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 A 1259 w 20.4.83
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A 2662 w 22.9.83

- A 2051 w 9.12.80
- 60 w 11.1.81
- 2054 w 15.11.81
- 2927 w 22.11.81
- 2954 w 15.11.81
- 3169 w 21.12.81
- 420 w 16.2.82
- 786 w 23.3.82
- 781 w 23.3.82
- 1008-9 w 24.4.82
- 1694-5 w 6.7.82
- 1912 w 28.7.82
- 1989 w 5.8.82

B No. 2863 Waf 11th Oct/83

Recorded with
 reference to Ho.
 No 2861 Waf 11th Oct 83.

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From Committee's Report

27/10/10
 15/5/10 Re Ad 11/10

[6] M.O. 8396
 Govt. of 188 Madras.

To 14 S.C

Ret 28/9/83

Proceedings, dated 188
 No.
 Subject.

11-10-83
 No 2863 Waf 11th Oct 83

For the
 Sub Dir. Rept. Dept.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY,
S.S. "CARTHAGE,"
4th September 1883.

CAPTAIN J. H. TAYLOR, R.N.R.,
Master Attendant, Madras.

DEAR SIR,

I am obliged to you for a perusal of the plans now under consideration for the reconstruction of the Madras Break-water.

The proposed alteration of the entrance from its present position to the North-East angle of the Northern arm commends itself to my judgment.

The advantages gained by this change will, I think, be:

Smooth water inside the Harbour.

Increased moving space.

Less liability to accident to vessels entering or leaving the Harbour.

Probably less difficulty to vessels putting to sea in bad weather.

I am,
Sir,
Your obedient Servant,
(Signed) G. N. HECTOR,
Master, S.S. "Carthage."

(True Copies.)

J. H. Taylor
Master Attendant,
Administrative Department.

Order thereon 17 September 83 No. 465 & Co.

Communicated to the Public
Works Department.

True Extract,
Sd/-

Ag. Under Secretary

To The Public Works Department
/with Distribution List/

Sd/-
Colonial Secretary General.

(with 14 S.C. of Clermont)

Administrative Department.

No. 8607.

MADRAS,
MARINE OFFICE,
4th September 1883.

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

To THE HONOURABLE E. FORSTER WEBSTER,
*Acting Chief Secretary to Government,
Marine Department,
Fort Saint George.*

SIR,

I have the honour to forward, as desired, the opinions of Nautical men upon the proposed closing of the East entrance of the Harbour, and opening one to the North. The opinions are all strongly in favour of the plan, and are all by men of great experience and good position. I could of course continue the collection, but the result would be the same, while much valuable time would be wasted. There can be no doubt that the change would be good in every way, and the smooth water thus obtained, and the security offered by a wall, as recommended by the Madras Committee, appointed in G. O. Public Works Department, No. 1259 W., dated 30th April 1883, would be of incalculable advantage to the Port, and admit of immediate Beach improvements for landing and shipping.

I have the honour to be,
Sir,
Your most obedient Servant,

*Master Attendant,
Administrative Department.*

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY,
S.S. "Parramatta,"
August 1st, 1883.

CAPTAIN J. H. TAYLOR,
Master Attendant, Madras.

DEAR SIR,

I have read with much interest the reports of the local and home Committees on the reconstruction of the Harbour of Madras, with which you were good enough to furnish me, having had considerable personal experience of the port for upwards of thirty years.

On the particular point upon which you wish for my opinion, namely, the closing of the present entrance to the Harbour, and the opening of one in the North-east angle of the North arm, so far from seeing any objection to it, I think it will be a positive advantage, as in my opinion it will be equally easy of ingress and egress with the present one, and will give a larger area of deep water for mooring large vessels, and will I think under all conditions render the water inside the Harbour much smoother than it ever is at present. I return the reports herewith with many thanks and remain

Dear Sir;
Yours faithfully,
(Signed) ARTHUR E. BARLOW,
Commander, P. & O. S. S. "Parramatta."

MADRAS,
STEAM SHIP "SHANNON,"
PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY,
5th August 1883.

CAPTAIN J. H. TAYLOR, R.N.R.,
Master Attendant, Madras.

DEAR SIR,

I have read with much interest the papers relating to the Madras Harbour, and having closely studied the plans, I have come to the conclusion that the plan proposed for its reconstruction by the Committee of June, 1883, is the very best that can be undertaken, and, that while giving larger accommodation for shipping than ever before, it will ensure what was deficient in the old scheme—viz., shelter and protection in Cyclonic weather.

For obvious reasons the new entrance must be to the Northward; and there can be no question about closing the present one.

I would venture to suggest that there should be no stint in the Protecting arm for the new entrance, and that it should be carried out more Northerly than Westerly.

I beg to remain, &c.,
(Signed) J. S. MURRAY,
Commander of the "Shannon."

B. I. S. N. COY.'S S.S. "DACCA,"
MADRAS, 10th August 1883.

CAPTAIN TAYLOR,
Master Attendant.

SIR,

I have looked over the plan for reconstructing the Madras Harbour, and think it an excellent idea closing up the present entrance, and having the new one at the North-East corner, and when the wall of the break-water is built higher, we ought to have perfectly smooth water. The Harbour ought also to be able to give accommodation to several more steamers, and I don't see why it should not be able to give protection to ships in case of a Cyclone, in fact, the present plan is the first which has caused me to believe in the utility of a Madras Harbour.

I am Sir,
Yours obediently,
(Signed) W. A. BURKITT,
Master S.S. "Dacca."

MADRAS,
PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY,
S.S. "Kaisar-i-Hind,"
August 14th, 1883.

CAPTAIN J. H. TAYLOR,
Master Attendant, Madras.

DEAR SIR,

I have looked over the plans for the reconstruction of the Madras Break-water, and most certainly think the closing up of the present entrance, the very best that could be done, and the only plan by which smooth water can be looked for inside the Harbour which would then have greatly increased accommodation for more vessels, and with perfect safety.

The Northern entrance would be quite as easy of ingress and egress, and to steamers preferring putting to sea on an approaching Cyclone, have perhaps less difficulty in getting out, than through the present entrance with possibly a gale of wind from North blowing full on her broad side.

I am dear Sir,
Yours faithfully,
(Signed) E. G. STEAD,
Commander S.S. "Kaisar-i-Hind."

B. I. S. N. COY.'S STEAM SHIP "BOOLDANA,"
MADRAS, 15th August 1883.

TO

CAPTAIN J. H. TAYLOR,
Master Attendant,
Administrative Department, Madras.

SIR,

With reference to your request for my opinion regarding the proposed alteration in the Madras Harbour, I am of a most decided opinion, that the only way in which smooth water and increased accommodation for shipping can be obtained is by closing the present entrance and making a new one at the outer end of the North Pier. I cannot see why an entrance there should not at all seasons be as accessible as the present one.

The arm to protect the Northern entrance I think, should be curved like an arm towards the shore to protect the entrance from the North-East sea, as much as possible, without interfering with the navigation.

My experience of the Coast is twenty years in the British India Steam Navigation Company's Service.

I have the honor to be,
Sir,
Your most obedient Servant,
(Signed) R. S. TURNER,
Commander S.S. "Booldana."

MADRAS,
1st September 1883.

CAPTAIN J. H. TAYLOR.

DEAR SIR,

With regard to the reconstruction of Madras Harbour, I beg to state that in my opinion to ensure dispatch in working cargo and also safety in Cyclonic weather, it is absolutely necessary that the present entrance should be closed, and a new one opened, from local circumstances this must be at the North side, with a protecting arm. This would give room for more vessels, and if the Break-water be raised as proposed give safety in a Cyclone, vessels often being unfit to go to sea on short notice given.

I am,
Dear Sir,
Yours truly,
(Signed) J. DUFF,
S.S. "Duke of Sutherland."

4
PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY,
S.S. "CARTHAGE,"
4th September 1883.

CAPTAIN J. H. TAYLOR, R.N.R.,
Master Attendant, Madras.

DEAR SIR,

I am obliged to you for a perusal of the plans now under consideration for the reconstruction of the Madras Break-water.

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The advantages gained by this change will, I think, be:

Smooth water inside the Harbour.

Increased moving space.

Less liability to accident to vessels entering or leaving the Harbour.

Probably less difficulty to vessels putting to sea in bad weather.

I am,

Sir,

Your obedient Servant,

(Signed) G. N. HECTOR,

Master, S.S. "Carthage."

(True Copies.)

Master Attendant,
Administrative Department.

Administrative Department.

No. 8607.

MADRAS,
MARINE OFFICE,
4th September 1883.

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J. H. TAYLOR, Esq., Lieut., R.N.R.,

Master Attendant,

Administrative Department,

Madras.

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Acting Chief Secretary to Government,

Marine Department,

Fort Saint George.

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Administrative Department.

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Commander, P. & O. S. S. "Parramatta."

MADRAS,
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PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY,
5th August 1883.

CAPTAIN J. H. TAYLOR, R.N.R.,
Master Attendant, Madras.,

DEAR SIR,

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For obvious reasons the new entrance must be to the Northward; and there can be no question about closing the present one.

I would venture to suggest that there should be no stint in the Protecting arm for the new entrance, and that it should be carried out more Northerly than Westerly.

I beg to remain, &c.,
(Signed) J. S. MURRAY,
Commander of the "Shannon."

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(Signed) W. A. BURKITT,
Master S.S. "Dacca."

MADRAS,
PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY,
S.S. "Kaisar-i-Hind,"
August 14th, 1883.

CAPTAIN J. H. TAYLOR,
Master Attendant, Madras.

DEAR SIR,

I have looked over the plans for the reconstruction of the Madras Break-water, and most certainly think the closing up of the present entrance, the very best that could be done, and the only plan by which smooth water can be looked for inside the Harbour which would then have greatly increased accommodation for more vessels, and with perfect safety.

The Northern entrance would be quite as easy of ingress and egress, and to steamers preferring putting to sea on an approaching Cyclone, have perhaps less difficulty in getting out, than through the present entrance with possibly a gale of wind from North blowing full on her broad side.

I am dear Sir,

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MADRAS, 15th August 1883.

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CAPTAIN J. H. TAYLOR,
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The arm to protect the Northern entrance I think, should be curved like an arm towards the shore to protect the entrance from the North-East sea, as much as possible, without interfering with the navigation.

My experience of the Coast is twenty years in the British India Steam Navigation Company's Service.

I have the honor to be,

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Master, S.S. "Carthage."

(True Copies.)

Master Attendant,
Administrative Department.

Administrative Department.

No. 8607.

MADRAS,
MARINE OFFICE,
4th September 1883.

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PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY,
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Administrative Department.

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DEAR SIR,

I have looked over the plans for the reconstruction of the Madras Break-water, and most certainly think the closing up of the present entrance, the very best that could be done, and the only plan by which smooth water can be looked for inside the Harbour which would then have greatly increased accommodation for more vessels, and with perfect safety.

The Northern entrance would be quite as easy of ingress and egress, and to steamers preferring putting to sea on an approaching Cyclone, have perhaps less difficulty in getting out, than through the present entrance with possibly a gale of wind from North blowing full on her broad side.

I am dear Sir,
Yours faithfully,
(Signed) E. G. STEAD,
Commander S.S. "Kaisar-i-Hind."

B. I. S. N. Coy.'s STEAM SHIP "BOOLDANA,"
MADRAS, 15th August 1883.

TO

CAPTAIN J. H. TAYLOR,
Master Attendant,
Administrative Department, Madras.

SIR,

With reference to your request for my opinion regarding the proposed alteration in the Madras Harbour, I am of a most decided opinion, that the only way in which smooth water and increased accommodation for shipping can be obtained is by closing the present entrance and making a new one at the outer end of the North Pier. I cannot see why an entrance there should not at all seasons be as accessible as the present one.

The arm to protect the Northern entrance I think, should be curved like an arm towards the shore to protect the entrance from the North-East sea, as much as possible, without interfering with the navigation.

My experience of the Coast is twenty years in the British India Steam Navigation Company's Service.

I have the honor to be,
Sir,
Your most obedient Servant,
(Signed) R. S. TURNER,
Commander S.S. "Booldana."

MADRAS,
1st September 1883.

CAPTAIN J. H. TAYLOR.

DEAR SIR,

With regard to the reconstruction of Madras Harbour, I beg to state that in my opinion to ensure dispatch in working cargo and also safety in Cyclonic weather, it is absolutely necessary that the present entrance should be closed, and a new one opened, from local circumstances this must be at the North side, with a protecting arm. This would give room for more vessels, and if the Break-water be raised as proposed give safety in a Cyclone, vessels often being unfit to go to sea on short notice given.

I am,
Dear Sir,
Yours truly,
(Signed) J. DUFF,
S. S. "Duke of Sutherland."

4
PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY,
S.S. "CARTHAGE,"
4th September 1883.

CAPTAIN J. H. TAYLOR, R.N.R.,
Master Attendant, Madras.

DEAR SIR,

I am obliged to you for a perusal of the plans now under consideration for the reconstruction of the Madras Break-water.

The proposed alteration of the entrance from its present position to the North-East angle of the Northern arm commends itself to my judgment.

The advantages gained by this change will, I think, be:

Smooth water inside the Harbour.

Increased moving space.

Less liability to accident to vessels entering or leaving the Harbour.

Probably less difficulty to vessels putting to sea in bad weather.

I am,
Sir,
Your obedient Servant,
(Signed) G. N. HECTOR,
Master, S.S. "Carthage."

(True Copies.)

Master Attendant,
Administrative Department.

Administrative Department.

No. 8607.

MADRAS,
MARINE OFFICE,
4th September 1883.

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

To THE HONOURABLE E. FORSTER WEBSTER,
Acting Chief Secretary to Government,
Marine Department,
Fort Saint George.

SIR,

I have the honour to forward, as desired, the opinions of Nautical men upon the proposed closing of the East entrance of the Harbour, and opening one to the North. The opinions are all strongly in favour of the plan, and are all by men of great experience and good position. I could of course continue the collection, but the result would be the same, while much valuable time would be wasted. There can be no doubt that the change would be good in every way, and the smooth water thus obtained, and the security offered by a wall, as recommended by the Madras Committee, appointed in G. O. Public Works Department, No. 1259 W., dated 30th April 1883, would be of incalculable advantage to the Port, and admit of immediate Beach improvements for landing and shipping.

I have the honour to be,
Sir,
Your most obedient Servant,

W. Taylor
Master Attendant,
Administrative Department.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY,
S.S. "Parramatta,"
August 1st, 1883.

CAPTAIN J. H. TAYLOR,
Master Attendant, Madras.

DEAR SIR,

I have read with much interest the reports of the local and home Committees on the reconstruction of the Harbour of Madras, with which you were good enough to furnish me, having had considerable personal experience of the port for upwards of thirty years.

On the particular point upon which you wish for my opinion, namely, the closing of the present entrance to the Harbour, and the opening of one in the North-east angle of the North arm, so far from seeing any objection to it, I think it will be a positive advantage, as in my opinion it will be equally easy of ingress and egress with the present one, and will give a larger area of deep water for mooring large vessels, and will I think under all conditions render the water inside the Harbour much smoother than it ever is at present. I return the reports herewith with many thanks and remain

Dear Sir,
Yours faithfully,
(Signed) ARTHUR E. BARLOW,
Commander, P. & O. S. S. "Parramatta."

Spence copies
Vide Case 2863 H
11-10-83

MADRAS,
STEAM SHIP "SHANNON,"
PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY,
5th August 1883.

CAPTAIN J. H. TAYLOR, R.N.R.,
Master Attendant, Madras.

DEAR SIR,

I have read with much interest the papers relating to the Madras Harbour, and having closely studied the plans, I have come to the conclusion that the plan proposed for its reconstruction by the Committee of June, 1883, is the very best that can be undertaken, and, that while giving larger accommodation for shipping than ever before, it will ensure what was deficient in the old scheme—viz., shelter and protection in Cyclonic weather.

For obvious reasons the new entrance must be to the Northward; and there can be no question about closing the present one.

I would venture to suggest that there should be no stint in the Protecting arm for the new entrance, and that it should be carried out more Northerly than Westerly.

I beg to remain, &c.,
(Signed) J. S. MURRAY,
Commander of the "Shannon."

B. I. S. N. COY.'S S.S. "DACCA,"
MADRAS, 10th August 1883.

CAPTAIN TAYLOR,
Master Attendant.

SIR,

I have looked over the plan for reconstructing the Madras Harbour, and think it an excellent idea closing up the present entrance, and having the new one at the North-East corner, and when the wall of the break-water is built higher, we ought to have perfectly smooth water. The Harbour ought also to be able to give accommodation to several more steamers, and I don't see why it should not be able to give protection to ships in case of a Cyclone, in fact, the present plan is the first which has caused me to believe in the utility of a Madras Harbour.

I am Sir,
Yours obediently,
(Signed) W. A. BURKITT,
Master S.S. "Dacca."

MADRAS,
PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY,
S.S. "Kaisar-i-Hind,"
August 14th, 1883.

CAPTAIN J. H. TAYLOR,
Master Attendant, Madras.

DEAR SIR,

I have looked over the plans for the reconstruction of the Madras Break-water, and most certainly think the closing up of the present entrance, the very best that could be done, and the only plan by which smooth water can be looked for inside the Harbour which would then have greatly increased accommodation for more vessels, and with perfect safety.

Simla.

Colonel Brownlow.

The Financial Member.

Mr. Molesworth.

Mr. Mackenzie

Chief Secretary to Viceroy

Private Secretary to Viceroy.

Public Works Member of Viceroy's Council

Mr. Stiffe—Manora, Hollington Park,

St. Leonard's on sea,

England (thru' India Office)

London.

Sir John Coode

Sir John Hawkshaw

Professor Stokes

Mr. Parkes.

India Office &c

The Northern entrance would be quite as easy of ingress and egress, and to steamers preferring putting to sea on an approaching Cyclone, have perhaps less difficulty in getting out, than through the present entrance with possibly a gale of wind from North blowing full on her broad side.

I am dear Sir,
Yours faithfully,
(Signed) E. G. STEAD,
Commander S.S. "Kaisar-i-Hind."

B. I. S. N. COY.'S STEAM SHIP "BOOLDANA,"
MADRAS, 15th August 1883.

To
CAPTAIN J. H. TAYLOR,
Master Attendant,
Administrative Department, Madras.

SIR,
With reference to your request for my opinion regarding the proposed alteration in the Madras Harbour, I am of a most decided opinion, that the only way in which smooth water and increased accommodation for shipping can be obtained is by closing the present entrance and making a new one at the outer end of the North Pier. I cannot see why an entrance there should not at all seasons be as accessible as the present one.

The arm to protect the Northern entrance I think, should be curved like an arm towards the shore to protect the entrance from the North-East sea, as much as possible, without interfering with the navigation.

My experience of the Coast is twenty years in the British India Steam Navigation Company's Service.

I have the honor to be,
Sir,
Your most obedient Servant,
(Signed) R. S. TURNER,
Commander S.S. "Booldana."

MADRAS,
1st September 1883.

CAPTAIN J. H. TAYLOR.

DEAR SIR,
With regard to the reconstruction of Madras Harbour, I beg to state that in my opinion to ensure dispatch in working cargo and also safety in Cyclonic weather, it is absolutely necessary that the present entrance should be closed, and a new one opened, from local circumstances this must be at the North side, with a protecting arm. This would give room for more vessels, and if the Break-water be raised as proposed give safety in a Cyclone, vessels often being unfit to go to sea on short notice given.

I am,
Dear Sir,
Yours truly,
(Signed) J. DUFF,
S. S. "Duke of Sutherland."

*N. G. 1
8396/13*

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY,
S.S. "CARTHAGE,"
4th September 1883.

CAPTAIN J. H. TAYLOR, R.N.R.,
Master Attendant, Madras.

DEAR SIR,

I am obliged to you for a perusal of the plans now under consideration for the reconstruction of the Madras Break-water.

The proposed alteration of the entrance from its present position to the North-East angle of the Northern arm commends itself to my judgment.

The advantages gained by this change will, I think, be:

Smooth water inside the Harbour.

Increased moving space.

Less liability to accident to vessels entering or leaving the Harbour.

Probably less difficulty to vessels putting to sea in bad weather.

I am,
Sir,
Your obedient Servant,
(Signed) G. N. HECTOR,
Master, S.S. "Carthage."

(True Copies.)

J. H. Taylor

Master Attendant,
Administrative Department.

Order thereon 17 September 83 No. 465 & Co.

Communicated to the Public
Works Department.

True Extracts
L. J. J. J. J.

Ag. Under Secretary

To The Public Works Department
/with Distribution List/

W. D.
Chief Surveying Engineer.

(with 14 S.C. of Current)