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Public Records Department.

Co. No. 2002.

Date: 11.8.1986.

A. C. B.

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

Buildings and Roads.
Civil Works.

READ—the following despatch from the Right Honorable the EARL OF KIMBERLEY, Her Majesty's Secretary of State for India, to His Excellency the Right Honorable the Governor in Council, Fort St George, dated India Office, London, 15th July 1886, No. 4, Public Works:—

I transmit herewith, for the information of your Excellency's Government, a copy of a letter* from Mr. Parkes, describing the effect of the recent cyclone and heavy sea on the Madras Harbour Works.

* dated 23rd June 1886.

2. It will be observed that Mr. Parkes feels justified in saying that such a sea would have no effect on the works when completed according to the sanctioned design.

ENCLOSURE.

From W. PARKES, Esq., to the Under Secretary of State for India, dated 23, Abingdon Street, 23rd June 1886.

I have the honor to inform you that on the 23rd ultimo Madras was visited by a cyclone accompanied by a heavy sea, of which the following description has been sent me by Mr. A. Lee Pogson, the Assistant Superintendent of the Harbour Works, who is in temporary charge during the absence of Mr. Thorowgood (through indisposition) at Coonoor.

2. "On Sunday the 23rd May 1886 at 6 A.M. the sea was rough and wind from N.E. increasing till 8-0 A.M. when it was blowing a gale from the same direction, with the sea considerably risen.

"At 12-0 A.M. the sea had roughened up, so much so that the three steamers in the harbour made several attempts to go to sea, but were blown round again, and it was not until 2-0 P.M. when the third steamer steamed out. The wind was from N.E. still, and the sea fairly heavy, washing over the north pier from end to end, excepting at the wave-breakers which retarded the waves wonderfully, so much so that our men stood behind them safely while rescuing the men from the wreck hereafter mentioned. At 2-15 P.M. all cargo and other boats had been washed ashore, and two hours later a barque of 401 tons had dragged her anchors and struck the north pier at about 2,000 feet and slowly bumped along the north pier shorewards until she reached the inner wave-breakers when she went to splinters in five minutes. The crew were saved by the bravery of our divers from the north pier.

"At 5-0 P.M. there was a good heavy sea on, and the spray from the south pier wave-breakers was thrown up half as high again as the 'Titan'. The backwash from these was tremendous, causing every wave to wash over the old single wall some feet high. Between the waves I could now see the single wall had been breached near the double wall, about two blocks having gone then. At 6-0 P.M. a large barque of 453 tons struck the north pier outer straight at 3,000 feet from B stone and soon went to pieces, all the crew being saved but three.

"On Monday the 24th the sea had considerably gone down, when I had a look round the works and found that the south pier single wall had gone in the night, and the south pier wave-breakers had settled down about two feet but not much displaced.

"At the north pier the wave-breakers have settled a little, but I do not miss more than two or three blocks in all. The new pier stood the sea perfectly and has only settled half an inch since it was set, no side movement having taken place, which may be due to its being so thoroughly tied to the old pier at every alternate block. I can see no other movement along the old damaged portions of both piers, except where the second barque struck the north pier, and here two blocks which stood above water have been overthrown in the accident. The hull of this barque was washed over the pier and is still floating in the harbour to the danger of the steamers.

"It was not till yesterday that I could get a boat near the south pier to see what had really happened, when I managed to get a correct surface plan of all that remains above water, of the

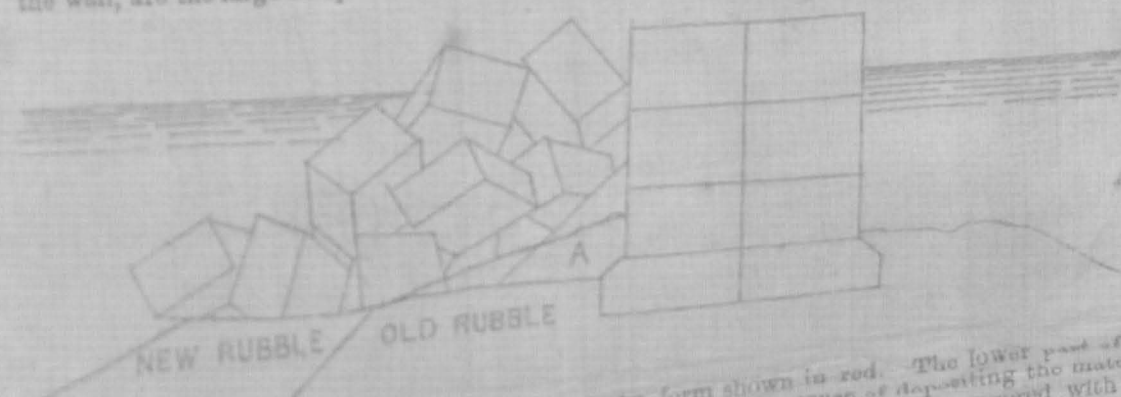
old single wall. Just 219 feet of this wall has been overthrown for certain, but I believe only the first two courses of these have gone; and, as far as I can see, they have fallen into the harbour and on our new base. As soon as possible I will get cross sections and repeat exactly the new cross sections I have lately taken.

"I have taken a few measurements from the top of both piers to see if the boulders which were tipped into 13 feet below the top of the piers have been moved, and I find an average of 6 feet of boulders at both piers has been levelled down, being now 19 feet below the pier top. This I start to make good at once to receive the wave-breaker blocks."

3. The above is a satisfactory report as far as it goes, but I hope to receive fuller particulars of the meteorological conditions preceding and accompanying the storm, including the measured velocity of the wind and its changes of direction and the estimated force of sea and its direction as compared with previous occasions.

4. The effects upon the works are of no importance. The 219 feet of single wall at the south pier which has gone was left in a state by the storm of November 1881 that could not be expected to withstand a second heavy sea. The outer wall had been overthrown by undermining on the sea side, and the harbour wall remained ready to succumb to the next attack. It was not intended to retain it as a wall in the restoration works. The new pier is designed to be built complete inside it, and the old blocks would have been lifted and used for the wave-breaker. Some additional labour will probably be required in raising or blowing up the blocks or a portion of them where they have fallen upon the new rubble base instead of having merely to lift them from the wall, but that is the extent to which our plans are affected by this overthrow. No portion of the old work, which it is intended to retain as part of the permanent structure, has been touched.

5. The boulders, which Mr. Pogson speaks of as having been lowered 13 feet at the face of the wall, are the large lumps of rubble which form a core for the wave-breaker as at A in sketch.



They have been drawn down to something like the form shown in red. The lower part of the slope might have formed part of the original plan but for the expense of depositing the material at that distance from the wall, so that no harm has been done. When it is covered with the wave-breaker blocks, as it will be in the current season, of course it will not be any longer liable to movement.

6. The only new experiences afforded by this storm are the effect of the wave-breakers on the sea and the want of effect of the sea on the wave-breakers, and these are decidedly satisfactory. It was evidently a sea of very considerable force, though I have not the data for comparing it with former seas in this respect. It certainly, however, justifies me in saying that such a sea would have no effect on the works when completed according to the sanctioned design.

ORDER—dated 11th August 1886, No. 2002 W., Public Works.
Communicated to the Chairman, Madras Harbour Trust Board.

(True Extract.)
(Signed)

J. SHAW-STEWART, Colonel, R.E.,
Secretary to Govt., P.W.D.

To the Chairman, Madras Harbour Trust Board.
Marine Department.

Edw. J. Moses.
Spare Copies

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2002

BUILDINGS AND ROADS.
CIVIL WORKS.

Gobt. of (1886) Madras.
PUBLIC WORKS.

Dated August, 11th.

Recd.

Encl.

G.O., 11th Aug. 1886, No. 2002 W.

AUGUST.

Madras Harbour Works

Despatch from the Secretary of State forwarding copy of a letter from Mr. Parkes describing the effect of the recent cyclone and heavy sea on the —, communicated to the Chairman, Harbour Trust Board.

Madras Harbour.

20 Abingdon Street,
740 N. Park Road, to the 23 June 1886,
For India, & the Hon. Secy of State

Sir,

I have the honor to inform you that on the 23 ultimo Madras was visited by a cyclone accompanied by a heavy sea of which the following description has been sent me by Mr. A. Lee Poggson, the Assistant Superintendent of the Harbour Works who is in temporary charge during the absence of Mr. Thoroughgood (through indisposition) at Coonoor.

2. "On Sunday the 23 May 1886 at 6 a. m. the sea was rough and wind from N.E. increasing till 8.0 a. m. when it was blowing a gale from the same direction, with the sea considerably risen.

"At 12.0 a. m. the sea had roughened up, so much so that the three steamers in the Harbour made several attempts to go to sea, but were blown round again, and it was not until 2.0 p. m. when the third steamer steamed out. The wind was from N.E. still, and the sea fairly heavy washing over the North Pier from end to end excepting at the wave breakers which retarded the waves wonderfully, so much so that our men stood behind them safely while rescuing the men from the wreck hereafter mentioned. At 2.15 p. m. all cargo and other boats had been washed ashore and 2 hours later a barque

The

Under Secretary of State
for India.

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"of 401 tons had dragged her anchors and
"struck the North Pier at about 2,000' and
"slowly bumped along the North Pier shorewards
"until she reached the inner wavebreakers when
"she went to splinters in 5 minutes. The crew were
"saved by the bravery of our divers from the
"North Pier.

"At 5.0 p.m. there was a good heavy sea on
"and the spray from the South Pier Wavebreakers
"was thrown up half as high again as the
"Ditton. The backwash from these was tremendous
"causing every wave to wash over the old
"single wall some feet high. Between the waves
"I could now see the single wall had been
"breached near the double wall, about 2
"blocks having gone then. At 6.0 p.m. a large
"barque of 450 tons struck the North Pier
"outer straight at 3000' from B. stone and soon
"went to pieces, all the crew being saved but
"three.

"On Monday the 24th the sea had considerably
"gone down, when I had a look round the
"works and found that the South Pier single
"wall had gone in the night, and the South Pier
"wavebreakers had settled down about 2 feet
"but not much displaced.

"At the North Pier the Wavebreakers have
"settled a little but I do not miss more than
"two or three blocks in all. The new Pier
"stood the sea perfectly and has only settled
"half an inch since it was set, no side
"movement having taken place, which may be
"due to its being so thoroughly tied to the old
"Pier

710
"pier at every alternate block. I can see no other
"movement along the old damaged portions of
"both piers, except where the second barque struck
"the North Pier, and here two blocks which stood
"above water have been overthrown in the
"accident. The hull of this barque was washed
"over the pier and is still floating in the Harbour
"to the danger of the steamers.

"It was not till yesterday that I could get
"a boat near the South Pier to see what had really
"happened, when I managed to get a correct
"surface plan of all that remains above water,
"of the old single wall. Just 219 feet of this
"wall has been overthrown for certain, but I
"believe only the first two courses of these have
"gone; and, as far as I can see, they have fallen
"into the harbour and on our new base. As soon
"as possible I will get cross sections and repeat
"exactly the new cross sections I have lately
"taken.

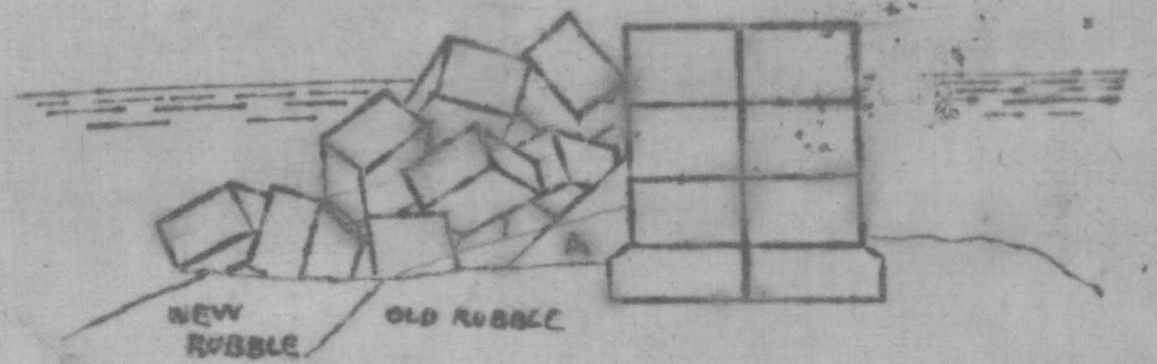
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"I have taken a few measurements from the
"top of both piers to see if the boulders which
"were tipped into 13 feet below the top of the Piers
"have been moved, and I find an average of 6
"feet of boulders at both piers has been levelled
"down being now 19 feet below the pier top. This
"I start to make good at once to receive the
"wavebreaker blocks."

3. The above is a satisfactory report as far as
it goes, but I hope to receive fuller particulars
of the meteorological conditions preceding
and

and accompanying the storm, including the measured velocity of the wind and its changes of direction, and the estimated force of sea and its direction as compared with previous occasions.

4. The effects upon the works are of importance. The 219 feet of single wall at the South Pier which has gone was left in a state by the storm of November 1881 that could not be expected to withstand a second heavy sea. The outer wall had been overthrown by undermining on the sea side, and the Harbour Wall remained ready to succumb to the next attack. It was not intended to retain it as a wall in the restoration works. The new pier is designed to be built complete inside it and the old blocks would have been lifted and used for the wavebreaker. Some additional labour will probably be required in raising or blowing up the blocks or a portion of them, where they have fallen upon the new rubble base instead of having merely to lift them from the wall, but that is the extent to which our plans are affected by this overthrow. No portion of the old work which it is intended to retain as part of the permanent structure has been touched.

5. The boulders which Mr. Pogson speaks of as having been lowered 13 feet at the face of the wall are the large lumps of rubble which form a core for the wavebreaker as at A in sketch.



They have been drawn down to something like the form shown in red. The lower part of the slope might have formed part of the original plan but for the expense of depositing the material at that distance from the wall, so that no harm has been done. When it is covered with the wavebreaker blocks, as it will be in the current season, of course it will not be any longer liable to movement.

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I have &c.
 (22) W. Parkes.

N^o 3

Copy Letter from Mr. Parkes,
dated 23rd June 1886.

Referred to in Public Works Letter
Madras No. 4, dated 15th July 1886.
Para. 1

1134.

India Office
London 15th July 1886

Public Works

N^o 4.

A copy of the report should be
furnished to the
Hon. Mr. Parkes.

dated 23rd June 1886

Sir,

1. I transmit herewith
for the information of Your
Excellency's Government a copy
of a letter from Mr. Parkes,
describing the effect of the recent
cyclone and heavy sea on the
Madras Harbour Works.

2. It will be observed that
Mr. Parkes feels justified in
saying that such a sea would
have no effect on the works when
completed according to the
sanctioned design.

I have the honor to be,
Sir,

His Excellency
The Right Honorable
The Governor in Council
Fort St. George.

Your most obedient
humble servant
Kimberley

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J.W.C. No 6220. 7

No 2

B & R
Cl works.

No 2002. W & 11 August/86.

Public Works

15th July 1906

Communicated
to the Chairman, Master
Harbour Trust Board.

The
Letter to Fort St George

No 4

Encl.

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9.8.86

Recd: 11. 8. 86.

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11/8/86

Recd 6 August/86

Chairman. M. H. J. B.
Marine Dept.

25/8/86

Ref. 35/8.

W. H. H. H.

0,22
Code of 1886 Madras.

PUBLIC WORKS

Dated

Recd

11/8
Recd 12-8/9
G.O. 11 August 1886, No. 2,002

Madras Harbour Board

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despatch from the Secy
of State forwarding
copy of a letter from
Mr. Parkes describing
the effect of the
recent cyclone &
heavy sea on the
convent. to the Chairman
Harbour Trust Board.

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