

(1) Number of pages 22
 (2) Date of repair 23. 2. 87
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TAMIL NADU ARCHIVES

GOVERNMENT OF TAMIL NADU

Public Works DEPARTMENT

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

3169 W

Press.
Mis.

Dated

21. 12. 1881 197.

Plint

Not to be folded or roughly handled

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GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

21st December 1881, No. 3169 W.

Buildings and Roads.
Civil Works.

Read the following paper:—

No. 81. From F. N. THOROWGOOD, Esq., M. Inst. C.E., Superintendent, Madras Harbour Works, to the Secretary to Government, Public Works Department, dated Madras, 10th December 1881, No. 72 W.

I HAVE yesterday received G.O., No. 2954 W., of November 25th, 1881, in which appears a letter from the Master Attendant to Government referring to the Harbour buoys.

2. I must beg to be allowed to correct Captain Taylor in what he has represented me as saying, Mr. Parkes's written instructions to me regarding the large buoys were that "you must keep the swivels of the bridle chains clear of the ground." The necessity of this is obvious, as it is to allow the buoy and chain to revolve freely on the swivel, which would not be the case if the swivel lay on the ground.

3. When I found that Captain Taylor thought the large buoy was moored too taut, I wrote to him and drew his attention to the necessity of keeping "the swivel of the bridle chain clear of the ground." I was perfectly aware that the ground shackles might be anywhere, and had received Mr. Parkes's views on that point also.

4. As Captain Taylor's letter now reads, it would seem that I insist on lifting the "ground shackles," and that Mr. Parkes does not so insist, which places me in the apparent position of insisting on an absurdity and of going counter to Mr. Parkes's orders. What I in reality have done is to carry out his instructions by hanging the swivel clear of the bottom.

5. With reference to the strain on the buoy referred to by Captain Taylor, I cannot tell how he arrived at 6 tons load, but I must remark that the load was not sufficient to sink the buoy to its proper line of floatation, so the strain was less than was intended for similar buoys in $7\frac{1}{2}$ fathoms of water.

6. I would also remark that the chain did not break, but the shackle pin came out owing, as I believe, to the peculiar method of fastening.

7. I would very respectfully ask that these corrections may be recorded.

No. 3018.

* To be returned.

REFERRED* to the Master Attendant, Administrative Department, Madras, for any remarks he may wish to offer.

14th December 1881.

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

No. 81-A. From J. H. TAYLOR, Esq., Lieutenant, R.N.R., Master Attendant, Administrative Department, to the Secretary to Government, Public Works Department, dated Madras, 16th December 1881, No. 11235.

MR. THOROWGOOD having forwarded me a copy of a letter he has addressed to Government, in the Public Works Department, regarding the swivels of the bridle chain attached to the moorings, I beg to acknowledge that I had not read his letter aright, and that, when I considered that his letter and Mr. Parkes's instructions were at variance, I made a mistake. I have now been furnished with a rough sketch of

the connection, and I see the swivel is attached to the large ring to which the four chains are united. But while admitting my mistake, I must be allowed to say that it does not in any way interfere with the important question of tight mooring, to which I attribute the accident on the 12th, and the evil reputation that hangs over the moorings, which reputation must be cleared up before any use can be made of them. The swivel is certainly in the wrong place, it should be near the buoy. Of course being where it is no change is worth making now, but another swivel must be introduced higher up, and the buoy allowed fair play. The drawing of the pin of the upper shackle, if that was the fault, must be gone into. I consider the question of the mooring to be of vital importance, and beg to suggest that an inquiry be held as soon as convenient while what evidence can be procured is still available.

2. The original letter from Mr. Thorowgood referred to me for remarks is herewith returned.

No. 82. ORDER THEREON, 21st December 1881, No. 3169 W.

Mr. PARKES will, as early as possible after his arrival from England, submit a report on the Harbour Works, with special reference to the effects of the storm of the 12th and 13th November 1881.

2. In doing so he should deal with the subject in generally the following order:—

- 1st, the effects of the storm on the works;
- 2nd, the points of the original design which having proved defective now call for modification;
- 3rd, whether the shelter against wave disturbance within the Harbour has been sufficiently provided for in the original design;
- 4th, whether the details of the mooring arrangements require modification with reference to the objections urged by the Master Attendant in the marginally quoted correspondence;
- G.O., No. 1797 W., dated 21st July 1881.
- " " 2484 W., " 3rd Sept. "
- 5th, the condition of the foreshore north of the Harbour;
- 6th, the foreshore within the Harbour, and whether the plan of jetties now under execution is in all respects suitable;
- 7th, the plan which under each of the foregoing heads it would now seem best to adopt for completion of the works, with a statement of the approximate outlay and time required for execution.

3. To enable Mr. Parkes fully to prosecute his inquiries such of the past correspondence in the office of the Chief Engineer and Secretary as he may require will be placed at his disposal. He will also be authorised to call on any Government officer for information likely to be of service to him.

(True Extract.)

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

To the Engineer-in-Chief, Madras Harbour Works.
" Superintendent, Madras Harbour Works.
" Marine Department.

Ed. S. T. Austin.
Spare Copies

BUILDINGS AND ROADS.
CIVIL WORKS.

Oct. of 1881: Madras.

PUBLIC WORKS.

To

THE ENGINEER-IN-CHIEF, MADRAS
HARBOUR WORKS.

&c. &c. &c.

Dated December, 21st.

Issued

Recd.

Encl.

G.O., 21st December 1881, No. 3169 W.

DECEMBER.

No. 81-82.

Madras Harbour Works.—Mr. Parker
requested to submit, as early as possible
after his arrival from England, a report on
the —, with special reference to the effects
of the storm of the 12th and 13th November
1881.

No. 721W

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FROM

THE SUPERINTENDENT,
MADRAS HARBOUR WORKS,

TO

Colonel R. H. Sankey, C.B.R.C.
Secretary to Government, P.W. Dept.
Buildings and Roads
MADRAS, 10th December, 1881.

Sir,
I have yesterday received G.O.
No. 2954 W of November 25. 1881, in
which appears a letter from the
Master Attendant to Government
referring to the Harbour Buoys.

2. I must beg to be allowed
to correct Captain Taylor in
what he has represented me
as saying— Mr. Parker's written
instructions to me regarding
the large buoys were, that
"you must keep the swivels
of the bridle chains clear of
the ground." The necessity of
this is obvious, as it is to
allow

allow the buoy and chain to revolve freely on the swivel, which would not be the case if the swivel lay on the ground.

3. When I found that Captain Taylor thought the large buoy was moored too tight I wrote to him and drew his attention to the necessity of keeping "the swivel of the bridle chain" clear of the ground. I was perfectly aware that the ground shackles might be any where, and had received Mr. Parkes's views on that point also.

4. As Captain Taylor's letter now reads it would seem that I insist on lifting the

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the "ground shackles" and that Mr. Parkes does not so insist, which places me in the apparent position of insisting on an absurdity and of going counter to Mr. Parkes's orders. What I in reality have done, is to carry out his instructions by hanging the swivel clear of the bottom.

5. With reference to the strain on the buoy referred to by Captain Taylor I cannot tell how he arrived at 6 tons load, but I must remark that the load was not sufficient to sink the buoy to its proper line of floatation, so the strain was less than was intended for similar buoys in $4\frac{1}{2}$ fathoms of

of water.

b. I would also remark
that the chain did not break,
but the shackle pin came
out owing as I believe to the
peculiar method of fastening.

y. I would very respectfully
ask that these corrections may
be recorded.

Have the honor to be,

Sir,

Your most Obedt Servt

A. H. Harwood, M. J. L. G. H.
Superintendent
M. H. Cook

No 3091 Waf 13th Dec 81

Records of

Att

12/12/81

Buildings & Roads

From
The Superintendent
Madras Harbour Works

No 72 W
Dated 10th December 1881

No of Enclosures Nil

Large Buoy

Corrects a statement
made by Capt Taylor
regarding
With an order

Suptt. M.H. Works.
Marine Dept

50 No 2954 W - 25-11-81
2955 W

No 3018 a/14-12-81.

3163
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Ph.D

From the Suptt Madras
Harbour works No 72 W a/10th
December 81.

Referred to the Master
Attendant Administrative Deptt
Madras, for any remarks he
may wish to offer.

Sgt R.H.I.

Sey to Govt. P.W.D.

(Sgt R.P.)

Master Attendant, Administrative
Deptt. Madras.

Subject

Corrects a statement made
by Capt Taylor regarding the
mooring of the Large Buoy
Madras Harbour.

52-8-1881
14/12/81

Go No 2955 W of 25-11-81
Go No 2954 W of 25-11-81

20707/12

Administrative Department.

No. 11235-

MADRAS,

Marine Office,

16th December 1881.

From

J. H. TAYLOR, Esq., LIUT., R.N.R.,

Master Attendant,

Administrative Department,

Madras,

To

Colonel R. H. Sankey, C. B. R. E.

Chief Secretary to Government,

Public Works Department,

Fort Saint George.

SIR,

Mr. Sherwood having forwarded me a copy of a letter he has addressed to Government, in the Public Works Department, regarding the swivels of the bridle chain attached to the moorings, I beg to acknowledge that I had not read his letter aright, and that, when I considered that his letter and Mr. Parkes' instructions were at variance, I made a mistake. I have now been furnished with a rough sketch of the connection, and I see the swivel is attached to the large ring to which the four chains are united. But while admitting my mistake, I must be allowed to say that it does not in any way interfere with the important question of

of tight mooring to which I attribute the accident on the 12th, and the evil reputation that hangs over the moorings, which reputation must be cleared up before any use can be made of them. The swivel is certainly in the wrong place, it should be near the Buoy. Of course being where it is, no change is worth making now, but another swivel must be introduced higher up, and the buoy allowed fair play. The drawing of the pin of the upper shackle, if that was the fault, must be gone into.

I consider the ^{question} position of the mooring to be of vital importance, and beg to suggest that an enquiry be held as soon as convenient, while what evidence can be procured is still available.

2 The original letter from Mr. Thoroughgood referred to me for remarks is herewith returned.

I have the honour to be

Sir

Your most Obedient Servant

W. Taylor.

Master Attendant
Administration Department.

CE 3018 7/14/81
G.O. 2955 W. 25. 11. 81
" 2954 W. 25. 11. 81
" 2184 W. 3. 9. 81
" 1797 W. 21. 7. 81

(188) DEPARTMENT.

From

THE MASTER ATTENDANT,
ADMINISTRATIVE DEPARTMENT,
Madras,

To

THE CHIEF SECY. TO GOVERNMENT,
MARINE DEPARTMENT,
Fort St. George.

No. 11235.

Dated

Received

16 December 1881.

No.

Subject.

Returning Mr. Thornycroft's
letter regarding the arrival
of the battle ship
attached to the Harbour
Mooring with remarks.

No. 3169 W
PUBLIC WORKS DEPARTMENT.

3169
9

PROCEEDINGS OF THE MADRAS GOVERNMENT.

UNDER date the 21st Decr/81
Read the following:—

Letter from the Superintendent
Madras Harbour Works { A.C. No 72 Waf 10th Decr/81 }

Memo by the Secy. to Govt. M.S. { " " 3018 of 14th " " }

Letter from the Master Attendant,
Administrative Dept. { " " 11235 of 16th " " }

Mr. Parker will
as early as possible after
his arrival from England
submit a report on the
Harbour Works with special
reference to the effects of the
storm of the 12th and 13th
November 1881.

2. In doing so he should
deal with the subject

in generally the following
order:—

- 1st the effects of the storm
on the works.
- 2nd the points of the original
design which having
proved defective now
call for modification.
- 3rd whether the shelter against
waves disturbance within
the Harbour has been
sufficiently provided for
in the original design.
- 4th whether the details of
the mooring arrangements
require modification with
reference to the objections
urged by the Master
Attendant in the
marginally quoted
Correspondence

G.O. No. 1797 W of 21 July 1881
" 2484 W of 3rd Sept. "

5th the condition of the
foreshore north of the
Harbour. $\frac{3162}{10}$

6th the foreshore within the
Harbour, and whether the
plan of jetties now under
Execution is in all
respects suitable.

7th the plan which under
each of the foregoing
heads it would now
seem best to adopt for
completion of the work
with a statement of the
approximate outlay and
time required for Execution.

3. To enable Mr. Parker
fully to prosecute his enquiries
such of the past correspon-
-dence in the Office of
the Chief Engineer, and

Secretary as he may require
will be placed at his
disposal - He will also
be authorized to call
on any Government officer
for information likely to
be of service to him.

Att

19-12-81

Engineer-in-Chief W. A. Weeks
Supt. M. A. Works
Marine Dept

Dec 19-12-81

Dec 27-12-81

7446

Govt. of 1881 Madras.

PUBLIC WORKS.

To

Dated

Issued

Recd.

Encl.

G. O., 2nd Dec^r 1881, No. 31694.

Nos. 81 to 82

Madras Harbour Works.

Mr Parker requested
to submit, as early as
possible after his arrival
from England, a report
on the —, with special
reference to the effects
of the storm of the
12th & 13th Nov 1881.

Jan 1882