

(1) Number of pages 16

(2) Date of repair _____

(3) Initials of the Referencer _____

MADRAS RECORD OFFICE.**Government of Madras.***Public Works* **DEPARTMENT.**G.O. No. 480 (W) Press
MixDated 12 2 1877.Not to be folded or roughly handled

No. 316. Read the following letter from F. N. THOROWGOOD, Esq., Superintendent of Madras Harbour Works, to Lieutenant-Colonel J. MULLINS, R.E., Secretary to Government, Public Works Department, dated Madras, 8th February 1877, No. 104 W :—

I HAVE the honor to submit the following report in compliance with G.O., No. 389, dated February 3rd, 1877, received February 7th.

There is no doubt that the construction of the south surf-bank during the present state of the beach traffic must necessarily cause great inconvenience, as apart from the question of the spreading of the stone, it will be necessary to carry a line of railway for a distance of 400 yards through the present pandals and heaps of rice. This difficulty, I think, can be reduced by erecting a fence on each side of the line after it has been laid, and by having a sufficient number of watchmen to keep people from crowding on the line.

2. With regard to the spreading out of the stone referred to in Captain Taylor's letter, it would be useless for me to say that it shall not take place, because in a heavy surf from the south-east some stone is certain to be washed to the northward. I propose, however, to commence block setting on the south surf-bank at an earlier date than was the case on the north groyne; so that by shortening the time that the rubble bank is exposed to the sea action the chance of spreading may be lessened. At the same time it must be borne in mind that I cannot set blocks till the other Titan crane (which has not yet arrived out) is erected.

The use of large stone for the south surf-bank would reduce the spreading out in some measure, though not so much as is supposed. I say this, remembering my own experience on the breakwaters at the mouth of the Tyne, where blocks of five tons weight were rolled along by the sea with ease.

The use of large stones would, however, involve expensive plant for quarrying and special wagons for depositing in the sea, both of which are not only unprovided for in the estimate, but are quite contrary to the wish of the Engineer-in-Chief, Mr. Parkes.

Mr. Parkes particularly insisted to me that large stones were not to be used, and himself inserted in the advertisement for tenders the paragraph that "no stones larger than can be lifted by two men" were to be loaded up. On this point therefore I would humbly request that before I am asked to make an alteration I may consult Mr. Parkes.

I am of opinion that if the south surf-bank were stopped the accumulation of sand would form a serious obstacle inside the harbour, and further that it would interfere seriously with the construction of the north pier.

The sand, after filling up the south side of the north pier, would probably begin to cover the laterite deposit on which the blocks are to be set, and would thereby ruin the foundation of the north pier blocks. I therefore cannot but think that it is of great importance to commence the south surf-bank as soon as the railway to the beach is completed.

With regard to the use of concrete blocks for the surf-bank, I must again submit that I should be glad to ask the opinion of Mr. Parkes before using so costly a style of work. I shall however be ready to place blocks of about seven tons weight along the north foot of the slope to prevent the spreading of stone as much as possible.

A. C. Munn
H. T.

11/15/77

These blocks would be deposited by the 10 ton jib crane which I now have on the works. I think that by a judicious use of these blocks along the foot of the slope, I can venture to predict that the spreading of the south bank shall not be so disastrous as that of the north bank.

No. 317. ORDER THEREON, 12th February 1877, No. 480.

CIVIL WORKS, No. 20.

COMMUNICATED to the Chamber of Commerce who, with reference to the necessity of occupying some 400 or 500 yards of beach for the Madras Harbour Works, are invited to offer suggestions as to the most desirable mode of dealing with the accumulating rice traffic to suit the general convenience of the trade.

2. The Chief Engineer, Public Works Department, will also consider and report to Government how the works may be best carried out without impediment to trade or danger to boats.

(True Extract.)

(Signed) W. FAREWELL, Colonel,
Acting Joint Secretary to Government

Read the following:—

Letter from the Superintendent, Madras Harbour Works, No 104 W dated 8 February 1877.

FOR ORDERS.

W. F. Farewell
Secretary to Govt. P. W. D.

The question raised here is a very important one, indeed. I think it would be desirable that the C. of Commerce be informed of the necessity of occupying some 400 or 500 yards of beach & invited to offer any suggestions as to the most desirable mode of dealing with the accumulating rice traffic to suit the general convenience of the trade & that the C. Engineer be also informed.

requested to consider & report. How the work may be best carried out without impediment to trade or danger to boats

By 9/2

I have the honor to acknowledge the receipt of your letter of the 12th inst. and to inform you that the same has been forwarded to the C. of Commerce for their consideration.

FOR ORDERS.

*To Secy to Govt
Public Works Department
Madras*

No 1356

*For the purpose of
the construction of the
South Surf Bank during the
present state of the beach
traffic must necessarily cause
great inconvenience, as apart
from the question of the
spreading of the stone, it will
be necessary to carry a line of
railway for a distance of
400 yards through the present
pundals and heaps of rice. This
difficulty I think can be reduced
by erecting a fence on each side
of the line after it has been laid,
and by having a sufficient number
of watchmen to keep people from
crowding on the line.*

Lin 8-2-77

No. 104 W.

From

THE SUPERINTENDENT,
MADRAS HARBOUR WORKS,

To

Lieutenant Colonel J. Mullins, R.E.
Secretary to Government,
Public Works Department,
Fort George, Madras, 8th February 1877.

SIR,

I have the honor to submit the following
report in compliance with G.O. No 389 dated
February 3, 1877, received February 7th.

1. There is no doubt that the construction
of the South Surf Bank during the present
state of the beach traffic must necessarily cause
great inconvenience, as apart from the question
of the spreading of the stone, it will be necessary
to carry a line of railway for a distance of
400 yards through the present pundals and
heaps of rice. This difficulty I think can
be reduced by erecting a fence on each side of
the line after it has been laid, and by having
a sufficient number of watchmen to keep
people from crowding on the line.

2. With regard to the spreading out of the
stone

stone referred to in Captain Taylor's letter, it would be useless for me to say that it shall not take place because in a heavy surf from the South East, some stone is certain to be washed to the northward - I propose, however, to commence block setting on the South Surf bank at an earlier date than was the case on the North groyne, so that by shortening the time that the public bank is exposed to the sea action the chance of spreading may be lessened - At the same time it must be borne in mind that I cannot set blocks till the other Titan crane (which has not yet arrived out) is erected -

The use of large stone for the South Surf bank would reduce the spreading out in some measure, though not so much as is supposed - I say this remembering my own experience on the breakwaters at the mouth of the Tyne where blocks of five tons weight were rolled along by the sea with ease -

The use of large stones would, however,
involve

involve expensive plant for quarrying and special waggons for depositing in the sea, both of which are not only unprovided for in the Estimate, but are quite contrary to the wish of the Engineer in Chief, Mr. Parker.

Mr. Parker particularly insisted to me, that large stones were not to be used and himself inserted in the advertisement for tenders, the paragraph that "no stones larger than can be lifted by two men" were to be loaded up. On this point therefore I would humbly request that before I am asked to make an alteration I may consult Mr. Parker -

I am of opinion that if the South Surf bank were stopped the accumulation of sand would form a serious obstacle inside the Harbour, and further that it would interfere seriously with the construction of the North Pier -

The sand after filling up the South
side

side of the North Pier, and probably begin
to cover the laterite deposit on which the
blocks are to be set, and would thereby
raise the foundation of the North Pier
blocks. - I therefore cannot but think that
it is of great importance to commence the
South Surf bank as soon as the railway
to the beach is completed. -

With regard to the use of concrete blocks
for the surf bank, I must again submit
that I should be glad to ask the opinion of
Mr. Parker before using so costly a style of
work. I shall however, be ready to place
blocks of about 4 tons weight along the north
foot of the slope to prevent the spreading of
stone as much as possible. These blocks
will be deposited by the 10 ton Jib Crane
which I now have on the works. - I think
that by a judicious use of these blocks along
the foot of the slope, I can venture to predict
that the spreading of the South bank shall
not

say the blocks
could be used
more well
South face
M.

not be so disastrous as that of the North
bank. -

Have the honor to be,
Sir,
Your most Obedient Servant,
J. N. Thoroughgood
Superintendent
N. H. Works

483-2-77 to 389.

From

P.W.D.

3 FEB 77

The Superintendent

Madras Harbour Works

To

The Secretary to Government
Public Works Department
Fort St George

Dated 5th
Recd.

February 1877

No 104 W

Submits report regarding
construction of Southern Sea
bank.

316-

8-2-12-77 11/12-25-77
Cir 8-2-77 15/18

No 480

Public Works Department.

PROCEEDINGS OF THE MADRAS GOVERNMENT.

Under date the

12th Feb. 1877

Read the following:-

From

The Superintendent

Madras Harbour Works

Order No 104 W d 18th Feb. 1877

Communicated to the
Chamber of Commerce who,
with reference to the necessity
of occupying some 4 or 500
yards of beach for the
Madras Harbour Works, are
invited to offer suggestions
as to the most desirable
mode of dealing with the
accumulating rice traffic
to suit the general convenience
of the Trade.

The District Magistrate
has that Col. Mather
should give an
opinion. M

(2) The Chief Engineer, Public
Works and Roads Branch
will

will also consider and
report to Government how
the works may be best
carried out without im-
pediment to Trade or
danger to boats.

W.H.

neg info
Gen. H. S. Childs

Dec. 15th 2-77

C. C. of Commerce ✓
Chas. ^{P. W. Pepp} ~~W. D. Branch~~ ✓
Supt. M. H. W. Co. ✓
Marine Dept ✓
Harbor Committee ✓

Copy 350



Gobt. of Madras
PUBLIC WORKS.

To The Chairman Chamber

Dated Commerce

Issued

Recd.

Encl.

G. O. 12th Feb 1877, No. 480

Nos. 316-317

But in Regd

Madras Harbour

Passing orders in report
from the Supdt regarding
the construction of the
southern surf bank
of the — and its expected
interference with the
present beach traffic

15th

Harbour Committee