(1) Number of pages 102

(2) Date of repair 5.5.87.

(3) Initials of the Referencer [illegible]

TAMIL NADU ARCHIVES

GOVERNMENT OF TAMIL NADU

Drainage

P.W. DEPARTMENT

G.O. No. B.P. No.	2844 W.	Press. ~~Mis.~~
Dated	30 - 10 - 1882	

N.C.

Not to be folded or roughly handled

Archives 1--10,006 1 -80.

2844/1

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

Buildings and Roads.
Civil Works.

No. 199.

Read—the following papers :—

Demi-official from Captain Taylor, dated 4th May 1882.
From the Collector of Sea Customs, Madras, dated 11th May 1882, No. 1212.
From the Superintendent, Madras Harbour Works, dated 26th June 1882, No. 18 W.
From the Committee appointed under G.O., dated 21st June 1882, No. 1566 W., dated 21st July 1882, No. 1759.
From the Master Attendant, Madras, dated 7th August 1882, No. 6705.
From the Committee appointed under G.O., dated 21st June 1882, No. 1566 W., dated 10th August 1882, No. 2001.
From the Master Attendant, Madras, dated 30th August 1882, No. 7596.

No. 200.

Order—dated 30th October 1882, No. 2844 W., Public Works.

In G.O., No. 1566 W., dated 21st June 1882, a Committee was appointed to report—

(1) on the best means and probable cost of a timber palisading for enclosing a portion of the foreshore north and south of the Madras Pier;
(2) on the best description of jetty with low platforms for landing and lading goods.

2. The Committee have now submitted two reports, dated respectively 21st July and 10th August. In the first they show that the needful palisading, 1,300 feet long, with gates, &c., can be constructed for Rs. 4,500. To this must be added a sum of Rs. 36,000 for two sheds considered by the Master Attendant to be imperatively necessary.

In the second report the Committee unanimously recommend that a jetty be constructed on the south side of the present screw pile pier at a height of 9·5 feet above mean sea level, the cost of which is set down at Rs. 23,920.

3. The total approximate cost of the works recommended will thus be Rs. 64,420 as shown below :—

	Rs.
(1) Palisading	4,500
(2) Sheds	36,000
(3) Jetty	23,920
Total ...	64,420

4. The charge will be met from Port Funds, and the work executed by the agency of the Master Attendant's Department, estimates in the regular form being submitted for sanction in due course. The requisite appropriation of funds will be made in the Financial Department.

5. The Chief Engineer considers that the roofs of the sheds should be properly secured by good hold-down bolts, as, in consequence of the sheds being open, and in a position exposed to the full force of a cyclone, great precautions are necessary as well as good sound work. Attention should be directed to this during execution.

6. As regards the jetties, the height 9·5 feet recommended by the Committee seems the least that can be allowed, having regard to previous experience of the action of the waves during a cyclone. The provision for removal of the boards in rough weather also seems essential.

7. It is understood that the jetties will be used principally, if not solely, for lading goods, the landing being done on the main pier. Should "fenders" and "shoots" be found necessary, some expedient will doubtless be devised to overcome the difficulty.

8. The proposal to utilise the southern arm of the Harbour Works for landing and shipping goods may stand over for the present as recommended by the Master Attendant.

(True Extract.)

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

To the Master Attendant, Madras.
" Superintendent, Madras Harbour Works.
" Collector of Sea Customs, Madras.
" Marine Department.
" Financial Department.
" Revenue Department.

Exd. C. Howarth.
Spare Copies.

BUILDINGS AND ROADS.
CIVIL WORKS.

Govt. of (1882) Madras.
PUBLIC WORKS.

Dated October, 30th.

Recd. *Encl.*

G.O., 30th Oct. 1882, No. 2844 W.

OCTOBER.
Nos. 199-200.

Construction of a Timber Palisading north and south of the Madras Pier.

Rs. 64,420, the approximate cost for the— a jetty on the south side of the Pier, and two sheds, sanctioned with remarks.

2844/3

Madras Harbour Works

Low Level Platforms.

Proposed to be constructed on each side of Iron Pier by Captain J. H. Taylor R. N. R. Master Attendant, Madras.-

Estimate for one Platform.

Iron Piles are in store and are Government property and therefore are not supposed to be charged for.

Casting Caps, Cutting, fitting, and Driving or Screwing } 35 Piles at Rs 60 =	2,100
Timber 3650 C: ft = 73 Tons at Rs 150	10,950
Wrought iron 202 Cwt at Rs 15 per Cwt	3030
Bolts 424 at Rs 1. 8. 0	636
Bolts 280 at Rs 1. 4. 0	350
Bolts 136 at Rs " -12-0	102
75 lbs double headed Nails used as struts 12 feet lengths, 10 tons at Rs 100 per ton }	1,000
Carpenters and General labor on 3650 Cft: of timber at 6 annas per C: ft }	1369
Stone Embankment connecting Low Level Platform with Revetment of Raised Beach. Length 220 ft: × 17 × 4 1/2" Tons 842 @ Rs 1.8 }	1,263
	20,800
Add 15% Contingencies & Suptce	3120
Total	23920

Nathl. J. Beardmore
C.E.

M. H. W.

Proposed Low Level Platform alongside Iron Pier, Madras no provision for Railway, and Platform to be unfastened & easily removable.—

Estimate by Mr Beardmore revised by adding a higher price for Timber at desire of Coll Burton R. E. & Lieut Baddeley R. E.

P. W. G. 1/4243

Madras Harbour Works.

2844/5

Low. Level Platforms.

Proposed to be constructed on each side of Iron Pier by Captain J. A Taylor R. N. R. Master Attendant, Madras.

Estimate for one Platform.

Iron Piles are in Store and are Government property and therefore are not supposed to be charged for.

	Rs
Cutting, fitting and Driving or Screwing } 35 Piles at Rs 40 =	1,400
Timber 3350 C. ft = 67 tons at Rs 120 per ton =	8040
Wrought iron 258 cwt at Rs 15 per cwt =	3870
Bolts 424 at Rs 1. 8. 0 each =	636
Bolts 280 at Rs 1. 4. 0 "	350
Bolts 136 at Rs 0-12-0 "	102
75 lbs double headed rails used as struts 12 feet lengths, 10 Tons at Rs 100 per ton } =	1000
Carpenters and general labour on 3350 C ft. of timber at 6 annas per C. foot } =	1256
Carried Over Rs	16654

Brought forward	16,654
Stone Embankment connecting Low Level Platform with Revetment of Raised Beach Length 220 ft × 17 × 4½ = Tons 842 at Rs 1.8.0.	1,263
	17,917
Add 15% Contingencies & Supt.	2,688
Rs	20,605
1370 ft of Railway at Rs 11.0.4. per yard	5,045
Rs	25650

Cost of one Platform as above Rs 20605

If Railways are omitted Timber &ca may be reduced a little, costing } 885

Cost of one Platform without Railways } 19720

Madras 27th June 1882 }

Nathl B Beardmore
Ag Supt M. H. W.

P.W. 62/17451
2844/7

Madras Harbour Works.

Trade and Financial.

Proposal for using South Pier as a Wharf Wall, for shipping and landing Goods by N. St. B. Beardmore C.E.

Estimate.

Railway is already laid along Pier.

Embankment from Root of Pier to New Raised Beach 650' X 17' x 5'.

	Rs
300 Ll. ft. of half stone and half spoil from new Post Office Building = 25500 cft. = 1475 tons at average of Rs1. per ton =	1475
350 Ll. ft. of sand = 29750 cft. = 1100 c yards at Rs ¼ } =	275
Ballast on Top & sides of sand ~~in~~ length of Embankment = 9520 cft. = 476 tons at R1 per ton } =	476
	Rs 2,126
Add 15% Contingencies & Superintendence } =	318
Carried over	Rs 2,444

Brought Over	Rs 2,444
Fenders 12 at Rs 80.- each	960
Total	Rs 3.404
Railway from Root of Pier to North End of Proposed Warehouse 1350 Lt: ft: at Rs 11. 0. 4 per Lt. yd.	4,968
Total including Railway	Rs 8372
Two Cranes at Rs 750 each and one at Rs 1000 would be a desirable addition, whether the Pier is used for Import, or Export trade	2500

Madras
27th June 1882

Nathl. B. Beardmore C.E.
Ag. Supt. Mr. H.W.

List of Enclosures to accompany the Report of the Committee appointed under G. O dated 21° June 1882 No 1566 W Pub: Works.

1 Estimate

1 Mr Bearmores letter to Government dated 26 June 1882.

2 Tracings.

Sea Customs House
Madras 10° August
1882

Collector Sea Customs

Custom House Yard.

C No. 3068. Letter from the Collr. of Sea Customs No. 1212 d/ 11th May 1882.

Palisades & Sheds.

C No. 4895. Letter from the Committee appointed under G.O. 1566 W. d/ 21st June 1882. – No. 1759 d/ 21st July 1882.

Letter from the Master Attendant No. 6705 d/ 7th August 1882.

Jetties.

C No. 4243. Letter from the Ag. Supt. Madras Harbour Works No. 18 W. d/ 26th June 1882.

C No. 5405. Letter from the Committee appointed under G.O. 1566 W. d/ 21st June 1882 – No. 2001 d/ 10th Augt. 1882.

Note "For Orders" d/ 19th August 1882.

Short Bill for levying Harbour dues.

Letter from the Master Attendant No. 6684 d/ 5th Augt. 1882 (recd. thro' the Marine Dept.)

Letter from Collector of Sea Customs, Madras, No. 2048 d/ 16th Augt. 1882.

— Do. —— Do. No. 2050 d/ 17th Augt. 1882.

Note "for orders" d/ 19th August 1882.

Memos & G.Os.

Memo: No. 4 d/ 7th January 1881.
B — " 198 d/ 25th — " — " —
G.O. — " 234 d/ 28th — " —

P.T.O.

Mems: No. 990 d/ 20th April 1881.
G.O. – " 2011 W d/ 16th Augt. 1881
– " – " – 2067 W d/ 20th – " – " –
– " – " – 2512 W d/ 14th Octr. – " –
Mems – No. 2662 d/ 14th Novr. – " –
– " – " 2959 – 7th Decr. – " –
G.O. – " 3187 W d/ 24th – " – " –
No. 79 E d/ 6th May 1882.
G.O. No. 1382 W d/ 5th June 1882.
" – " – 1566 W – 21 –
No. 522 E d/ 3d August 1882.
" 563 E d/ 10th – " – " –

~~Mr H. E. Sullivan~~ 2844
11
~~Rt. Hon. the Governor~~

For orders

Under G O 21st June/82 No 1566 W a committee was appointed to report (1) on the best means and probable cost of a timber palisading for enclosing a portion of the foreshore north and south of the Madras pier

(2) on the best description of jetty with low platform for landing or lading goods

No. 647 E d/ 26/8/82

The Committee have now submitted two Reports one dated 21st July 1882 and the other dated 10th August

In the first they show that the needful palisading 1300 ft. long with gates &c can be constructed for Rs 4500 – To this they add an Estimate considered by Captain Taylor as being imperatively

Circ: 20/8 R 22/8

required for 2 sheds amounting to Rs 36,000

In the Second report the Committee unanimously recommend that a jetty be constructed on the South side of the present pier at a level of 9.50 ft. above mean Sea level the cost of which they Estimate at Rs 23900

The total of the three Estimates thus amounts to Rs 64420 to be provided from Port funds

		Rs
(1)	Palisading ..	4500
(2)	2 Sheds ..	36000
(3)	Jetty	23920
	Rs	64420

As regards Estimates (1) and (2) I have no observations to offer further than that in reference to the Sheds it will be very essential in consequence of their being open and in a position exposed to the full force of a cyclone that the roofs shall be secured by good hold-down bolts, and that all needful precautions be taken to secure good sound work

In reference to (3) the jetties proposed to be constructed are consequently in great measure experimental. The last cyclone of the 12 Nov. clearly demonstrated that any platform at only× 6 ft. above mean sea level would be at once on such occasions be torn off, and the Committee are I think correct in adding an additional 3½ ft. to the height, besides providing that the boarding shall be removable.

× the height named for the original jetties now abandoned

When very heavy weather is expected the boarding will of course at once be removed, and should there not be time for the operation some no doubt will be broken up and rendered useless while the majority will probably be lifted off by the Seas and come ashore

In any case there will

probably be some yearly outlay to replace damages of this character but nothing I should say ~~of a~~ serious ~~character~~

The jetties will in the main if not solely be used for loading goods into boats leaving the landing of packages to the main pier — difficulties no doubt will present themselves at first in regard to the 'fenders' and the proposed 'shoots', but boatmen are as a class handy and quick in devising expedients — and as the Master Attendant seems satisfied that the system suggested will succeed it appears to me that Government may safely sanction the scheme as it stands — Another jetty in course of time will no doubt have to be constructed on the north side of the pier, but ere the time comes for this valuable experience will have been gained

13.8.82

I suppose but the note does not deal with Mr. Brandmore's proposal to utilize the South pier of the Harbour as a wharf connected by a railway with the Customs House — Is not this feasible It'd save a lot of money

H S

Telegram from Chief Assistant P.W. Secretariat Ootacamund to Second Assistant Madras —

Current No 4895 enclosing foreshore at Madras file incomplete. Secretary wants all papers & see G.O. 1566 W. of twenty first June.

Despatched
27.7.82

Sd/ R. Parsons
Chief Assistant
P.W. Secretariat

Urgent

No 891 D d/28.7.82

Office Note

2844/14

To the Collector, &
Sea Customs

With reference to Committee's report dated 21st Instant, please return for reference by me the file of papers forwarded to you with G.O. No 1566 W d/21st June 1882

(Sd) A.S.R.

For W.

22

623

Local No.

amund

INSTRUCTIONS.

2844/21

ief Assist Eng

4895

foreshore

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nufmants

see

1566

dates

June

L. N.

Mts, Dr

Telegr. h Master.

G.O. 1566 W 21.6.82

EyW 2844/17

Capt Taylor's D.O. about palisades & sheds on the foreshore at the Harbour.

Palisades. Sheds, &c. is among the papers. This was awaiting information as to which Dept should carry out the work – 2844/15 Captain Taylor's d/o attached settles this question, and there is now nothing to prevent the issue of the order with the requisite alteration of one of the paras.

S.A.W. please issue orders C 23.10.82

16/10

E.W. Submitted – The file is now with you – Cu 18/10

for [illegible] Office –

The plan & estimate were sent to the Committee appointed in G.O. 1566

1623
Local No.
Abrund
INSTRUCTIONS.
2844/21
Chief Assist Eng.
4895
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1566
Dates
June
L. N.
Mis. By
Telegr. h Master

O. 1566 W 21.6.82

CAW.

The papers are now at Madras. SAW was asked to dispose of the Master Attendant's letter asking for the estimates for constructing sheds &c, which were not in the file at Ooty — and to return the complete file to Ooty. He was also asked to note the papers which have not yet been returned by the Collr of Madras.

EAS
16/10

To S.AW.
This draft G.O. on the

Eye

2844
17

Capt Taylor's D.O. about palisades & sheds on the foreshore at Harbour.

Marine Dept
13 October 82

2844
16

My dear Sankey,

I have received a letter from Mr Thornton asking if I know [illegible] the palisades, sheds, jetties &c in my dept — of the money of the P.W. and saying that Govt is prepared to sanction the estimate Rs 64420

I was away when the palisade & shed question

us to make a search for them in the Madras Office —

The plan & estimate were sent to the Committee appointed in G.O. No

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22

PC23

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L. N.
Mts, Dr
Telegr, h Master.

G.O. 1566 W 21.6.12

No 118 E 13.9.12

Vol I—[illegible]

Kindly see [illegible]

No objection of [illegible] to Taylor during the work

[illegible]

15/10

Oct 14-10

This draft G.O. on t

Dy. W.

2844/17

Capt Taylor's D.O. about palisades & sheds on the foreshore of the Harbour.

The file which has just come down from Dely. with Current No 6719 from the Master Attendant, is herewith submitted.

In that Current No. Capt. Taylor asks for the return of the plan & estimate for the sheds & palisades — & the Dely. Office in a note of 9th instant, ask us to make a search for them in the Madras Office —

The plan & estimate were sent to the Committee appointed in G.O. No.

6623

Local No.

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Instructions.

2844/21

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dates
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L. N.
Mts., Dr.

Telegr. h Master.

1566 W of 21 June 1882,

On receipt of the Committee's report No 1759 of 21.7.82 [Current No 4895], we asked Mr Melville by Office note 89 D of 28.7.82 to return all the original papers sent to the Committee – This he did & the whole file was sent to Govt on the 29th July –

The plan & estimate have not since come back to the Madras, & I was about writing to Govt on the subject when your note of this morning came down –

Ch
17/10/82

Dy W

2894
18

Please initial alteration in draft order, made with reference to Capt Taylor's d/o letter

The draft is marked to "Ch. Secy for counter initials". For orders whether the file shall be sent back to Govt for this purpose? The Ch. Secy's initials were not obtained apparently because the question of agency had not been settled –

Ch
23/10

S.A.W.
Return for Chief Secty initials
23.10.82

22

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L. N.
Mts., By
Telegr, h Master.

22

Traffic Code Form C. 8623

AS	INDIAN TELEGRAPH.	Local No.

Madras FROM (Station) Ootacamund

rds.	Day.	Hour.	Minute.	OFFICIAL INSTRUCTIONS.
2/8	27	18	9.	2844/21

Second Assistant FROM (PERSON) Chief Assistant

...riat

4895

Foreshore

Rules

Manifwanty

See

1566

Dates

June

49 50 51

52 53 54

FROM L. N. Hrs. Mts., By SENT TO L. N. AT Hrs. Mts., By

MADRAS 27-7-82

Telegraph Master.

Madras 2847/19

Marine Department

October 13th 1882

My dear Colonel Ross Thompson,

In reply to your demi official letter dated — September last, received during my absence on tour to the Northern ports, I would propose that the erection of the palisades, sheds and jetties in connection with the Madras Harbour should be done by the Marine Department, as the works would then be under my immediate supervision, and I could give attention to any modifications which

might

which might suggest themselves
during the progress of the same

Yours sincerely
JW Taylor

22

Traffic Code Form C. 1623

AS — INDIAN TELEGRAPH. — Local No.

Madras

From (Station) Ootacamund

Words.	Day.	Hour.	Minute.	Official Instructions.
2/8	27	18	9.	2844/21

Second Assistant — From (Person) Chief Assistant

Secretariat

4895
Foreshore
tiles
[illegible]
see
1566
dated
June

From — L. N. — Hrs. — Mts., By

Sent to — L. N. — At — Hrs. — Mts., By

MADRAS 27-7-82

Telegraph Master.

Traffic Code Form C. 1623

Class. DS	INDIAN TELEGRAPH.	Local No.

To (Station) Madras	From (Station) Ootacamund

Words.	Day.	Hour.	Minute.	Official Instructions.
32/8	27	18	9.	2844/21

To (Person) Second Assistant Public Works Secretariat

From (Person) Chief Assistant

1 Current	2 number	3 4895
4 —	5 enclosing	6 foreshore
7 at	8 madras	9 files
10 incomplete ×	11 Secretary	12 wants
13 all	14 papers	15 see
16 G	17 O.	18 1566
19 L	20 W.	21 Dated
22 Twenty	23 first	24 June
25	26	27
28	29	30
31	32	33
34	35	36
37	38	39
40	41	42
43	44	45
46	47	48
49	50	51
52	53	54

Recd. from L. N. At Hrs. Mts., By	Sent to L. N. At Hrs. Mts., By

MADRAS 27-7-82

Telegraph Master.

(P. 1 L)—Govt. Tel. Press,—No. 531,—19-11-79,—100000s.

Madras May 1882

Received 4th May/82

~~Pltt~~

2844/24

My dear Sankey

I will answer your letter as nearly as possible. I was the only person who proposed any course, and the Chamber of Commerce Members did not assist in any way, but as they were desirous of disproving my figures if possible, they gave a close enquiry into all present expenditure i.e. what they spent themselves on landing and shipping, not what they charged their clients, which might have shewn a very different result. I send herewith a statement by all the firms drawn up by themselves, and a general average struck, by which Government will see that I make good my promise to conduct all affairs connected with the Harbour as cheaply as is now done, and yet furnish a fair interest for the Secretary of State. I beg you will shew Mr Hudleston this.

The statements regarding gross tonnage

Population

tonnage are most conflicting, but I think I may state that a fair average of 2,60,000 tons may be relied on making 2,60,000 Two lakhs sixty thousand Rupees, while 40,000 Rupees more from the increased Port dues on ships will bring up the total to 3 lakhs. This I think a fair charge on the Port, and no person, mercantile or other, with whom I have conversed, but considers Government quite justified in at once levying this amount, and all wonder why it is postponed.

The present Establishment, and the proposed increase is in a separate sheet.

3 The Secretary or perhaps Clerk would only be required to make minutes of the monthly proceedings of the Committee, arrange their papers, and fair copy all matters connected with the Committee. All other accounts and reports would be furnished by the proper Executive officers. I therefore think that, as the Committee meetings will for every one's convenience be

be held out of office hours, say 5 P. M. an honorarium of Rupees 25 to one of my deserving Clerks would be enough. No Establishment would be wanted other than now exists.

4 The incidental expenses are I think fully met in the sum I devote to porterage. There will be the upkeep of the Tug, which will come out of Pilotage money, supplemented by a sum from Port dues on shipping.

5 — For palisades I have had three estimates for handsome teak poles, 6 feet high, as per drawing annexed, with gates at intervals, the amount runs in all three at about 300 Rupees per 100 feet. The amount enclosed I consider should be on the South side 500 feet from the Marine Police office at a distance of 60 feet from the Municipal road, and 300 feet in a direct line from the South corner to the sea

6 — On the North the wall of the Iron ground is already an enclosure to that

200

200 feet from the Police office northward and 300 from the corner to the sea would suffice viz in all 1300 feet or say 4000 Rupees.

7 The sheds on either side I consider would be sufficiently capacious 135 feet × 50. The cost of the two, Rupees 15,000. I can rely on this estimate, having just completed a shed on the beach for Pier workmen. Masonry foundations, cast Iron pillars, teak beams and corrugated iron roof at this rate.

8 While on the subject of sheds, I may mention that the removal of Custom duties on the principal imports has caused an abnormal state of affairs that offers additional reasons for at once proceeding to levy dues. The Custom sheds have hitherto found shelter for all import cargo, and the security they afford admits of selection and proper care until the owner is able to remove them. Without this or a similar protection, the trade of the

Port

Port could not be carried on. It would be impossible to select or deliver goods on the inner end of the Pier, and a block would immediately occur. Now the benefit to the Trade by continuing the present use of the Custom house sheds is I believe well worth the rupee a ton I propose to levy. The Collector might make over half the area to the Marine, and a separate entrance could be made into Narrainappa Naick Street between the Custom house and High Court.

9 The proposed sheds on the beach are only intended for rice and perishable goods, such as are left out now under tarpaulins.

10 As regards Jetties, I have often explained the delay and inconvenience occasioned by the height of the Madras Pier, and the slow operation of hand winches. Every thing has to be lifted or lowered by winch power, and the delay is very serious. At the same time looking at the age and condition of the Timber portion of the Pier, I cannot recommend any outlay in the

direction

direction of steam or hydraulic agency to quicken the action. Constant repairs have now to be carried on, and constant expense is incurred, and I am confident if the timber work was opened up as would be necessary before spending any large amount on the Pier nearly all would be condemned, and three or four lakhs of Rupees required for reconstruction. Jetties of 6 or at most 8 feet are a necessity of the Harbour, though until more shelter is given from the repaired walls, it is to a certain extent hazardous to commence them. I, however, am strongly of opinion that an 8 feet jetty above **M.S.L.** would not be in any real danger, and I think a very great addition might be made to the capabilities of the Iron Pier by laying down on either side for half its length a narrow 12 feet jetty from 8 feet above water from which nearly all export goods that now use the high level pier might be shipped, and the confusion obviated, leaving the beach for Masoolah boats as at present. The piles now at the Public workshops

would

would come in for this, the jetties would have the support of the large structure, and the work of screwing down piles could with the assistance thus given be rapidly carried on. One row of piles for each would be sufficient, as the outer row of the piles of the Pier would furnish the inner support. The timber and some small items of iron work, brackets, caps &ca would alone be required; a careful estimate by the Pier Master gives the whole expense at Rupees 28,000 for the two, a very small sum for such a useful work, which might be put in hand at once, and rapidly carried out, the large Pier affording the means of placing and screwing the piles, without any of the difficulty that was experienced by the Harbour Works officers when attempting the South jetty. Sufficient comfort would thus be secured to the Trade for several years until in fact it really outgrew its present limits.

11.— The estimate of these jetties is drawn on the supposition that the old useless piles screws &ca now at the Public

Worksh

(1)

Workshop are made over free of charge.

12 The abstract it will be seen shows a considerable revenue over expenditure, but Rupees 40,000 have to be deducted to make up the three lakhs for interest, while coals for the Tug are not included owing to the uncertainty about quantity required, and the Engineer and Survey staff considered by Mr Parkes imperatively necessary.

Very truly yours

Wm Taylor

C No. called for 8/5.

M.C. No. 3700

No. 78 & 79 E. 1st May/82

Ol. 1. 11-4

SEA CUSTOM COLLECTOR'S OFFICE,
Madras, 11th May 1882.

No. 1212.

2844/38

FROM
R. I. Melville Esqre
Collector of Sea Customs,
Madras,

TO
Colonel R. H. Sankey R.E.
Secretary to Government,
Public Works Department,
Ootacamund.

SIR,

I have the honor to reply to your Memorandum No. 78 H, dated 6th Instant.

2. There is no objection to making over to the Marine Department the Sheds in the Custom House referred to in Captain Taylor's letter provided that measures are taken completely to isolate the portion of the area still reserved to the Custom House from that made over to the Marine Department. In my opinion there would be grave objections to persons not under the control of the Customs Department having access to that part of the area

still retained for Customs purposes. An Officer of the Department of Public Works specially deputed for the purpose would be competent to judge how the separation can be effected in the most effective and economical manner. I would bring specially to notice one point which I think the Government should have before them before finally deciding on the Master Attendants' proposal. At present Goods are allowed to remain 4 days in the Customs House free of Godown Rent. Should the proposed transfer lead to the abrogation of this rule, I am of opinion that the merchants of the port would feel themselves aggrieved as they would be paying increased charges, not because Government had afforded them any shelter superior to what they at present enjoy, but because the sheds which afford the shelter had been transferred to another Government Department.

2844
29

I have the honor to be
Sir
Your Most Obedt Servt.

Collr. Sea Customs

(2)

(188 .) DEPARTMENT.

From

THE COLLECTOR OF SEA CUSTOMS,
Madras.

No.

ENCLOSURE.

Dated 11th May 1882
Recd.

No. 1212.

No. 647 Ea/26/8/82

Subject.

Reports that there is no objection in making over to the Master attendant half the area of the Custom House Yard, provided that that portion may be fairly separated from the other and states that there will be grave objections if persons not under the control of the Customs Department have access to the yard and that it will be against merchants to increase the Godown But

OC/233

only 13/5 – Re 6/7

No. 18W.

2844/30

FROM

THE ACTING SUPERINTENDENT,
MADRAS HARBOUR WORKS,

To

The Secretary to Government
Public Works Department.

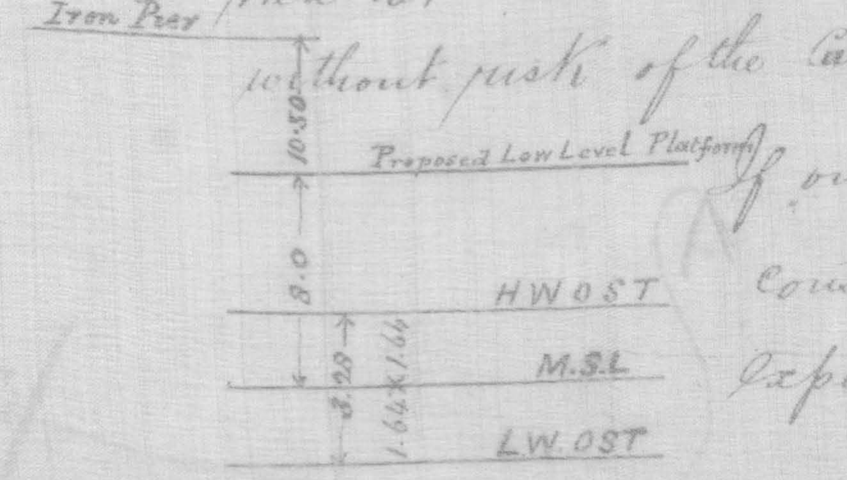
MADRAS, ~~27~~ 26th June 1882.

Sir,

I have the honour to forward you a sketch tracing of a design for Low Level Platforms on each side of the Iron Pier Madras as proposed by Captain J. H. Taylor R.N.R. I foresee no particular difficulty in their construction and if made+ to carry Railways the cost of each will be Rs 20,605 or Rs 41,210 for two: the Railways laid and brought to the proposed Warehouses on each side of the Iron Pier as shewn in Red dotted Lines on the accompanying Plan will be an additional cost of Rs 10,090.– But Captain Taylor

+ substantial enough

tells me he does not care to have Railways; as he proposes these platforms to be used only for export trade, if they are omitted the timber work may be reduced a little and the cost of each Platform would be about Rs 19,720. I may mention that I allow nothing for the cost of Piles as there are a number in store which I understand belong to Government and for which no charge will be made. Though my design does not shew any Caps to the Piles, I have been informed there are a number of these in store also, on consideration however (having made a sketch of the piles with caps) I find the cost of Construction will not be altered very much, whether they are used or not. Captain Taylor proposes the platforms should be eight feet above Mean Sea Level or six feet below the present level of the Iron Pier. These two dimensions do not quite agree being about six inches out. Taking the platform as eight feet above Mean Sea Level would mean that it will be 6.36 feet above High Water Ordinary Spring Tides - I am of opinion that for the position this is too low, that as the Harbour stands at present with the breaches in the Breakwaters unrepaired, so much swell comes in that once or twice in the year the planking would be in great risk of being torn off: and that boats could not be alongside except in the Calmest weather and take in Cargo Comfortably without risk of the Cargo being wetted.



If one platform is constructed as an experiment I should propose that it be on the South side of the Iron Pier and at least 9.50 above Mean Sea Level. This would be 7.86 above H.W. OST and 9.0 below the platform of the Iron Pier. Even at this height I consider it a question whether it will be a success, though it is a question which Captain Taylor is more able to consider and decide than I.– I should like to see it higher than that height but Captain Taylor proposes to work this platform without cranes or lifts of any sort and it would be unreasonable to attempt to pitch cargo into a boat from a higher level with any hope of the cargo being undamaged – Even at the level proposed by me the boatmen would probably rig up temporary hanging stagings so as to pass cargo, liable to damage by a fall, from hand to hand.

It has occurred to me that

the South Pier might be used as a wharf wall from which to ship, and on which to land cargo. For Eight and a half months the Harbour side there, is the lee side, and for seven months out of the Eight and a half it is almost certain to be quiet there and that no spray will be dashing over from the Windward side that would injure Cargo. The height of the Pier at the shore end is 8.50 feet above Mean Sea Level. The cost of a partly sand, and partly stone and spoil embankment on a curve to connect the Pier with the new "Raised Beach" as shewn in blue lines on the accompanying Plan would be Rs2444.– If a Railway is added the Cost would be Rs4968 additional. Fenders similar to those that we used to protect our Hopper Barges when they came alongside the Pier to take in stone cost

Rs80.- each and last about two years. Two would be required for each boat so that to put the Pier into a condition to export goods, by loading into six boats at the same time, including Embankment and Railway would cost a total sum of Rs8372.- Cranes can easily be added by setting them into the Pier with bolts, if considered desirable to use the Pier for Import trade.

Until the reconstruction of the Piers is commenced the use of the South Pier in this way will not in any way interfere with the Madras Harbour Works, and even after reconstruction is commenced I think the accommodation can be afforded with very little inconvenience to the Works.

I have the honor to be,
Sir,
Your most obe'dt Servant
Nathl B Beardmore
C.E.
Ag Superintendent
M H Works

(3)

P. ~~W. f [illegible]~~

Buildings & Roads

P.W. Gl/5215

From

The Ag. Superintendent
Madras Harbor Works

No. 340. d/ 1st July 1882

Read
3-7-82

Referred to the Committee appointed in G.O. 1566 W d/ 21st June 1882.

R M Thompson Lt. Col. R.E.
Ag. Under Secy. to Govt.
P.W.D.

R.S./

No. 18 W.
Dated ~~27~~ 26 }
Recd. 28th } June 1882

No. of Enclosures 4.

To, The Collr. of Sea Customs
Madras.
President of Committee.

Low. Level Platforms.
Submits Estimate for

Referred

orly 28/6 R 31/10

No. 1759

Sea Custom House
Madras 21st July 1882

2844/37

From

The Committee appointed under Government Order dated 21st June 1882. No. 1566 W. Public Works.

To

Colonel R. H. Sankey R.E.
Secretary to Government
P.W. Dept.

Sir

We have the honour to forward our report on the first of the subjects referred to us in Government Order dated 21st June 1882. No. 1566 W Public Works, as directed in Para 2 of the order in question.

The Marine Department was not represented at our meetings. This was due to the absence on leave of the Master Attendant and to the unwillingness, on the ground of difference of opinion, of his locum tenens to take his

his place.

We consider that the space proposed to be enclosed by the Master Attendant in his letter of May last is sufficient for the purposes required. The cost of enclosing that space with a teak palisading 1300 feet long with gates at intervals the whole tarred will be Rupees 4500. We were not called on to estimate the cost of Sheds but as they are mentioned as necessary in the letter of the Master Attendant above referred to, we have subjoined an Estimate of the cost of two Sheds of the dimensions named in the aforesaid letter viz 135 × 50 feet.

The [illegible] sent to the [illegible] of [illegible] G.O. 15th [illegible]

Before making the Estimate, we inspected the Shed already erected by the Master Attendant and referred to by him. A great deal of old material e.g. rails and Iron pipes, have been made use of in its construction, and we do

not consider an Estimate framed on the experience so gained would be trustworthy. We estimate the cost of the two Sheds floored with Kunkur at Rs 3600—

We have the honour to be
Sir
Your most obed^t Servants
W. J. Mitchell
Wm. L. Lorden

W. H. Bruton
H. H. M.

Nath. H. B. Beardmore C.E.
Ag Supt. M. H. W.

W. C. Barlow
Y.R.C.

J. M. Taylor

I have no remarks to make the works I consider substantial as Sleepers will never be able to [illegible] on the sand and shelter for goods is often required the sheds must be well built as they will be exposed to weather
J. M.

G.O. 1566 Wr. 21-6-82.

(1882) (4) Department

From
The Committee
appointed under G. O
dated 21st June 1882
No. 1566 W. Pub: Works

To The Secretary to
Government
Pub: Works Deptt.

Dated } 21st July 1882
Recd }

No. 1759

Subject

Submit their report
on the first of the
subjects referred to them
in Government Order
dated 21st June 1882
No. 1566 W. – i.e. on the
best means & probable cost of
enclosing a portion of the
Madras shore for the protection
of goods landed & for levying
Harbour dues &c

Old 58. 7

Ooty 24/7

Administrative Department.

No. 6705

MADRAS,
Marine Office,
7th August 1882.

2844
39

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.~~
Ootacamund.

Sir,

With reference to your Memo No. 522-E, dated 2nd August 1882, I have the honour to return the Committee's report forwarded, adding my signature thereto. I have no remarks to offer except that the sheds are an imperative necessity.

I have the honor to be
Sir
Your Most Obedient Servant
J H Taylor
Master Attendant
Administrative Department.

(5) (188) DEPARTMENT.

From

THE MASTER ATTENDANT,
ADMINISTRATIVE DEPARTMENT,
Madras,

To W. Chs. 5459

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

[illegible] 26/6/82

No. 6705

Dated } 7 August 1882.
Received }

No.

No. 647 E d/ 26/8/82

Subject.

Returning the accompanying Report signed with remarks.

P. W.

Write the file [illegible] the "[illegible] bill" as returned by the Collector of Madras to [illegible] [illegible] being informed

[illegible]

[illegible] 5/8/82

Ret 18-8

Sea Custom House
Madras 10th August
1882.

No 2001.

2844/11

From
The Committee
appointed under Government
Order dated 21st June 1882
No 1566 W Pub. Works

To
Colonel R. H. Sankey R.E.
Secretary to Government
Pub. Works Dept.

Sir,

We have the honour to submit our report on the 2nd subject referred to us viz "The best description of Jetty with low platform for landing and lading goods from or into Cargo boats"

2. After much consideration we are unanimously of opinion that a Jetty can be constructed on the southern side of the present Pier at a level of 9.50 above mean sea level - It is proposed

to

to meet the difficulty of loading boats from this height by shoots made fast to the Jetty and working loose in the boat. Captain Taylor, the Master Attendant is confident of their working successfully and the other Members of the Committee accept his assurance. For unloading temporary hanging stages would have to be constructed but the main purpose of the Jetty is to facilitate the loading of boats and thus relieve the Iron Pier of the bulk of the Export traffic. The planking of the Jetty would not be fastened down and could consequently be removed in case of rough weather. We consider this to be an essential feature in the work because in our opinion if this deck be in any way fastened to the piles the sea might possibly wreck the whole of the low lying

Jetty

Jetty as well as probably portions of the Pier also.

3. The dimensions of the Jetty to be as given in Mr. Beardmore's letter to Government dated June 26th 1882.

4. In consideration of the planking being constructed so as to be easily removed, the estimated Cost would be Rs 23,920.

We have the honour to be

Sir

Your most obedt Servants

Collr. Sea Customs

J. W. Taylor

Master Attendt

Supdt

Gen Supt P W Stores & Workshops

This report is concurred in by Col: Burton Executive Engineer, though owing to absence his signature is not attached.

Natt. J. B. Beardmore C.E.

Ag Supt M. H. W.

A. No. 1566 W. 21-6-82.

1882. (6) Department

W. C. R. O. 5405

From

The Committee
appointed under G. O dated
21st June 1882 No 1566 W. P.W.

To

The Secretary to Government
Public Works Department

Dated 10th } August 1882.
Received }

No. 647 E a/ 26/8/82

No. 2001

subject

Submits report on the 2nd Subject referred to in G. O No. 1566 W Pub. Works dated 21st June 1882 viz the best description of Jetties with low plat forms for landing or lading goods from or into Cargo boats with detailed Estimate for the same.

Circ: 20/8 R 22/8
O.L.S. 31/8 - File connected with
copy 12/8. Re papers O.L.S. 37/8.
31/8

Administrative Department.

MADRAS,
Marine Office,
30th August 1882.

No. 7596 A

2844
43

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,

I have the honour to remark, regarding Mr Beardmore's offer of utilizing the South arm of the Pier for landing and shipping purposes, that I do not consider it feasible under existing circumstances.

2 The question that gave rise to it was one of affording increased jetty accommodation for the export trade of the Port, and simplifying the method of levying tolls in connection with the Harbour. It is evident that to avoid a large establishment, and prevent evasion of tolls, it is necessary to bring the whole business into as compact a form as possible. To extend the duty to the South Pier would be to either close in the whole beach, or have a separate Establishment for that portion, either being expensive and unadvisable. The trade however,

does

does not require much assistance, and that can cheaply be afforded by extending the facilities of the Iron Pier. Moreover, all through the North East monsoon a heavy roller runs all along the inner side of the South Pier, which would for the four busiest months of the year interrupt work entirely.

3. Finally, I consider it would not be possible to mix up the work of the Harbour reconstruction with that of the Collection of tolls on goods. The time will come when such plans may be considered under the effectual shelter of the Harbour, but I would much prefer avoiding any fusion of the duties at present.

I have the honour to be
Sir
Your Most Obedient Servant
JW Taylor
Master Attendant
Administrative Department

AM

(7)

(188) DEPARTMENT.

P.W.C. No. 5040
A

647-E. U. 8. 82
756-E - 15.9.82

From

THE MASTER ATTENDANT,
ADMINISTRATIVE DEPARTMENT,
Madras,

To

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

No. 7596 A

Dated 30 August 1882
Received 6th Septr 1882

No.

Duly received in Madras
14/9/82

Subject.

States that the proposal to utilize the South Arm of the Pier for landing and shipping purposes is not considered feasible

OK 11.9.
Cir. 5/9 R 7.9

No. 79 dated 6th May 1882

P. W. DEPARTMENT—1881-82.

MEMORANDUM.

2844
45

~~Current No.~~

D.O. Letter Number —

dated the — May 1882

from the ~~Supg. Engineer of~~

Master Attendant, Madras

Extract paras 10 & 11 of the above letter is forwarded to the Ag: Supt Madras Harbour Works who will be good enough to report after communication with Capt Taylor & Lieut Baddeley on the practicability of the proposal made to establish narrow jetties on either side of the screw Pile Pier and to use for this purpose the spare piles said to be in store.

2. If a sufficiently detailed estimate of the cost can be framed, this should be submitted with the reply.

Sd. R.H. Sankey
Col R.E.
Secy to Govt P.W.

Despd 6/5

To The Supdt Madras Harbour Works with extract paras 10 & 11

(P.) R.E.

P.W. Department

2844
46

Administrative Department,
August 1882

Circulated to the Honorable H. E. Sullivan with reference to the remark made as to utilizing the Southern Arm of the Harbour for landing and shipping goods.

R. H. Sankey Col R.E.
Secretary to Government
P.W. Department

647-E. U. 8. 82
756-E – 15.9.82

Ol 1.9.
Cir. 5/9 R 7.9

P.W. Department

2844
46

From the Master Attendant, Administrative Department, Madras – No. 7596 d/ 30th August 1882

Very good. The
question raised by
Capt Taylor & Mr Bell
more proposals to
[illegible]
H.S.

Circulated to the Honorable H. E. Sullivan with reference to the remark made as to utilizing the Southern Arm of the Harbour for landing and shipping goods.

A. R. Sankey Col R.E.
Secretary to Government
P.W. Department

G.E.A.S.

R.S.

No. 2844 W B C (Wk

PUBLIC WORKS DEPARTMENT.

PROCEEDINGS OF THE MADRAS GOVERNMENT.

UNDER date the 30th October/82

Read the following:— 2844/47

Demi-Official from Captain Taylor, (No. d/ 4th May 1882) (1)

From the Collector of Sea Customs Madras (" 1212 d/ 11th " ") (2)

" " Superintendent Madras Harbor Works . . . (" 18 W d/ 26th June ") (3)

" " Committee appointed under G.O. d/ 21st June 1882 No. 1566 W. (" 1759 d/ 21st July ") (4)

" " Master Attendant, Madras, (" 6705 d/ 7th Augt " ") (5)

" " Committee appointed under G.O. d/ 21 June 1882 No. 1566 W (" 2001 d/ 10th " ") (6)

" " Master Attendant, Madras (" 7596 d/ 30th " ") (7)

In G.O. 1566 W d/ 21st June 1882 a Committee was appointed to report

(1) on the best means and probable cost of a timber palisading for enclosing a portion of the foreshore

north and south of the Madras Pier.

(2) on the best description of jetty with low platforms for landing and lading goods.

2. The Committee have now submitted two reports dated respectively 21st July and 10th August. In the first they show that the needful palisading, 1300 feet long, with gates, &c, can be constructed for Rs 4,500/. To this must be added a sum of Rs 36,000 for two sheds considered by the Master Attendant to be imperatively necessary.

In the second report the Committee unanimously recommend that a jetty be constructed on the south side

I have put this in subject to correction.
R.L. 8/9

of the present screw pile Pier at a height of 9.5 feet above mean sea level, the cost of which is put down at Rs 23,920. 2844/48

3. The total approximate cost of the works recommended will thus be Rs 64,420 as shown below.—

(1)	Palisading	Rs 4,500
(2)	Sheds	" 36,000
(3)	Jetty	" 23,920
	Total	" 64,420

4. The charge will be met from Port Funds, and the work executed by the agency of the ~~P.W. Dept.~~ Master Attendant's Dept., ~~the Executive Engineer submitting for sanction~~ estimates in the regular form being submitted for sanction in due course. The requisite appropriation of funds will be made in the Financial

Department.

5. The Chief Engineer considers that the roofs of the sheds should be properly secured by good hold down bolts, as in consequence of the sheds being open, and in a position exposed to the full force of a cyclone, great precautions are necessary as well as good sound work. Attention should be directed to this during execution.

6. As regards the jetties, the height 9.5 feet recommended by the Committee seems the least that can be allowed, having regard to previous experience of the action of the waves during a cyclone. The provision for removal of the boards in rough weather also seems essential.

2844
49

7. It is understood that the jetties will be used principally, if not solely, for lading goods - the landing being done on the Main Pier - Should "fenders" and "shoots" be found necessary, some expedient will doubtless be devised to overcome the difficulty.

8. The proposal to utilise the Southern Arm of the Harbour Work for landing and shipping goods may stand over for the present as recommended by the Master Attendant

12.9.82

Desp
4/9/82

~~St. 5th Circle with plans & estimates~~

Master Attendant, Madras.

Supdt. Madras Harbor Works.

Collr. of Sea Customs, Madras.

3. Revenue Dept

2 ~~Financial~~ Marine Dept

/Marine Dt

To,

The Chief Secretary for Counterinitials, R.S.

13.9.82

B

Al. 59/9 ocky 24/10 Re 31/10

5405
3068.

Govt. of (1882) Madras.
PUBLIC WORKS.

31/10

Dated

Encl.

Recd.

G.O. 30th Oct. 1882, No. 2844W.

Nos. [illegible]

Constn of a timber Palisading North & South of the Madras Pier

Rs 64,420, the approxi-mate cost for the a jetty on the South side of the Pier and two sheds; sanctioned with remarks.

Dos/10

30/10