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TAMIL NADU ARCHIVES

GOVERNMENT OF TAMIL NADU

P.W.D DEPARTMENT

No. / No.	1971, 1972, 1973-W	Press. / Mis.
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GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

29th July 1879, No. 1,971 W.

Buildings and Roads.
Civil Works.

Read the following paper :—

No. 187. From G. KING, Esq., Acting Agent, Peninsular and Oriental Steam Navigation Company, to the Secretary to Government, Public Works Department, dated 11th July 1879.

Referring to your letter of the 7th March last, requesting me to transmit to my Directors a letter (with enclosures), No. 667 W., dated 8th March last, regarding the proposed modification in the form of the entrance to the Madras Harbour, I have now the honor to forward, herewith, copies of the opinions of seven of the Commanders in this Company's service, which were received from head-office by yesterday's mail.

2. My Directors remark in their letter to me that some of the Commanders have not confined themselves to the question of the entrance, but have dealt with the subject of the whole scheme; they considered it best, however, to send the letters as received from the Commanders, and have desired me to forward on the same to the Government.

MADRAS HARBOUR.

The Government of Madras having requested to be favored with an opinion upon the proposed modification in the form of Harbour entrance from such of the Commanders in the service as may be possessed of the greatest experience, I have submitted the papers and plans to seven of those gentlemen, and their opinions are herewith severally recorded.

20th June 1879. (Signed) W. BLACK.

Captain Tomlin, S.S. "Malwa."—"After carefully considering your letter and the enclosed report to the Madras Government on the new Harbour, now in construction at Madras, I am of opinion that the proposed change of form in the entrance from a straight to a projecting line, with an increase in width of 100 feet, would be an improvement and would render the entrance more easy of access.

"During the bad weather of the north-east monsoon a vessel in entering the harbour would have the wind and current on her starboard beam, and her course of proceeding would be to round the north pierhead closely, and with her helm to port endeavour to reach as far into the north-east corner, or to windward, as possible, before letting go the anchor.

"Modern steamers are of so great a length that good way would have to be kept whilst entering to avoid being swept down upon the lee pierhead, and as the outward angle of the pier would tend to deflect the current, it would act more on the quarter as the bow felt its influence, the result being to bring the ship more in line with the outer wall of harbour when she reached the inside. In summer, when the southerly winds and currents prevail, the south pier would have to be approached in like manner.

"In fixing the position of mooring buoys, sufficient space will, I presume, be left between them and the outer wall so as to allow for a vessel being set a little to leeward before her anchor brings her up in swinging.

"If the harbour when completed affords a sheltered area, where cargo boats can pass to and fro, to load and discharge at the pier or beach in all weather, it would cause an immense saving of time, which is of such importance to mail steamers; to say nothing of the saving in damage to cargo, and I may state in conclusion that on my last voyage to Calcutta in December 1877, I was detained at Madras 72 hours, discharging an amount of cargo that could easily have been discharged in 12 hours at a port or river where the boats could have laid alongside in quietness."

Captain Parish, S.S. "Mirzapore."—"I concur in much that Mr. R. Baldrey advances, and I share with him the fears of future results, but as the south and north walls are already so far advanced and connected with the shore, it seems unnecessary now to consider his proposals, and for the same reason, as the harbour will possibly soon be an accomplished fact, and we must accept the inevitable, I refrain from any remarks as to the necessity or otherwise of it, or its doubtful advantages over the pier, as it is, or rather as it was before the harbour works silted up the shore line, when the largest steamers could anchor with safety within one and-a-half ship's length of pier end, and boats load and discharge cargo at pier far outside any surf.

"I will merely state my opinion that in fine weather it was not wanted, and in really bad weather I should be very sorry to have to enter or leave it. I proceed then to consider Mr. Parkes' proposed modification of entrance and the arrangement of buoys.

"I consider that the proposed alteration in form of entrance is advantageous as giving—

"1*st*.—Greater width of entrance.

"2*nd*.—More space before approaching mooring.

"3*rd*.—A more favorable angle for the current to strike the ship when entering.

"Mr. Parkes writes of "vessels being retained in safety within the harbour during cyclones." His idea of the forces and effects of cyclone winds of seas differ widely from my own experiences. Even if the sea walls stood, I believe that vessels inside would be ground up together in one mass against the lee wall, to repeat the process on the opposite one when the shift of wind came. Such sea walls, placed as they are on an open coast, would afford but poor shelter to vessels moored inside. The new mole at Gibraltar is far higher than Madras Harbour walls, but a man-of-war moored close under it, in a common winter gale, tore out the massive fastenings. The dock wall at Suez is fully as high as that at Madras, yet in the small and low steamer *Baroda*, in only a fresh southerly breeze, we dragged the mooring buoys home, and were only saved from severe damage by the Company's lighters intervening. In the Calcutta cyclone of 1864 the lower masts were blown out of one of Company's steamers at moorings. Can Mr. Parkes possibly suppose that any steamer would willingly remain in Madras Harbour during a cyclone? and in the gales which prevail at that season, and which may or may not assume cyclone movements of force, there would be the greatest risk and difficulty in extricating a ship from tiers and pointing her fair for going out.

"When we see the proposed warehouses erected on the future quay, and they and the walls stand through a real cyclone hurricane and sea (which I much doubt if they ever will) it will be time enough to treat it as a close harbour, and moor ships as if in the London docks. If we are in the meanwhile to use the harbour I strongly advocate the moorings being laid down as in original plan. We have however to consider that the P and O. steamers will be then not mail steamers, and therefore the many other large steamers frequenting Madras will claim equal conveniences with ourselves, and that there are only two moorings at which ships of 400 feet could swing. Unless it were made absolutely compulsory for me I would not go inside in bad weather. I would prefer to utilize the harbour by anchoring as close to entrance as possible, (north or south according to time of year and whether cargo was to be discharged or taken in,) and the cargo boats could then, unless in very exceptional weather, pass to and fro between harbour entrance and steamer without difficulty, and load or discharge their cargoes inside. I have to consider that the *Mirzapore* for instance is nearly 400 feet in length, and with a draft of 22 to 23 feet carries her way and great momentum for long; that the bow of such a ship would be in still water for some time while her quarter was exposed to the full action of the current, and that it would be necessary not only to shoot her through entrance with great way on her, but also to keep screw turning ahead, to keep her head straight from action of current, and that when in, and turning astern full speed, her head would come up about four points and the ship shoot considerably ahead in that direction before momentum taken off.

"With the buoys laid down as in Mr. Parkes original plan we might fetch in to the northern buoy (450 feet circle), but I think it would be advisable to have a hawser boat at the buoy ready to run a guess-warp off to the ship."

Captain White, S.S. "PESHAWUR."—"In reply to your letter of the 30th April with regard to the harbour of Madras, I beg to state that I am of opinion that there should be two entrances from the north and south, instead of one entrance from the east, so that vessels could enter against the current; with the original straight entrance from the eastward, or even with the proposed projecting entrance, there would be considerable risk of vessels being set down upon the pier heads, going as they must necessarily do as slow as possible, and with the current setting directly across the mouth of the harbour. I also think that the harbour would be more sheltered if closed to the eastward, as from observation I have noticed that the wind and swell invariably set in from the eastward, with the afternoon breeze during both monsoons; it would also be a greater protection during a cyclone swell, though I doubt very much if, on such an exposed coast, the harbour will afford sufficient protection during a cyclone, or from the severe gales of the north-east monsoon, to induce any vessels to remain there that could possibly put to sea.

"With regard to the utility of the harbour, no doubt it will afford great facilities for shipping and discharging cargo in ordinary weather, but I do not think it would be advisable ever to attempt to enter at night, for I have often found great difficulty even in picking up an anchorage in the roads, owing to the currents which run very strong at all seasons of the year."

Captain Rennoldson, S.S. "Hydaspes."—"In reply to your letter of yesterday's date, requesting my opinion as to the best form of entrance to the new harbour at Madras now under construction, I beg to report that I consider the entrance marked on chart of proposed moorings 550 feet apart the best, as it gives a good angle either way.

"Movable buoys would not affect our ships, for I do not think any of our ships would remain in there to await a cyclone.

"There will be no difficulty after the harbour is finished in getting boats out quickly to discharge and take in cargo should there not be a great quantity: with a large quantity I should think it best to go inside."

Captain Angove, Marine Superintendent.—"I have the honor to acknowledge your letter of 3rd instant, calling upon me for my opinion as to the best form of entrance for the new harbour now constructing at Madras, and my views generally as to the utility of the harbour when completed in regard to the Company's traffic at that port.

"*Firstly*, as to the plan of Mr. Parkes. The advantage of the projecting over the original straight form of entrance appears to me obvious. I am of opinion that projecting piers will prevent the cross current from acting so directly on the after-part of a long ship while making the entrance than the original intended form would do. I have found the current in the month of December, when lying in the roads in 7¼ fathoms of water as near as possible in a line with the proposed entrance, to be running at the rate of two to three knots an hour, this fact and taking into consideration the increased length of ships is, I think, a very important element in the adoption of the modified form of entrance.

"During my visits to the port of Madras, which have been frequent, and especially since the beginning of the construction of the new harbour, I have had opportunities of making many observations on the progress in the work; and in reference to the desired object it occurred to me that there should be two entrances at points that could be taken according to the monsoon in the direction that ships have to take when making for an anchorage, but the projecting piers with a wide entrance seem somewhat to compensate for the double entrance and exit.

"The advantage of the additional space afforded for bringing up anchoring, mooring to buoy or otherwise by the modified form needs no comment.

"*Secondly*, as to the utility of the new harbour for the Company's traffic. There does not appear to me to be any doubt as to the advantage that will be gained in discharging and receiving passengers and cargo, such work carried out in the open roads is conducted at certain seasons with risk and difficulty; at times communication with the shore is altogether suspended. Under shelter as a matter of course a ship would get quicker despatch and the cargo landed in a better condition. I have myself seen lighters of cargo from the ship during the north-east monsoon with a strong current running unable to fetch the pier and in consequence strand on the beach and seriously damage the cargo in them.

"Generally I cannot help thinking that the power of resistance of such works as are under construction at Madras in a cyclone, or lapse of time, must remain an open question; it is known by experience that breakwaters and piers on an open coast have been damaged severely by heavy seas.

"In the event of a cyclone approaching, I would recommend all ships that could do so to put to sea until such time as the resistance of the construction against such should be proved.

"*Lastly*, I do not see that the making such a harbour day or night with the projecting piers and the additional width of entrance as shown in modified plan would be attended with greater difficulty or risk than is experienced at other ports entered by the Company's ships in ordinary weather. In these last remarks I have given due consideration to the winds and currents experienced in Madras roads."

Captain Murray, S.S. "Nepaul."—"In accordance with your wishes I beg leave to submit a few remarks on the new harbour of Madras, and the utility of the scheme, when completed, in regard to the Company's traffic at the port.

"As it is needless raising objections to the plan of the harbour now I shall confine myself to the question of the entrance.

1971 W 23 2

"Carrying the arms of the sea-face out from the straight line of the original plan, with a wider entrance, the alteration proposed is, in my opinion, a necessary improvement, for the following reasons, viz. :—

"(1.) On entering it will be possible to head up a little to the current, which sometimes will be very strong across the entrance, and consequently there will be less risk in entering.

"(2.) There will be more room inside for bringing a ship up that has entered with a good deal of way on, and it will be necessary to enter at a high rate of speed when it is found that the current is strong.

"(3.) The shelter from the north-eastern face will be better, as long as it lasts, when the north-easterly swell of cyclones passing to the northward comes in. Most of the cyclones in the Bay of Bengal strike the coast north of Madras, about Cocanada and Vizagapatam, the swell of which runs heavily in on the Madras beach, lasting sometimes for a day or two, without any storm at Madras. As the ultimate object to be attained in Harbour Works is to place the ship alongside a wharf, and a railway alongside the ship, it matters little to the Company's work what the harbour is if cargo boats have to be used, except in so far as the water is smooth or otherwise alongside the ship. The question of the safety of the ship is another matter; and although it is almost certain that work could be carried on in the new harbour of Madras, when completed, at times when without the harbour work would be impossible, yet it is an open question with me whether I should remain inside the harbour under conditions similar to those which we experienced early in December last. A cyclone was threatening, with a heavy sea running in, and for three days we were unable to discharge anything. Had the harbour been completed we should have *worked*, supposing the ship could have got in, but every evening we must have gone out, for I entirely disagree with Mr. Parkes in paragraphs 13, 14, and 15 of his report to the Government of Madras; believing that when a true cyclone bursts on Madras his sea-wall will go to pieces; and although a ship would probably hold on, yet, in my opinion, it would be safer to be outside.

"Generally much advantage will be obtained from the harbour in discharging and in loading export cargo into the cargo boats, but whether the advantages will be commensurate with the increase of port dues I am unable to say. The moorings marked C on the plan would be the best for the Company's ships, as they will be more sheltered there from the E.N.E. and north-east swell which usually precedes cyclones in the Bay.

"The moorings marked D should not be put down."

Captain Woolcott, S.S. "Pekin."—"I am in receipt of your letter and accompanying papers concerning Madras Harbour, which I have perused. I am reluctant to give my opinion in the face of practical engineering; but after seeing the results of the cyclone of 1867, when ships were embedded in sand only a few days after being stranded, I formed my opinion which has never altered. That the Madras Harbour is impracticable, and if it could be made to stand I consider no ship could run for it in heavy weather when there would naturally be a rolling, breaking sea. While to ensure safety to your own ship by keeping way on her might be disastrous to those inside of the entrance."

This letter was considered to deal with the subject in rather a meagre way, and upon referring again to Captain Woolcott, he wrote back as follows :—

Captain Woolcott, S.S. "Pekin."—"I am in receipt of your letter of the 7th instant, referring to Madras Harbour, and regret that you should think my information "meagre." I can only repeat my views on the subject which are that the Madras Harbour is impracticable. It is the old story of the man building a house on the sands, the Engineers will, or may, say, "we have got down to a good foundation," so they may, but when they get their structure up there comes the silting up of sand, and they must continually dredge, and this would be almost impossible with a constant rolling sea.

"When we remember how tons of solid stone were thrown over Dover pier, how can we expect such a structure as Madras Harbour to stand a severe hurricane. I can only form my views from practical observation."

No. 188. ORDER THEREON, 29th July 1879, No. 1,971 W.

THE foregoing letter gives cover to the opinions expressed by several Commanders in the P. and O. Company's service in regard to the proposed modification in the form of harbour entrance.

Captain Tomlin thinks the change of form would be an improvement, and render the entrance more easy of access.

Captain Parish thinks the alteration would be advantageous.

Captain White does not give an opinion on the point, as he advocates a double entrance.

Captain Rennoldson approves the modification.

Captain Angove considers the advantage of the projecting form of entrance obvious.

Captain Murray thinks the alteration a necessary improvement.

Captain Woolcott gives no opinion.

The remarks made in connection with the moorings will be communicated to the Master Attendant.

2. Ordered that the replies be forwarded to the Secretary of State in continuation of previous correspondence, for the information of Mr. Parkes, and that the thanks of Government be conveyed to the Directors of the P. and O. and B. I. S. N. Companies for the attention which they have paid to the request for opinions on Mr. Parkes' proposals.

(Here enter Nos. 1,972 and 1,973 W., dated 29th July 1879).

(True Extract.)

(Signed) R. H. SANKEY, Colonel, R.E.,
Secretary to Govt., P.W.D.

To the ~~General~~ Superintendent, Madras Harbour Works.
" Secretary Harbour Committee.
" Marine Department.

Esd. S. T. Austin.
Spare Copies

BUILDINGS AND ROADS.
CIVIL WORKS.

Govt. of [1879] Madras.

PUBLIC WORKS.

To

THE GENERAL SUPERINTENDENT,
MADRAS HARBOUR WORKS,
&c. &c. &c.

Dated July 29th.

Issued

Recd. Encl.

G. O., 29th July 1879, No. 1,971 W.

JULY.

Nos. 187-189.

Form of entrance of the Madras Harbour.—Papers containing the opinions expressed by several Commanders in the P. and O. Company's service in regard to the proposed modification in the —, forwarded to the Secretary of State for the information of Mr. Parkes, and the thanks of Government conveyed to the Directors of the P. and O. and B. I. S. N. Companies for the attention which they have paid to the request.

1971673
4

PUBLIC WORKS DEPARTMENT.

Buildings and Roads.
Civil Works.

No. 1,972 W.

No. 189.

FROM

THE SECRETARY TO THE GOVERNMENT OF MADRAS,
Public Works Department,

TO

THE AGENT OF THE P. AND O. S. N. COMPANY.

SIR,—I am directed to acknowledge your letter of the 11th July, ~~concerning~~ Covering copies of the opinions given by several Commanders in the service of the P. and O. S. N. Company, in respect to the proposed modification in the form of the Madras Harbour entrance, and in reply to communicate the thanks of this Government for the attention which has been paid to their request for opinions on the proposal made by Mr. Parkes.

I have the honor to be,
Sir,
Your most obedient servant,

Major, R.E.,
for Secy. to Govt., P.W.D.

OOTACAMUND,
29th July 1879.

Ftd. S. T. Austin.
Spare Copies

BUILDINGS AND ROADS.
CIVIL WORKS

Govt. of [1879] Madras.

PUBLIC WORKS.

To

THE AGENT OF THE P. AND O. S. N.
COMPANY

Dated July 29*th*.

Issued

Recd. *Encl.*

G. O., 29th July 1879, *No.* 1,973 W.

JULY.

No. 180.

Conveys the thanks of Government for the attention which has been paid to their request for opinions on the proposed modification in the form of the Madras Harbour entrance.

19716/23/6

PUBLIC WORKS DEPARTMENT.

Buildings and Roads
Civil Works.

No. 1,973 W.

No. 180.

FROM

THE SECRETARY TO THE GOVERNMENT OF MADRAS,
Public Works Department,

To

THE MANAGING AGENTS, B. I. S. N. COMPANY.

GENTLEMEN,—I am directed to acknowledge your letter, No. 220 of the 12th April last, and in reply to communicate the thanks of this Government for the attention which has been paid to their request for opinions on the proposal made by Mr. Parkes.

I have the honor to be,
Sir,
Your most obedient servant,

Major, R.E.,
for Secy. to Govt., P.W.D.

OOTACAMUND,
29th July 1879.

Encl. S. T. Austin.
Spare Copies

BUILDINGS AND ROADS.
CIVIL WORKS.

Govt. of (1879) Madras.

PUBLIC WORKS.

To

The MANAGING AGENTS,
P. I. S. N. COMPANY.

Dated July 29th.

Issued

G. O., 29th July 1879. No. 1273 W.

JULY.

No. 190.

Conveys the thanks of Government for the attention which has been paid to their request for opinions on the proposed rebuilding of the form of entrance to the Madras Harbour.

1971623/8

MADRAS.

Peninsular & Oriental Steam Navigation Company,

11th July 1879.

The Secretary to Government,
Public Works Department,
Madras.

Sir

Referring to your letter of the 4th March last requesting me to transmit to my Directors a letter (with enclosures) No. 664 W dated 8th March last regarding the proposed modification in the form of the entrance to the Madras Harbour, I have now the honor to forward herewith copies of the opinions of seven of the Commanders in this Company's service, which were received from Head Office by yesterdays mail.

My Directors remark in their letter to me that some of the Commanders have not confined themselves to the question of the entrance but have dealt with the

with the subject of the whole scheme;
they considered it best however to
send the letters as received from
the Commanders and have de-
sired me to forward on the same
to the Government

I have the honor to be
Sir
Your Obedient Servant
Geo. Reid
Acting Agent

47/1623

P.O. P. 1558 W. 5-3-79
" " 1110 W. 5-3-79
Home Dept. Letter No 9 of 1879
Do 1 33 " 11.6.79.
P.O. 1575 W. 7-6-79.

Rec'd 9-29-7-79 No 1971 to

Rec'd 14/7/79

187

Cir 17.7.79. Rec'd 24.7.79.
To Duty 12-7

Madras

1971 to 73 / 10

Madras Harbour

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June 20/79

W. Lamb

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During the bad weather of the N.E. monsoon a vessel in entering the harbour would have the wind and current on her starboard beam and her course of proceeding would be to round the

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Extract [illegible] marked on [illegible] of Mr Parkes's Report of Nov. 1873

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1871 1878 / 18 APR 11

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There will be no difficulty after the harbour is finished in getting boats out quickly to discharge & take in Cargo should there not be a great quantity; with a large quantity I should think it best to go inside.

Captain Angove. Marine Superndt

I have the honor to acknowledge your letter of 3rd inst calling upon me for my opinion as to the best form of entrance for the new harbour now constructing at Madras & my views generally as to the utility of the Harbour when completed in regard to the Company traffic at that port.

Firstly: as to the plan of Mr. Parkes. The advantage of the projecting over the original straight form of entrance appears to me obvious I am of opinion that projecting piers will prevent the cross current from acting so directly on the after part of a long ship while making the entrance than the original intended form would do. I have found the current in the month of December when lying in the Roads in 7½ fms: of water as near as possible in a line with the proposed entrance to be running at the rate of Two to Three Knots an hour, this fact & taking into consideration the increased length of ships is I think a very important element in the adoption of the modified form of entrance.

During my visits to the Port

of Madras, which have been frequent & especially since the beginning of the construction of the new harbour: I have had opportunities of making many observations on the progress in the work: & in reference to the desired object it occurred to me that there should be two entrances at points that could be taken according to the Moosoon in the direction that ships have to take when making for an anchorage, but the projecting piers with a wide entrance seem somewhat to compensate for the double entrance & exit. The advantage of the additional space afforded for bringing up anchoring mooring to buoy or otherwise by the modified form needs no comment.

Secondly, as to the utility of the new Harbour for the Company's traffic there does not appear to me to be any doubt as to the advantage that will be gained in discharging & receiving passengers & cargo. Such work carried out in the Open Roads is conducted at certain seasons with risk & difficulty: at times communication with the shore is altogether suspended. Under shelter as a matter of course

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a ship would get quicker dis-
patch & the cargo landed in a
better condition, I have myself
seen lighters of cargo from the
ship during the N.E. Monsoon
with a strong current running
unable to fetch the pier & in
consequence strand on the
beach and seriously damage
the cargo in them.

Generally I cannot help
thinking that the power of re-
sistance of such works as are
under construction at Madras
in a Cyclone, or lapse of time
must remain an open question
it is known by experience that
Breakwaters & Piers on an open
coast have been damaged severely
by heavy seas.

In the event of a Cyc-
lone approaching I would re-
commend all Ships that could do so
to put to sea until such time
as the resistance of the construc-
tion against such should be
proved.

Lastly I do not see that
the making such a harbour
day or night with the projecting
Piers & the additional width of
entrance as shown in modified
plan would be attended with

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greater difficulty or risk than is experienced at other Ports entered by the Company's Ships in ordinary weather, in these last remarks I have given due consideration to the winds & currents experienced in Madras Roads.

Captain Murray. s.s. "Repaul"

In accordance with your wishes I beg leave to submit a few remarks on the new harbour of Madras, & the utility of the scheme, when completed, in regard to the Companys traffic at the port.

As it is needless raising objections to the plan of the harbour now I shall confine myself to the question of the entrance.

Carrying the arms of the sea face out from the straight line of the original plan, with a wider entrance,- the alteration proposed - is in my opinion, a necessary improvement, for the following reasons. viz -

1. On entering it will be possible to head up a little to the current which sometimes will be very strong across the entrance: and consequently there will be less risk in

entering.
2. There will be more room inside for bringing a ship up that has entered with a good deal of way on - and it will be necessary to enter at a high rate of speed when it is found that the current is strong.
3. The shelter from the N. Eastern face will be better - as long as it lasts - when the N Eastly swell of Cyclones passing to the Northward comes in. Most of the Cyclones in the Bay of Bengal strike the coast North of Madras about Coconada and Vizagapatam, the swell of which rushes heavily in on the Madras beach, lasting sometimes for a day or two, without any storm at Madras. As the ultimate object to be attained in Harbour works is to place the ship alongside a wharf, & a railway alongside the ship, it matters little to the Company's work what the harbour is if cargo boats have to be used, except in so far as the water is smooth or otherwise alongside the ship. The question of the safety of the ship is another matter. and although it is almost certain that work could be carried on in the new harbour of Madras, when

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completed, at times when without the harbour work would be impossible, yet it is an open question with me whether I should remain inside the harbour under conditions similar to those which we experienced early in December last. A cyclone was threatening with a heavy sea running in & for three days we were unable to discharge anything. Had the harbour been completed we should have worked, supposing the ship could have got in, but every evening we must have gone out, for I entirely disagree with Mr. Parkes in para 13. 14 & 15 of his report to the Govt of Madras, believing that when a true cyclone bursts on Madras his sea wall will go to pieces: and although a ship would probably hold on, yet in my opinion it would be safer to be outside.
Generally much advantage will be obtained from the harbour in discharging & in loading export cargo into the cargo boats, but whether the advantages will be commensurate with the increase of port dues I am unable to say.
The moorings marked C on the plan would be the best for the Company's ships, as they will be

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more sheltered there from the E.N.E.
& north east swell which usually
precedes cyclones in the Bay.
The moorings marked D should
not be put down.

Captain Woolcott. s.s "Pekin"

I am in receipt of
your letter and accompanying
papers concerning Madras harbour
which I have perused, I am re-
luctant to give my opinion in
the face of practical Engineering,
but after seeing the results of the
Cyclone of 1864 when ships were
Embedded in sand only a few
days after being stranded I
formed my opinion which has
never altered — That the Madras
harbour is impracticable & if it
could be made to stand I consid-
er no ship could run for it in
heavy weather when there would
naturally be a rolling breaking sea.
While to ensure safety to your own
ship by keeping way on her might
be disastrous to those inside of
the entrance.

This letter was considered to deal
with the subject in rather a
meagre way and upon referring

again to Captain Woolcott he wrote back as follows.—

1917 to 23/26

Captain Woolcott. s.s. "Pekin."

I am in receipt of your letter of the 7th inst. referring to Madras harbour and regret that you should think my information "meagre" I can only repeat my views on the subject which are that the Madras harbour is impracticable. It is the old story of the man building a house on the sands, the Engineers will, or may say, "we have got down to a good foundation" so they may, but when they get their structure up there comes the silting up of sand and they must continually dredge and this would be almost impossible with a constant rolling sea.

When we remember how tons of solid stone were thrown over Dover pier how can we expect such a structure as Madras harbour to stand a severe hurricane. I can only form my views from practical observation.

(1971 5-73 D)

No. 1971 W Public Works Department.

PROCEEDINGS OF THE MADRAS GOVERNMENT.

UNDER date the 29th July 1879

Read the following :—

From
the Agent
P & O S.N. Co
dated 11th July 1879.

Order thereon.—

The foregoing letter gives cover to the opinions expressed by General Commanders in the Company's Service in regard to the proposed modifications in the form of Harbour entrance.

Capt. Tomlin thinks the change of form would be an improvement, and render the entrance more easy of access

Capt. Parish thinks the

Thanks record
for attaching
Agents
Opinions
Civ. 17.7.79
12.7.79

alteration would be advantageous.

Capt White does not give an opinion on the point, as he advocates a double entrance

Capt. Reynoldson approves the modification.

Capt. Angove considers the advantage of the projecting form of entrance obvious.

Capt. Murray thinks the alteration a necessary improvement.

Capt. Woolcott gives no opinion.

Some of the Captains discuss the stability and usefulness of the harbours when completed. Opinions diametrically

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opposed to/theirs have been held by others equally competent to judge, and the government have no intention of reopening the matter.

The remarks made in connection with the moorings will be communicated to the Masters Attendant.

Ordered that the replies be forwarded to the Secy of State per continuation of previous correspondence, for the information of Mr Parkes,

A.P.
16/7

Capt., R. & Works
Marine Dept.
Secy: Harbour Committee

16/7/74

and that the thanks of Genl. be conveyed to the Directors of the P.O. & O.S. Sct. Co. for the attention which they have

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1879.

A

No 1972 W.O/29th July/79

To
The Secretary of the
P & O S.N. Co.

Sir,

I am directed to acknowledge your letter of the 11th July, covering copies of the opinions given by several Commanders in the service of the P & O S.N. Co. in respect to the proposed modification in the form of the Madras Harbour Entrance, and in reply to communicate the thanks of this Board for the attention which has been paid to their request for opinion on the proposal made

Dessd
7-8-79

Sent to the request
for opinions on the
Parkes' proposals

H.P.
24/7

24/7/79

H.L. A
H.L. B

Genl. Supt. M.M. Work
Secy. Harbour Committee
Marine Dept.

by Mr Parkes

—

To No 1973 Wa/29th July/79
The Managing Agents
B. I. S. N. Co.

Gentlemen.

I am directed to acknowledge your letter No. 220 of the 12th April last, and in reply to communicate the thanks of this Government for the attention which has been paid to their request for opinions on the proposal made by Mr Parkes.

I am
Sir
Your obedient Servant
[illegible]

24/7
Desp'd
7-8-79

24/7/79

Home
P. W. DEPARTMENT. 1879-80.
Despatch
~~MEMORANDUM.~~

Current No. 1
Letter Number Genl 15
dated the 15/8/79
from the Supg. Engineer of 30

No 48 Dj 15th Aug/79

My Lord,

In continuation of our Despatch No. 37, Public Works, of the 11th June, we have the honour to forward copy of our Marginal Proceedings in which are recorded the opinions of the Commanders in the Persian Gulf and Oriental Company's Service who have been consulted in reference to the proposed change in the form of harbour entrance.

2. Your Lordship will observe that of the five Commanders who express a decided opinion on the subject all agree in considering

Home Despatch No 1571 dated 29th Aug 1879

Home Dept Public Works
Her Majesty's Secretary of State for India in Council

Forwarding
Rec'd 15/8

With reference to the accompanying despatch I regret to say that Council it seems that the last para has been rendered necessary by the misconception which has arisen in Council of a letter from the S of S dissenting from the opinion of the Elder Brethren of the Trinity House expressing disapproval of the proposed change in the form of the jetties at the entrance of the Persian Harbour

Although this may not perhaps the strictly professional opinion

by Mr Parkes

—

No 1973 Wash 29th July 79

To
The Managing Agents
B. I. S. N. Co.

Gentlemen.

I am directed to acknowledge yours letter No: 220 of the 12th April last, and in reply to communicate the thanks of this Government for the attention which has been paid to their request for opinions on the proposal made by Mr Parkes.

A.G.
24/7

Despd 6.8.79

the proposed modification most desirable.

3. We have received your Lordships' Despatch bearing date the 10th July. No. 17. forwarding copy of a Communication from the Elder Brethren of the Trinity House. Their opinion confirms the views expressed by the Nautical authority who have been consulted by us, and are have accordingly sanctioned the proposed change of design. ~~of the Lateral~~

H.P.
15/8

Fr. S despd. 15/8.
to Secy of State.

1972 16 73/31

From Board of Customs
Thos Jones to Stanning

To orders
rcd 15/8

With reference to the accompanying despatch signed in notarial copy Consul it seems that the last para has been rendered unnecessary by the mistake with last home mail of a letter from the S of S giving views to the opinion of the Elder Brethren of the Trinity House expressing disapproval of the proposed change in the form to be given to the entrance of the London Harbour

Although this was not before the Board when they framed their opinion

Cir 9.8.79. Ret 18.8.79.
D.L. Sheet 15 Augt

Marked for 3rd
it may be read un-
-derstood desirable to
substitute for the
despatch one which
shall return omit-
-ting para 3 or
substitute for it an
Acknowledgment of
the receipt of the
above opinion of
the Elder Brethren

Att

9/2/79

Pro. Wks

[illegible]

1871 to 73
32

C

No. 61

To
The Secy of State
for India

My Lord,

In continuation of
our despatch No 33
P.W. of the 11th June,
we have the honour to
forward copy of our
marginal Proceedings
on which are recorded
the opinions of the
Commanders in the
P. & O. Co's Service
who have been con-
sulted in reference
to the proposed change
in the form of Harbour
entrance.

Your Lordship will
observe that of the five
Commanders who
express a decided
opinion on the subject

all agree in considering the proposed modification most desirable.

We shall be glad to receive at an early date the professional Report which we have requested Your Lordships to obtain

J.P.
24/7

24/7/79

Despatch No 9 dated 11th May 79

Agent of the P & O. S. N. Co)
Convey to the Govt. of Madras
Expressions thanks for
the attention which has
been paid to their request
of Govt. for Opinions
on the proposed modifica-
tions in the form of the
Madras Harbour Entrance

(Agents B. I. S. N. Co)
Convey the thanks of
Govt for the attention which
has been paid to their re-
quest for opinions on the
proposed modification
in the form Entrance
to the Madras Harbour.

(Lt of S) Madras Harbour
Forwards Copy recently
the opinions of the Commanders
in the P. & O Company service
who in reference to the pro-
posed change in the form
Entrance to the Madras
Harbour, and requests
to be furnished at an early
date with the professional
report asked for.

Cw 3218

Govt. of (1879) Madras.

PUBLIC WORKS.

To

Dated

Issued

Recd. Encl.

G. O. 29 July (1879, No. 1971, 1972 & 1973

Nos. 187 - 190

Form of Entrance of the Madras Harbour. Pa
containing the opinions e
pressed by several Comm
ders in the P. & O Company
vice in regard to the
proposed modification
the — forwarded to the Sec
of State for the information
of the Govt; and the
thanks of Govt convey
to the Directors of the P
& B. I & S. N. Company
the attention which they
have paid to the request

(P. W.)