(1) பக்கங்களின் எண்ணிக்கை ௨௬

(2) புதுக்கித் திருப்பிய நாள் 17-6-88

(3) ஆதாரங்குறிப்பவர் சுருக்கொப்பம்

தமிழ்நாடு ஆவணக் காப்பகம்.

தமிழ்நாடு அரசு

P.W.D துறை

அரசாணை எண். மு. கோப்புத் தாள் எண்.	1452-W	அச்சகம் பலவகை
நாள் : 17. 5. 1888. ~~19~~.		

மடிக்கவோ கண்டபடி கையாளவோ கூடாது

௨௪௭

ஆவண, கா-1—18,006—15-6-87.

17th May 1888, No. 1452 W., Public Works.

1452/1

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

Buildings and Roads.
Civil Works.

Read—the following papers :—

From R. W. BARLOW, Esq., C.S., Chairman, Harbour Trust Board, to the Chief Secretary to Government, Marine Department, Ootacamund, dated Madras, 24th April 1888, No. 287.

I have the honor to submit herewith, for the information of Government, a letter * from the Engineer of the Board, No. 19, dated 5th April 1888, submitting his progress report for the month of March, together with copy of resolution passed thereon by the Trustees in reference to the remarks made in para. 4.

2. In compliance with this resolution, I have to explain that up to the time of the constitution of the Board it appears not to have been the rule to invite tenders, publicly, for the supply of material and stores to the Harbour Works, and the late Board considered this state of things very undesirable and likely to lead to complications, and one not securing to the works the most favorable market-rates. They decided therefore that, in future, tenders called for by advertisement should be the rule, and that contracts properly drawn out should be substituted for verbal agreements and letters in all important matters.

3. In this decision the present Board have unanimously concurred, and although, in a small contract like the one in question for a few tons of teak timber, a few rupees per ton may be added by the cost of advertising, still the Trustees consider it desirable to adhere to the rule laid down by them to invite tenders, such course being, on the whole, very conducive to general economy upon the works, especially in instances when large supplies are involved. I would add that in the present case immediately,—on the 4th April, and prior to the receipt of the Engineer's report of the 5th idem,—on being informed that the tenderer had failed in delivery, I at once authorised the Engineer to purchase locally to the best advantage he could, to prevent any hindrance to work.

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* With tracing in original, to be returned.

Enclosure.

From F. N. THOROWGOOD, Esq., M. Inst. C. E., Superintendent, Madras Harbour Works, to the Chairman, Harbour Trust Board, dated Madras, 5th April 1888, No. 19.

I have the honor to submit, herewith, a plan showing in red color the slight advance made during the month of March, together with a report on the general progress and aspect of the works at the end of the financial year 1887.

2. *North pier works.*—At the north pier nothing whatever has been done beyond picking up a large portion of the titan crane which was submerged on 12th November 1881. This pier has now been at a complete standstill, so far as progress ahead is concerned, since 8th April 1887, and the two cranes erected for its construction at a cost of Rs. 1,12,786 are perfectly idle, and have practically been so since April 1887. This enforced idleness of costly machinery is a serious matter.

3. *Block-making.*—Another month has passed away and want of cement has prevented me from making any blocks. The evil of this absence of cement will be felt throughout the whole of next season I fear, but I will use every endeavour to increase the daily out-put of blocks from the date of starting to make them. I think there can be no doubt that cement will be received within a week, and that being so I have not recommended the purchase of cement from Bombay at almost prohibitive rates, as, in all probability, the cement from Bombay would hardly reach here sooner than that from England.

4. In para. 3 of the progress report for February, I stated that timber was wanted for repairs to block-moulds. I venture to draw the Board's particular attention to the fact that I asked sanction for the purchase of 16 tons of teak for this purpose on 31st January 1888. Up to the date of writing this report (5th April) I have not had a single log of this teak delivered, and repairs to block-moulds as well as to wagons have been brought to a dead lock. Tenders were called for, and a tender was accepted, but beyond that I know nothing of this matter. I fear that the cost of advertising for tenders for this small quantity will add nearly Rs. 4 to each ton of timber, but this is not so serious as the delay to work caused by the want of the timber. I was permitted to purchase 4 tons for immediate use, and this was delivered on the works three days after ordering at a rate of Rs. 2-10-0 per cubic foot. I beg that this matter may be seen to with a view to preventing such delays in future.

5. *Pallávaram quarries.*—A little work has been done at the quarries during March, fourteen trains having been received. The quarry lines are maintained in excellent order, and a large stock of stone is collected on the ground. I endeavour to check this as much as possible, but so long as any work at all is going on it can hardly be expected that the contractor will keep men on only for loading an odd train now and then.

6. *South pier works.*—On 5th March I stopped advancing at the south pier and commenced to turn the titan crane round in order to form the "wave-breaker" as mentioned in para. 7 of the last report. There were 24 blocks set in the superstructure during March, advancing the work by 12 feet and making the total length of the new work 717 feet from point G. There are now 275 blocks put over into the wave-breaker to protect this season's work, and there remains an ample margin of blocks to complete the protection to the whole length.

7. I have pointed out in separate letters that although the work is being carried on precisely as was intended, yet, at some future date, the wave-breaker screen has to be widened to 40 feet instead of 28 or 30 feet as at present. I am anxious to know when this widening should be done, and how it is to be done (*i.e.*, by what arrangement of cranes); and although I firmly believe I might, with *perfect safety*, build another 300 feet of wall into deeper water, protecting it only with the wave-breaker as formed by the titan crane, I think it would be more satisfactory to have the opinion of the designer of the work, as asked for by me on 12th March 1888, letter No. 1547. Whether Sir John Hawkshaw, Sir John Coode or Mr. Parkes be the responsible designer I cannot say, but my instructions were received from the latter. The next thing to be done at the south pier is to build in the wrought iron cramps to the top courses, and this will be undertaken immediately after the titan crane has retired from off the new work.

8. *Stores from England.*—There arrived from England in the S.S. *India* during March a various cargo of grindstones, files, brass-plates and iron, and by the *Goorkha* diver's helmets, leather belting and carpenter's tools.

9. An indent is under preparation for various stores and for spare gear to locomotives which has taken some time in getting ready, as it involves some troublesome drawing of locomotive reversing gear.

10. *Surveys.*—A very satisfactory set of 59 cross sections of the south pier work were taken in March by Mr. Pogson, so that now we are in possession of a precise record of the work as built. These sections extend over a length of about 1,500 feet of the pier.

11. *Harbour and beach improvements.*—The work (sanctioned in your letter of 6th February, No. 6404) of forming an embankment of the shoreward end of the iron pier is being pushed forward as rapidly as I can manage to do it, but it interferes with the traffic very much, as also the traffic interferes with the embankment. The cost of it will be higher than I estimated, because of the difficulty of keeping up a steady supply of labor at work, which is necessarily interrupted. The extra cost, however, will not be at all serious.

12. The renewal of the planking and top beams of the iron pier goes on steadily but slowly. I cannot push it on more rapidly without running up the cost to prohibitive rates.

13. The export goods shed has been completed, and is, I think, a satisfactory piece of work. I can make other sheds at a much less price than this has cost, but the Board must be so good as to allow a slight margin in excess for the first iron roof, as the work is different from what the workmen have been accustomed to.

14. Two latrines have been built on the foreshore to the north and south of the iron pier.

15. *General summary.*—The year 1887-88 has not been altogether a satisfactory one for the Harbour Works, owing to the stoppage of the north pier and the want of cement. These unfortunate circumstances have been caused simply by the doubt as to the final design of the harbour, and can be put down to nobody's fault, but only to a wish to arrive at the best ultimate conclusion. One thing has been proved, however, and that is, that provided cement and stone (and therefore concrete blocks) are supplied in proper quantity, it is possible to build 240 feet of pier wall in one month.

1452/2

16. The expenditure on the works according to the design now sanctioned up to 31st March 1888, has been Rs. 23,83,982.

Extract of Proceedings of the Trustees of the Harbour of Madras, at a Meeting held at the offices of the Board on Friday the 20th day of April 1888.

* * * * *

5. Read again letter from the Engineer, Harbour Trust Board, No. 19, dated 5th April 1888, submitting his progress report up to 31st March 1888.

Read Minute by the Chairman.

Resolved that, with reference to para. 4, the Chairman be invited to explain to Government the reasons why the Board consider it necessary to invite tenders.

* * * * *

(True Extract.)

(Signed) C. PINSENT,
Secretary, Harbour Trust Board.

Transferred to the Public Works Department.

(By Order.)

(Signed) W. S. MEYER,
Assistant Secretary.

11th May 1888.

Order—dated 17th May 1888, No. 1452 W., Public Works.

Recorded.

2. It is hoped that the further progress of the works will not be retarded by delay in the supply of cement, the Secretary of State having been informed by wire on the 27th April that the 3,000 tons indented for on the 14th March last will be required notwithstanding the proposed change of design.

3. The subject of removal of the wave-breaker crane to the southern arm of the Harbour, so as to admit of the protective works there being carried out to the full sanctioned width, is being disposed of in separate Proceedings.

(True Extract.)

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

To the Chairman, Harbour Trust Board, with plan.
,, Marine Department.
,, Consulting Engineer for Railways.

Exd. F. R. Bantleman.
Spare Copies

BUILDINGS AND ROADS.
CIVIL WORKS.

Govt. of (1888) Madras.
PUBLIC WORKS.

Dated May, 17th.

Recd. Encl.

G.O., 17th May 1888, No. 1452 W.

MAY.

Madras Harbour Works

Progress report of the — for March 1888, recorded with remarks.

17th May No 1452
B & R. C.W.

11

Harbour Trust Board Office,

MADRAS, 24 April 1888

No. 287

1462/3

FROM
R. W. Barlow Esquire C.S.
CHAIRMAN, HARBOUR TRUST BOARD,
MADRAS,

TO
The Honorable Mr. H. E. Stokes C.S.
CHIEF SECRETARY TO GOVERNMENT,
Marine Department.
Ootacamund.

Note
Orders on the Progress Report for February are [illegible] [illegible] 12.V.88

Sir

I have the honor to submit herewith for the information of Government a letter* from the Engineer of the Board No 19 dated 5 April 1888, submitting his progress report for the month of March, together with copy of resolution passed thereon by the Trustees, in reference to the remarks made in para 4.

* With tracings original to be returned.

2 In compliance with this resolution I have to explain that up to the time of the constitution of the Board it-

it appears not to have been the rule to invite tenders, publicly, for the supply of material and stores to the Harbour Works, and the late Board considered this state of things very undesirable, and likely to lead to complications, and one not securing to the works the most favourable market rates. They decided therefore that, in future tenders called for by advertisement should be the rule, and that contracts properly drawn out should be substituted, for verbal agreements and letters, in all important matters.

3 In this decision the present Board have unanimously concurred, and although, in a small contract like the one in question for a few tons of teak timber, a few Rupees per ton may be added, by the cost of advertising, still the Trustees consider it desirable to adhere to the rule laid down by them, to invite tenders, such course being on the whole very conducive to general economy upon the works, especially in instances when large supplies are involved. I would add that in the present case immediately — on the 4 April, and prior to the receipt of the Engineer's report of the 5 idem — on being informed that the tenderer had failed in delivery, I at once authorized the Engineer to purchase locally to the best advantage he could, to prevent any hindrance to work.

1452/4

I have the honor to be
Sir
Your most obedt. Servt.

M. Barton
Chairman
Harbour Trust Board

C.P. Rec

1652/5

700 W 29.2.88.
348 W 30.1.88.
1190 W 2.5.87
104 D. 30.4.88
104 W 11.1.88
105 W 11.1.88.
3346 W 6.12.87
2233-4-5 30.5.87
153 W 16.1.88.
3482

SECRETARY TO GOVERNMENT P.W. DEPARTMENT, MADRAS. 11 MAY 88

G.P.

Transferred to the Public Works Department (By order)

W. S. Meyer
Asst Secretary

1575

CURRENT NO. 338.
P.W.C. No 462

MARINE DEPARTMENT.

FROM
THE CHAIRMAN,
HARBOUR TRUST BOARD,
MADRAS,

To
THE CHIEF SECRETARY TO GOVERNMENT,
Marine Department.

Ootacamund.

DATED 24th April 1888.
RECEIVED 17.5.88
ENCLOSURE 1 2 3 (1 plan)
No. 287.

SUBJECT.

Submitting with remarks for the information of Government Progress report of the Madras Harbour Works during March 1888.

No 19.

1452/6

From
The Superintendent
Madras Harbour Works.

To
The Chairman
Harbour Trust Board
Madras.

Madras 5 April 1888.

Sir

I have the honour to submit herewith a plan showing in red colour the slight advance made during the month of March, together with a report on the general progress and aspect of the works at the end of the financial year 1887.

North Pier Works. 2 At the North Pier nothing whatever has been done beyond picking up a large portion of the Titan crane which was submerged on November 12th 1881. This Pier has now been at a complete standstill so far as progress ahead is concerned since April 8th 1887, and the two cranes erected for its

its construction at a cost of Rs 1,12,786 are perfectly idle, and have practically been so since April 1887. This enforced idleness of costly machinery is a serious matter.

Blockmaking

3 Another month has passed away and want of cement has prevented me from making any blocks. The evil of this absence of cement will be felt throughout the whole of next season I fear, but I will use every endeavour to increase the daily out-put of blocks from the date of starting to make them. I think there can be no doubt that cement will be received within a week, and that being so I have not recommended the purchase of cement from Bombay at almost prohibitive rates, as in all probability the cement from Bombay would hardly reach here sooner than that from England.

4 In paragraph No 3 of the progress report for February I stated that timber

timber was wanted for repairs to block-moulds. I venture to draw the Board's particular attention to the fact that I asked sanction for the purchase of 16 tons of teak for this purpose on January 31st 1888. Up to the date of writing this report (April 5) I have not had a single log of this teak delivered, and repairs to block-moulds as well as to waggons have been brought to a dead lock. Tenders were called for and a tender was accepted, but beyond that I know nothing of this matter. I fear that the cost of advertising for tenders for this small quantity will add nearly Rs 4/- to each ton of timber but this is not so serious as the delay to work caused by the want of the timber. I was permitted to purchase 4 tons for immediate use and this was delivered on the works three days after ordering, at a rate of Rs 2-10-0 per cubic foot. I beg that this matter may be seen to with a view to preventing such delays in future.

laveram
uarries

5 A little work has been done at the quarries

1462/7

quarries during March, fourteen trains having been received. The quarry lines are maintained in excellent order and a large stock of Stone is collected on the ground. I endeavour to check this as much as possible, but so long as any work at all is going on it can hardly be expected that the contractor will keep men on only for loading an odd train now and then.

South Pier Works

6 On March 5 I stopped advancing at the South Pier and commenced to turn the Titan crane round in order to form the "wave-breaker" as mentioned in paragraph No 7 of the last report. There were 24 blocks set in the Superstructure during March advancing the work by 12 feet and making the total length of the new work 717 feet from point G. There are now 275 blocks put over into the wave breaker to protect this Seasons work, and there remains an ample margin

margin

margin of blocks to complete the protection to the whole length. Vide 62/8

7 I have pointed out in Separate letters that although the work is being carried on precisely as was intended, yet at some future date the wave breaker screen has to be widened to 40 ft instead of 28 or 30 ft as at present. I am anxious to know when this widening should be done and how it is to be done (i.e by what arrangement of cranes) and although I firmly believe I might with perfect Safety build another 300 ft of wall into deeper water protecting it only with the wave-breaker as formed by the Titan crane, I think it would be more satisfactory to have the opinion of the designer of the work, as asked for by me on March 12. 1888 letter No 1547. Whether Sir John Hawkshaw, Sir John Coode or Mr Parkes be the responsible designer I cannot say, but my instructions were received from the latter. The wisest thing to be done at the South Pier is to build in

the

the wrought iron cramps to the top courses, and this will be undertaken immediately after the Titan crane has retired from off the new work.

Stores from England

8 There arrived from England in the S.S. "India" during March a various cargo of grindstones, files, brassplates and iron. And by the "Goorkha" divers helmets, leather belting and carpenter's tools.

9 An Indent is under preparation for various stores and for spare gear to locomotives which has taken some time in getting ready as it involves some troublesome drawing of locomotive reversing gear.

Surveys

10 A very satisfactory set of 59 cross sections of the South Pier work were taken in March by Mr Pogson so that now we are in possession of a precise record of the work as built. These sections extend over

a

a length of about 1500 feet of the Pier.

2482/9

Harbour and Beach Improvements.

11 The work (Sanctioned in your letter of February 6th No 6404) of forming an embankment of the shoreward end of the Iron Pier is being pushed forward as rapidly as I can manage to do it but it interferes with the traffic very much, as also the traffic interferes with the embankment. The cost of it will be higher than I estimated because of the difficulty of keeping up a steady supply of labor at work which is necessarily interrupted. The extra cost however will not be at all serious.

12 The renewal of the planking and top beams of the Iron Pier goes on steadily but slowly. I cannot push it on more rapidly without running up the cost to prohibitive rates.

13 The export goods shed has been completed and is I think a satisfactory piece of work. I can make other sheds

at

at a much less price than this has cost, but the Board must be so good as to allow a slight margin in excess for the first iron roof as the work is different from what the workmen have been accustomed to.

14 Two Latrines have been built on the foreshore to the North and South of the Iron Pier.

General Summary

15 The year 1887-1888 has not been altogether a Satisfactory one for the Harbour Works, owing to the Stoppage of the North Pier and the want of cement. These unfortunate circumstances have been caused simply by the doubt as to the final design of the Harbour and can be put down to nobody's fault, but only to a wish to arrive at the best ultimate conclusion. One thing has been proved however and that is that provided cement and stone (and therefore concrete blocks) are Supplied in proper quantity, it is possible to build 240 ft. of Pier wall in 1 month.

16 The expenditure on the works according to the design now Sanctioned upto March 31st 1888 has been Rs 23,83,982.

482/18

I have the honour to be
Sir
Your most obed^t. Servant
(Signed) F. L. Thorrowgood
M. Inst. C. E.
Superintendent
Madras Harbour Works.

(True copy).

C Vinsent
Secretary
Harbour Trust Board

E.

P.W. 4697/

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[illegible] 330

EXTRACT of Proceedings of the TRUSTEES of the HARBOUR of MADRAS, at a Meeting held at the Offices of the Board on Friday **the** 20th **day of** April **1888.** 1452/11

× × × ×

5 Read again letter from the Engineer Harbour Trust Board No. 19 dated 5th April 1888 submitting his progress report up to 31st March 1888.

Read minute by the Chairman

Resolved that with reference to para 4 the Chairman be invited to explain to Government the reasons why the Board consider it necessary it invite tenders.

× × × ×

(True Extract)

C Vincent

Secretary

Harbour Trust Board

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PW4627/

A/

No 1452 W

P W R
Work

PUBLIC WORKS DEPARTMENT.

PROCEEDINGS OF THE MADRAS GOVERNMENT

1452/12

UNDER date the 17th May 1888

READ the following

Letter from the Chairman, Harbour Trust Board. } H. E. No 287 of 24th April 1888.

Endorsement in the Marine Dept. dated 11th May 1888. 10P

—

Recorded.

2 It is hoped that the further progress of the works will not be retarded by delay in the supply of cement, the Secretary of State having been informed by wire on the 27th April that the 3,000 tons indented for on the 14th March last will be required notwithstanding the proposed change of design.

PRH 14 May

3 The subject of removal of the Wave breaker Crane to the Southern Arm of the harbour

harbour, so as to admit of the protective works there being carried out _ to the full sanctioned width, is being disposed of in separate Proceedings

Jol
12/5/85

D 3/5

To
The Chairman Harbour Trust
with plan
" Marine Department
" C. E. for Rly

R. S.
[illegible]
12/5
15

1452/13

Govt. of (1888) Madras

PUBLIC WORKS.

145

Dated

Recd.   Encl.

G.O. 17 May 1888, No. 1452 W

Madras Harbour Works

Progress report of the — for March 1888, recorded with remarks

90/6

18/5 [illegible] 17/5