

(1) Number of pages 16
(2) Date of repair 20/1/80
(3) Initials of the Referencer cam

TAMIL NADU ARCHIVES

GOVERNMENT OF TAMIL NADU

P.W DEPARTMENT

G.O. No.	798(W)	Press.
B.P. No.		Mis.
Dated	29-3-1880	197-

Not to be folded or roughly handled

Copy

798
1

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

29th March 1880, No. 793 W.

Buildings and Roads.

Civil Works.

Read the following papers:—

No. 110. Proceedings of the Madras Harbour Works' Committee, dated Monday the 15th March 1880.

Present.

R. C. WALKER, Esq.

Captain J. H. TAYLOR.

Read correspondence between Mr. Thorowgood and Messrs. Binny and Company regarding freight charged for sleepers shipped at Gopalpur per B.I.S.N. Company's steamer. The Committee are of opinion that Messrs. Binny and Company are not entitled to the full amount of excess charge claimed by them, though at the same time as many of the sleepers exceeded the dimensions given originally by Mr. Thorowgood to Messrs. Mackinnon, Mackenzie and Company, they think some extra charge may be allowed, and that this should be defrayed by the Forest Department, from whose inattention to Mr. Thorowgood's instructions as to the size of the sleepers, the additional claim by Messrs. Binny and Company has been caused.

Read letter from Mrs. C. Sadler, dated March 11th, 1880, repeating her claim first made direct to Government on November 28th, 1877, for compensation on account of loss of property by sea encroachment.

As this claim is for brickwork and a well carried away, and as similar damage incurred on Mr. Coleman's property was promptly repaired by the Harbour Works, the Committee recommend that the claim be forwarded to Government; but at the same time are not prepared to support the amount of the charge, viz., Rs. 1,427.

Mr. Thorowgood represents that for the following reasons it is very desirable that the two hopper steamers should not be sent away from Madras as usual during the dangerous months in the south-west monsoon. The Committee are of opinion that the extra risk involved in the course recommended by Mr. Thorowgood would be justified under the circumstances:—

Mr. Thorowgood represents that as it may confidently be hoped that the work of the hopper barges, *Hobart* and *Salisbury*, can be completed in the year 1880, if they be kept at work constantly, and as the last two seasons' work has so shaken the too frail sides of the vessels, that a certain amount of risk would be incurred in sending them to Cocanada in April, he is extremely anxious that Government may approve of his keeping the vessels here during the coming cyclone season. In asking the Committee to support this proposal to Government, Mr. Thorowgood would draw attention to the fact that hitherto diving boats have safely ridden out any of the May storms under shelter of the north arm of the harbour, and that by next May the curve to the southward will afford very fair shelter against a N.E. gale, much better at least than in any previous years.

By sending the vessels to Cocanada (about April 12th) they are lost to the works for nearly three months, and the members of the crew that are worth retaining have to be retained in idleness all this time, while the work of tipping rubble base is carried on at Madras at a more costly and slower rate by means of the cargo boats.

(Signed) P. MACFADYEN,
J. PENNYCUICK,
R. C. WALKER,
J. H. TAYLOR.

True copy.—Submitted to the Secretary to Government, Public Works Department, for orders.

MADRAS.
19th March 1880.

(Signed) J. H. TAYLOR,
Secretary.

No. 110-A. From F. N. THOROWGOOD, Esq., M. Inst. C.E., Superintendent, Madras Harbour Works, to the Secretary to Government, Public Works Department, Buildings and Roads, dated Madras, 22nd March 1880, No. 67 W.

I HAVE the honor to ask for permission from Government to keep the two hopper barges, *Hobart* and *Salisbury*, at Madras during the approaching storm season, instead of despatching them to Cocanada as has been done on former occasions.

2. There is undoubtedly a certain amount of risk in keeping the vessels moored at Madras in bad weather, but I think that under the circumstances the risk is justifiable.

3. These two steamers have cost the Madras Harbour Works an immense amount of money by remaining idle, so long at Cocanada on former occasions, while their work of depositing rubble base has had to be carried on by small boats at Madras at a higher rate per ton than the estimates would cover. The only way to keep down the cost of the steamers (and of the rubble base also) is to work them as continuously as possible. When worked up to their full power they are by far the cheapest means for conveying the rubble base, but not otherwise.

4. They are now working their fifth season at Madras, and the rough nature of the work is beginning to tell pretty severely on their very light sides and framing. This is the case to such an extent that there would be some risk in sending them to sea in the month of April, more especially as their boiler tubes are very much worn and liable to give out at any time.

5. It is my hope that by working the vessels as hard as I can during this year of 1880, I shall be able to finish the two rubble bases and lay the steamers aside altogether, but there would be no chance of being able to do this if they went away early in April and returned at the end of June.

6. By the 1st of May the north pier of the Harbour will afford a very good protection from the north-east, which has always been the dangerous quarter of the wind in a May cyclone, and hitherto there has always been sufficient protection from north-east wind to allow our diving boats to ride out in safety storms that have compelled ships in the roads to put to sea. With the increased protection now offered the two steamers would have no difficulty in lying at moorings during a storm of no greater violence than those that have occurred since 1876. The risk that is run is therefore dependent upon whether we are visited by a first class cyclone or not.

7. Before addressing Government on this subject I brought the matter before the Harbour Works Committee, the Proceedings of which on March 15th have no doubt been forwarded by the Secretary.

No. 111. ORDER THEREON, 29th March 1880, No. 798 W.

THE question of the responsibility of the Forest Department for the excess charge allowed to Messrs. Binny and Company will be considered in the Revenue Department.

2. Mrs. Sadler's claim will, it is assumed, be submitted to Government in due course by the Superintendent.

3. On the recommendation of the Committee, the proposal to retain the hopper barges at Madras during the approaching monsoon is approved.

(True Extract.)

Major, R.E.,
Ag. Under Secy. to Govt., P.W.D.

To the Superintendent, Madras Harbour Works.
" Revenue Department.
" Marine do.
" Harbour Works Committee.

Exd. S. T. Austin.
Spare Copies

BUILDINGS AND ROADS
CIVIL WORKS

Sept. of 1880. **MAINTENANCE**
PUBLIC WORKS.

To
THE SUPERINTENDENT, MADRAS
HARBOR WORKS,

Secy. Secy. Secy.

Dated Madras, 29th.

Amount

Recd.

* Paid

to Mr. 29th March 1880, No. 796 W.

MARCH.

Nos. 110-111.

MADRAS HARBOR WORKS.—Passing orders on the subject of the proposed retention at Madras of the steam hopper barges, Hobart and Salisbury; claims to compensation by Mrs. Seddon, and an excess charge allowed to Messrs. Barry and Company on account of freight for sleepers.

Proceedings of the Madras
Harbor Works Committee stated on
Monday the 15th March 1880.

Present.

798

3

Rev. C. Walker Esquire
Captain J. M. Taylor

Read correspondence between
Mr. Tharngood and Messrs. Binny and Co.
regarding freight charges for sleepers re-
shipped at Gopalspore per P. S. S. N. B's
Steamer. The Committee are of opinion
that Messrs. Binny and Co. are not entitled
to the full amount of excess charge claimed
by them, though at the same time as
many of the sleepers exceeded the dimensions
given originally by Mr. Tharngood to Messrs.
MacKinnon Mackenzie and Co., they think
some extra charge may be allowed, and
that this should be defrayed by the
Harbor Department, from which in relation
to Mr. Tharngood's instructions as to the
size of the sleepers, the additional
claim by Messrs. Binny and Co. has been
conceded.

Read

Recd Letter from Mr. C. S. Butler
dated March 11th 1880, repeating her claim
first made direct to Government on Nov.
November 28th 1877, for compensation, in
account of loss of property by sea damage
- ment.

As this claim is for breakers
and a well carried away, and as similar sea
damage incurred on Mr. Coleman's property
was promptly repaired by the Harbour
Works, the Committee recommend that
the claim be forwarded to Government,
but at the same time are not prepared
to support the amount of the charge, in-
narily \$14.27.

Mr. Thorngood represents
that for the following reasons it is very
desirable that the two Hopper Steamers
should not be sent away from Boston
at present during the dangerous months in
the S. H. Thomson. The Committee are
of opinion that the extra risk involved
in the course recommended by Mr.
Thorngood would be justified under
the circumstances.

798
4

Mr. Thorngood represents that
it may confidently be hoped that the
works of the Hopper Barges "Hawthorn"
and "Salisbury" can be completed in the
year 1880, if they be kept at work con-
- tinually, and as the last two seasons' work
has so shaken the too frail sides of the
vessels, that a certain amount of risk
would be incurred in sending them to
Cocomaster in April; he is extremely anxious
that Government may approve of his keeping
the vessels here during the coming cyclone
season. In asking the Committee to support
this proposal to Government, Mr. Thorngood
would draw attention to the fact that in
hitherto driving boats have safely ridden
out any of the May storms under shelter
of the north arm of the Harbour, and
that by great May the curve to the south-
- ward will afford very fine shelter
against a N. E. gale, much better at
least than in any previous year.

By sending the vessels to
Cocomaster

Cocoonada (about April 12th) they were
lost to the works for nearly three months,
and the members of the crew that were
worth retaining have to be interested in
illness all this time, while the work
of tipping rubble has to be carried on at
Madras at a more costly and slower rate
by means of the cargo boats.

(Signed) P. Macfarlane
" J. Cunningham
" R. G. Walker
" J. Mc. Taylor

P. W. D.
22 MAR 80

N 9

True copy submitted to the
Secretary to Government, Public Works
Department, for orders.

Madras
19th March 1880

J. Mc. Taylor
Secretary

No. 11/1880

From

THE SUPERINTENDENT,
MADRAS HARBOUR WORKS.

798 / To Colonel R. H. Sankar, C. B., R. E.,
Secretary to Government S. W. Dept.
Buildings and Works,
Fort Saint George,
Madras, 9th March 1880.

Sir,

I have the honor to ask for permission
from Government to keep the two Hopper
Barges "Hobart" and "Salisbury" at Madras
during the approaching storm season,
instead of despatching them to
Cocoonada as has been done on former
occasions.

2. There is undoubtedly a certain
amount of risk in keeping the vessels
moored at Madras in bad weather,
but I think that under the circumstances
the risk is justifiable.

3. That two steamers have cost the
Madras Harbour Works an immense
amount of money by remaining idle
so long at Cocoonada on former occasions,
while their work of depositing rubble
has had to be carried on by small
boats at Madras at a higher rate per
ton than the estimates would cover.
The only way to keep down the cost
of the steamers (and of the rubble boats)

is to work them as continuously as possible. When worked up to their full power they are by far the cheapest means for conveying the rubble base, but not otherwise.

4. They are now working their fifth season at Madras, and the rough nature of the work is beginning to tell pretty severely on their very light sides and framing. This is the case to such an extent that there would be some risk in sending them to sea in the month of April, more especially as their boiler tubes are very much worn and liable to give out at any time.

5. It is my hope that by working the vessels as hard as I can during this year of 1880, I shall be able to finish the two rubble bases and lay the steamers aside altogether, but there would be no chance of being able to do this if they went away early in April and returned at the end of June.

b. By the 1st of May the North pier of the Harbour will afford a very good protection from the North East which has always been the dangerous quarter of the

wind in a May cyclone, and
hitherto there has always been
sufficient protection from a North
East wind to allow our diving boats
to ride out in safety storms that have
compelled ships in the roads to put to
sea. With the increased protection now
offered the two steamers would have
no difficulty in lying at moorings
during a storm of no greater violence
than those that have occurred since
1876. The risk that is run is
therefore dependant upon whether
we are visited by a 1st class cyclone
or not.

7. Before addressing Government on this subject, I brought the matter before the Harbour Works Committee the proceedings of which on March, 15th have no doubt been forwarded by the Secretary.

I have the honor to be,

Your most Obedt. Servt.

W. H. Crockett, U.S. Marshal
Superintendent
M. H. Crockett

Edgar

Buildings and Roads
P.W.D.

From 23 MAR 80

The Superintendent
Madras Harbour Works

10.6.7 W. March
Dated 22nd May 1880.

Recommends the retention
of the Stopper Barge at
Madras during the
approaching bad weather
in May.

C. 25.2.80.

798 W P. W. Department.

798
PROCEEDINGS of the MADRAS GOVERNMENT.

Under date the 20th March 1880.

Read the following

Proc. of the Madras Harbour Works Committee
dated 15th March 1880.

From the Supt. M.H.W. No. 16.574 4/22 July/80

The question of the
responsibility of the
Forest Department
for the excess charge
allowed to Messrs
Binny & Co. will be
considered in the
Revenue Department.

2. Messrs Sadler's claim
will, it is assumed,
be submitted to Govt
in due course by
the Superintendent.

3. On the recommendation
of the Committee,
the proposal to retain
the higher charges at
Madras during the
approaching monsoon
is approved.

S. S.

[Signature]

22/3/21

[Small signature]
22/3

Supdt. H. N. Watts ✓
Res. Deputy ✓
Marine Deputy ✓
Harbour Works Committee ✓
Desd
5-4-80

1000000000

Govt. of (1880) Madras
PUBLIC WORKS.

To

Dated

Encl.

Recd.

Recd.

G.O. 293

1880, No.

7987

No.

The undersigned has the honor to acknowledge the receipt of the proposed estimate of the proposed retention of the steam tug "Hobart" & "Sartorius"; claims to compensation by Mr. Satterly, in respect of charges allowed to the tug "Hobart" & "Sartorius" on account of freight for coals.

2/1/81