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TAMIL NADU ARCHIVES

GOVERNMENT OF TAMIL NADU

Public Works DEPARTMENT

G.O. No.	1651 W	Press.
B.P. No.		Mis.
Dated	30-6-1888	198

Not to be folded or roughly handled.

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

Buildings and Roads,
Civil Works.

REPLY to the following letter from A. E. FRISON, Esq., Assistant Superintendent, Madras Harbour Works, to the Secretary to Government, Public Works Department, dated Madras, 30th June 1886, No. 16 W.:

I have the honor to submit the progress report with a plan of the work done on these works during the past month of May.

1. It would be gathered from the Superintendent's last report that little or no work could be done on the piers during the rough weather, but every opportunity was seized to rearrange the block-yard, and repair all machinery, &c., for a fresh start again on the 1st June.

2. Before proceeding I must mention that the Superintendent availed himself of two of days' privilege leave from noon, the 27th May.

3. *Surveys*.—Throughout the standing portions of both piers a permanent new centre line has been laid out, and a series of cross sections are now complete over both curves on the proposed new centre line of piers, most of which are plotted and will be submitted with each report as the new piers reach the point of each section.

4. *North pier rubble base*.—As the north pier rubble base is advanced as far as the overthrown blocks have been blown up, nothing could be done under this head until the weather permits the divers continuing the blasting operations.

5. Throughout the length of the new pier 220½ tons of large stone were deposited from boats to protect the foundation blocks of this new work.

6. *Wave-breakers*.—Nothing has been done since the crane was withdrawn on the 28th April, and it is probable that some little delay will be unavoidable in this work as the concrete blocks require time to harden, the present stock of these blocks being required to complete the gap in the south pier wave-breakers.

7. *North pier superstructure*.—On account of the withdrawal of the Titan crane nothing has been done since April, when a length of 89 feet level of the new pier was completed.

8. On the 1st May all the temporary rails were taken up, as they have so often been lost in rough weather, but were relaid by the 2nd instant, when block setting was resumed.

9. *Block-making*.—All the machinery being repaired, a fair start at block-making was made on the 17th May, and it is to be hoped this work will continue uninterrupted for some months. At present an average of only nine blocks a day are turned out as only one platform is available for the work. All the blocks at present being made are for the wave-breakers. One hundred and one blocks were made up to the 31st May, representing 3,080 tons of concrete.

10. During May, 104 of the south pier superstructure blocks, and all the old stock of wave-breakers, viz., 186, making 290 blocks in all, were safely transferred from the north block yard to the south one stacking ground, thus giving more space

at the two platforms at the north pier block-yards for carrying on the work of block-making.

12. *South pier rubble base*.—Although work at the south pier rubble base was stopped for several days in May through rough weather, the progress was fair, 12,214½ tons of stone being deposited, making a total of 91,056½ tons, of which 12,830 tons is due to old blocks blown to pieces by divers.

13. On the 12,214½ tons of stone deposited, 2,638½ tons was tipped south of the south pier in the gap between the two detached portions of the wave-breaker. This gap is now nearly completed (see paragraph 9, progress report for April, G.O., No. 1204 W., issued 12th May 1886).

14. *Wave-breaker*.—Shortly the south pier Titan crane will be traveled out to resume work at forming the wave-breaker, which I hope to complete by the 20th instant, when the Titan will be turned north to its legitimate work of building the new south pier.

15. *South pier superstructure*.—In the meantime until the Titan crane is turned north, I have run out to the end of the south pier a 10-ton jib crane, by which the levelling up of the base for the new pier can be at once proceeded with, as the crane will be used for raising the surplus stone to the surface, in boxes filled by divers. For this purpose I have launched a third divers' boat, to be exclusively kept at this work.

16. *Pettaham quarries*.—The output of stone from Pettaham has not been so good owing to the trains being so often cancelled on account of rough weather. For the last week in May, the trains ran daily and with fair punctuality, the output of stone for the week amounting to 12,451 tons.

17. An extension of 200 feet to the main line of railway was completed.

18. *Steamers*.—During May the steamers *Chyabassa*, *Cornucopia*, and *Almora* arrived with 450 tons of Portland cement, the latter steamer also brought stores consisting of screws, nails, and galvanized iron blocks.

19. *Workshops*.—A great addition to the workshops has been the erection of a large, drilling and slotting machines, in a building just completed for the purpose. These machines are driven by steam and will do most of the turning which has hitherto been sent to the Public Works shops.

20. *Cyclone at Madras*.—On Sunday, the 23rd May, the heavy sea caused two barges to drift on to the north pier, where they were both wrecked at the positions shown in accompanying plan.

21. The barque *Neerungatankulo* struck and went to pieces on the wave-breakers, the crew being saved by several of the Madras Harbour Works employees, who deserve great credit for the bravery shown by them, and I really think that some reward might be permitted to them for their conduct on this occasion, their services being purely voluntary.

22. The barque *Neerungatankulo* struck on the damaged portion of the north pier curve, displacing two or three of the old blocks that appeared above high-water and carrying away one of the new tangent point survey beacons. At the extreme end of the south pier a few blocks of the old single wall were overthrown. These blocks were not yet protected by a wave-breaker, and not only had they to stand the direct sea, but also to resist the reflected waves which were thrown with great force off the nearest heap of wave-breaker blocks. So far the sea has been too rough for a diver to ascertain where these blocks have fallen; but should they be on the line of the new pier, I can see no difficulty in slinging and removing them by chains with the Titan crane when this point is reached.

23. The only other damage done was the washing ashore of most of the contractor's boats for depositing stone, and this will delay the progress of depositing base until other boats are purchased or the damages repaired. I may add that the settlement in the wave-breaker blocks on both piers was very small and that the new north pier work has not moved, showing the foundations to be compact and as near perfection as possible.

Orders—dated 30th June 1886, No. 1651 W., Public Works.

Recorded.

2. The Government are glad to learn that the damage done to the works by the storm of the 23rd May was small.

3. The Superintendent will submit a full report on the subject of paragraph 21, indicating at the same time the names of the employees referred to and his recommendations on their behalf.

(True Extract.)

Major, R.E.,
Under Secy. to Govt. P.W.D.

To the Superintendent, Madras Harbour Works,
Marine Department.

Ed. E. Fernandez,
Spore Copies

BUILDINGS AND ROADS.
CIVIL WORKS.

Govt. of Madras
PUBLIC WORKS.

From June 30th,

G.O., 30th June 1886, No. 1651 W.

JUNE.

Madras Harbour Works

The progress report for May 1886
recorded with remarks.

At the
Public Works

5.

At the Public Works

Adm.

BUILDINGS AND ROADS.
CIVIL WORKS.

Govt. of (1886) Madras
PUBLIC WORKS.

Dated June, 30th.

G.O., 30th June 1886, No. 1651 W.

JUNE.

Madras Harbour Works

The progress report for May 1886
recorded with remarks.

No. 15 W.

3
1651

From

Asst. The SUPERINTENDENT,

MADRAS HARBOUR WORKS,

To The Hon. Secy of Madras Harbour Works,
Secretary to Government, P. O. Dept.

Madras, 5 June, 1886.

Sir,

I have the honour to submit the Progress
report with a plan of the work done in these works
during the past month of May.

2. It would be gathered from the Superin-
tendent's last report that little or no work was
done on the Piers during the rough weather,
but every opportunity has been seized to re-arrange
the block yards and repair all machinery so
for a fair start again on the 1st June.

3. Before proceeding I must mention that
the Superintendent availed himself of the 56
days privilege leave from the 5th May.

Survey.

4. Throughout the standing portlines of both
piers a permanent new Centre Line has been
laid out, and a series of new sections are now
complete from both curves on the proposed new
Centre Line of Piers, most of which are plotted
and will be submitted with each report as the
new pier reach the point of each Section.

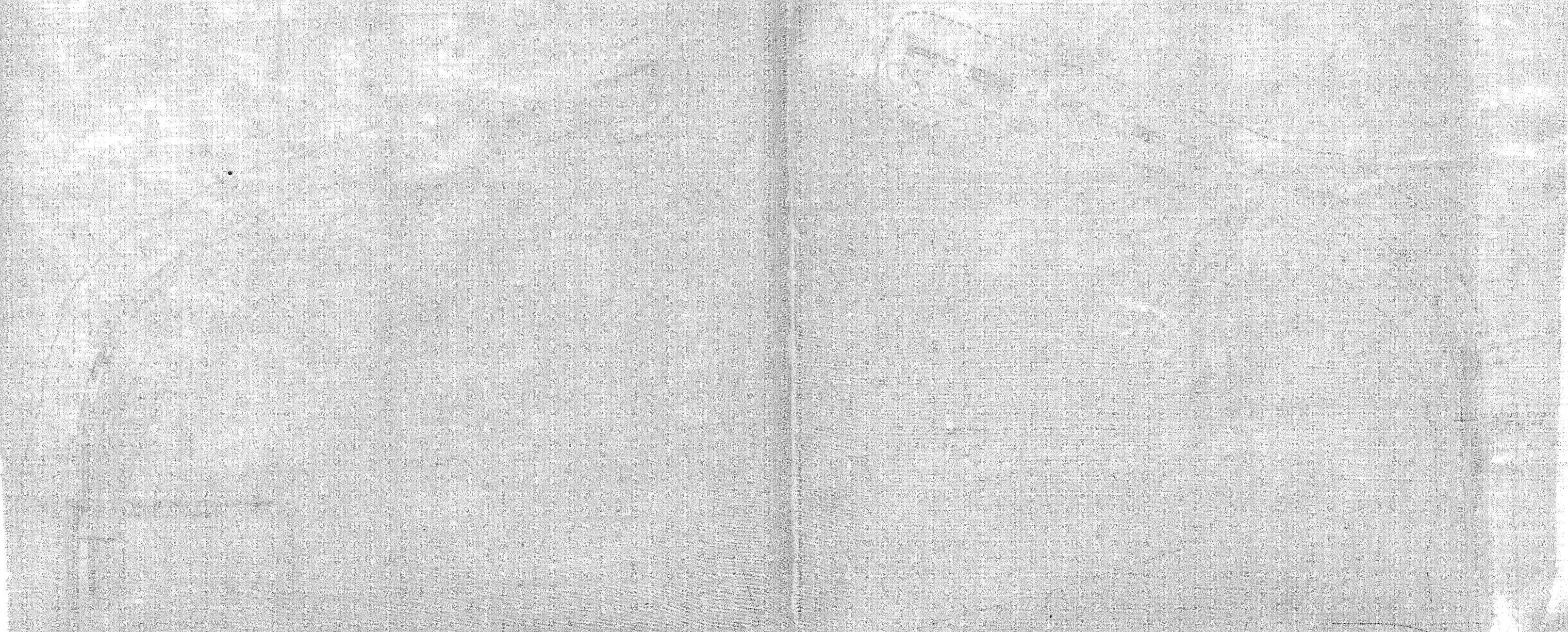
5. As the North Pier Rubble Bank is

H. Pier
Rubble Bank.

advised

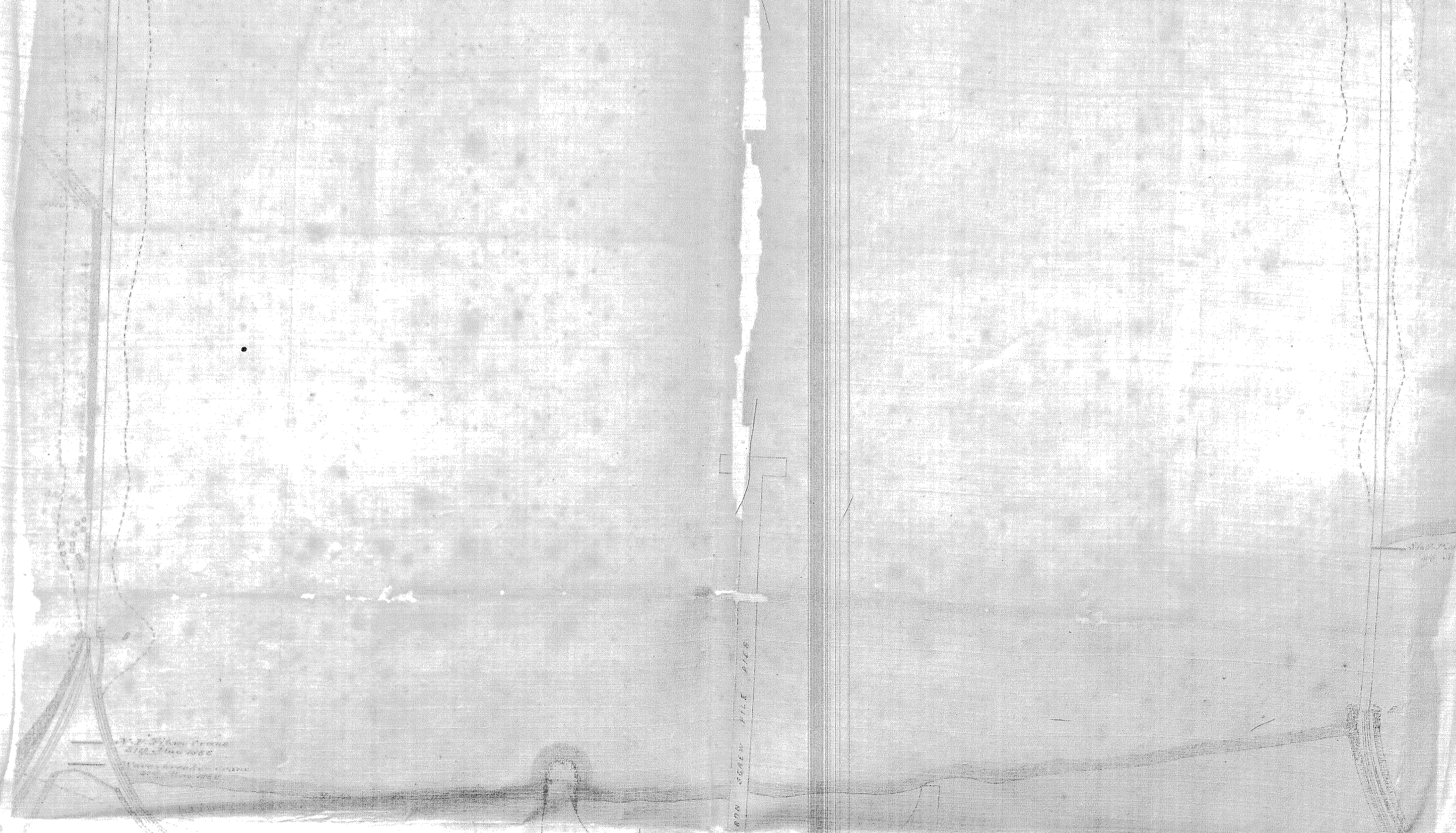
M.R.W

Plan accompanying Progress Report for May 1886.



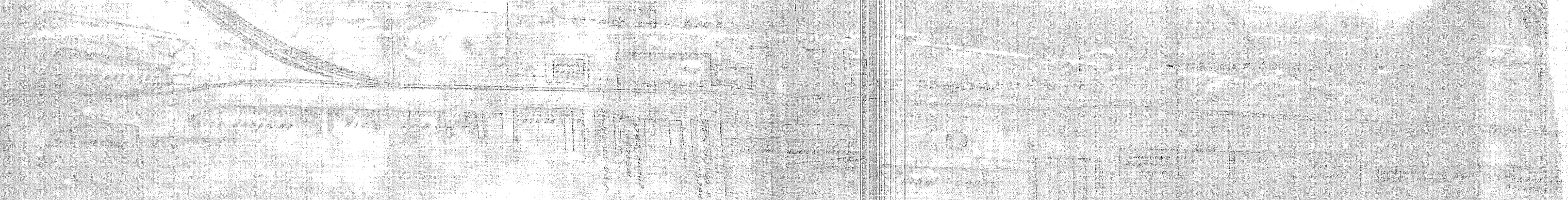
North Star Point
Distance 1000

Magnetic Var. 13.5° increasing 51°
TRUE NORTH.



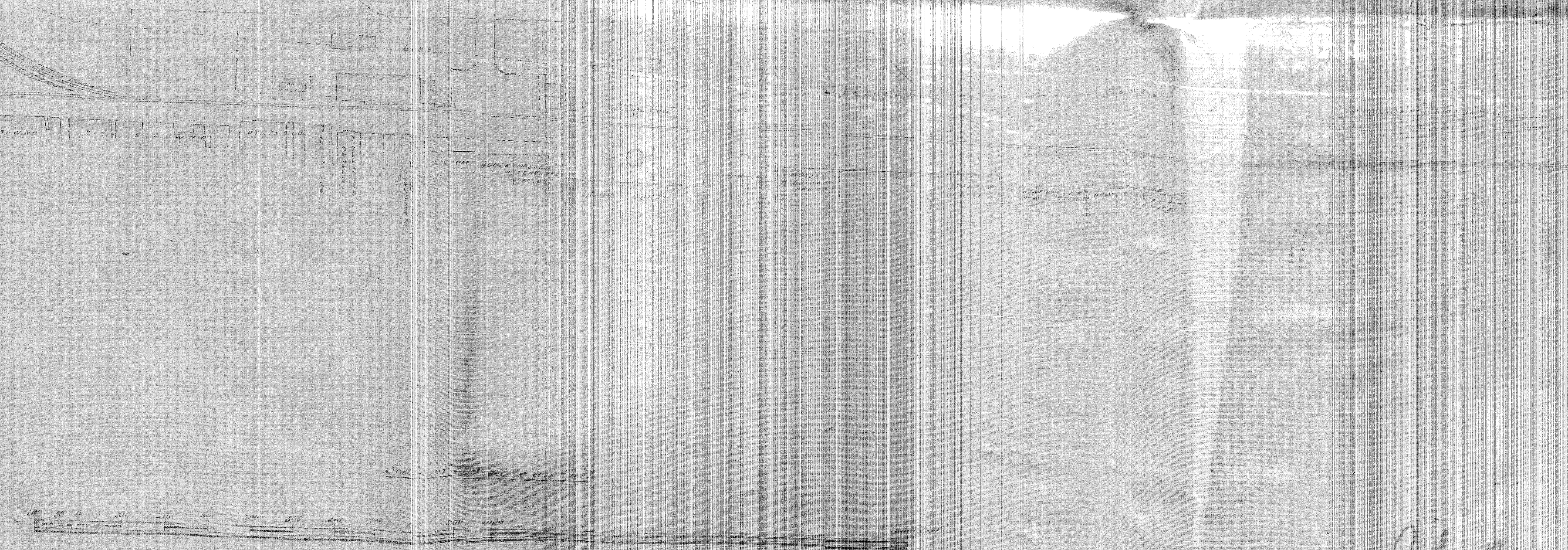
1st Floor Plan
1900-1901

1st Floor Plan



See also attached to this map





Arthur Gordon

1947

[illegible]

advanced as far as the masonry blocks have been blued, nothing could be done under this head until the weather permits the diving continuing the bluing operation.

8. Throughout the length of the pier 200 tons of large stone were deposited from boats to protect the foundation blocks of the new work.

9. Nothing has been done since the Crane Reconstruction was put down on the 21st inst., and it is probable that some little delay will be unavoidable in this work as the concrete blocks require time to harden. The present stock of concrete blocks being required to fill the gap in the South Pier Wavebreaker.

10. On account of the withdrawal of the North Pier Detail Crane nothing has been done since April Reconstruction when a length of 89 feet length of the pier was completed.

11. On the 1st May all the temporary rails were taken up as they have so often been lost in rough weather, but were relaid by the 23rd inst., when block setting was resumed.

12. All the machinery being repaired, Blockmaking a fair start at blockmaking was made on the 7th May and it is to be hoped this work will continue uninterrupted for some months.

At present an average of only 9 blocks a day are turned out as only one platform is available for the work. All the blocks at present being made are for the Wavebreakers. 101 blocks were made up to the 31st inst., representing 3050 tons of concrete.

13. During May 1886 of the South Pier Superstructure blocks, and all the old stock of wavebreakers viz 186, making 298 blocks in all, were safely transferred from the North Block yard to the South Pier stacking ground, thus giving more space at the two platforms at the North Pier Block yards for carrying on the work of blockmaking.

South Pier
Rubble Base

14. Although work at the South Pier Rubble Base was stopped for several days on 11th May through rough weather, the progress was fair. 1225 1/2 tons of stone being deposited, making a total of 9205 1/4 tons of which 12000 tons are to old blocks blown to pieces by divers.

15. Of the 1225 1/2 tons of stone deposited 2638 1/4 tons was tipped south of the South Pier in the gap between the two detached portions of the Wavebreaker. This gap is now nearly completed (see para 9 Engineer's report for April. G.O. No 1201. W dated 12 May 1886).

Wavebreaker

16. Shortly after the South Pier Detail Crane will

and dismantled out to repair with at placing
the construction which I hope to complete
by the 1st of June when the S. M. will be
handed over to its legitimate work of building
the Port South Pier.

15. In the mean time until the South Pier
is turned south, I have put out to the structure
end of the South Pier, a 100 ft jet concrete, by
which the settling up of the base for the
pier will be at once procured with, as they
grow will be used for raising the surface to
the surface, in being filled by cement. For
this purpose I have launched a third diving
boat to be exclusively kept at this work.

16. The outbreak of plague from Pallacuram
has not been so great owing to the transiting
of few travellers on account of rough weather.
For the first time in days no trains ran daily
and with this particularly the port put quite
for the present amount to 200 tons.

17. The extension of 250 feet to the main
line of Railway was completed.

18. During May the Norman Chypharra Stores from England
Company and Amara arrived with 104 tons
of Portland Cement, the latter steamer also
brought stores consisting of screws, nails
and galvanized iron blocks.

19. Norman

Norman 19. A great addition to the workshops
has been the erection of a further drilling & slotting
machines in a building just completed for the
purpose. These machines are driven by steam
and will do most of the turning work that has
hitherto been sent to the S. M. shops.

Cyberus 20. On Sunday the 20th May the heavy
sea caused two barges to drift on to the North
Pier where they were both wrecked at the position
shown in accompanying plan.

21. The Barge Rajawaga which was
wrecked to pieces on the wave breakers, the
crewing saved by several of the S. M. Harbour
Works employees, who have great credit for
the bravery shown by them and I really trust
that some reward might be permitted to them
for their conduct in this service, their services
being purely voluntary.

22. The Barge Kiripari which was
damaged by the North Pier, is being
placed by two or three of the old blocks that
appeared above high water and carrying away
one of the new Troughton point survey buoys.
At the extreme end of the South Pier a
few blocks of the old single wall were in the
water. These blocks were not yet protected by

is a small boat, and wholly unfit to stand
the direct sea, but also to meet the reflected
waves which were thrown with great force
of the wind upon the beach and back
so far the sea had time to reach the shore
to recede, and the water had time to fall
but should they be with the rest of the rain
then I cannot be depending on sleeping
and recovery of the body, however the
same time when they passed washed
the beach. The only other damage done was the
washing away of part of the Confined
beach for depositing stones and this will
delay the progress of the beach, but will
not be a great loss as the damage is
repaired. I may add that the settlement
in the Wharfedale, which is both quiet and
very small, and that the new north Pier
will have not moved during the previous
to be a great and a more perfect one as far as

Where the house to be,
The
Government what not should
Admiral
Chief Superintendent
Colonel Robert M. M.

Buildings & Roads

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Progress Report
Belmonts — for May
1886 —

1657W

Female Worker Behavior

15

PROCEEDINGS OF THE MADRAS GOVERNMENT

Read the following:

Letter from the 20th. Sept.

Madras Harbour Works. R.E. B. W. 5th June 88

1895

3. The Government are
glad to learn that the
damage done to the works
by the storm of the
22nd July was small.

2. The Dept. will submit a full report on the subject of para 21, intimating at the same time the names of the employees referred to and his recommendations on their behalf.

Sept. 20. H. W. W. W.
Marino Sept. 20

5/17

4324

Oct. 1885

PUBLISHED

30 June 1851

M. H. Works

The progress report
for May 1886, submitted
with the annual report