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TAMIL NADU ARCHIVES

GOVERNMENT OF TAMIL NADU

Public Works DEPARTMENT

G.O. No.	2697 W.	Press.
B.P. No.		Mis.
Dated	17-10-1882	1971.

S.O. 17.

Not to be folded or roughly handled

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

Buildings and Roads.
Civil Works.

No. 99.

READ—the following papers:—

From N.-Sr. B. BEARDMORE, Esq., C.E., Acting Superintendent, Madras Harbour Works, to the Secretary to Government, Public Works Department, dated Madras, 5th September 1882, No. 37 W.

Referring to the proceedings of the Committee appointed under G.O., No. 1566 W., of 21st June 1882, to consider the best form of jetty or jetties with low platforms, &c., I have the honor to mention that I made inquiries of brother Engineers who have lately erected hydraulic machinery at the docks and piers, of which they have charge, in order to ascertain the probable cost of erecting hydraulic cranes on the iron pier, Madras: but Captain Taylor subsequently explained to us in Committee that no block occurred on the pier in consequence of want of number, or of power of the cranes, but in consequence of the difficulty of working all the traffic down the only two lines of railway available on the pier. I think nevertheless it may be of interest to you to have the following extract from a letter from Mr. Parkes, lately received by me:—

“Hydraulic or steam machinery on the old pier would be a grand improvement. Hydraulic would be best on the whole, but there would be this advantage in steam that the Port Committee could have out one steam travelling crane as an experiment and then order more to follow. Tangye's price for a 2-ton crane, self-propelling without load, canopy for driver and clips for rail, jib 16 feet radius, is £337. The 2 tons load is lifted with single chain and double gear, but with single gear a lighter load could be lifted at a proportionally greater speed. I think one of these is worth their consideration.”

No. 747 E.

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

(Signed) J. SHAW-STEWART, Col., R.E.,

14th September 1882.

Joint Secy. to Govt., P.W.D.

To the Master Attendant, in original, to be returned.

No. 99-A.

From J. H. TAYLOR, Esq., Lieut., R.N.R., Master Attendant, Administrative Department, to the Secretary to Government, Public Works Department, dated Madras, 4th October 1882, No. 8459.

I have the honor to remark that Mr. Beardmore's suggestion of applying hydraulic power to the pier cranes has often previously occurred to me, and has led me to look closely into the question, with the result that cooly labour is the most economical, and though slow yet quite equal to the demand upon it. In point of fact, the present cranes carry off the work quicker than it can be disposed of, and in consequence blocks at the T end often occur.

BUILDINGS AND ROADS.
CIVIL WORKS.

Govt. of (1882) Madras.

PUBLIC WORKS.

Dated October, 17th.

Lead.

Encl.

G.O., 17th Oct. 1882, No. 2697 W.

OCTOBER.

Nos. 99-100.

Pier Cranes.

Concurring with the Master Attendant,
Madras, that cooly labour is more economical
than hydraulic power for working the —.

FROM

No. 3414

THE ACTING SUPERINTENDENT,

MADRAS HARBOUR WORKS,

TO

The Secretary to Government
Public Works Department.

MADRAS, 5th September 1882

Sir,
Referring to the proceedings of the
Committee appointed under G. O. No. 1566 W
of 21st June 1882 to consider the best form of
jetty or jetties with low platforms &c.

I have the honor to mention that I
made inquiries of brother engineers who have
lately erected Hydraulic Machinery at the
Docks and Piers of which they have charge
in order to ascertain the probable cost of
erecting Hydraulic cranes on the Iron Pier
Madras, but Captain Taylor subsequently re-
-plained to us in Committee that no block
occurred on the Pier in consequence of want
of number, or of power of the cranes, but in
consequence of the difficulty of working all
the traffic down the only two Lines of Rail-
-way available on the Pier. I think
nevertheless it may be of interest to you to
have the following extract from a Letter
from Mr. Parker lately received by me.

"Hydraulic or steam machinery on the
"old Pier would be a grand improvement.
"Hydraulic would be best on the whole, but
"there would be this advantage in steam that
"the Port Committee could have out one
"Steam Travelling crane as an experiment

then order more to follow. Tanyes
"price for a two ton crane self propelling without
"load, canopy for driver and clips for rail,
"fit 16 feet radius, is £337. The two tons
"load is lifted with single chain and double
"gear, but with single gear a lighter load
"could be lifted at a proportionally greater
"speed. I think one of these is worth their
"consideration."

I have the honor to be,
Sir,

Your most Obedient Servant
Walter J. Beardmore & Co
As Superintendent
In. Harter Works

2697
24

31874.24-12-
 memo 2322. 10-10-4
 15668.21-6-
 22414.31-8-

Buildings & Roads

From
 The Dy Superintendent
 M. H. W.

No 747 Edt. 14 Sept/82

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

14-9-82 V. Manikam

date 5th September 1882

Col. R. S.
 Jt. Secy. to Govt.
 S.W. Dept.

No 37 W

Encls. nil

Hydraulic machinery
 Regarding the use of
 the same for the
 purpose of

To
 The Master Attendant
 Madras in original to
 be returned
 when called for

Referred

Administrative Department.

MADRAS,
 Marine Office,
 4 October 1882.

No. 8459

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

To
 Colonel R. H. Samskey R.E.C.P.
 Chief Secretary to Government,
 Public Works Department,
 Fort Saint George.

Sir,

I have the honor to remark that
 Mr. Pendergast's suggestion of applying Hydraulic
 power to the Pier cranes has often previously
 occurred to me, and has led me to look closely
 into the question, with the result that costly
 labour is the most economical, and though
 slow yet quite equal to the demand upon it.
 In point of fact, the present cranes carry
 off the work quicker than it can be disposed
 of, and in consequence block at that end in
 often cases.

2 There are 8 cranes all at work
 at the same time if necessary, and admitting
 a large number of boats being discharged at
 one time with regularity. Our steam cranes
 as suggested by Mr. Parkes, would throw
 the whole into confusion by its more rapid
 action

action.

3

The packages have all to be taken account of by Comisapillays before placing on trucks, and the boat notes compared with the out turn of boats, hence great expedition is impossible, and the present method, by which all parties concerned are compelled to work together, serves the purpose fairly enough. Steam and Hydraulic cranes are in constant use in Docks and Quays where the object is to turn out the cargo into sheds ~~fast~~, and the greatest expedition can be used.

4

Before entering into any expensive fitting of either method to the Pier, the structure itself would require a thorough overhauling, the work of repair goes on incessantly, but can hardly keep up with the wear and tear of metal and decay of wood. Under all circumstances I do not recommend any change at the present moment.

I have the honor to be

Sir

Yours Most Obedt Servant

W. Taylor

Master Attendant

Administrative Department

2687
6

The General Board
Pres of London
Amsterdam do not
require their
Sant repair - The
work done with decay
R. F. 200

MM

Mr. H. B. Sullivan

(188) DEPARTMENT.

From

McClellan 7251
THE MASTER ATTENDANT,
ADMINISTRATIVE DEPARTMENT,
Madras,

To

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

*1397
C. C. C.*

No. 2697 W. 21/10 Oct 82

No. 8459

Dated *4* Oct. 1882
Received *10*

*The Govt. concurs with
the Master Attendant.*

No. _____

Subject.

*States that Coaly labour
is more economical than
hydraulic power to
the Pier Cranes, and
sufficiently meets
requirements.*

*31/4
Dec 21/10*

*The Supt. M. H. W. N. 3
M. H. M. S. 2
Marine Dept. 4*

Oct 6.10

21

Cor. 9/10

with order.

*2697
7*

Govt. of (1882) Madras
PUBLIC WORKS.

Dated

19/10

Recd.

Encl.

G. O. 17th Dec. 1882, No. 26974

Nos.

99 & 100

Pier Charges

Concerning with the
Master at London
that Coaly Labour is
more economical
than Hydraulic Power
for working the —

Ento. a Receipt Receipt