

- (1) பக்கங்களின் எண்ணிக்கை 20
(2) புதுக்கித் திருப்பிய நாள் ~~1988~~ May 90
(3) ஆதாரங்குறிப்பவர் சுருக்கெப்பம் ~~1988~~

தமிழ்நாடு ஆவணக் காப்பகம்.

தமிழ்நாடு அரசு

பெரியாண்டி துறை

அரசாணை எண். மு. கோப்புத் தாள் எண்.	2390 W	அச்சகம் பலவகை
நாள் :	6.8.1988	~~1988~~

மடிக்கவோ கண்டபடி கையாளவோ கூடாது

ஆவண, கா-1-18,006-15-6-87.

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 Acting Chief Secretary to Government, Marine Department, dated Madras, 12th July 1888, No. 1404.

I have the honor to submit herewith, for the information of Government, copy of a letter from the Engineer, Harbour Trust Board, No. 459, dated 3rd July 1888, reporting upon the progress made on the Madras Harbour Works during the month of June 1888.

ENCLOSURE.

From F. N. THOROWGOOD, Esq., M. INST. C. E., Superintendent, Madras Harbour Works, to the Chairman, Harbour Trust Board, dated Madras, 3rd July 1888, No. 459.

I have the honor to submit the following report of work done in connection with the Madras Harbour during the past month of June.

2. At the north pier, the only work that has been done is dismantling the wave-breaker crane. This was commenced in May, but only so far as moving the lighter portions of machinery were concerned.

On 6th June the crane was drawn back to a spot specially prepared for its reception, and on the 25th the removal of the heavier parts of the top hamper was commenced. The work has been much delayed through want of sleepers for making the necessary scaffoldings, and we still want more for completing all the piles of staging. Sleepers are arriving at a fair rate, but the great run upon them for the railway lines on the beach reduced the stock very low. Another serious cause of slow progress in removing this crane is the rusting of all the bolts and nuts and other fastenings in spite of their being thoroughly greased when put together in 1886.

3. *Block-making.*—The making of concrete blocks was kept steadily going throughout June with difficulty, as the stone supply from Pallavaram was less than was demanded, and was unsatisfactory altogether. By using up the whole reserve stock of stone in the yard, a stoppage was avoided, but it is very undesirable to clear the stock out altogether, as in cases of a breakdown of trains at the quarry, block-making is then bound to be stopped. During June there were 274 blocks (measuring 4,904 cubic yards) turned out. There are now on stock 453 blocks for the wave-breaker screens, and 812 superstructure blocks, with sufficient cement on hand to go on block-making for nearly three weeks longer.

4. *Quarries.*—The working of the Pallavaram quarry must be again reported as unsatisfactory, and at the date of writing I see no chance of obtaining two trains of stone suitable for concrete daily; in fact, it is with difficulty that the contractor manages to supply one train a-day. There is absolutely no stock of suitable stone lying at the quarry, and as fast as chips are quarried, they have to be loaded into the wagons of the one daily train. It is more than two weeks ago that the contractor told me he could load up two trains daily, but frequent visits to the quarry show me that at least another two weeks must elapse before this can be done. I, of course, have called the contractor's serious attention to his non-fulfilment of requirements for the works.

5. *South Pier.*—Before proceeding with the construction of the superstructure of either of the harbour piers, it is always necessary to build in the crane roads for advancing the titan (and now for the larger wave-breaker crane) over the length of work which was completed before the crane was last withdrawn; owing to the constant splashing and spray caused by a ground swell, the masons could do hardly anything at this work before June.

6. From the 7th to the 10th also only a few hours' work could be got out of the day. Since the 10th the work has progressed well, and by working from dawn to dark daily, not excepting Sundays, under constant European supervision, the roads were well built in by the 24th June. On the 26th the titan crane was advanced to the edge of the newly-laid rails, and on the 28th, 29th and 30th, it was taken to the end of the pier and turned round through 90° for block-setting; since that date persistent ground swell has prevented all work, diving boats not being able to remain at the pier end at all.

7. *Beach Improvement, &c.*—At the iron pier an advance of 120 feet was made in renewal of timber work for half the width. Cranes, skids and a pilot boat were repaired. There are required 15 more teak-wood logs to keep the repairs of the iron pier going on through the current month, and in August a delivery of the teak already contracted for may be expected.

8. The iron work for a second open shed for the south side of the iron pier is taken in hand. At the Custom-house twenty-four iron clamps have been fixed to repair the zinc gutters, and sundry other small works and repairs have been carried out.

9. There have been 1,607 lineal feet of railway laid in from the iron pier southward to the beach, and 662 feet of railway laid temporarily in a corresponding position on the north side.

Transferred to the Public Works Department.

(By Order.)

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

18th July 1888.

ORDER—dated 6th August 1888, No. 2390 W., Public Works.

The report will be forwarded to the Secretary of State.

2. It is requested that future reports be drawn up in greater detail, so as to fulfil the requirements of the despatch recorded with G.O. No. 2065 W., dated 9th July 1888. They should be accompanied by a chart, in duplicate, showing soundings and other necessary details, as well as the progress made on the works during the period embraced by the reports.

(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

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BUILDINGS AND ROADS.
CIVIL WORKS.

Govt. of (1888) Madras.
PUBLIC WORKS.

Dated August, 6th.

Recd.

Encl.

G.O., 6th Aug. 1888, No. 2390 W.

AUGUST.

Madras Harbour Works

Progress report of the — for the month
of June 1888, ordered to be forwarded to
the Secretary of State.

Harbour Trust Board Office,

MADRAS, 12th July 1888

No. 1404

FROM

R. W. Barlow Esquire C.S.

CHAIRMAN, HARBOUR TRUST BOARD,

MADRAS,

TO

J. H. Price Esquire C.S.

Acting CHIEF SECRETARY TO GOVERNMENT,

Marine Department.

Cotacmand.

Sir

I have the honor to submit
herewith, for the information of
Government, Copy of a letter from
the Engineer, Harbour Trust Board,
No. 489 dated 3rd July 1888, re-
porting upon the progress made
in the Madras Harbour Works
during the month of June 1888.

I have the honor to be

Sir

Your most obedient servant

R. W. Barlow

Chairman

Harbour Trust Board

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2065-27.7.88
 1445-20.6.88
 1680-27.6.88
 1452-17.5.88
 1416-15.5.88
 700-24.2.88
 1743-12.6.88
 1624-4.6.88
 1624-1.4.6.88

Page No 718
 Current No 652

MARINE DEPARTMENT.

FROM

THE CHAIRMAN,

HARBOUR TRUST BOARD,

MADRAS.

TO

THE CHIEF SECRETARY TO GOVERNMENT,

Marine Department.

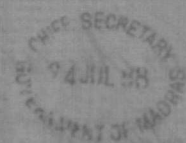
Postu Command.

DATED

RECEIVED

ENCLOSURE

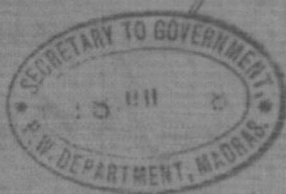
13th July 1888



No. 1404

SUBJECT.

Submitting for the
 information of Govt
 progress report of
 the Madras Harbour
 Works during the
 month of June 1888
 5th of July 1888
 Transferred to the Public
 Works Department.



(By order)

Asst. Secy to Govt

No. 459

From

The Superintendent

Madras Harbour Works

To

The Chairman

Harbour Trust Board

Madras

Madras 3rd July 1888.

Sir,

I have the honor to submit the following report
 of work done in connection with the Madras
 Harbour during the past month of June.

2. At the North pier the only work that has
 been done is dismantling the Wave breaker crane.
 This was commenced in May, but only so far
 as moving the lighter portions of Machinery
 were concerned.

On June 6 the crane was drawn back to a spot
 specially prepared for its reception, and on the
 25th the removal of the heavier parts of the top-
 hamper was commenced. The work has been much
 delayed through want of sleepers for making the
 necessary scaffolding and we still want more
 for completing all the piles of staging. Sleepers
 are arriving at a fair rate, but the great run

upon them for the railway lines on the beach reduced the stock very low. Another serious cause of slow progress in removing this crane is the rusting of all the bolts and nuts and other fastenings in spite of their being thoroughly greased when put together in 1886.

3. The making of concrete blocks was kept Block making steadily going throughout June with difficulty, as the stone supply from Pallavaram was less than was demanded and was unsatisfactory altogether. By using up the whole reserve stock of stone in the yard a stoppage was avoided but it is very undesirable to clear the stock out altogether as in cases of a break-down of trains at the quarry blockmaking is then bound to be stopped. During June there were 274 blocks (measuring 4904 cubic yards) turned out. There are now on stock 463 blocks for the Wave breaker Screens and 812 superstructure blocks with sufficient Cement on hand to go on blockmaking for nearly 3 weeks longer.

4. The working of the Pallavaram quarry must be again reported as unsatisfactory, and at the date of writing I see no chance of obtaining this train of stone suitable for concrete slabs,

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on fact it is with difficulty that the Contractor managed to supply train or day. There is absolutely no stock of suitable stone lying at the quarry and as fast as chips are quarried they have to be loaded into the wagons of the one daily train. It is more than two weeks ago that the Contractor told me he could load up two trains daily, but frequent visits to the quarry show me that at least another two weeks must elapse before this can be done. I of course have called the contractor's serious attention to his non-fulfilment of requirements for the work.

South
Pier

5. Before proceeding with the construction of the superstructure of either of the Harbour Piers, it is always necessary to build in the Crane roads for advancing the Titan (and now for the larger Wave breaker Crane) over the length of work which was completed before the Crane was last withdrawn owing to the constant splashing and spray caused by a ground swell the masons could do hardly anything at this work before June.

7. From the 7th to the 10th also only a few hours work could be got out of the day. Since the 10th the work has progressed well, and by working

from dawn to dark daily not excepting
Sundays, under constant European super-
-vision the roads were well built up by the
24th June. On the 26th the derrick crane was
advanced to the edge of the newly land rails
and on the 28th 29th and 30th it was taken to the
end of the pier and turned round through
90° for block setting since that date persistent
spring swell has prevented all work, diving
boats not being able to remain at the pier
end at all.

6. At the Iron Pier an advance of 120 ft Beach
was made in renewal of timber work for ^{Improvement}
half the width. Lances struts, and a pilot
boat were repaired. There are required 16
more teak wood logs to keep the repairs of
the Iron Pier going on through the current
month, and in August a delivery of the
teak already contracted for may be expected.

7. The Iron work for a second open shed
for the south side of the Iron pier is taken
in hand. At the Custom House twenty four
iron Clamps have been fixed to repair the
Zinc gutters, and sundry other small works
and repairs have been carried out.

8. There have been 1607 lineal feet of
railway land in from the Iron pier South-
-ward to the beach, and 662 ft. of railway
land temporarily in a corresponding
position on the North side ^{V90}

I have the honor to be

Sir

Your most obedient servant
Signed F. A. Thorngood

Supt. Madras Harbour Works

(True Copy)

C. J. Pringle

Secretary
Harbour Trust Board



Dec
7/83/88

had no p. the letter

for

P. W. D.

Madras Harbour Works / P
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To

The Right Honble,
the Secretary of State for India
India Office,
London.

My Lord,

We have the honor to
forward for your Lordship's
information the accompanying
report by the Engineer Harbour
Trust Board, upon the progress
made on the Madras Harbour
Works during the month of
June 1888. It will be seen
from our Proceedings N: 239010
dated 6th August 1888, that we have
arranged that future reports
shall be in greater detail

to as to meet the requirements
of your Lordship's Despatch
No 4 dated 7th June 1888

19/7/88

Despatch
11/8/88

13th Nov 1888
PUBLIC WORKS DEPARTMENT.

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PROCEEDINGS OF THE MADRAS GOVERNMENT.

Under date the

28th 8th Read the following

From the Chairman Harbour
Trust Board

} H.E. No 1404 of 12th July 1888

Endorsement from the Marine
Dept.

} of 18th July 1888

The report will be forwarded
to the Secy of State
Dundee.

It is requested that
future reports be drawn up in
greater detail, so as to fulfil
the requirements of the Secretary
of State, as communicated in
his despatch received with
L.O. 2065 W. of 7th July 1888.

They should be accompanied
by a chart in duplicate
showing soundings
and other nautical details,
as

19 July

19/7/88

as well as the progress made
on the works during the
period embraced by the
reports.

See
19/7/58

Note.

It will probably not be
worthwhile sending the
present report to the Secretary
of State. It does not give
much information.

Copy of the P.O. should accompany
despatches.

See

19/7/58

Despatch
12/8/58

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The Chairman H. J. Bond
Marine Dept.

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Govt. of Madras.

PUBLIC WORKS.

21/7

21/7

Printed

Read

Encl.

G.O. No. 1888, No. 1888

Madras Harbour Works

Progress report of the —
for the month of June 1888,
ordered to be forwarded to
the Secretary of State

Forwarding with remittance
report by the Engineer Harbour
Trust Board upon the progress
made in the Madras Harbour
Works during the month of
June 1888.

100%