

- (1) பக்கங்களின் எண்ணிக்கை 16
 (2) புதுக்கித் திருப்பிய நாள் - 6-88
 (3) ஆதாரங்குறிப்பவர் சுருக்கொப்பம் 6/2

தமிழ்நாடு ஆவணக் காப்பகம்.

தமிழ்நாடு அரசு

Ona... துறை

அரசாணை எண். 1945 W அச்சகம்
 மு. கோப்புத் தாள் எண். பலவகை

நாள் : 28. 6. 1888 198

மடிக்கவோ கண்டபடி கையாளவோ கூடாது

வ.8

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

Buildings and Roads.
Civil Works.

Read—the following paper:—

From R. W. BARLOW, Esq., C.S., Chairman, Harbour Trust Board, to the Chief Secretary to Government, Marine Department, dated Madras, 15th June 1888, No. 981.

I have the honor to submit herewith, for the information of Government, copy of a letter from the Engineer, Harbour Trust Board, No. 317, dated 5th June 1888, reporting upon the progress made on the Madras Harbour Works during the month of May 1888.

2. Adverting to his last paragraph, I also forward copy of his letter therein referred to, reporting the damage done by the *Hughenden*, for which a claim has been made upon the commander by me.

ENCLOSURES.

From F. N. THOROWGOOD, Esq., M. Inst. C. E., Superintendent, Madras Harbour Works, to the Chairman, Harbour Trust Board, dated Madras, 5th June 1888, No. 317.

I have the honor to submit a very brief report of the works carried out in connection with the harbour during the past month of May,—a month in which all sea-work is stopped on account of uncertain weather.

2. No work of any importance was done at either pier, and the two titan cranes remained where they were at the end of April. The wave-breaker crane, which now has to be removed to the south pier, commenced on 22nd May to take down the stack of concrete blocks (56 in number) which have been piled up under its girder for the past 12 months, so as to give greater space for block storage. They have now had to be returned to the block-yards, where they diminish stacking-room rather seriously. These blocks being removed, the crane has been drawn out on to the north pier, in order to relay its rails in such a position that the long overhanging girders can be removed. The smaller portion of the superstructure are, in the mean time, being taken down. Whether it will be possible to transfer the centre framing without the long girders bodily on rails along the beach from north to south piers, I dare not yet commit myself to say, but I will take every care that the attempt shall not be made, unless it is likely to be done successfully in 12 hours. If it does not appear advisable to attempt to move the crane bodily, the main frames must be taken one at a time on block trucks.

3. Quarries.—There has been absolutely no quarrying carried on during May, and the work at the quarry has not been satisfactory. When clean chips have been required for block-making the contractor has repeatedly sent stones which were useless in that capacity. For such deliveries I of course only pay at the lowest rate per ton, and have subsequently informed him that I shall deduct the haulage of the stone off his bills in case of a repetition of the fault. But the fact is that he appears not to care much for the work, and has recently, as you are aware, asked that his contract be cancelled. During May 4,653 tons of stone were received, partly for block-making and partly for the embankments of the iron pier.

4. Block-making.—Block-making has been carried on briskly throughout May, and might go on at an equally good rate for another 1½ months, provided the stone supply from the quarry does not fail off. There were 277 blocks made in May, containing 4,828 cubic yards of concrete. It will be remembered in this connection that the former contractor for block-making stated that the maximum monthly outturn was 3,916 cubic yards.

5. *Beach Improvements.*—At the iron pier the renewing the timber framing and has been getting on rather slowly, but the work is just now very troublesome on unequal spans of the bays of the pier. Only 50 feet of the half width was completed in the month. The embankment at the shore end (on the south side of the pier) is complete. The north well forward, 230 feet of wood-work having been removed. The south is also getting on, I think, in a satisfactory manner. Two cranes were handed the shops, thoroughly repaired, and one crane has been fitted on to a new truck.

6. Want of rails from the South Indian Railway seems likely to prove a cause of stop, but I have selected 300 third-class rails from a stock at St. Thomas' Mount, which will, I prove good enough for the work on the beach. Hitherto we have been purchasing second rails.

7. *Stores.*—The following stores were received from England during the month. By S.S. *Reva* 628 casks of cement; by the *Navarino*, 925 casks.

8. S.S. *Hughenden*.—On the night of the 29th May (as I have reported separately) S.S. *Hughenden* ran foul of the north pier of the harbour, breaking up the cement coping and moving the rails more or less for a length of 640 feet; she also sunk and severely damaged one of the best survey boats belonging to the works.

From the same officer, dated Madras, 30th May 1888, No. 277.

I have to report that last night (May 29th) at about 9-30 p.m., the S.S. *Hughenden* drifted directly on to the north pier of the harbour, her engines (I believe) having broken down when she attempted to get under weigh.

2. She has damaged one of the Harbour Works surveying boats, the *Geumert*, to such an extent that I doubt whether we can repair her. The boat was a life-boat, worth here in Madras about Rs. 600, and had just been put into thoroughly good order. The *Hughenden* also has seriously damaged the concrete coping of the north pier for a length of 640 feet, but whether any damage has occurred below the coping I cannot tell until the sea is a little quieter. I estimate the value of the whole damage as now revealed at about Rs. 1,800.

3. The Harbour Works syring and boatmen were on the spot at the time, and the head watchman also. I examined the damage this morning, and do not think any serious harm is done; but what has been done must be repaired as soon as possible.

I venture to suggest that damages be claimed from the S.S. *Hughenden*.

Transferred to the Public Works Department.

(By Order.)

(Signed)

W. S. MEYER,
Assistant Secretary.

22nd June 1888.

ORDER—dated 23rd June 1888, No. 1945 W., Public Works.

Recorded.

(True Extract.)

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

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

Exd. F. R. Bantleman.
Spare Copies

BUILDINGS AND ROADS.
CIVIL WORKS.

Govt. of (1888) Madras.
PUBLIC WORKS.

Dated June, 28th.

Recd.

Encl.

G.O., 28th June 1888, No. 1945 W.

JUNE.

Madras Harbour Works

Progress report of the — for May 1888,
recorded.

No. 317

From

The Superintendent,

Madras Harbour Works

To

The Chairman

Harbour Trust Board

Madras

Madras 5th June 1888.

Sir,

I have the honor to submit a very brief report of the works carried out in connection with the Harbour during the past month of May, a month in which all sea work is stopped on account of uncertain weather.

2. No work of any importance was done at either pier, and the two Titan cranes remained where they were at the end of April. The wave breaker crane, which now has to be removed to the South Pier commenced on 22nd May to take down the stack of concrete blocks (66 in number) which have been piled up under the girder for the past 12 months, so as to give greater space for block storage. They have now had to be returned

to the block yards where they diminish stacking room rather seriously. These blocks being removed the crane has been drawn out on to the North Pier in order to relay its rails in such a position that the long overhanging girders can be removed. The smaller portion of the superstructure are in the meantime being taken down. Whether it will be possible to transfer the centre framing without the long girders, bodily on rails along the beach from North to South piers. I dare not yet commit myself to say, but I will take every care that the attempt shall not be made unless it is likely to be done successfully in 12 hours. If it does not appear advisable to attempt to move the Crane bodily the main frames must be taken one at a time on block trucks.

3. There has been absolutely no quarrying carried on during May and the work at the quarry has not been satisfactory. When clean chips have been required for block making the Contractor has repeatedly sent stones which were useless in that capacity. For such deliveries I of course only pay at the lowest rate per ton and have subsequently informed him that I shall deduct the haulage of the stone off his

Quarry

3 sp
bills in case of a repetition of the fault. But the fact is that he appears not to care much for the work and has recently, as you are aware, asked that his contract be cancelled. During May 1,653 tons of stone were received, partly for blockmaking and partly for the embankments of the Iron Pier.

Black
making

4. Blackmaking has been carried on briskly throughout May, and might go on at an equally good rate for another 1½ months provided the stone supply from the quarry does not fall off. There were 277 blocks made in May, containing 4828 C. yds of concrete. It will be remembered in this connection that the former contractor for blockmaking stated that the maximum monthly output was 3916 C. yds.

Beach Improve-
ments.

5. At the Iron pier the renewing the timber framing and planing has been getting on rather slowly, but the work is just now very troublesome owing to the unequal spans of the bays of the pier. Only 50 feet of the half width was completed in the month. The embankment at the shore end (on the South side of the pier) is completed, and that on the North well forward. 230 ft of wood work having been removed. The

railway

railway to the south is also getting on I think
in a satisfactory manner. Two cranes were
handed out of the shops thoroughly repaired
and one crane has been fitted on to a new
truck.

6. Want of rails from the South Indian
Railway seems likely to prove a cause of
stoppage, but I have selected 300 third Class
rails from a stock at St. Thomas Mount which
will I hope prove good enough for the work
on the beach. Hitherto we have been purchasing
2nd Class rails.

7. The following stores were received from England Stores
during the month. By the S.S. "Kew" 628 Casks
of Cement, by the "Kavarini" 925 Casks.

8. On the night of the 29th May (as I have
reported separately) the S.S. "Hughenden" ran foul S.S. "Hughenden"
of the north pier of the Harbour breaking up
the Cement coping and moving the rails more or
less for a length of 640 ft. She also struck and
severely damaged one of the best survey boats
belonging to the works.

I have the honor to be

Your most obedient servant
(Signed) F. J. Thorengood

(True Copy) Supt. Madras Harbour Works

C. J. S. S. S.



From

The Superintendent

Madras Harbour Works

To

The Chairman

Harbour Trust Board

Madras

Madras 30th May 1888

Sir,

I have to report that last night (May 29) at
about 9.30 P.M. the S.S. "Hughenden" drifted directly
on to the north pier of the Harbour, her engines (I believe)
having broken down when she attempted to get
under weigh.

2. She has damaged one of the Harbour Works
surveying boats the "Grassmere" to such an extent
that I doubt whether we can repair her. The boat
was a life boat, worth here in Madras about Rs. 600,
and had just been put into thoroughly good order.
The "Hughenden" also has seriously damaged, the
Concrete coping of the north Pier for a length of 640 feet,
but whether any damage has occurred below the
coping I cannot tell until the sea is a little quieter.

Estimate the value of the whole damage as now revealed at about Rs. 1800.

3. The Harbour Works Engineer and boat men were on the spot at the time and the Head watchman also. I examined the damage this morning and do not think any serious harm is done, but what has been done must be repaired as soon as possible.

I venture to suggest that damages be claimed from the S.S. Raghendran.

I have the honor to be

Sir

Your most obedient servant

(Signed) T. A. Thorenford

Supt. Madras Harbour Works

(True Copy)

C. J. S. S. S.

Secretary

Harbour Trust Board

16

Harbour Trust Board Office,

MADRAS, 15 June 1888

No. 981

1945
6

FROM

R. W. Barlow Esquire C.S.

CHAIRMAN, HARBOUR TRUST BOARD,

MADRAS,

TO

The Hon. Mr. H. E. Stokes C.S.

CHIEF SECRETARY TO GOVERNMENT,

Marine Department.

Cotacmand

Sir

I have the honour to submit herewith for the information of Government, copy of a letter from the Engineer Harbour Trust Board No 317 dated 5th June 1888, reporting upon the progress made on the Madras Harbour Works during the month of May 1888.

2. Adverting to his last para I also forward copy of his letter therein referred to reporting the damage done by the

The "Hampden", for which a name
has been made upon the Commandery,
by me.

I have the honor to be

Yours

Very truly,
Yours

W. W. Warren

Chairman
Harbor Trust Board

P. sec.
[Signature]

1945
7

1744 W. - 1.6.88
1744 W. - 4.6.88
1744 W. - 17.6.88
1744 W. - 18.6.88

MARINE DEPARTMENT.

FROM

THE CHAIRMAN,

HARBOUR TRUST BOARD,

MADRAS,

TO

THE CHIEF SECRETARY TO GOVERNMENT,

Marine Department.

DATED

RECEIVED

ENCLOSURE

15th June 1888.
No. 981.

SUBJECT

Submitting for the
information of Govt.
progress report of the
Madras Harbour
Works during the
month of May 1888.

Chairman H.F. Board.
Marine Dept.

Transferred to the
Public Works Department.
(By order)

W.S. Co. Manager
Assistant Secretary
With Order

1965
8.

Govt. of India 1888

PUBLIC WORKS.

India

28/1/88

And

East

East

GOVT. OF INDIA, 1888, No. 1005

Madras, 28/1/88

Madras, 28/1/88

Madras, 28/1/88

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