

(1) Number of pages 18
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TAMIL NADU ARCHIVES

GOVERNMENT OF TAMIL NADU

P.V.D. DEPARTMENT

G.O. No.	3056.11.	Press.
B.P. No.		Mis.
Dated	9.12.1881	197.

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Not to be folded or roughly handled

3056
1

GOVERNMENT OF MADRAS.
PUBLIC WORKS DEPARTMENT.

9th December 1881, No. 3056 W.

Buildings and Roads.
Civil Works.

Read the following paper:—

No. 27. Despatch from the Most Honorable the Secretary of State for India.

Public Works,
No. 36.

INDIA OFFICE, LONDON,
10th November 1881.

SIR,—Herewith is forwarded copy of a report by Mr. Parkes on the mooring apparatus in the Madras Harbour Works, with reference to the points raised by the

Dated 12th October 1881.
Order of your Government in the Public Works Department, No. 2184 W., dated 3rd September last.

I have, &c.,
(Signed) HARTINGTON.

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

From W. PARKES, Esq., M. INST. C.E., Engineer-in-Chief, Madras Harbour Works, to the Secretary to Government, Public Works Department, dated 23, Abingdon Street, 12th October 1881.

Madras Harbour Moorings.

THE orders of the Government of Madras, No. 1797 W., of 21st July, and No. 2184 W., of 3rd September, having been referred to me for remarks I beg to submit the following.

2. The former is based upon a letter from the Master Attendant, in which he says: "Our increased experience of the capabilities of the Madras Harbour has convinced myself and the officers of this department that the system of buoys, which was prepared in consultation with Messrs. Parkes and Thorowgood and submitted for orders of Government with my letter, No. 2017, dated 11th March 1879, requires revision, and the substitution of a smaller number than was then considered practicable, and a different disposition of them."

3. The question here raised was referred by the Government to a Committee, and that Committee has made an *ad interim* report on which the second order above noted is based, simply recommending that the first steps in carrying out the sanctioned scheme be proceeded with.

4. I am bound to confess that I do not understand why the Master Attendant considered it necessary to bring this question before the Government at all. I presume that he has discretion, by the very nature of his office, to lay down as many or as few buoys as he thinks desirable, and he is in no way bound to the twenty-nine sites shown on the plan, but has the choice of ninety-six sites.

5. The principle of the system is to distribute over the whole area of the harbour (except the space near the entrance, which must always be kept free for ships to bring up in) 134 points of attachment for mooring chains. These points of attachment consist of screws sunk in the ground 20 feet, with chains attached, of which only the last link is to remain above ground. Four of these are to form the attachment for a buoy, but if they are not immediately required for that purpose, they may be left for an indefinite time, during which they will be no obstruction to shipping. They will only require that some small object, such as a log of wood, more conspicuous at the bottom of the harbour, than the end link of a chain, be attached to each, that they may be found by a diver when required.

6. I cannot imagine any distribution of these screws which would give a greater latitude of choice to the harbour authorities for the positions of the buoys than that adopted, and I consider it of great importance that there should be this latitude of choice, not only for present, but for future, arrangements. It may be that the number of screws is unnecessarily great for present requirements, but their fixing requires special appliances which may not be available when an extension of accommodation is required, and as the whole expenditure upon their purchase and fixing is only about Rs. 50,000, there does not appear to be much object in deferring the fixing of such portion as might, so far as immediate arrangements are concerned, be dispensed with to be hereafter fixed at a much increased cost.

7. I would therefore express a hope that these considerations be weighed before any departure is permitted from the arrangement of the screws already sanctioned (with one small modification which I have already suggested to Mr. Thorewood), but the number and position of the buoys is a question on which I have no opinion to offer.

No. 28. ORDER THEREON, 9th December 1881, No. 3056 W.

RECORDED. An immediate decision on this question is not now necessary.

(True Extract.)

Lieut.-Col., R.E.,
Ag. Under Secy. to Govt., P.W.D.

To the Superintendent, Madras Harbour Works.
" Marine Department.

Exd. E. C. Shunker.
Spare Copies

3056
2

BUILDINGS AND ROADS.
CIVIL WORKS.

Govt. of (1881) Madras.

PUBLIC WORKS.

To

THE SUPERINTENDENT,
MADRAS HARBOUR WORKS.

&c., &c., &c.

Dated December, 9th.

Issued

Read.

Encl.

G.O., 9th December 1881, No. 8058 W.

DECEMBER.

Nos. 27-28.

Mooring in the Madras Harbour.—Despatch from the Secretary of State for India forwarding a report by Mr. Parkes on the —, recorded.

2079.

Public Works

No. 36

~~2079/100.~~

MR
JR

100

3056
3

India Office.

London, 10th November 1881.

Sir,

Herewith is forwarded
copy of a report by Mr. Parkes
on the mooring apparatus
in the Madras Harbour Works
with reference to the points
raised by the order of your
Government in the Public
Works Department, No. 2, 1880
dated 3rd September last.

I have the honor to be,

Sir,

His Excellency.

The Right Honorable.

The Governor in Council.

Fort St. George.

Your most obedient
humble servant.

Ratcliff

The Hon. Mr. Anderson

N. 5

Cir. 13th
C. 13th
No. 3056 Waf 9th Dec 81

Public Works

10th November 1881

The P. W. b. No. 7121
Letter to Lord St. George

N. 36

Recorded. An
Recorded. An
immediate decision
on this question is not
on this question is not
now necessary

Att

5/12/81

Recd 1 Dec 81

Recd 5

G.O. 1797 W of 21-7-81
2184 W - 3-9-81

S. M. H. W. R. S.
Marine Department

Sept 17/12-81
Marine Dept

Circ. 6-12-81

With order

1 copy to be retained by Sept. 8th 2079, send this 1/3

Madras Harbour Moorings

P. W.
HOME PAPER
1451
1881

30th/5

23. Abington Street

12th October 1881

Sir,

The orders of the Government of Madras No 1797^W of 21st July, and No. 2184^W of 3rd September, having been referred to me for remarks, I beg to submit the following:

2. The former is based upon a letter from the Master Attendant, in which he says, "our increased experience of the capabilities of the Madras Harbour has convinced myself and the officers of this Department that the system of Buoys which was prepared in consultation with Messrs. Parkes and Thorogood and submitted for Orders of Government with my letter No. 2017, dated 11th March 1879, requires revision, and

The Secretary to Government

Public Works Department

Madras.

C.B.
31 291
NOV 1881
12 OCT 1881

the substitution of a smaller number than was then considered practicable, and a different disposition of them."

3. The question here raised was referred by the Government to a Committee, and that Committee has made an ad interim report on which the second order above noted is based, simply recommending that the first steps in carrying out the sanctioned scheme be proceeded with.

4. I am bound to confess that I do not understand why the Master Attendant considered it necessary to bring this question before the Government at all. I presume that he has discretion, by the very nature of his office, to lay down as many or as few buoys as he thinks desirable, and he is in no way bound to the 29 sites shewn on the plan, but has the choice of 96 sites.

5. The principle of the system is to distribute over the whole area of the Harbour (except the space near

the Entrance, which must always be kept ²⁰³⁶free for ships to bring up in) 134 points of attachment for mooring chains. These points of attachment consist of screws sunk in the ground 20 feet, with chains attached, of which only the last link is to remain above ground. Four of these are to form the attachment for a buoy, but if they are not immediately required for that purpose, they may be left for an indefinite time, during which they will be no obstruction to shipping. They will only require that some small object, such as a log of wood, more conspicuous at the bottom of the Harbour than the end link of a chain, be attached to each, that they may be found by a diver when required.

6. I cannot imagine any distribution of these screws which would give a greater latitude of choice to the Harbour Authorities for the positions of the buoys than that adopted, and I consider it of great importance that there should be this latitude of choice, not only for present, but for future arrangements. It may be that the number of screws is unnecessarily great for present requirements

but their fixing requires special appliances which may not be available when an extension of accommodation is required, and as the whole expenditure upon their purchase and fixing is only about 50,000. rupees, there does not appear to be much object in deferring the fixing of such portions as might, so far as immediate arrangements are concerned, be dispensed with, to be hereafter fixed at a much increased cost

7. I would therefore express a hope that these considerations be weighed before any departure is permitted from the arrangement of the screws already sanctioned (with one small modification which I have already suggested to Mr. Thorowgood) but the number and position of the Buoys is a question on which I have no opinion to offer.

I have the honor to be

Sir

Your most obedient Servant

W Parkes

3056
7

2079
No 6

Report by Mr. Parkes dated
12th October 1881.

Referred to in Public Works Letter
to Madras, No. 36 of 10th Nov. 1881

I have had a copy
of this already.

2079

2088
2/8

India Office.
London, 10th November 1881.

Public Works

No 36

of 12 Oct. 1881.

Sir,

Herewith, is forwarded
copy of a report by Mr. Parkes
on the mooring apparatus
in the Madras Harbour Works,
with reference to the points
raised by the order of your
Government in the Public
Works Department, No. 2, 1880
dated 3rd September last.

I have the honor to be,

Sir,

His Excellency,

The Right Honorable,

The Governor in Council,

Fort St. George.

Your most obedient
humble servant.

(s) Warrington

No 3

Public Works

10th November 1881

Copy

Letter to Lord St George

No 36

3056/9

[Faint handwritten notes and signatures]

Recd 9 Dec 81

7121.

Govt. of (1881) Madras.

PUBLIC WORKS.

To

Dated

Issued

Recd.

Encl.

G. O., *of 10th Decr* 1881, No. *3156 N.*

Nos. *27 to 28*

Moorings in the
Madras Harbour.

Despatch from the
Secy. of Secy. of
India forwarding
a report by Mr. Parker
on the Records

Entd. in Receipt Regt.