bay are never known to come to grief from want of either buoys or lights, and I think we may safely infer that a light of a costly description is not required, nor the expenditure warranted by the trade. So long as the beacon on the point could have been economically and safely utilized for this purpose, the temptation was doubtless great, but when a large sum of money is required to bolster up a column on a dangerous site with doubtful results, I am of opinion that the plan should be abandoned, and the cost of erecting a new column being estimated by you at Rupees, 10,000, without the Superintendent's quarters and rooms for the accommodation of light-keepers and stores, also precludes any discussion on this point.

4. With regard to the spare lantern and apparatus, I may mention that it can easily and advantageously be used at the port of Cocanada, a proposition which I have already made to Government.

No. 200. ORDER THEREON, 11th April 1876, No. 955.

CIVIL WORKS, No. 12.

COMMUNICATED to the Marine Department with reference to paragraph 9 of order in that department, No. 385, of 20th

October 1874. The project will now be abandoned.

(True Extract.)

Colonel,

Offg. Under Secy. to Govt., P.W.D.

To the Marine Department.

„ District Engineer, Tanjore.

Exd. E. C. Shunke.

Spare Copies

No 774 - Superintending Engineer's Office
Bangalore 26th May 1875
To

J. Shaughnessy Esquire
Acting District Engineer
Bangalore

To
Lieut. Colonel J. Mullins R.E.
Asst. Secretary to Government D.P.W.
Madras.

Sir
In reference to G.O. No. 27
dated 7th January 1875 paras 3,
I have the honor to submit plans and
Estimates and Specifications for preparing
the old Beacon at Point Calimere to
receive a light and for the buildings
required for the use of the necessary
Establishment to attend to the proposed
Light.

The Acting Master Attendant
Bangalore

of Encls. Returned to D. H. Esq.
Under C. Encl. 048 of 1875

Strongly urges the early execution of the
work. A vessel was recently lost at
the entrance of Palk's Bay which
probably would have been saved if
the proposed light had been exhibited. —

I have the honor to be

Sir

Your Most Obedient S^t

J. Whangmeyer,

Acting District Engineer

Banyore

40 July/75 No 52-53 orig
9 July/76 54

P. W. 1875 Dep. H.
From No. 3538
The Asst. Dist. Engineer
Tanjore

To The Secretary to
Govt. P. W. D.
No. 774

Dated 26 May 75
No. 31
Ch. Engr. No. 59 of 5/6/75
Encl. 9.

Forward plans of buildings
for preparing the light
house at Point Calimere
for receiving a light &
for the building required
for the use of the necessary
establishment to
attend to the proposed
Light - ✓

Recd to Ch. Engr. 21-5-76

197

No. 314

Superintending Engineer.
Camp Tirumangaludi
29 February 1876

From

Lieut. Colonel R. F. Baker R.
Superintending Engineer
Tanjore

Enclosures
4
In return.

To

Major General G. W. Walker R.
Secretary to Government
P. W. Department

Sir,

With reference to G. O. No. 27
dated 7th January 1875 and to memo
No. 59 dated 5th June 1875 I have the
honour to inform you that I am of
opinion that the platform proposed
to be placed round the old Light Column
at Point Calimere for the protection
of the foundations of the Column
will not effect the object desired.
This platform which was to be 60 feet
square, was to stand on a retaining
wall 3 feet high built of cubes
resting upon square walls 3 feet
deep.

deep or 3 feet below L.W. mark the platform
being 3 feet above L.W. mark or on
a level with the lower platform on
which the Column stands.

Years ago I examined the
foundations of this Column and
found that they consisted of a
bediment built on walls, portions
of the latter being exposed to the
action of the sea. I have not
been able to find this report
but remembering the condition
of the work is far back as 1859 I
was apprehensive that the protective
work proposed by Major General
and described above would
not be effective and hence
I determined to examine the
work again and this in a
limited degree. I was able
to do on the 8th Instant.

During the North East Mon-
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current sets from the North East

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the shore at Point Galinere in the
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it is possible to walk dry shod
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seems feasible enough but
when the Column is situated
100 yards from the shore it is
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undetermined.

On the 8th Instant at L.W.
the shore was 90 yds from the Column

and shined to a depth of about 3' to
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column and there the depth of
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if however the lantern is to be
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protected by coral stone brought
from Ceylon, a platform 2 yards
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broad at top with a slope of 1 to 1 to a depth of 3 yards, to allow of settlement by scour, will require just 718 cubic yards of stone which may be obtained for Rs. 4308: the cost of Coral Stone used to be one anna a cubic foot partly dressed but it is now Rs. 6 per cubic yard in the rough the price has been raised since the Railway Department some years back obtained Coral Stone for mortar from Ceylon.

The Column at Point Calimere is not a Government work its history is briefly as follows.

It was built in 1849 by subscription at the instigation of Mr Bishop the Collector, who headed the subscription list, chiefly by the ship owners of the ports noted in the margin and was originally intended as a land mark, but after it was completed

completed a rope ladder was provided in the interior and it was intended to put a light upon it; but this, owing it is said to Mr Bishop leaving the District, was never published.

The Column was erected upwards of 700 yards from the then sea margin; the sea is said to have washed away the shore in a storm in 1853 and appears to have made little or no encroachment since: the action appears not to have been due to the opening of the Pamban Channel as is generally supposed and this would appear to be borne out by the fact that the sea has made little or no encroachment here since. Known the Coast viz since 1859. Some 500 Rupees are said to have been expended after the storm of 1853 in endeavouring to protect the base of the work with the ordinary

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amount being provided from
a balance of the Road Avenue fund,
this is the only sum of Government
money spent upon the work.
The late General. J. A. Ford designed
and Superintended the erection
of the Column. It stands on well
 sunk 11 feet in depth and has
a pediment in 2 steps each 3'
deep.

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at the spot selected for the
Quarters of the Superintendent 4
1105 feet from the shore or perhaps
2150 feet further still from the
shore on the slightly elevated
ground marked Single
If built inland the steps might
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would necessitate considerable
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upright

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made in the buildings & whether
he deems the accommodation
provided

provided suitable and sufficient; if
each Jascar is to occupy one
room in the barracks no accom-
modation appears to have been
provided for the storage of oil
tools &c. &c. and the necessary
additions may be made when
orders are passed on this letter
and it is determined whether
a new light house is to be built
or not.

I have the honor to be
Sir

Your most obedient servant

J. P. D. K. S.
Superintending Engineer Bangalore

GO 9-1-75 No 27
Charges No 54 of 5. 6. 75
GO 9-2-74 No 54 bis

Ch. Ings. No 452 of 10-3-76

P. M. 1876 Sept
 You No 1579
 The Duke of
 Devonshire
 The Secretary
 Count

820 3/4

Entered 29 Feb 1876
No. 3 March -

Price 4 - Returns

Following is the
Right Honourable
Sir Pitt Rivers

N^o 198-

Administrative Department

1. Letter from the Sup²

Engineer. Langoro

to the Secy to Govt

C. H. Goff No 314
date Jan 7 1924

2. *Phaeodactylum*

of old light house

Column at
P. 1. b. 1.

3. *Sur...*

very sketch
of site 100

quarters for

Lighthouse

4. *Ph...*

Calimero light.

house. —

Law of

Wegh Kiepers

1. The first step is to identify the problem or question that needs to be answered. This involves understanding the context and the specific requirements of the task.

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100

I have the honor to acknowledge

receipt of your letter No. 435, of date 16 March

1876, with its several enclosures, which are

herewith returned and marginally
carefully perused your letter.

2. Having read the address of the Secretary to Government.

to the Public Works Department, on the 10th

subject of converting the Beacon on Court &

Calymene into a light house from

that additional requirements be

... have been aff...
... correct judgment in the

When reporting on the Subject

Journal October 1874, informed.

the Government that I had no opportunity.

of

of inspecting the column; that it looked
lofty; and that its foundations seemed
surrounded with water. - From a distant
and cursory view of it, I came to the con-
clusion that, before a light could be
placed upon it, the base would have to
be strengthened, and the column reduced
in height, to add to its stability. Subse-
quently, plans and estimates were re-
ceived from the District Engineer for
protecting the base of the column, to
which, from my limited knowledge of
the column and its history, there being
nothing on record regarding it in this
office, I could find no objection. Your
opinion, founded upon personal ex-
perience of the locality for many years,
and a careful recent inspection of the
column itself, is to the effect that the
object desired will not be effected by
the construction of the platform pro-
posed by Major Mead, as a work with
so small a foundation will be undermined
during the N.E. monsoon, when the
column stands 200 yards from dry land,
and is surrounded by the sea. I further
gather that the foundation seems
already

already undermined or settled down.
That the column itself leans quite
perceptibly from N.E. to S.W. the same
direction as the settlement, and that it
is not a Government building, having
been constructed by voluntary subscrip-
tion, and therefore I conclude that
there is no absolute necessity for either
utilizing or strengthening it. -
3. The next question for considera-
tion is whether a light, although a
 desideratum, is a necessity to the local
trade, which is composed of small ves-
sels seldom drawing 12 feet of water. -
These vessels, in the N.E. monsoon, leaving
Singapore for Palki Bay, would creep
along shore by daylight with the beam
full in view, and pass the straits in 3 to
4 fathoms water, and with a channel
3 miles wide. During the S.W. monsoon,
they would have to beat across to the
north coast of Ceylon, and work along
that coast down to the Island of Delft
or New Seave, from whence they
would stretch across to the Western shore
between

Between the coast of Ceylon and the
southern end of the middle banks, the
Channel is 5 to 6 miles broad, with from
5 to 8 fathoms of water. Add to the fore-
going conditions, the fact that, unless in
a gale of wind, the vessels plying in the
Bay are never known to come to grief
from want of either buoys or lights, and
I think we may safely infer that a
light of a costly description is not re-
quired, nor the expenditure warranted by
the trade. So long as the beacon on the
point could have been economically and
safely utilized for this purpose, the temp-
tation was doubtless great, but when a
large sum of money is required to bolster
up a Column on a dangerous site with
doubtful results, I am of opinion that
the plan should be abandoned, and
the cost of erecting a new Column
being estimated by you at 10,000 Rupees,
without the Superintendent's quarters and
rooms for the accommodation of light
keepers and stores, also precludes any
discussion

discussion on this point. - 13
4. With regard to the spare lantern
and apparatus, I may mention that it
can easily and advantageously be used
at the port of Cocanada, a proposition
which I have already made to Govern-
ment. -

Madras -
Marine Office
27 March 1876

I have
see see see
(Signed) J. H. Taylor
Acting Master Attendant
Administrative Department

(True Copy)

J. F. Drake Lieut Col R.E.
Superintending Engineer, Tanjore

Sep 2 Engrs Office
Tanjore
4 April 1876

Marine Dept }
 G. E. Loring } Sept 24 1876

3060528 9/2/74.
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15000
W. 1896 Sept.
From
The Superintendent
Tanjore

To The Secretary to Govt.
Madras

No. 555

Dated 4th April 76
No. 7
Secy. 1.

Forwards a copy of
Master Attendants
letter in connection
with the proposal to
establish a light on
Point Calimere

GP-11 April 76

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2526
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Subt. of 1876 Index

PUBLIC WORKS.

The Marine Department

G. O. 11th April 1876, No. 955

Dec. 197 - 260

Let. in Ref.
2-5-76

Right on Point Calimere

Letter from the Sup-
tendant, forwarding
of a letter from the
Asst. Attendant in
connection with the pro-
posal to establish a
road to the Marine Dept.