

- (1) பக்கங்களின் எண்ணிக்கை 20
 (2) புதுக்கித் திருப்பிய நாள் 11/88
 (3) ஆதாரங்குறிப்பவர் சுருக்கொப்பம் 6/88

தமிழ்நாடு ஆவணக் காப்பகம்.

தமிழ்நாடு அரசு

P.W. துறை

அரசாணை எண். மு. கோப்புத் தாள் எண்.	<u>3919 W</u>	அச்சகம் பலவகை
நாள் :	<u>13.12.1888</u>	<u>1988</u>

மடிக்கவோ கண்டபடி கையாளவோ கூடாது

சுனி

GOVERNMENT OF MADRAS.
PUBLIC WORKS DEPARTMENT.

Buildings and Roads.
Civil Works.

READ—the following paper:—

Despatch from the Right Honorable VISCOUNT CROSS, 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 November 1888, No. 10 (Public Works).

I have received your Excellency's Public Works letter No. 19, dated 1st October 1888, enclosing copy of a letter which has been addressed to your Government by the Harbour Trust Board, in which it is requested that a reference may be made to Mr. Parkes on certain points in connection with the reconstruction of the harbour.

2. I now enclose copy of a memorandum prepared by Mr. Parkes, giving his replies to the various questions raised. With regard to the Board's request that they may be furnished with copies of all correspondence, not of a private nature, which has passed between Mr. Parkes and the late Engineer, I would refer you to Mr. Parkes' remarks on the subject, and would add that, while he occupies the position of Consulting Engineer for the works, it would be convenient if any technical point of detail, on which the Engineer of the Trust may desire to have his opinion, were dealt with by unofficial communication between himself and the Engineer in charge, as suggested in my Public Works despatch No. 4, dated 7th June 1888.

ENCLOSURE.

Madras Harbour.

The first demand is for designs for pier heads. I shall be prepared to furnish detailed plans of these when the question of the position of the entrance is decided. Till then it would be useless to do so. The plans accompanying my report of 21st August 1888 give all particulars that can be required at present.

2. Second, as to the protection of the rubble base with concrete bags. The intention of Sir John Hawkshaw's Committee with regard to this is not very clear, and it is likely the whole subject may have to be reconsidered. Previous to doing this, however, I am desirous of obtaining the result of the last seven years' experience of the effect of the sea upon the inner slope of the rubble base. I requested Mr. Thorowgood some time ago to furnish me with this, but have not yet received it from him or Mr. Pogson. The matter is not urgent, but I shall be ready to act on that information when I receive it.

3. Third, as to the alleged "faulty construction of the wave-breaker crane." The crane was ordered to be made with sufficient play between the flanges of the wheels, on the rail to enable it to go round a curve of 400 feet radius (the sharpest curve which it has to traverse at Madras having a radius of 470 and 454 feet on the outer and inner rails, respectively). On referring to the drawings of the crane as completed, I find this condition was strictly adhered to, so that if there is any difficulty it is not through faulty construction of the crane, but through inaccurate laying of the rails.

4. With respect to the copies of the correspondence for which the Board asks, there is none in existence of the kind required. Since 1881 I have never given any instructions (and scarcely any before that), though I have frequently given explanations and made suggestions which it was within the discretion of the Superintendent to adopt or not. To interpret such suggestions as instructions would be inconsistent with the spirit of our correspondence, and could only lead to difficulty. At the same time, I am quite ready to furnish replies to any definite questions from Mr. Pogson, either officially to the Government or unofficially to him.

5. I feel it my duty to call attention to the fact that the present reference affords at least four instances of the extreme inconvenience of the cessation of direct correspondence between the Engineer in charge of these works and myself. Not one of the above questions need have been made the subject of official reference. Even if a private reference to me had been desirable in any case, I could have put the matter in a form to bring it within the discretion of the Engineer in charge. I have already, under authority of the India office letter of 20th September, applied to Mr. Pogson for a renewal of that correspondence, and I feel confident that, if this is acted on, such references as those under reply will be unnecessary for the future.

24th October 1888.

(Signed) W. PARKES.

ORDER—dated 13th December 1888, No. 3919 W., Public Works.

Communicated to the Chairman, Madras Harbour Trust Board, with reference to G.O., No. 3068 W., dated 1st October 1888.

(True Extract.)

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

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

Exd. J. Henricus.
Spare Copies

3919
2

BUILDINGS AND ROADS.
CIVIL WORKS.

Gobt. of (1888) Madras.
PUBLIC WORKS.

Dated December, 13th.

Recd.

Encl.

G.O., 13th Dec. 1888; No. 3919 W.

DECEMBER.

Madras Harbour Works

Despatch from the Secretary of State forwarding copy of a memorandum by Mr. Parkes affording the information required by the Harbour Trust Board regarding the —, and remarking on the Board's application for copies of correspondence, not of a private nature, which passed between Mr. Parkes and the late Engineer, communicated to the Chairman, Harbour Trust Board.

23RD NOVEMBER 1886, No. 3099 W., PUBLIC WORKS.

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

Buildings and Roads.
Civil Works.

READ—the following despatch from the Right Honorable the Secretary of State for India, to His Excellency the Right Honorable the Governor in Council, Fort St. George, dated India Office, London, 14th October 1886, No. 5, Public Works :—

I forward, herewith, for your Excellency's information, copy of a report * by Mr. Parkes on the progress made in the restoration of the Madras Harbour during the second quarter of 1886, and I take

* Dated 7th August 1886.

this opportunity of inquiring what is the position of the officers connected with the Harbour Works who have been or will be transferred from the service of Government to that of the Trust Board under the provisions of the Madras Harbour Trust Act of 1886.

2. Engagements were made by the Secretary of State in Council with the Chief Engineer, Mr. Thorowgood and others, and if these officers and servants have, under clauses 21 and 22 of the Act, been continued in the positions which they held when the Act was passed, they should be made to understand that, subject to the terms of the formal engagements entered into between themselves and Government, the Port Trust Board will, in future, deal directly with them as forming a part of the staff of that Board.

3. Mr. Parkes is in a somewhat different position, as his duties are performed in this country ; but I should be glad to receive your views as to the mode in which his services should, in future, be made use of, and as to whether he should be retained in his appointment under existing procedure, or should receive instructions direct from the Port Trust Board.

ENCLOSURE.

REPORT by W. PARKES, Esq., on the progress made in the restoration of the Madras Harbour, for the quarter ending 30th June 1886; dated 23, Abingdon Street, 7th August 1886.

I have the honor to append hereto a plan showing the state of the harbour works on the 30th June, and the progress made in the preceding quarter.

2. For eight weeks during the months of May and June, Mr. Thorowgood, the Superintendent, was absent from Madras, having for some time previously suffered rather severely in health from an unusual amount of exertion and exposure in the exercise of his duties. The works were left in charge of Mr. A. Lee Pogson, the Assistant Superintendent, who, however, was in frequent communication with Mr. Thorowgood at Coonoor, by letter and telegram. Mr. Thorowgood resumed charge on the 1st July. He reports his health as completely reestablished, and also that he was entirely satisfied with Mr. Pogson's conduct of the work during his absence.

3. The quarter ending 30th June has always been an unfavorable one for progress. The sea is almost constantly in a disturbed state during the months of May and June, and this year for the first time the precautionary measure of bringing the cranes in shore was adopted. The two Titans and the wave-breaker crane were hauled in in the last days of April, and the Titans were hauled out in the last days of May, and did as much work in the month of June at both piers as the state of the sea permitted. The wave-breaker crane had not been moved out on the 30th of June.

4. In my last quarterly report, dated 8th May, I was unable to give the exact quantities of rubble base deposited in the preceding quarter ending 31st March. I can now supply the omission—

	TONS.
At the north pier there were deposited on the foreshore to receive the wave-breaker	10,234
Deposited as foundation for the new line of pier, stone from quarries	14,072
183 fallen blocks blown up	4,941
Making a total of ...	29,247

	TONS.
At the south pier there were deposited on the foreshore to receive the wave-breaker	4,248
Deposited as foundation for the new line of pier, stone from quarries	17,299
66 fallen blocks blown up	1,782
Making a total of ...	23,329

5. In the last quarter ending 30th June, the quantities were—

	TONS.
At the north pier—	
On the foreshore large lumps or boulders to form the core of the wave-breaker	158
Foundation for new line of pier	394
Making a total of ...	522

	TONS.
At the south pier—	
Foreshore to receive the wave-breaker	9,467
Boulders for core of do.	132
Foundations for new line of pier, stone from quarries	35,514
97½ fallen blocks blown up	2,633
Making a total of ...	47,746

6. The above represents a fair amount of work for the quarter, especially when it is considered that during rough weather, which was frequent, the carriage of stone had to be suspended. The above quantity is in addition to upwards of 8,000 tons used in making concrete blocks. Thus the railway arrangements for the transport of stone appear now to be in a fairly satisfactory state.

7. It will be seen from the plan that at both piers the rubble base is now well advanced. About five-eighths of the whole quantity required has now been deposited.

8. The work of building has been more delayed by the rough seas than the deposit of stone. The operation is now going on at a spot where any movement in the water renders diving work peculiarly difficult from the rush of the waves against the old walls and into and out of the space between the old and the new work. It is unfortunate that this difficult spot is the scene of operations during the bad season. In a short period of calm weather, such as we may now expect, this special difficulty will be left behind, and it will not re-appear as the work advances, at least to anything like the same extent, though I anticipate that the neighbourhood of the overthrown blocks will continue to cause some inconvenience throughout the work. The length built in the quarter is 84 feet, and of these 64 were completed in the more favorable month of April.

9. The progress made in the wave-breaker is shown on the plan. It has been formed by the deposit of 192 blocks by the wave-breaker crane in the month of April, after which the crane was run in shore, and it had not been taken out again by the end of June. No reason has been given me for this delay, but I think it likely Mr. Thorowgood is keeping a reserve of well-matured blocks for forming the wave-breaker outside the new work, where it will be more urgently required.

10. At the south pier no building work had been commenced by the 30th June. The Titan had been employed in extending the wave-breaker, and 201 blocks had been deposited at the position shown in red. It was, however, shortly to be turned round to commence the new building, for which a portion of the rubble foundation has been levelled by divers.

11. The portion of the old wall which was thrown down in the cyclone of the 23rd May is shown upon the plan. It will be seen that it formed no part of the work as now intended to be completed. It would have been taken down as the Titan advanced to it on the new line of pier and the blocks used for the wave-braker. These blocks now lie on the rubble base on which the new wall is to be built, and they will have to be lifted from there by the Titan, but Mr. Thorowgood anticipates no difficulty in doing this, and they will be transferred to the wave-breaker.

12. Mr. Pogson, senior, the Government Astronomer, has kindly sent me the meteorological records of this storm. So far as atmospheric disturbance is concerned it was not a severe one, but it is certain that, like the destructive storm of November 1881, the sea disturbance must have been greater than that due to the local wind, having been probably propagated from some more severe atmospheric disturbance at a distance, which did not reach Madras.

13. The changes of wind followed the regular course caused by a cyclone passing south of Madras, being strongest from N.E. by E. between 4 P.M. and 5 P.M., with a velocity of 24 miles per hour. The greatest force of sea, when the greater part of the wall was overthrown, appears to have been some hours later during the night. In November 1881, the changes of wind followed nearly the same course, being strongest from E.N.E. between 1 A.M. and 2 A.M., with a velocity of 33 miles, but the heaviest sea was some 12 hours previous to this. This shows that there must have been some material difference in the sequence of the phenomena in the two cases. In the more severe atmospheric disturbances experienced in recent years at Madras, the velocity of the wind has been 53 miles in 1872, 49 miles in 1874, and 49 miles in 1884, but this last was from south-west, an off shore wind.

14. It appears, then, that as an atmospheric storm this was a trifling affair, but the fact that a wall was overthrown which had stood in exactly the same state since 1881, is a proof that it was the heaviest sea which had occurred for 4½ years. The storm of November 1881 had left this wall, which formed one-half of the original breakwater, standing, but it had overthrown the sea-wall which formed the other half by undermining its foundation, and then probably its force abated, leaving the harbour wall in its unprotected state to be dealt with by the next heavy sea.

15. It must, however, have been a sea of very considerable force to produce such a result, and that such a sea should be accompanied by so moderate a wind is an additional proof that the relative force of wind is not any measure of the relative force of sea. The two may be contemporaneous results of a common, but more or less remote, original disturbance, but they are acted on by different laws of propagation from their common centre, and have no immediate connection with each other at a distance from that centre.

16. I would now beg to call attention to the effect of the storm on the coast line. It will be seen that, both to the south of the harbour and within the harbour, the sea has encroached on the land. The same has occurred along the line of coast north of the harbour where periodical surveys are made. It may, therefore, be inferred that the storm has had a general erosive effect all along the shore. It may be anticipated that this will be made up by the ordinary action of the surf in fine and moderate weather, and it will be interesting to watch the progress.

17. It appears from the record which we have now for ten years of the annual advance of the coast line south of the harbour, and which is shown on the plan accompanying my last quarterly report, that the annual advance has not been affected to any important extent by such exceptional seas as have occurred in that period. The annual advance has been fairly regular. But this is the first occasion on which we have a good record of the immediate effect of a heavy sea in producing erosion. It is of interest as showing what margin must be allowed for such temporary disturbances in utilising the area of land reclaimed to the south of the harbour, and it is satisfactory to find that such an erosion as the present would not have passed the limit which I had allowed in the proposal I made in 1884 for the construction of a boat harbour.

18. I must again ask to be allowed to defer any statement of the cost of the works until the account of expenditure is made out in a form comparable with the estimate.

ORDER—dated 23rd November 1886, No. 3099 W., Public Works.

Communicated to the Chairman, Madras Harbour Trust Board.

2. The Secretary of State will be informed that it has already been declared* that the control of the staff of the Madras

* G.O., No. 378, dated 12th July 1886, Marine. Harbour Works vests in the Trust Board under Chapter III of Madras Act No. II of 1886. Paragraph 2 of the Secretary of State's despatch should now be communicated by the Board to those concerned.

3919
4

3. The views of the Harbour Trust Board on the subject of paragraph 3 of the despatch are invited.

(True Extract.)

(Signed) J. O. HASTED, Colonel, R.E.,
Secretary to Govt., P.W.D.

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

Exd. E. Fernandez.
Spare Copies

3919
5

BUILDINGS AND ROADS.
CIVIL WORKS.

Govt. of {1886} Madras.

PUBLIC WORKS.

Dated November, 23rd.

Recd.

Encl.

G.O., 23rd Nov. 1886, No. 3099 W.

NOVEMBER.

Madras Harbour

Despatch from the Secretary of State forwarding copy of a report by Mr. Parkes on the progress in the restoration of the —, during the second quarter of 1886, with remarks as to the present position of Mr. Parkes and other members of the staff of the Works, communicated to the Chairman, Harbour Trust Board, with remarks.

W

9919
/6

The Amr. remarks on
this paper is submitted
for approval.

The paper returned
from circulation, &
was sent to press
during your absence
at Mysore.

Yrs. Svc.
with love to all
Yr. Svc.
22/12

12622 3919/7

3919/8

Out

Please see the
Hins remarks.

The Sp. will
be issued as correct,
I know to W after
his return.

On
12/12/58

Approved.

W. W.
13.12.58

AC

The original file
has been returned to
me after use
of the Sp.

On
13.12.58

Chas. returned
13/12

13/12/58

1755
3919/B
1/P
India Office,
London, 15th November 1888.

Public Works,
No. 10.

To His Excellency The Right Honourable The Governor
in Council, Fort St. George.

MY LORD,

I have received your Excellency's Public Works Letter, No. 19, dated 1st October 1888, enclosing copy of a letter which has been addressed to your Government by the Harbour Trust Board, in which it is requested that a reference may be made to Mr. Parkes on certain points in connection with the reconstruction of the harbour.

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I have the honour to be,

My Lord,

Your Lordship's most obedient humble Servant,

Loss

ENCLOSURE.

Madras Harbour.

The first demand is for designs for pier heads. I shall be prepared to furnish detailed plans of these when the question of the position of the entrance is decided. Till then it would be useless to do so. The plans accompanying my report of 21st August 1888 give all particulars that can be required at present.

Second. As to the protection of the rubble base with concrete bags. The intention of Sir John Hawkshaw's Committee with regard to this is not very clear, and it is likely the whole subject may have to be reconsidered. Previous to doing this, however, I am desirous of obtaining the result of the last seven years' experience of the effect of the sea upon the inner slope of the rubble base. I requested Mr. Thorowgood some time ago to furnish me with this, but have not yet received it from him or Mr. Pogson. The matter is not urgent, but I shall be ready to act on that information when I receive it.

Third. As to the alleged "faulty construction of the wave-breaker crane." The crane was ordered to be made with sufficient play between the flanges of the wheels on the rail to enable it to go round a curve of 400 feet radius (the sharpest curve which it has to traverse at Madras having a radius of 470 and 454 feet on the outer and inner rails respectively). On referring to the drawings of the crane as completed, I find this condition was strictly adhered to, so that if there is any difficulty it is not through faulty construction of the crane, but through inaccurate laying of the rails.

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I feel it my duty to call attention to the fact that the present reference affords at least four instances of the extreme inconvenience of the cessation of direct correspondence between the Engineer in charge of these works and myself. Not one of the above questions need have been made the subject of official reference. Even if a private reference to me had been desirable in any case, I could have put the matter in a form to bring it within the discretion of the Engineer in charge. I have already, under authority of the India Office letter of 20th September, applied to Mr. Pogson for a renewal of that correspondence, and I feel confident that, if this is acted on, such references as those under reply will be unnecessary for the future.

W. PARKES.

24th October 1888.

3919/10

Nº 44

Public Works

15th November 1888

The Letter to Fort St George
Nº 10

By 27/11/88

Nº 3919 Waf 13th Dec 1888

Paras seem to be unnecessary
if the H.T. Board have any
further objection to the course
suggested by the Secy of State they
will be ready enough to say so
they can if they like direct the
Engineer to that effect if the Board

W.S.

11/11/88

W.S.
8.12.88

Chairman. M. H. J. B. 1
Marine Dept.

10/12/88

22/12

with order

Received 5 Dec 1888

40.3068 Waf 1-10-88
1789 Waf 15-7-88
12065 Waf 9-7-88
Letter to S.S. 2065 Waf 6-3-88
40.763 Waf 6-3-88
1382 Waf 20-5-87
Letter to S.S. 12 Waf 14-2-87
40.457 Waf 23-11-86
3099 Waf
Nº 3919 Waf 13th Dec 1888

Communicated to
the Chairman Madras
Harbour Trust Board
with reference to G.O. No
3068 Waf 1st October/88.

2. with admittance to
the latter part of para 2
of the Secy of State's despatch,
to G.O. No 2065 Waf 9th
July 1888, the Govt. desire
to have the views of the
Harbour Trust Board with
respect to the suggestion
that unofficial communica-
tions between the Board's
Engineer & Mr Parkes
should be permitted
on technical points
of detail.

Dated

Recd.

Ent.

G.O., 13 Dec 1863, No. 39996

Madras Harbour Works

Despatch from the Secy
of State ~~sent~~ forwarding
Copy of a letter Memo.
by Mr. Parkes affording
the information required
by the Harbour Trust
Board regarding the —
and remarking on the
^{Board's} application for copies
of correspondence, not of
a private nature, which
passed between Mr. Parkes
& the late Eng^l, and
to the Chairman, H. T. R. &

80
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13/12
13