

- (1) பக்கங்களின் எண்ணிக்கை 18
 (2) புதுக்கித் திருப்பிய நாள் 12/89
 (3) ஆதாரங்குறிப்பவர் சுருக்கொப்பம் 10/89 ✓

தமிழ்நாடு ஆவணக் காப்பகம்.

(47)

தமிழ்நாடு அரசு

PWD துறை

அரசாணை எண். மு. கோப்புத் தாள் எண்.	1/39	அச்சகம் பலவகை
நாள் :	29 4. 1889	1989

மடிக்கவோ கண்டபடி கையாளவோ கூடாது

9 sheets

PWB
 ஆவண. க.ப. 1-18-008-18-8-87.

1139

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, 13th April 1889, No. 1404.

Referring to G.O., No. 821 W., dated 19th March, I have the honor to forward herewith copy of a letter from the Board's Engineer, No. 51, of 11th instant, and to solicit the favor of very early orders.

ENCLOSURE.

From A. L. POGSON, Esq., Engineer, Harbour Trust Board, to the Chairman, Harbour Trust Board, dated Madras, 11th April 1889, No. 51.

In accordance with your letter No. 902, dated 7th March 1889, I have the honor to inform you that the special abutment blocks required for Mr. Parkes' plan A, 44 in number, were made and completed on the 7th instant. If the abutment is to be "set," work at the north pier must be delayed for one month to allow these blocks the usual three months' hardening. Under these circumstances, I have to ask for an early decision to be arrived at, and that I may receive instructions before the end of May.

Transferred to the Public Works Department.

(By order.)

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

23rd April 1889.

ORDER—dated 29th April 1889, No. 1139 W., Public Works.

The blocks should be allowed the usual time to "set" before they can be placed in position. It is expected that before this time elapses, the Secretary of State's decision as to the further prosecution of the work will be communicated.

(True Extract.)

(Signed) R. R. E. DRAKE-BROCKMAN, Lt.-Col., R.E.,
Ag. Joint Secy. to Govt., P.W.D.

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

Exd. J. Henricus.
Spare Copies

BUILDINGS AND ROADS.
CIVIL WORKS.

Govt. of {1889} Madras.
PUBLIC WORKS.

Dated April, 29th.

Recd.

Encl.

G.O., 29th April 1889, No. 1139 W.

APRIL.

Madras Harbour

Orders on letter from the Chairman, Harbour Trust Board, requesting orders in regard to the setting of the special abutment blocks.

C. No 320

19TH MARCH 1889, No. 821 W., PUBLIC WORKS.

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, dated Madras, 12th March 1889, No. 969.

I have the honor to acknowledge the receipt of G.O., No. 622 W., dated 2nd instant, and to submit herewith, for the information of Government, copy of resolution passed thereon by the Board at their last meeting, together with a copy of their Engineer's letter No. 1558, dated 8th instant, referred to therein, also the tracing which was not received until to-day; hence the delay in transmitting the resolution.

2. The very early orders of Government are solicited as the trustees consider it is unsafe to leave the newly built portion of the north pier unprotected, and are of opinion that it would be better to proceed according to the sanctioned design, which their Engineer informs them was, he believes, Mr. Parkes' intention.

ENCLOSURES.

EXTRACT of Proceedings of the Trustees of the Harbour of Madras, at a Meeting held at the offices of the Board on Friday the 8th day of March 1889.

8. Read G.O., No. 622 W., dated 2nd March 1889, passing orders on correspondence relating to proposals for completing the Madras Harbour.

Read minutes by Captain H. A. Street, H.M.'s I.M., Mr. F. B. Hanna, M.I.C.E., and the Chairman.

Read letter from the Engineer, Harbour Trust Board, No. 1558, dated 8th March, in reply to a reference made to him on the subject.

Resolved (a) that the Engineer's letter be forwarded to Government.

(b) That the abutment blocks ordered by the Secretary of State be commenced at once; but as they will not be ready for use for some months, that Government be asked to sanction their being placed in the position recommended by the Engineer, which is approved by the Board, as otherwise the work at the north pier will have to be stopped.

(c) The Board consider it would be very unsafe to leave, without wavebreaker protection, that portion of the north pier which was most injured before, and they therefore invite the serious attention of Government to the remarks made by their Engineer with reference to that portion of para. 4 of the G.O.

(d) Resolved further that the Chairman be invited to address Government and point out that, as both questions demand an immediate decision, it is hoped that orders may be passed as early as possible.

(True Extract.)

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

From A. L. POGSON, Esq., Engineer, Harbour Trust Board, to the Chairman, Harbour Trust Board, dated Madras, 8th March 1889, No. 1558.

I have the honor to acknowledge the receipt of G.O., No. 622 W., dated 2nd March 1889, bearing your endorsement No. 851.

2. With regard to para. 2 of the order thereon, I beg to state that I am preparing to make the abutment blocks, but it is impossible to have them ready and hard enough in time to set this season; consequently construction at the north pier will have to be stopped earlier than otherwise necessary; but if it can be decided that the abutment should be "set" in a position so as to admit of as much progress this season as possible, I propose to place it at the end of the curve as shown on accompanying tracing of plan A, as all the curve blocks are made, and Mr. Parkes was aware of this, so that I believe his own reason for leaving the fixing of the exact position of the proposed abutment to me was so that I could utilize all the curve blocks already made and on hand. Under these circumstances, I have to ask that the trustees will approve of the above proposal whether or not orders are received to set this abutment early next working season.

3. This position of the abutment will not in any way interfere with the general scheme of plan A should it eventually be adopted, and will not only admit of greater progress this season, but utilize all the specially-made blocks now on hand, which will not work in at any other part of the harbour walls.

4. As to para. 4 of the same order, I can only state that I fear the north pier would be breached should a cyclone of any importance strike Madras, while this portion of the pier is unprotected with wavebreakers as the old wall is so damaged at this point as to afford very little protection to the new work, especially as both the curves were damaged more severely than any other portion of the works.

5. Further that as (shown on accompanying plan) 346 feet of the 500 feet entrance had already been protected with wavebreaker blocks before the entrance, question arose for the second time, and that as these will have to be dredged up if this entrance is to be carried out, it will make very little difference whether the wavebreakers have to be raised *all along* this entrance; while, with a portion unprotected and possibly breached, the cost of rebuilding this injured new work would exceed the cost of removing the wavebreakers, I am now prohibited from putting down which, I am sure, Mr. Parkes never intended to be left unprotected, and which is a distinct departure from the sanctioned design.

6. This question of protection requires a decisive decision *before* the 1st of April.

7. In my letter No. 909, dated 1st October 1888, para. 27, I proposed to leave the last 500 feet of the north pier unprotected with wavebreakers, and I fear this suggestion has led to the proposed deviation from the sanctioned design at the north pier curve, but I must here point out that there can be no comparison made between these two points, viz., the old north pier head and the north pier curve. The former is standing intact to mean sea level, and will be a strong wavebreaker in itself, while at the latter the old wall has been overthrown down to the lower blocks, so that the new work would have to stand the *full force* of the sea, just as the original section was expected to, but which so utterly failed.

8. This morning I went down myself in a diving dress and examined the old and ruined north pier; and from what I saw, I consider the north pier curve would be *positively unsafe* unless protected with a wavebreaker *not less than 28 feet wide*; and unless this protection is allowed to be added, I must ask that the trustees will give me a clear certificate acquitting me of all blame and responsibility should this pier be damaged during any cyclone.

9. If the trustees are prepared to accept the risk of further damage to the superstructure at this corner of the harbour, I would then beg that I may be allowed to "set" the wavebreaker blocks with Lewises, leaning against the north side of the wall, in single file, five courses deep, which will add 9 feet to the width of the superstructure. These blocks so "set" can be taken up whole and uninjured just as the superstructure will have to be, should Mr. Parkes' plan A eventually be adopted, but I cannot recommend this alteration.

Transferred to the Public Works Department.

(By order.)

14th March 1889.

(Signed)

W. S. MEYER,
Ag. Under-Secretary.

Note by the Chief Engineer, Public Works Department, dated Madras, 16th March 1889.

There are two points brought forward in the papers forwarded by the Chairman of the Harbour Trust Board—

- (1) The length of the extension of the north pier that may be proceeded with now.
- (2) Whether this extension should be left for the present without the protection of wavebreaker blocks.

2. With regard to the first point, I see no objection whatever to Mr. Pogson's proposal that the north pier should be continued as far as the end of the curve, that is, to 2,858 feet from the starting point of the north pier. This is the spot where, should the abutment blocks (ordered to be made) be put down, they will probably be placed so as to form the root for the extension of the pier northwards forming the overlap of the entrance, should hereafter the late Mr. Parkes' proposal be carried out.

3. The second point is more difficult to decide, but the following are the facts of the case. The north pier was completed up to 2,526 feet from the starting point by December 1886, and this length has been protected with wavebreaking blocks. The north pier work was resumed on the 1st February 1889, and by the 9th March was completed up to 2,715 feet. This work is now going on and it is proposed to extend it to the end of the curve or to 2,858 feet. Should plan I of the proposals considered by the London Committee or any modification of it be hereafter adopted, it will be necessary to remove all the work put down from 2,180 feet to 2,858 feet, and of course the removal of the wavebreaker blocks in this portion of the work will be a most serious undertaking. We shall have (if this entrance is adopted) in any case to remove them for 346 feet (that is, from 2,180 to 2,526 feet) as they are already put down, but it was considered advisable in the case of this form of entrance being ordered not to place wavebreaker blocks for 332 feet, that is, from 2,526 to 2,858, and it was believed from the plans that the remains of the old north pier ruined in the cyclone of November 1881 would be sufficient protection for this length of new pier, and Government directed that wavebreaker blocks should not be put down.

4. Mr. Pogson, the Engineer for the Harbour Trust Board, reports in para. 7 of his letter that at the curve "the old wall has been overthrown down to the lower blocks," and that therefore little or no protection can be hoped for from it. This is not as shown in plans, where it is stated that on the worst place in the curve there are "two courses gone at least."

5. This morning I met Mr. Pogson and went over the north pier work with him, and after inspection I agree with that officer that it is advisable that this portion of the pier wall should not be left in May when cyclones are not unusual without protection, and therefore I recommend in place of, as proposed by Mr. Pogson, one row of wavebreaker blocks being "set" with Lewises on the north side of the wall, that two rows should so be placed, and, as stated by that officer, "these blocks so 'set' can be taken up whole and uninjured just as the superstructure will have to be," should plan I or any modification of it be adopted.

6. Should it be finally determined that this plan be not adopted (and I trust before long a final decision will be arrived at), it will be advisable for the upper courses of these wavebreaker blocks to be taken up and placed in "Random." Also that additional wavebreaker blocks be put down and the 28 feet of wavebreaker protection be completed before the north-eastern monsoon, say before the 15th October 1889. I therefore propose that the Madras Harbour Trust Board be authorised and requested as soon as practicable to place two rows of wavebreaker blocks on the north side of the extension of the north pier beyond, where it is already protected by the 28 feet width of wavebreakers, and to extend the north pier as far as they can this season with this protection, but that it should not be carried on beyond the end of the curve until the question of putting down the abutment is settled. There is a further reason for this proposal, namely, that space for the storage of wavebreaker blocks is wanted, and it is therefore of importance that the wavebreaker blocks that are ready for use (three months old) should be moved from the ground and the space now occupied by them be made available for new blocks.

4

19TH MARCH 1889, No. 821 W., PUBLIC WORKS.

ORDER—dated 19th March 1889, No. 821 W., Public Works.

The note by the Chief Engineer is forwarded for information to the Harbour Trust Board, and they are authorised to carry on the north pier as far as they can this season with the protection as proposed.

(True Extract.)

W. B. Baskin

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

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

Exd. J. Henrious.
6 Spare Copies.

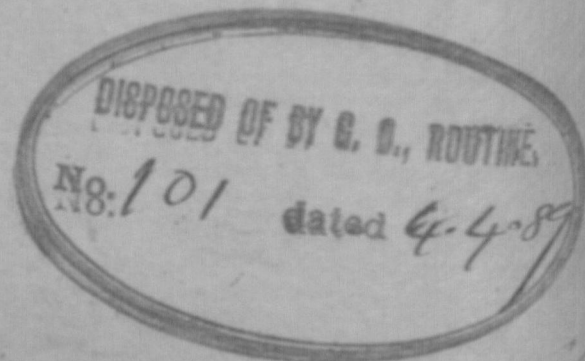
1139

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C-10 320

BUILDINGS AND ROADS.
CIVIL WORKS.

Govt. of {1889} Madras.
PUBLIC WORKS.



Dated March, 19th.

Recd.

Encl.

G.O., 19th Mar. 1889, No. 821 W.

MARCH.

Madras Harbour Works

Note by the Chief Engineer, Public Works Department, on the subject of continuing the north pier with protective works, communicated to the Harbour Trust Board.

over

R G.P. 4 April 189 R. No. 101.

Rounded
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24

From

The Engineer
Harbour Trust Board,

Madras

The Chairman
Harbour Trust Board

Madras.

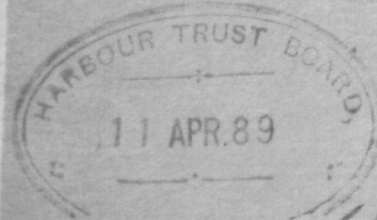
Madras, 11th April 1889

Sir

In accordance with your letter No 902 dated 7th March 1889. I have the honor to inform you that the special Abutment blocks required for Mr. Parkes' Plan A, 44 in number, were made and completed on the 7th Instant. If the Abutment is to be "set" work at the North Pier must be delayed for one month, to allow these blocks the usual three months hardening; under these circumstances I have to ask for an early decision to be arrived at, and that I may receive instructions before the end of May.

I have the honor to be
Yours most obedt. Servant
A. Lee. Popson
Engineer Harbour Trust Board

True Copy



Chinnest

Secretary, Harbour Trust Board.

1139

Harbour Trust Board Office,
Madras, 13th April 1889.

No. 1404.

From

P. W. Barlow Esquire C. S.

CHAIRMAN, HARBOUR TRUST BOARD,
Madras,

To

The Honorable J. F. Price C. S.

CHIEF SECRETARY TO GOVERNMENT,
Marine Department.
Stone House Hill

Sir,

Referring to G. O. No. 821W dated
19th March, I have the honor to forward
herewith copy of a letter from the Board's
Engineer No. 51 of 11th instant, and to
solicit the favor of very early orders.

I have the honor to be

Sir

Your most obed^t. Servant

P. W. Barlow

M. W. Morton
Chairman
Harbour Trust Board

38/6/9

38/6/9

101-4-4-89

3
Went
7/15 April 89

Transferred to the
Public works department
(By order)

W. W. Weger
Assistant Secretary

MARINE DEPARTMENT.

From *Mr. Chas. 3816*
THE CHAIRMAN,
HARBOUR TRUST BOARD,
Madras,
To
THE CHIEF SECRETARY TO GOVERNMENT,
Marine Department.

Dated 13
Received 17 } April 1889.

Ry 24.4.89. ENCLOSURE. CHIEF SECRETARY
Ry 29.4.89. No. 1404. 17 APR 89
No. 1404. 2

Subject.

Submitting for early
orders of Government
on copy of letter in 51. of
the 11. instant from the
Engineer Harbour Trust
Board.

C

Oct 7/4.

No 1404 of 29 April 1889

1139

Letter from the Chairman H.T.B. No 1404 of 13. IV. 89.
Endorsement in Marine Department of 23. IV. 89

Note by the Chief Engineer
P.W. Department.

The blocks
should, I think, be allowed
to get, before being placed
in position.

Certainly (not)
say so & say that it is hoped that
before the time named the Secretary
of Board decision in the matter
will be communicated.

I suppose the end of May is the
time when the authorities will
be extended to the end of the course

11/4
25 Apr

P. W. Weger
Lt Col RE
Acting Chief Eng. P.W.D.

Obtained
April 24. 1889 }

For Orders.

8
P. W. Weger
24.4.89

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(4) ~~Handwritten mark~~

~~Handwritten mark~~

The blocks should be
allowed the usual time
to "set" before they can be
placed in position. It
is expected that before
this time elapses, the
Secretary of State's decision
as to the further prosecution
of the work will be
communicated.

Quess

26.4.89

Mon
29.4.89

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29.4.89

Chairman of Board
Finance Dept
Finance Dept

9/5

Chs. 71/12. Hm 24/12.

9

1139

9

Gobt. of (1889) Madras.
PUBLIC WORKS.

Urgent

Date

Recd.

Recd.

G.O. 29 April 1889 No. 11394

Madras Harbour

Orders in letter from
Mr. Harman, H. F. B.,
requesting orders
in regard to the
setting of the special
abutment blocks.

65
2

(9)

5/30/4 or 7/4
30/4

Ch. 7/1/4. Hm 24/4.