Archives I - 10,006—16-8 77.

(1) Number of pages 18

(2) Date of repair

(3) Initials of the Referencer long

TAMIL NADU ARCHIVES

GOVERNMENT OF TAMIL NADU

P. W DEPARTMENT

1911. W

G.O. No. 1912 W — Press.
B.P. No. 32 — Mis.
1913 -W

Dated 28 — 7 — 1882 ~~19~~.

V. S. M.

Not to be folded or roughly handled

1912
51

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

Buildings and Roads.
Civil Works.

No. 146-A.

READ—the following papers:—

From N. ST. B. BEARDMORE, Esq., C.E., Acting Superintendent, Madras Harbour Works, to the Secretary to Government, Public Works Department, dated Madras, 15th July 1882, No. 22 W.

Referring to the note to paragraph 4 of Mr. Parkes's report on the Madras Harbour of 9th March 1882, I have the honor to forward you a plan and five sheets of sections of the injured portions of the two piers. The five sheets of sections consist of one sheet of each of the curves, one each of the outer straight portions of the piers, and one of the outer part of the inner straight portion of the north pier, showing the scour on the north side in the rubble base, which has now been filled up. Much difficulty was experienced in making this survey, the greater part of it having been made from catamarans; and the fair weather period of the last north-east monsoon was unusually short, or I should have completed a larger number of sections. The intention is to take a section at every 25 feet in the length of the pier, but there will hardly be a chance of taking more until next September or October. If the weather should not be fair enough then, there will be no further chance until February next.

No. 146-B.

Note by the Chief Engineer, Public Works Department.

The sections of the ruined piers of the Madras Harbour now received from the Officiating Superintendent, Mr. Beardmore, have apparently been very carefully taken at 50 feet apart along the work, and embrace the following lengths of each, commencing from the outer ends at the Harbour mouth, viz.:—

——	From	To	Total Length Sectioned.
North pier	3,850′	1,500′	2,350′
South do	3,950′	2,400′	1,550′
Total length sectioned ...			3,900′

It will thus be seen that although about 1,000′ of the shore end of the south pier (*i.e.*, between 2,400′ and 1,400′) remain to be sectioned, and double the present number to be taken over all, as it is proposed to have sections at every 25 feet, it may be thought that those now submitted will admit of some useful conclusions being drawn.

2. Hitherto the Government have only had before it Mr. Thorowgood's original report made immediately after the cyclone of the 12th November 1881, and Mr. Parkes's more detailed one, dated 9th March 1882, as indicating the position of the blocks.

3. In paragraph 20 of the latter Mr. Parkes gives what he terms "a typcial section of very much of the work in its present state," adding "Parts of it are necessarily hypothetical, but there is enough which is matter of actual observation to justify the assumption of the remainder. For a length of at least two-thirds of the damaged parts blocks

1 and 3 have been traced by the divers and found with slight exceptions to be undisturbed;" and further on: "There is however sufficient evidence, direct and indirect, to negative the very improbable supposition of these (the inner lower blocks Nos. 2 and 4) having been undermined and thus caused the fall of the inner wall towards the Harbour."

4. As an exception to this generalization, which affects 1,200 feet of the north and 900 feet of the south pier, Mr. Parkes goes on to show that 400 feet of the first and 500 feet of the second which have been differently affected, and in these that probably both the lower blocks Nos. 1 and 2 have been slightly displaced, No. 1 being drawn away a little seawards and tilted.

5. On the positions of the lower blocks as thus determined Mr. Parkes has based his reconstruction scheme on the monolithic system. It is unnecessary at this moment to make any very detailed analysis of the sections as now submitted by Mr. Beardmore, the more so as the further sections promised later in the year will doubtless give the best continuous record which it is possible to obtain, but one can hardly examine those now furnished without being struck by the very much greater displacement of all the blocks, along both the seaward arms of the work, than one would be led to expect from Mr. Parkes's report.

6. It is true there was later in the year rather a heavy sea, but Mr. Beardmore has distinctly reported that this occasioned no further displacement of the blocks.

7. Along the south pier, with the exception of the sections taken severally at 3,800', 3,775', 3,750' and 3,725', the disturbance of all the blocks seems very great. Everywhere the piers seem to have shifted towards the Harbour and sunk with a tilt in that direction, showing that where the two lower blocks Nos. 1 and 2 are not actually displaced they have no longer a horizontal bed as indicated by Mr. Parkes's section.

8. Along the north pier the evidence of disturbance is even greater. The sections taken at 3850,' 3775,' and 3350' alone seem to hold out a hope that the lower blocks are sufficiently unmoved to build upon again.

9. Everywhere there has been great settlement of the work on a whole, and dragging seaward of the rubble base, coupled with other evidence confirmatory of Mr. Molesworth's opinion that the random block system of reconstruction seems the only safe one now to resort to.

10. However this may be, there would seem to be sufficient evidence in the sections now submitted to warrant delay in adopting Mr. Parkes's monolithic system of reconstruction till they have come under the notice of the home experts, who no doubt will be consulted by the Secretary of State.

(Signed) R. H. SANKEY, Colonel, R.E.,
Chief Engineer, P.W.D.

26th July 1882.

No. 146-C.

ORDER—dated 28th July 1882, No. 1911 W., Public Works.

Ordered that the following telegram be despatched to the Secretary of State:—

"Please suspend decision Madras Harbour reconstruction pending receipt Beardmore's sections now being despatched showing displacement lower blocks greater than indicated in Parkes's report."

2. Copy of the above, with copies of the sections, will also be forwarded to the Government of India.

(Here enter No. 1912 W., dated 28th July 1882.)

(True Extract.)

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

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

Exd. A. F. Goodall.
Spare Copies

BUILDINGS AND ROADS.
CIVIL WORKS.

Govt. of {1882} Madras.

PUBLIC WORKS.

Dated July, 28th.

Recd. *Encl.*

G.O., 28th July 1882, No. 1911 W.

JULY.

Nos. 146-A—146-C.

Madras Harbour Works.

Telegram to Secretary of State requesting to suspend decision regarding the reconstruction of the — pending receipt of Mr. Beardmore's sections showing displacement of lower blocks greater than that indicated in Mr. Parkes's report.

1912W
#3

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

Buildings and Roads.
Civil Works.

No. 146-A.

READ—the following papers:—

From N. ST. B. BEARDMORE, Esq., C.E., Acting Superintendent, Madras Harbour Works, to the Secretary to Government, Public Works Department, dated Madras, 15th July 1882, No. 22 W.

Referring to the note to paragraph 4 of Mr. Parkes's report on the Madras Harbour of 9th March 1882, I have the honor to forward you a plan and five sheets of sections of the injured portions of the two piers. The five sheets of sections consist of one sheet of each of the curves, one each of the outer straight portions of the piers, and one of the outer part of the inner straight portion of the north pier, showing the scour on the north side in the rubble base, which has now been filled up. Much difficulty was experienced in making this survey, the greater part of it having been made from catamarans; and the fair weather period of the last north-east monsoon was unusually short, or I should have completed a larger number of sections. The intention is to take a section at every 25 feet in the length of the pier, but there will hardly be a chance of taking more until next September or October. If the weather should not be fair enough then, there will be no further chance until February next.

No. 146-B.

Note by the Chief Engineer, Public Works Department.

The sections of the ruined piers of the Madras Harbour now received from the Officiating Superintendent, Mr. Beardmore, have apparently been very carefully taken at 50 feet apart along the work, and embrace the following lengths of each, commencing from the outer ends at the Harbour mouth, viz.:—

	From	To	Total Length Sectioned.
North pier	3,850′	1,500′	2,350′
South do.	3,950′	2,400′	1,550′
Total length sectioned ...			3,900′

It will thus be seen that although about 1,000′ of the shore end of the south pier (*i.e.*, between 2,400′ and 1,400′) remain to be sectioned, and double the present number to be taken over all, as it is proposed to have sections at every 25 feet, it may be thought that those now submitted will admit of some useful conclusions being drawn.

2. Hitherto the Government have only had before it Mr. Thorowgood's original report made immediately after the cyclone of the 12th November 1881, and Mr. Parkes's more detailed one, dated 9th March 1882, as indicating the position of the blocks.

3. In paragraph 20 of the latter Mr. Parkes gives what he terms "a typcial section of very much of the work in its present state," adding "Parts of it are necessarily hypothetical, but there is enough which is matter of actual observation to justify the assumption of the remainder. For a length of at least two-thirds of the damaged parts blocks 1 and 3 have been traced by the divers and found with slight exceptions to be undisturbed;" and further on: "There is however sufficient evidence, direct and indirect, to negative the very improbable supposition of these (the inner lower blocks Nos. 2 and 4) having been undermined and thus caused the fall of the inner wall towards the Harbour."

4. As an exception to this generalization, which affects 1,200 feet of the north and 900 feet of the south pier, Mr. Parkes goes on to show that 400 feet of the first and 500 feet of the second which have been differently affected, and in these that probably both the lower blocks Nos. 1 and 2 have been slightly displaced, No. 1 being drawn away a little seawards and tilted.

5. On the positions of the lower blocks as thus determined Mr. Parkes has based his reconstruction scheme on the monolithic system. It is unnecessary at this moment to make any very detailed analysis of the sections as now submitted by Mr. Beardmore, the more so as the further sections promised later in the year will doubtless give the best continuous record which it is possible to obtain, but one can hardly examine those now furnished without being struck by the very much greater displacement of all the blocks, along both the seaward arms of the work, than one would be led to expect from Mr. Parkes's report.

6. It is true there was later in the year rather a heavy sea, but Mr. Beardmore has distinctly reported that this occasioned no further displacement of the blocks.

7. Along the south pier, with the exception of the sections taken severally at 3,800', 3,775', 3,750' and 3,725', the disturbance of all the blocks seems very great. Everywhere the piers seem to have shifted towards the Harbour and sunk with a tilt in that direction, showing that where the two lower blocks Nos. 1 and 2 are not actually displaced they have no longer a horizontal bed as indicated by Mr. Parkes's section.

8. Along the north pier the evidence of disturbance is even greater. The sections taken at 3850,' 3775,' and 3350' alone seem to hold out a hope that the lower blocks are sufficiently unmoved to build upon again.

9. Everywhere there has been great settlement of the work on a whole, and dragging seaward of the rubble base, coupled with other evidence confirmatory of Mr. Molesworth's opinion that the random block system of reconstruction seems the only safe one now to resort to.

10. However this may be, there would seem to be sufficient evidence in the sections now submitted to warrant delay in adopting Mr. Parkes's monolithic system of reconstruction till they have come under the notice of the home experts, who no doubt will be consulted by the Secretary of State.

(Signed) R. H. SANKEY, Colonel, R.E.,
26th July 1882. Chief Engineer, P.W.D.

No. 146-C.

Order—dated 28th July 1882, No. 1911 W., Public Works.

Ordered that the following telegram be despatched to the Secretary of State:—

"Please suspend decision Madras Harbour reconstruction pending receipt Beardmore's sections now being despatched showing displacement lower blocks greater than indicated in Parkes's report."

2. Copy of the above, with copies of the sections, will also be forwarded to the Government of India.

(Here enter No. 1912 W., dated 28th July 1882.)

(True Extract.)

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

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

BUILDINGS AND ROADS.
CIVIL WORKS.

Govt. of {1882} Madras.

PUBLIC WORKS.

Dated July, 28th.

Read. *Encl.*

G.O., 28th July 1882, No. 1912 W.

JULY.

Nos. 146-A—146-D.

Madras Harbour Works.

FORWARDING copy of telegram to Secretary of State requesting to suspend decision regarding reconstruction of the —, and copies of Mr. Beardmore's sections showing displacement of lower blocks greater than that indicated in Mr. Parkes's report.

1912
7/4.

28TH JULY 1882, No. 32/1913 W., PUBLIC WORKS.

PUBLIC WORKS DEPARTMENT.

LETTER—to

THE MOST HONORABLE THE SECRETARY OF STATE FOR INDIA.

MY LORD MARQUIS,

Adverting to our telegram of the 27th July embodied in the accompanying copy of Proceedings, we have now the honor to forward, for your Lordship's information, copy of Mr. Beardmore's letter, No. 22 W., dated 15th July 1882, and of the sections referred to therein, being—

3 sets of sections of North Pier;
2 „ „ South Pier; and
1 Index Map.

We have the honor to be,
My Lord Marquis,
Your Lordship's most obedient, humble servants,

(Signed) M. E. GRANT DUFF.
(„) ~~FRED. ROBERTS~~.
(„) DAVID F. CARMICHAEL.
(„) H. E. SULLIVAN.

OOTACAMUND,
28th July 1882.

Exd. A. F. Goodall.

GOVT. OF MADRAS.

PUBLIC WORKS DEPARTMENT.

LETTER to the Most Honorable the Secretary of State for India.

No. $\frac{32}{1913}$ W., dated 28th July 1882.

Madras Harbour Works.

FORWARDING Mr. Beardmore's sections of the Madras Harbour showing displacement of lower blocks greater than that indicated in Mr. Parkes's report.

No. 221

FROM

THE ACTING SUPERINTENDENT,
MADRAS HARBOUR WORKS,

To Colonel R. H. Sankey, R.E.,
Secretary to Government P.W. Dept
Buildings & Roads

MADRAS, 15th July 1882.

1712

Sir,

Referring to the note to Paragraph 6 of Mr. Parkes report on the Madras Harbour of 7th March 1882, I have the honour to forward you a plan & five sheets of sections of the injured portions of the two Piers. The five sheets of sections consist of one sheet of each of the Curves, one each of the outer straight portions of the Piers and one of the outer part of the Inner Straight portion of the North Pier showing the scour on the North side in the Rubble Base which has now been filled up. Much difficulty was

experienced in making this survey
the greater part of it having been made
from Catamarans; and the fair
weather period of the last North East
Monsoon was unusually short or I
should have completed a larger number
of sections. The intention is, to take
a section at every twenty five feet
in the length of the Pier, but there
will hardly be a chance of taking
more until next September or
October. If the weather should not
be fair enough then, there will be
no further chance until February
next.

I have the honor to be,
Sir,
Your most Obedient Servant,
Walter F. Bearduore C.E.
Acting Superintendent
H. B. Works

A. Ag y 20 Nr - 3 - 3 - 82.
" " 1008 Nr - 24 - 6 - "
" " 1694 Nr - 6 - 7 - "

F.W. 2124/52

Buildings & Roads

From

The Ag Superintendent
Madras Harbour Works

1022 N
Dated 15th July 1882

No. of Enclosures 6

Damage to Harbour

Forwards Plan and Sections of — referred to in Mr. Parke's report of 9th March 1882.

W 0477

D.L. 497
copy 18/7 Ref. 31.7.82

Hon'ble Sullivan Pr
R' Hon'ble the Governor

No.

Recd 26 Jan 1912

1912

Note by the Chief Engineer

The Sections of the mound forces of the Madras Harbour were received in the Office last. Mr Beardmore have subsequently been carefully taken at 50 feet apart along the work, and embrace the following lengths of each, commencing from the outer ends of the Harbour mounds viz:-

	From	To	Total length Sections
North pier	~~3850'~~	1500'	2350'
South do	3950'	2400	1550
Total	Length Sections		3900'

It will thus be seen that although about 1000 feet of the shore end of the South pier (i.e between 2400' and 1400') remain to be sectioned, and double the present number to be taken over all, as it is proposed to have sections at every 25 ft., it may be thought that these two Schedules

mile - admit of Some useful conclusions being drawn

Hitherto the Government have only had before it Mr. Parsons' report made immediately after the cyclone of the 12th Nov. 1881, and Mr Parkes more detailed one dated 9th January 1882 as indicating the results of the floods In para 20 of the latter Mr Parkes says about in terms "a typical section "of very much of the work "in its present state" adding "Parts of it are necessarily "hypothetical, but there "is enough which is "matter of actual observation "to justify the assumption "of the remainder - For "a length of at least two "thirds of the damaged "parts blocks 1 and 3 "have been traced by the "divers and found with "slight exceptions to be "undisturbed" and further on "There is known "sufficient evidence direct "and indirect to negative "the very improbable

(Engineer lower blocks Nos 2 and 4)

P3

"Subsidence of these "having been undermined "and thus caused the "fall of the inner wall "towards the harbour"

As an exception to the Generalization which affects 1200 ft of the north and 900 ft of the South piers, Mr Parkes goes on to show that 400 ft of the first and 500 ft of the second which have been differently affected and in these he shows that probably both the lower blocks Nos 1 and 2 have been slightly displaced, No 1 being drawn away a little seawards and tilted - 1912 W 9

On the positions of the lower blocks as thus determined Mr Parkes has based the reinstatement Scheme on the monolithic System

It is unnecessary at this moment to make any any detailed analysis of the Sections as now submitted by Mr Beardmore, the more so as the further Sections promised later in the year will doubtless give the best control

record which it is possible to obtain, but one can hardly ~~take~~ examine those now furnished without being struck by the very much greater displacement of all the blocks, along both the seaward arms of the work, than one would be led to expect from Mr Parkes's report

If it is true there was later in the year rather a heavy sea but Mr Beardmore has distinctly reported that this occasioned no further displacement of the blocks

Along the South pier with the exceptions of the Sections taken severally at 3800', 3775' 3750 & 3725' the disturbance of all the blocks seems very great - Every where the piers seem to have shifted towards the harbour mouth sunk with a tilt in that direction, showing that where the two lower blocks Nos 1 and 2 are not actually displaced they have no longer a horizontal bed as indicated by Mr Parkes Section

Along the north pier the

pl

evidence of disturbance is even greater - The Sections taken at 3850', 3775', and 3350', alone seem to hold out a hope that the lower blocks are sufficiently unmoved to build upon again

Every where there has been great Settlement of the work as a whole, and dragging seaward of the rubble base, coupled with other evidence confirmatory of the above opinion that the random block System of reconstruction seems the only safe one now to resort to - 1912 W. +4 10

However this may be, there could seem to be sufficient evidence in the Sections now submitted to warrant delay in adopting Mr Parkes's monolithic System of reconstruction till they have come under the notice of the home experts who no doubt will be consulted by the Sec of State

It is therefore requested that the following telegram be now despatched to the S of S ex[t].

"Please suspend decision Madras Harbour reconstruction pending receipt Beardmore's Sections now being despatched showing displacement lower blocks greater than indicated in Parkes report"

C[hief] Eng[r] also to be furnished to S of S

Early orders solicited

Rtt

26.7.82.

The above was telegraphed in Cipher of this date

No 1911 W. P.W. & Ports

PUBLIC WORKS DEPARTMENT.

PROCEEDINGS OF THE MADRAS GOVERNMENT

UNDER date the 28th July 82.

Read the following:—

From Supdt Madras Harbour Works, No. 1912 dy 25th July 1882.

Noted by the Chief Engr & Sec. (No. dy 26th July 1882)

Ordered that the following telegram be despatched to the Secretary of State:—

"Please suspend decision Madras Harbour reconstruction pending receipt Beardmore's sections now being despatched showing displacement lower blocks greater than indicated in Parkes Report.

2 Copy of the above with copies of the sections will also be forwarded to the Government of India.

Despatched 27/7

Sec. No 1912 W dy 28 July 82

Forwarded to the Government of India

Recd 4.8

Dep[d] 4/8

Superintendent Madras Harbour Works Marine Department.

No

No. 32
1913 W d/ 28th July 1882

To.

The Most Noble the
Marquis of Hartington
Secretary of State for India.

My Lords Marquis,

Adverting
to our Telegram of the 27th
July enclosed in the
accompanying copy of Pro-
-ceedings we have now the
honor to forward for
your Lordship's information
copy of Mr. Beardmore's letter
No 22 to d/ 15th July 1882 and
of the sections referred to
therein, being
Sheets of sections of North Pier
2. do. " South Pier,
and
1 Index Map.

R.S. Sd/ R.H.S.

Desp. to Secy. of State
in Mys. with 8 enclos.
28/7/82

4933

Govt of (1882) India

PUBLIC WORKS.

28 July 1882

No 1646

Mr A Wooler

Forg copy of telegram
dated 25th inst. & enclosed
Minute regarding Recon-
struction of the
Copy & Dr Benson's
Letters showing the
Replacement of Lower
Lake greater than that
stated in Mr Parker's
Report

Mr Fitzmaurice

Telegram dated
25th inst. forwarding Memorandum
Minute regarding the
Reconstruction of the
Existing Light on
St Bean & recording
Changing Replacement
of Lower Lake greater
than that indicated in Mr
Parker's Report

Mr A Wooler

Forg copy of telegram
dated 25th inst. & enclosed
Minute regarding Recon-
struction of the
Copy & Dr Benson's
Letters showing the
Replacement of Lower
Lake greater than that
stated in Mr Parker's
Report

Mr Fitzmaurice

Telegram dated
25th inst. forwarding Memorandum
Minute regarding the
Reconstruction of the
Existing Light on
St Bean & recording
Changing Replacement
of Lower Lake greater
than that indicated in Mr
Parker's Report