

- (1) பக்கங்களின் எண்ணிக்கை 22
 (2) புதுக்கித் திருப்பிய நாள் 5/89
 (3) ஆதாரங்குறிப்பவர் சுருக்கொப்பம் Law

தமிழ்நாடு ஆவணக் காப்பகம்.

தமிழ்நாடு அரசு

(23)

P.W.D. துறை

அரசாணை எண். மு. கோப்புத் தாள் எண்.	1743	அச்சகம் பலவகை
நாள் :	2-7-1889	198

மடிக்கவோ கண்டபடி கையாளவோ கூடாது

101

11. Sheets

ஆவண கர-1-18,006-15-6-87.

1743

31st MAY 1889, No. 230, MARINE.

GOVERNMENT OF MADRAS.

MARINE DEPARTMENT.

READ—the following paper :—

From J. E. O'CONOR, Esq., Assistant Secretary to the Government of India, Department of Finance and Commerce, to the Chief Secretary to the Government of Madras, dated Simla, 15th May 1889, No. 2433.

I am directed, with reference to your letter, No. 168, dated the 23rd April 1889, to request that the Madras Harbour Trust Board may be asked to prepare and send to Government an annual report on the administration of the Trust similar in form and substance to the reports received from the Trustees of the other large ports, and that copies of the reports, with the remarks of the Local Government thereon, may be forwarded to the Government of India.

2. I am to suggest that a report may be prepared for the year just ended (namely, 1888-89), and sent to the Government of India.

ORDER—dated 31st May 1889, No. 230, Marine.

Communicated to the Chairman, Harbour Trust Board, for information and guidance. Copies of the reports from other Provinces should be obtained by the Chairman himself, if necessary.

2. Full particulars relating to the administration of the Trust should be furnished, besides a résumé of the progress reports relating to construction works.

(True Extract.)

W. S. MEYER,
Asst. Secy, to Govt.

To the Chairman, Harbour Trust Board.
Copy to Presidency Port Officer.
" Public Works Department.

Exd. A. Raitt.

Gobt. of (1889) Madras.

MARINE.

No. 1570 Wd/M - June 1889

Recorded

1 Laf P.R.E.D. 13

W

Issued

Recd.

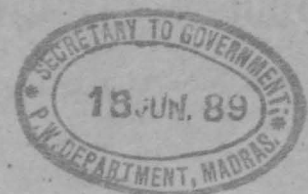
Encl.

G.O., 31st May 1889, No. 230.

MAY.

Madras Harbour Trust Board.

Passing orders on Government of India letter, requesting that an annual report on the administration of the Trust may be prepared and submitted to Government; copies of the report, with remarks of Local Government, being forwarded to Government of India.



PROCEEDINGS OF THE MADRAS GOVERNMENT.

Read the following paper

from the Chairman, Harbour Trust Board, no 1961 dated 3 June 1889. Submitting Administration Report of the Madras Harbour Works for 1888-89.

Order 14 June 1889. No. 251.

This report, which will be communicated to the Public Works Department, merely deals with the Board's Engineering operations and does not give information on the subject of the general administration of the Trust as

x B. 1570 Wd/M 6.59 directed in para 2 of 31 May 1889, No 230.

Among matters which should have been mentioned in this latter connection may be instanced - the financial condition of the Trust at the beginning and end of the year illustrated by statements of receipts and charges; the result of the last audit of the accounts; the composition of the Board and the attendance of the members; the rates of fees levied under Section 45 of the Act; the appointment of the Board to be Conservator of the Madras Port, &c.

The Chairman will submit a revised

Report

Report with reference to these remarks.

(True Extract)

L. Meyer
Assistant Secretary

Madras Harbour Works
Administration Report for the year 1888-89

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The progress made in the construction of the Madras Harbour Works during the official year 1888-89 ^{There was a} shows a very satisfactory outturn of work ^{on} in all branches connected with the Harbour improvements; but better progress ^{would} might have been made beyond all previous records had the ultimate design of the Harbour been settled ^{authority} upon and ~~the~~ ^{order} to proceed with the North Arm been received earlier in the year. ~~Work~~ ^{at} the North Pier was in abeyance till 4th Feby '89, but since that month active operations have been going on, and better progress has been placed on record than was ever accomplished before.

At the North Pier 494 Superstructure blocks were set by Divers in 46 working days, which added a length of 299 feet to the Superstructure, ^{and making up} bringing up the total length of the masonry Pier to 2825 feet from the ^{Shore end} commencement of blockwork on shore.

To

The P.W.D. with original papers.
The Chairman Harbour Trust Board.

76-30 ton blocks were dropped into position by the large Wavebreaker crane up to the end of June; when it was decided ¹⁷⁴³ to transfer this crane to the South Pier, and the crane had to be dismantled and removed by rail, ~~this could only be done by dismantling it ere it left before it could be moved by rail.~~ ^{the whole of it, and removing it by rail.} Before its re-erection could be commenced at the South Pier, certain alterations had to be made in the design of this crane to enable it to be travelled over the work it was designed for; these difficulties were got over by the Works, and the crane ^{was} finally completed and launched on the 17th January 1889.

There were ~~2544~~^{2544½} tons of stone ^{new} deposited in the base and foreshore of the North Pier.

The work of making concrete blocks was far from being satisfactory, but the failure was no fault of the Blockmaking Contractors, but due to the insufficient supply of stone from the Pallaveram Quarries caused through the change of contractors for the supply of this special stone. During the official year, ^{concrete} 2147 blocks were made, both for the Superstructure and Wave-breaker protection and these blocks represented

6383 Tons of Portland Cement ^{was} used, during the year, all of which was from England, through the India office delivered on the Works at an ^{The} average rate of Rs 48-1-1 per ton. 1947

The total quantity of materials supplied from the Pallavaram Quarries was 48,585 tons, brought to Madras in 8,365 South Indian Railway wagons; of this there was ^{quantity} 48,283 tons ^{of} stone for the Rubble Base and chips for Blockmaking, the balance and of 302 Tons being ballast for the Beach Improvements. The Quarry lines were maintained in excellent order and with the satisfactory result that there were no derailments during the year.

At the South Pier very good progress was made until the supply of blocks gave out, which brought building at this arm to a standstill. March is usually; and was this year, a good working month and had Blockmaking not unfortunately been stopped for want of stone, an extra length of 150 feet of Pier might have been built

but

set in position ^{advancing} ~~in the position~~ ^{and} ~~was~~ advanced
this arm by $4\frac{1}{4}\frac{2}{3}$ feet, making the total
length of the South Pier on the 31st March 89
to be 3519 feet measuring from the first block
set on shore in 1877.

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The Wavebreaker protection was
strengthened by 714 blocks being dropped
into position, widening the screen to the
full section of 40 feet from the Super-
structure, and $4037\frac{1}{2}$ tons of Rubble
Stone ^{were} ~~was~~ deposited in the base and
foreshore of the work.

The ~~total~~ expenditure on the Works ~~during the year~~ ^{during the year} was
~~during the past year~~ has been Rs 6,17,226 made
up as follows:-

Works Rs	5,30,224
Establishment -	72,714
Took and Plant -	5,546
	6,08,484
Net debits to Suspense Rs	8,742
	Rs 6,17,226

And the total expenditure ^{from the} ~~up to the end of~~
^{Commencement} ~~the year was~~ Rs 30,33,478-5-7 ^{against the estimate}
~~the total~~ ^{Estimated cost being} Rs 45,90,051

The

The question of the position of the Entrance
was again brought up by the Trustees and the
Engineer to the Harbour Trust Board was
called upon to submit a design and
Estimate for a North East Entrance, which
was accordingly designed and furnished
by him as Plan IV, A. This design was
submitted to Government of Madras and
the Secretary of State for India, with
the satisfactory result that Plan III for
the same purpose, submitted by Mr
J. N. Thoroughgood and recommended
by the Committee of 1887, was finally
set aside; and orders were received
to commence work at the North Arm
immediately.

On the 9th May, 1888 Mr Thoroughgood
submitted his second resignation which
was then accepted, and the Works were
handed over to his Assistant on the 1st
August 1888, whom the Trustees appointed
Engineer to the Harbour Trust Board, which
appointment has since been confirmed
by the Secretary of State in G. O. No. 1291 W
dated 14th May 1889.

During

During the year a thorough scheme
for the Beach Improvements was drawn
up and sanctioned, ^{this} ~~which~~ ¹⁸⁷³ consisted
of a rearrangement of all Railway lines,
erection of Goods shed, and thorough
repairs ~~of~~ the Iron Pier, ~~&c.~~ Under this
Estimate the Improvements have advanced
rapidly. 230 Running feet of the Old
Pier ~~was~~ ^{were} dismantled of all timber work,
and ^{in lieu} an embankment ^{was} formed in its
stead upon which three large corrugated
Iron Goods shed ~~have been~~ ^{were} erected,
and 457 Running feet of the Super-
structure of the Pier ~~was~~ thoroughly
renewed with teak timber. 2978 $\frac{1}{2}$ Sq
feet of new Railway lines were laid and
2481 Sq feet were taken up, partly
renewed and relaid in accordance
with the new scheme; and three large
turntables were erected, ^{thus placing} ~~which now~~
~~connects~~ both the Madras and S. I.
Railways ⁱⁿ direct ^{communication} with the Harbour Works
and the Iron Pier, with the result that
~~much~~ heavy machinery, coal, patent
fuel ~~&c.~~ is being landed at Madras
& instead

instead of being carried on to a more convenient
part.

1743

In addition to all this heavy extra
work having fallen upon the construction
staff two steam cranes were ^{also} erected and
placed in position on the Iron Pier,
^{and} ~~where~~ 14 hand cranes were ~~also~~
thoroughly repaired.

While twenty seven trucks were made
and repaired for use on the Pier and
in the Custom House.

On the 5th of February the news of the
death of Mr. W. Parkes the designer of the
original works was received by wire,
and it has since been decided by the
Secretary of State for India that no further
appointment as Chief Engineer to the works
will be made vide G. O. No. 1218 W dated
8th May 1889.

Signed / A. Lee. Poyson

Madras Harbour Works Office
31st May 1889 —

Engineer, Harbour Trust Board



True Copy

Chiswick

Secretary, Harbour Trust Board.

1743

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[6]
Cobt. of 188 Madras.

1743

To

Proceedings, dated
No.

188

Subject.

1743

11

5628
Gt. of (188) Madras.

C.R. called for

18.11.89

To

The NW Dept

B. No. 1743 of 1889

Recorded.

Recd
26.6.89

Wth

Proceedings, dated

No. 257

14 June 1889

Subject.

Required information
has been extracted for the
Administration Report.

RS
25.11.89

Wth
1.7.89

Administration
Report Madras Harbour
Works for 1888/89

(11)

39/7-89