Archives I - 10,006—16-8 77.

(1) Number of pages 16.

(2) Date of repair 2.4.87

(3) Initials of the Referencer bms

TAMIL NADU ARCHIVES

GOVERNMENT OF TAMIL NADU

Public Works DEPARTMENT

G.O. No. 2155 W.	Press.
B.P. No.	Mis.
Dated 21-8-1882.	19 .

S.G.7.

Not to be folded or roughly handled

21755
1

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

Buildings and Roads.
Civil Works.

No. 140.

Read—the following papers :—

From A. STIFFE, Esq., Port Officer of Calcutta, to the Secretary to the Government of Bengal, Public Works Department, dated Calcutta, 20th March 1882, No. 1203.

I was requested verbally by Colonel Sankey, the Secretary to the Government of Madras in the Public Works Department, to report on the failure of some of the buoys of the moorings at Madras to ride out the late cyclone. I have made careful inquiries, and in the first place would observe that the "powerful leverage" referred to by the Master Attendant of Madras in his report No. 130 of 9th January (in the case of the large buoys) does not exist, the leverage cannot exceed half the length of one link of the mooring chain, nor is there any evidence of such action. The one shackle which has been found opened out belongs to one of the small buoys and not to the large one; it appears to me quite clear that the opening of the jaws of this shackle arose from the pin having worked half out and only holding the chain by one "lug," in which state it was when picked up. In all the mooring buoys of the Calcutta river, as well as the channel buoys, the jaws of the shackles are thus turned upwards.

2. I concur entirely in Mr. Parkes' explanation that the breaking adrift of these buoys is due to the pins working out in the absence of the leaden "pellets" which should have secured them.

3. We have had much trouble with the Ridge Light Ship, which rides on sandy bottom, from the same cause, and have found it necessary to clinch the pins. The lead pellet ought to be equally effective.

4. I would observe that in Bombay Harbour, during the south-west monsoon, at which season the sea is rough, the Government moorings are eased down to the ground and the large buoys removed, the end of the buoy chain being marked by a small wooden buoy. My own impression is also that although 7 feet, the amount of slack allowed in these moorings, may theoretically be ample, yet in practice I would not recommend less than a minimum of 5 per cent. or 10 feet for slack chain, and I would advise 12 or 14 feet.

5. Copy of correspondence is attached, which kindly return.

No. 1144 M.P.I.

Endorsement on the above.

Proes. of the Govt. of Madras, P. W. D., under head Buildings and Roads, (Civil Works), for January 1882, Nos. 121/2.
Letter from the Engineer-in-Chief, Madras Harbour Works, to the Chairman, Harbour Works Committee, dated 9th February 1882.

Forwarded to the Secretary to the Government of Madras, Public Works Department, with reference to the correspondence noted in the margin.

Bengal Public Works Dept.,
Mis. Pub. Improvements,
30th March 1882.

(Signed) O. HOERULE,
Offg. Assistant Secretary.

No. 140-A.

From J. H. TAYLOR, Esq., Lieutenant, R.N.R., Master Attendant, Administrative Department, to the Secretary to Government, Public Works Department, dated Madras, 8th August 1882, No. 6770.

With reference to your office No. 793/1 C, dated 2nd August 1882, I have the honor to state that I do not know how to communicate with Mr. Parkes. My opinion is that, assuming a fair height of a wave to be 15 feet, a slack of 2½ fathoms should be allowed, a shackle being inserted near the buoy.

No. 141.

Order—dated 21st August 1882, No. 2155 W., Public Works.

Communicated to the Engineer-in-Chief, Madras Harbour Works, in continuation of G.O., No. 598 W., dated 8th March 1882.

(True Extract.)

Under Secy. to Govt., P.W.D.,
Irrigation Branch.

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

Exd. S. T. Austin.
Spare Copies.

2155/2

BUILDINGS AND ROADS.
CIVIL WORKS.

Govt. of {1882} Madras.

PUBLIC WORKS.

Dated August, 21st.

Read. *Encl.*

G.O., 21st Aug. 1882, No. 2155 W.

AUGUST.

Nos. 140-141.

Moorings at Madras.

Letters from the Port Officer of Calcutta and the Master Attendant, Madras, on the subject of the failure of some of the buoys of the —, communicated to the Engineer-in-Chief, Madras Harbour Works.

No 1203

From

The Port Officer of Calcutta.

To

The Secretary to the
Government of Bengal,
Public Works Department.

Fort William, Port Office
Calcutta the 20th March/82

Sir,

I was requested verbally by Colonel Lawkey the Secretary to the Government of Madras in the Public Works Department to report on the failure of some of the buoys of the moorings at Madras to ride out the late Cyclone. I have made careful enquiries, and in the first place would observe that the "powerful leverage" referred to by the Master Attendant of Madras in his report No. 30 of 9th January (in the case of the large buoys) does not exist, the leverage can not exceed

half

half the length of one link of the mooring chain, nor is there any evidence of such action. The one shackle which has been found opened out belongs to one of the small buoys and not to the large one - it appears to me quite clear that the opening of the jaws of this shackle arose from the pin having worked half out and only holding the chain by one "lug" in which state it was when picked up. In all the mooring buoys of the Calcutta river, as well as the channel buoys, the jaws of the shackles are thus turned upwards.

2. I concur entirely in Mr. Parkes explanation that the breaking adrift of these buoys is due to the pins working out in the absence of the leaden "pellets" which should have secured them.

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pins The lead pellet ought to be equally effective 21 Feb 5/4

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5. Copy of correspondence is attached, which kindly return

I have &c

(Sd) A. Stiffe

Port officer of Calcutta

mc

Administrative Department.

Madras,
Marine Office,
8th August 1882.

No. 677o.

From

J. H. TAYLOR, Esq., Lieut., R.N.R.,
Master Attendant,
Administrative Department,
Madras,

To

Colonel R. H. Sankey R.E. C.B.
Chief Secretary to Government,
Public Works Marine Department,
Fort Saint George.

Sir,

Octacammund

With reference to your office No. 793 C. dated 2nd August 1882, I have the honour to state that I do not know how to communicate with Mr. Parkes. My opinion is that, assuming a fair height of a wave to be 15 feet, a slack of 2½ fathoms should be allowed, a shackle being inserted near the buoy.

I have the honor to be
Sir
Your most Obedient Servant
W Taylor
Master Attendant
Administrative Department.

P.W. Cho. 2185

Read 5th April 82

No. 1114 M.P.

Forwarded to the Secretary to the Government of Madras, Public Works Department, with reference to the correspondence noted in the margin.

By order of His Honour the Lieutenant-Governor of Bengal.

A. Pedler
Offg. Assistant Secretary.

Proceedings of the Government of Madras, P.W.D. under Head Buildings and Roads (Civil Works) for January 1882 No. 121/2.

Letter from the Engineer-in-Chief, Madras Harbour Works, to the Chairman, Harbour Works Committee, dated 9th February 1882.

Bengal Public Works Dept.,
Mis. Pub. Improvements
Dated 24th March 1882.

B. O. P. No. 577—2,000—30-7-81.

Memo 798 E. 3-4-82.

Ea 598 h. 8.3.82
328 h. 7.2.82
227 h 4.1.82

(188) DEPARTMENT.

P. W. C. 2155/58

From

THE MASTER ATTENDANT,

ADMINISTRATIVE DEPARTMENT,

Madras,

To

THE CHIEF SECY. TO GOVERNMENT,

P. W. MARINE DEPARTMENT,

Fort St. George.

Coty. Commd.

No. 6770

Dated 8 August 1882.

Received

No.

Subject.

States that it is not known how to Communicate with Mr Parkes and that a slack of 2½ fathoms should be allowed, a shackle being inserted near the buoy.

W/O

only 15/8.
Ord 22.8.

No 2155 W 5

Public Works Department.

PROCEEDINGS OF THE MADRAS GOVERNMENT.

Under date the 21st August 1882

Read the following:—

2155/7.

From the Govt of Bengal forwarding copy of letter from the Port Officer Calcutta No 203 of 20th March 1882. — A.E. No 1144 Mar. Dept/30th March 82

From the Master Attendant, Administrative Department Madras — " 6770 of 8th August 1882

Communicated to the Engineer-in-Chief Madras Harbour Works in continuation of G.O. 598 W of 8th March 1882.

15-8-82

Engineer-in-Chief M. H. works 2
Superintendent Mo. works 3
Master Attendant, Madras 2
Marine Department 59
D. 19/21
7/8

5/5

RA

2155/8

No. 2185.
p 456.

Govt. of {1882} Madras.

PUBLIC WORKS.

STW
21/8/82

Dated

Recd. 22-8

Encl.

G. O. 21st August 1882, No. 2156 W.

Nos. 140—141.

Moorings at Madras.

Letter from the Post Office of Calcutta & the Masters Attendant, Madras on the subject of the failure of some of the moorings of the ——. Commr to the Engineer-in-Chief Madras Harbour Works.

Sd/-

Sd/-

Dated in Recd Rep.

02/22 8