(1) Number of pages 26.

(2) Date of repair 11.5.87

(3) Initials of the Referencer

# TAMIL NADU ARCHIVES

---

## GOVERNMENT OF TAMIL NADU

Public Works. DEPARTMENT

G.O. No. / B.P. No: 3434 (W) Press. / Mis.

Dated 27.12.1882 ~~198~~ .

*Not to be folded or roughly handled*

Archives 1--10,006 1 -80.

3434

## GOVERNMENT OF MADRAS.

## PUBLIC WORKS DEPARTMENT.

Buildings and Roads.
Civil Works.

No. 193.

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, 16th November 1882, No. 47 W.

I have the honor to address you, partly at Mr. Parkes' desire, with regard to G.O., No. 2155 W., of 21st August 1882, and to request your instructions on certain points with regard to the future driving and completion of the moorings. The Master Attendant offers the opinion that a slack of 2½ fathoms should be allowed in the bridle chain and a shackle inserted near the buoy. Am I to consider these, as well as the other opinions expressed in G.O., No. 598 W., of 8th March 1882, as distinct orders for modifications to be actually carried out in the design for moorings? The Master Attendant was to have communicated with Mr. Parkes, but I understand has not yet done so.

2. Mr. Parkes states in a letter of late date to me :—

> "With respect to the large moorings my own opinion is that the two conditions laid down by Captain Taylor are not applicable to them, and that to carry them out would be injurious rather than otherwise, though not materially so. While therefore I shall be happy to give any assistance I can in carrying out any modification that Government may order on Captain Taylor's recommendation, it must be understood that the recommendation should be made in precise terms, and that I have no responsibility in it beyond seeing that Captain Taylor's requirements are properly carried out. I think however, considering that the large moorings have some features which are new, it would be better to try them before adopting modifications which may not be improvements."

Mr. Parkes further remarks that he quite assents to the fact that Captain Taylor's wishes should be carried out if they are clearly stated by him, and approved by Government.

3. The nine moorings on the western row in 3 to 3½ fathoms water have been driven in entire accordance with the recommendations of the Mooring Committee as to position : and for some months past to eight of them have buoys been made fast which each have at least 2½ fathoms of scope in the bridle chain and a shackle, as well as swivel near the buoy, as desired by the Master Attendant.

4. These buoys have not been used this year, though some of them were used during the south-west monsoon last year. A short time ago, as the north-east monsoon was approaching, I thought, in order to avoid wear and tear, it would be better to remove them, and addressed the Master Attendant enquiring if he was prepared to take entire charge of them. In reply he forwarded a report from the Deputy Master Attendant, in which the latter stated that these buoys were of no use to him, and implied that I might remove them or not as I liked. This was unfortunate, because, had I known at the time I handed the first lot over to the Master Attendant on the 12th April and 5th June last, that they would not be used, I might have had them unshackled at once and brought ashore and thus have saved their wear and tear. That chains will wear and buoys will rust in such a sea as this is to be expected, and from an examination I made of some of the chains about two months ago the wearing is perhaps rather more than one might have expected. I think

therefore you will consider that when the Master Attendant finds any of the buoys no longer of any service to him, or for any other reason gives up the use of them, he should, if they have been handed over by me to him as complete, either remove them himself, or request me to do so, in order (as the buoys and chains are rather costly) to preserve them for use for as long a period as possible.

5. All the bridle and mooring chains of the buoys which broke away in the storm of November 1881 have now been found and made secure. You will remember that five of the buoys broke away in consequence of the shackles not having been properly made fast with lead pellets; and that some discussion arose from the fact of the eye of the spindle of one other of the small buoys having broken off and not having been found. This was found lying on the bottom attached to the bridle chain of the second small buoy of the western row from the south.

---

No. 2127 C.

Referred to the Master Attendant, Madras, for early remarks.

(Signed) R. H. SANKEY, Colonel, R.E.,
21st November 1882. Secretary to Govt., P.W.D.

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

---

No. 193-A.

From J. H. TAYLOR, Esq., Lieutenant, R.N.R., Master Attendant, Administrative Department, to the Secretary to Government, Public Works Department, dated Madras, 7th December 1882, No. 10546.

In returning the letter from the Acting Superintendent, Harbour Works, dated 16th November,* relating to moorings, I have the honor to observe that in the present condition of the harbour I do not consider that the moorings require to be driven and completed in any special haste. For many reasons, until smooth water is obtained, the present method of mooring ships with their own anchors and cables and only a stern fast to a buoy is the best. This sort of plant deteriorates very rapidly, as it appears Mr. Beardmore has discovered, and only when a question of packing ships closer than can be done at present arises need the general system of mooring be pressed to completion. Then I should consider that the extra length of bridle chain, 2½ fathoms for the large buoys, and a swivel near all buoys, should be adopted. I note Mr. Parkes' objection that the large moorings having some features that are new, he considers that it would be better to try them before adopting modifications; but my opinion is formed upon the heavy sea that I now find is to be expected at times so long as there exists an eastern opening, and I feel certain that the system advocated by Mr. Parkes does not afford play enough.

* No. 47 W.

2. I should be glad, however, if Mr. Beardmore would complete the two large buoys on his principle, so that a trial might be given them. He writes in this letter that all the bridle and mooring chains of the buoys that broke away have been found and made secure, yet he gives me to understand that they are not connected with the buoys. I cannot imagine why they are not, as I have been told the operation is very easy, and one that the Marine Department will have to carry out, whenever cleaning or painting is required or accidents occur. On this head I must remark that the P. and O. *Shannon* cut down her stern fast buoy with her screw two days ago (while getting under way and sunk it).

3. The small buoys are too near the shore to make use of with any security while the harbour is open to seaward. Mr. Beardmore is right in saying that they were partially used, but that was before the accident. This Department has no means at present of taking them into store or securing the moorings, but the Harbour Works have, and Mr. Beardmore has been asked to remove them. I should be glad to know, within some reasonable limit, when and how the harbour will be finished before urging the mooring question.

3434
2

4. I request that a copy of this letter be forwarded to Mr. Parkes, in attention to the order that I should communicate with that gentleman—*vide* memorandum, No. 793 C., dated 3rd April 1882.

---

No. 2297 C.

Copy of the above forwarded to the Superintendent, Madras Harbour Works, for early remarks with reference to paragraph 2.

(Signed) R. H. SANKEY, Colonel, R.E.,
12th December 1882. Chief Engineer, P.W.D.

To the Superintendent, Madras Harbour Works.

---

No. 193-B.

From J. H. TAYLOR, Esq., Lieutenant, R.N.R., Master Attendant, Administrative Department, to the Secretary to Government, Public Works Department, dated Madras, 21st December 1882, No. 11102.

In acknowledging letter No. 2373 C., dated 20th instant, I have the honor to state that I am decidedly of opinion that the moorings in the harbour should not be permanently secured, until the success of the harbour is undoubted, and very much more shelter given from the sea. It is found practically that in the present state of the harbour vessels require much more space than contemplated in its completed condition, and thus the system of buoyage proposed ultimately is unsuitable to present requirements. For immediate wants this Department can lay down moorings as found necessary.

3. I send herewith specimen of a chain which has been down about four years attached to one of our own buoys, which you will observe is nearly worn out.

3. In the face of such cogent evidence it is clear that, after, say, ten years' wear, any Port Officer would naturally have very serious misgivings as to the serviceability of either chains or buoys.

4. The constantly recurring expense of looking after a net work of moorings so as to ensure and maintain safety would be a very considerable item.

---

No. 194.

Order—dated 27th December 1882, No. 3434 W., Public Works.

Under the circumstances it is considered unnecessary to proceed further with the operation of laying down the moorings in the harbour, and the Superintendent of the Harbour Works will submit an early report as to the means he proposes for storing the plant and for dispensing with the services of all establishments specially entertained for the work in question.

(True Extract.)

Captain, R.E.,
Ag. Under Secy. to Govt., P.W.D.

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

Exd. S. T. Austin.
Spare Copies

BUILDINGS AND ROADS.
CIVIL WORKS.

# Govt. of (1882) Madras.
## PUBLIC WORKS.

*Dated December, 27th.*

*Recd.* *Encl.*

---

**G.O., 27th Dec. 1882, No. 3434 W.**

---

**DECEMBER.**
**Nos. 193-194.**

---

**Moorings in the Madras Harbour.**
*Orders regarding the —.*

---

No. 193

22 NOV 82

following papers

No. 47 W. 3434

FROM

THE ACTING SUPERINTENDENT,
MADRAS HARBOUR WORKS,

TO

The Secretary to Government
Public Works Department

MADRAS, 15th November 1882.

Sir,

I have the honour to address you, partly at Mr. Parkes' desire, with regard to G.O. 2155, W. of 21st August 1882, and to request your instructions on certain points with regard to the future driving and completion of the Moorings. The Master Attendant offers the opinion that a slack of 2½ fathoms should be allowed in the Bridle chain and a shackle inserted near the buoy. Am I to consider these, as well as the other opinions expressed in G.O. 598 W of 8th March 1882, as distinct orders for modifications to be actually carried out in the design for Moorings? The Master Attendant was to have communicated with Mr. Parkes but I understand has not yet done so.

2. Mr. Parkes states in a Letter

of late date to me:-

"With respect to the large Moorings
"my own opinion is that the two
"conditions laid down by Captain
"Taylor are not applicable to them, and
"that to carry them out would be injurious
"rather than otherwise, though not materially
"so. While therefore I shall be happy
"to give any assistance I can in
"carrying out any modification that
"Government may order on Captain
"Taylors recommendation, it must be
"understood that the recommendation
"should be made in precise terms,
"and that I have no responsibility
"in it beyond seeing that Captain
"Taylors requirements are properly
"carried out. I think however considering
"that the large Moorings have some
"features which are new, it would
"be better to try them, before adopting
"modifications which may not be
"improvements.-

Mr Parkes further remarks that he quite assents to the fact that Captain Taylors wishes should be carried out if they are clearly stated by him, and approved by Government.

3 The nine moorings on the Western row in 3 to 3½ fathoms water have been driven in entire accordance with the recommendations of the Mooring Committee as to position: and for some months past to eight of them have buoys been made fast which each have at least 2½ fathoms of scope in the bridle chain and a shackle, as well as swivel, near the buoy as desired by the Master Attendant.

4. These buoys have not been used this year, though some of them were used during the S.W. monsoon last year. A short time ago, as the North East Monsoon was approaching, I thought in order to avoid wear and tear it would be better to remove them, and addressed the

Master Attendant enquiring if he was prepared to take entire charge of them. In reply he forwarded a Report from the Deputy Master Attendant in which the latter stated that these buoys were of no use to him and implied that I might remove them or not as I liked. This was unfortunate, because had I known at the time I handed the first lot over to the Master Attendant on the 12th April and 5th June last, that they would not be used, I might have had them unshackled at once and brought ashore and thus have saved their wear and tear. That chains will wear and buoys will rust in such a sea as this is to be expected, and from an examination I made of some of the chains about two months ago the wearing is perhaps rather more than one might have expected. I think therefore you will consider that

when the Master Attendant finds any of the buoys no longer of any service to him, or for any other reason gives up the use of them, he should, if they have been handed over by me to him as complete, either remove them himself, or request me to do so, in order (as the buoys and chains are rather costly) to preserve them for use for as long a period as possible

5. All the Bridle and Mooring chains of the buoys which broke away in the Storm of November 1881 have now been found and made secure. You will remember that five of the buoys broke away in consequence of the shackles not having been properly made fast with lead pellets; and, that some discussion arose from the fact of the eye of the spindle of one other of the small buoys having broken off and not having been found. This was found lying on the bottom attached to the bridle chain of the 2nd small

luny of the Western row, from the South.–

I have the honor to be
Sir,
Your most obedient Servant
Nathl. B. Beardmore C.E.
Actg Superintendent
M. H. Works

P5

Buildings & Roads

No. 2127 C of 21st November 1882

From

The Ag: Superintendent
Madras Harbor Works.

Referred to the
Master Attendant,
Madras for early remarks.

R. H. Sankey Col R.E.
Secty: to Govt. P.W. Dept.

No. 47 W.

Dated 16th November 182
-Recd.

No. 2127 C of 21 Nov/82

No. of Enclosures

Madras Harbour Moorings.

Requests instructions on
certain points connected with the
future driving and completion
of –

Referred

To,
The Master Attendant,
Madras in original – to
be returned

---

No. 193 A.

P6

Administrative Department,

No. 10546

MADRAS,
Marine Office,
7th December 1882.

3434/7

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,

No. 47. W

In returning the letter from the Acting Superintendent Harbour Works dated 18th November, relating to moorings, I have the honor to observe that in the present condition of the Harbour, I do not consider that the moorings require to be driven and completed in any special haste. For many reasons until smooth water is obtained, the present method of mooring ships with their own anchors and cables and only a stern fast to a buoy is the best. This sort of plant deteriorates very rapidly, as it appears Mr. Beardmore has discovered, and only when a question of packing ships closer than can be done at present arises need the general system of mooring be pressed to completion. Then I should consider that the extra length of bridle chain 2/2 fathoms for

the

the large buoys, and a swivel near all buoys should be adopted. I note Mr Parkes' objection that the large moorings having some features that are new, he considers that it would be better to try them before adopting modifications, but my opinion is formed upon the heavy sea that I now find is to be expected at times so long as there exists an Eastern opening, and I feel certain that the system advocated by Mr Parkes does not afford play enough.

2 I should be glad, however, if Mr Beardmore would complete the two large Buoys on his principle, so that a trial might be given them. He writes in this letter that all the bridle and mooring chains of the Buoys that broke away have been found and made secure, yet he gives me to understand that they are not connected with the Buoys. I cannot imagine why they are not, as I have been told the operation is very easy, and one that the Marine Department will have to carry out, whenever cleaning or painting is required or accidents occur. On this head I must remark that the P. and O. "Shannon" cut down her stern fast buoy with her screw two days ago (while getting under way and sunk it)

The

3 The small Buoys are too near the shore to make use of with any security while the Harbour is open to seaward. Mr Beardmore is right in saying that they were partially used, but that was before the accident. This Department has no means at present of taking them into store or securing the moorings, but the Harbour Works, have, and Mr Beardmore has been asked to remove them. I should be glad to know within some reasonable limit when and how the Harbour will be finished before urging the mooring question.

4 I request that a copy of this letter be forwarded to Mr Parkes, in attention to the order that I should communicate with that gentleman, vide Memo No 793 C, dated April 3rd 1882.

I have the honor to be
Sir
your most Obedt Servant
J H Taylor
Master Attendant
Administrative Department

SMR

A 2155 w of 21-8-82
No 493 C of 3. 4. 82
A 598 w of 8. 3. 82
" 328 w of 7. 2. 82
" 227 w of 26. 1. 82
" 3169 w of 21. 12. 81
" 2954 w of 25. 11. 81

(188 ) DEPARTMENT.

From

THE MASTER ATTENDANT,
ADMINISTRATIVE DEPARTMENT,
*Madras*,

To

THE ~~Chief~~ SECY. TO GOVERNMENT,
P.W. ~~Marine~~ DEPARTMENT,
*Fort St. George.*

No. 10546

Dated } 7th December 1882
Received }

No.

*Subject.*

Returning letter from Superintendent Madras Harbour Works regarding Moorings with remarks. No 2297 C d/12th Decr/82

Copy of the above forwarded to the Supt: Madras Harbour Works for early remarks with reference to para 2.

Sd/ R. H. Sankey, Col. R.E.
Chief Engr. P.W.

Despd 13-12-82
To the Supt. M. H. Works

Entd. in R. Regr [illegible]15/12

---

[illegible] B

P 8

Administrative Department

No. 11102

MADRAS,
Marine Office,
21st Decr 1882

From

J. H. TAYLOR, Esq., Lieut., R.N.R.,
3434/10
*Master Attendant,*
*Administrative Department,*
*Madras,*

To

Col. R. H. Sankey C.B. R.E.

~~*Chief*~~ *Secretary to Government,*
*Public Works ~~Marine~~ Department,*
*Fort Saint George.*

SIR,

In acknowledging letter No 2373 C, dated 20th instant, I have the honor to state that I am decidedly of opinion that the moorings in the Harbour should not be permanently secured until the success of the Harbour is undoubted, and very much more shelter given from the sea. It is found practically that in the present state of the Harbour vessels require much more space than contemplated in its completed

condition

condition, and thus the system of buoyage proposed ultimately is unsuitable to present requirements. For immediate wants this Department can lay down moorings as found necessary.

2. I send herewith specimen of a chain, which has been down about four years attached to one of our own buoys, which you will observe is nearly worn out.

In office
R.S.

3. In the face of such cogent evidence, it is clear that, after say ten years' wear, any Port-Officer would naturally have very serious misgivings as to the serviceability of either chains or buoys.

4. The constantly recurring expense

expense of looking after a network of moorings so as to ensure and maintain safety would be a very considerable item.

I have the honor to be
Sir,
Your Most Obedt Servant

H.W. Taylor
Master Attendant
Administrative Department

(188 ) DEPARTMENT.

A No. 2155 W d/ 28-8-82
Memo No. 793 C d/ 3-4-82
A No. 598 W d/ 8-3-82
" 328 W d/ 7-2-82
" — 227 W d/ 26-1-82
" — 3169 W d/ 21-12-81
" — 2154 W d/ 25-11-82
Memo No. 2297 C d/ 12-12-82
" — 2127 C d/ 21-11-82
G. 2954 W d/ 25-11-81
Memo 2373 C d/ 20-12-82

From

THE MASTER ATTENDANT,
ADMINISTRATIVE DEPARTMENT,
*Madras,*

To

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

No. 11102.

Dated 21 } Decr 1882.
Received }

No.

*Subject.*

Reporting again on the Harbour Moorings and forwarding a specimen of Mooring Chain

---

C No. 7877 ✓
8419 ✓
8888 ✓

Hon. H. E. Sullivan

B. W. Cole

3434

H.E. all enclosures printed in extenso

From the Ag. Supdt. M. H. Works
No. 47 W d/ 16th Novr. 82
From the Master Attendant
No. 10546 d/ 7th Decr. 82
From the Master Attendant
No. 11102 d/ 21st Decr. 82

10

Order thereon No. 3434 W d/ 27-12-82

Under the circumstances it is considered unnecessary to proceed further with the operation of laying down the moorings in the Harbour and the Supdt. of the Harbour works will submit an early report as to the means he proposes for storing the plant and for dispensing with the services of all establt. specially entertained for the work in question

(Copies to all above concerned)

Desp.
2/1/83

Master Attt. Madras. 3
Supt. M. H. Works. ✓ 3
E. in C. M. H. Works. 3
Marine Dept. 17

31

Govt. of (1882) Madras.

PUBLIC WORKS.

[illegible]

28/12/82

Dated

Recd. Encl.

G. O. 27th Dec/ 1882, No. 3434

Nos. 193-194.

Moorings in the Madras Harbour – orders regarding the.

47/6

Entd. in Receipt Reg.