

- (1) பக்கங்களின் எண்ணிக்கை 22
 (2) புதுக்கித் திருப்பிய நாள் 21.10.90
 (3) ஆதாரங்குறிப்பவர் சுருக்கொப்பம் 10-5

தமிழ்நாடு ஆவணக் காப்பகம்.

தமிழ்நாடு அரசு

PWD துறை

(87)

அரசாணை எண். மு. கோப்புத் தாள் எண்.	3036	அச்சகம் பலவகை
நாள் :	13-11-1891	198

மடிக்கவோ கண்டபடி கையாளவோ கூடாது

80 f 10 sheet
12 sheets

ஆவண, கா-1-18,006-15-6-87.

GOVERNMENT OF MADRAS:
PUBLIC WORKS DEPARTMENT.

Buildings and Roads.
Civil Works.

READ—the following papers:—

From J. W. MARTIN, Esq., Superintending Engineer, VI Circle, to the Chief Engineer, Public Works Department (through the Presidency Port Officer, Madras), dated Trichinopoly, 4th September 1891, No. 585 M.D.

Adverting to G.O., dated 18th April 1891, No. 1077 W., regarding Pámban light-house as regards raising the lantern to make it similar to the one at Tuticorin light-house I have the honour to state it is difficult to provide an iron pedestal to support the lantern at Pámban, for the bottom of the lantern is not provided with a projection or footing for bolts to pass through and so connect the lantern with the pedestal.

2. I recently inspected the light-house at Tuticorin. There the pedestal and lantern frame are one piece, that is, from the bottom of the pedestal to the bottom of the copper dome roof above is one piece as you will observe from the tracing of the lantern which I am sending to be kindly returned. The lantern with pedestal complete was sent from England, and no alteration was made in this country. I am also sending you a plan of the lantern at Pámban (to be returned) together with a copy of the Sub-Divisional officer's report, No. 549, dated 29th July 1891, from which you will notice that the lantern is octagonal in plan against a round one at Tuticorin, and that it appears to be connected with the beam B by means of the vertical sash bars which go into the frame about 2 inches as shown by A on plan. In these circumstances, I think it would be difficult to satisfactorily connect the lantern to an iron pedestal below.

3. The object of raising the lantern seems to be to provide for a service room immediately below for the light-keeper to remain in at night. In para. 2 of his letter, the Sub-Divisional officer describes how a room can be made by making a slight alteration in the steps, and it appears the local Port officer approved of this arrangement. If the proposed arrangement is finally approved, I think the Marine Department might be directed to carry it out, for the light-house is in a very remote place and therefore it is most difficult for this department to carry out in a satisfactory manner any work there at all without placing an officer or subordinate on special duty at Pámban.

4. There is still another suggestion to be considered. It is to raise the masonry column about 3 feet increasing the height of the iron column supporting the light apparatus and thus provide for a service room below; but this arrangement or providing an iron pedestal, supposing it is practicable to provide one, would involve completely dismantling the present lantern, and, I suppose, leaving the port without a light for some time, and, moreover, I think and believe, the work could not be carried out satisfactorily by this department unless a competent officer is specially placed in charge of only the light-house while the work is in progress.

5. With regard to the sash bars, these are perpendicular instead of being more or less diagonal which they should be so as not to obstruct the light, but as the sashes are part and parcel of the frame of the lantern, it is obvious that we cannot alter them. And in regard to roof ventilation, I understand from G.O., dated 19th May 1891, No. 1361 W., that this question may be deferred until a plan of the circular roof ventilators recommended by Mr. Douglas is received.

6. Regarding the lightning conductor, I have already ordered the Executive Engineer to get it tested.

ENCLOSURE.

From C. A. SMITH, Esq., Executive Engineer in charge of Madura Sub-Division, to the Executive Engineer, Madura Division, dated 29th July 1891, No. 549.

With reference to your No. 931, dated 3rd June 1891, I have the honour to state that I inspected the Pámban light-house on the 2nd instant, but my report has been delayed by my having to redraw the plan, as that drawn by the overseer was wrong in several important respects.

2. I enclose a new plan, cross sections CD and EF on which show a somewhat clumsy way of providing room for a man to sleep at night without obstructing the light. It consists merely in doubling the existing quadrantal lower platform and altering the steps below to suit as shown in dotted red lines on the sections. This was settled in consultation with the Port Officer who said that it would do, but I merely suggest it as a cheap alternative to the Presidency Port Officer's proposal to raise the light-house. The latter might be carried out either by raising with masonry work, or, as would appear to have been done at the Tuticorin light-house, by means of an annular iron ring. In either case the lantern house will have to be taken completely to pieces for which skilled labour will be necessary.

3. The platform of the Pámban light-house consists first of a timber framing covered with $1\frac{1}{2}$ " planking. This is held down by $\frac{1}{2}$ " bolts, but these could only be found at two corners as shown in plan with their heads above the platform planking. Presumably they exist at the other two corners, but, if so, their heads must be counter-sunk.

4. On the top of this platform rests the octagonal lantern house which consists of two horizontal frames connected by vertical sash bars, the cross sections of both of which are given on plan.

5. As far as I could ascertain, though I can hardly believe that I am correct, this erection is only fixed to the timber platforms by means of the vertical sash bars which project through the bottom frame for a length of about 2 inches and are merely let into the planking and beams. The roofing consists of copper sheeting screwed on to T irons sloping from the corners of the octagon up to the circular cap. The whole of the lantern house framing is of copper and is fastened together with bolts.

6. The Presidency Port Officer has ignored the question of the cocoanut trees. There appears to be only two ways of getting over this difficulty, i.e., either by removing the cocoanut trees or by raising the light-house. It would I think be well to have this definitely settled now that the question of raising the light-house is under consideration.

From Captain B. P. CREAGH, H.M.'s I.M., Officiating Presidency Port Officer, to the Chief Engineer, Public Works Department, dated Madras, 2nd November 1891, No. 690/158 P.W.

In forwarding the accompanying letter to your address, No. 585 M.D., dated 4th September 1891, from the Superintending Engineer, VI Circle, which has been retained for some time in this office pending a reference thereon to the Port Officer of Pámban, I have the honour to state that, considering the difficulties involved in raising the lantern of the Pámban light in order to provide for a service room for the light-keepers, and the serious inconvenience to shipping which must result by extinguishing the light for any long period, this question must, for the present, stand over. Whatever means may eventually be adopted to attain the desired object, the work I do not think is one which an officer of the Port Department can be expected to undertake without the co-operation and professional aid of the Public Works Department.

2. As regards the obstruction caused by the trees, the more practicable and less expensive remedy would be to have them cut down, and I am addressing the Collector of Madura on this subject.

ORDER—dated 13th November 1891, No. 3036 W., Public Works.

The letter from the Presidency Port Officer is communicated to the Superintending Engineer, VI Circle, for information.

2. Under the circumstances explained, no action can, for the present, be taken in regard to raising the lantern of the Pámban light.

(True Extract.)

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

To the Superintending Engineer, VI Circle.
" Marine Department.

Exd. S. J. Pereira.
Spare Copies

BUILDINGS AND ROADS.
CIVIL WORKS.

Govt. of {1891} Madras.
PUBLIC WORKS.

Dated November, 13th.

Recd.

Encl.

G.O., 13th Nov. 1891, No. 3036 W.

NOVEMBER.

Light-house at Pamban

Directing that no action for the present
be taken in regard to raising the lantern of
the —,

No 585. Ind.

Superintending Engineer's Office, 6 Circle.
Madrass 4th September 1891
Des: 5th



From

J. W. Martin Esquire
Superintending Engineer, 6 Circle

To

The Chief Engineer,
D. P. W.

through the Presidency Port Officer
Madras.

Encl-3

1. Drawing
1. Plan
1. Copy of S.D.O.
Madras to
5/11/91
5/11/91

Sir

Adverting to G.O. dated 18th April
1891, No 1077 W regarding Pamban Light
house; as regards raising the lantern
to make it similar to the one at Tuticorin
Lighthouse, I have the honor to state it
is difficult to provide an iron pedestal
to support the lantern at Pamban, for,
the bottom of the lantern is not provided
with a projection or footing for bolts
to pass thro' and so connect the lantern
with the pedestal.

2 I recently inspected the Light-
house at Tuticorin. There the pedestal
and lantern frame are one piece, that
is, from the bottom of the pedestal to
the

the bottom of the copper dome roof above ~~the~~ one piece as you will observe from the tracing of the lantern which I am sending. He kindly returned - The lantern with pedestal complete was sent from England and no alteration was made in this country. I am also sending you a plan of the lantern at Damban. He returned together with a copy of the Sub Divisional Officers' report no 519 dated 29th July 91 from which you will notice, that the lantern is octagonal in plan against a round one at Tuticorin, and that it appears to be connected with the beam B by means of the vertical sash bars which through ^{we go into the} ~~the~~ bottom frame about two inches as shewn by A on plan. In these circumstances, I think, it would be difficult to satisfactorily connect the lantern to an iron pedestal below.

3. The object of raising the lantern seems to be, to provide for a service room immediately below for the light keeper & remain in at night. In para 2 of his letter the

2 D
the Sub Divisional Officer describes how a room can be made by making a slight alteration in the steps, and it appears the local Port Officer approved of this arrangement. If the proposed arrangement is finally approved, I think the marine department might be directed to carry it out, for the lighthouse is in a very remote place, and, therefore, it is most difficult for this department to carry out, in a satisfactory manner, any work there at all without placing an Officer or subordinate on special duty at Damban. 4. There is still another suggestion to be considered. It is to raise the masonry column about 3 feet increasing the height of the iron column supporting the light apparatus and thus provide for a service room below. But this arrangement, or providing an iron pedestal, supposing it is practicable to provide one, would involve completely dismantling the present lantern, and, I suppose, leaving the post without a light for sometime, and

and moreover I think and believe
the work could not be carried out
satisfactorily by this department
unless a competent officer is specially
placed in charge of only the lighthouse
while the work is in progress.

5. With regard to the sash bars
these are perpendicular instead of
being more or less diagonal which
they should be so as not to obstruct
the light, but as the sashes are part
and parcel of the frame of the lantern,
it is obvious that we cannot alter
them. And in regard to pro-
- ventilation, I understand from G.O. dated
19th May 1891 No 1361 W that this question
may be deferred until a plan of
the Circular pro- ventilation re-
- commended by Mr Douglass is
received.

6. Regarding the lightning conductor,
I have already ordered the Kent's
system to get it tested.

I have the honour to be
Sir
Your most obedient servant

W. Martin
Superintendent Circle

W. Martin

20/5

P. W. D. 6TH CIRCLE.

From
The Superintending Engineer,
6th Circle.

To
The Chief Engineer
P. W. D.

No. 585. Ind.

Dated 4th } Sept^r 1891
Received 5th

Enclosures. 3.

Light House at Pamban—

Reports that it is difficult to raise the lantern of the — and suggests that in case any work is to be carried out to the Light house it may be executed by the Marine Deptⁿ as it is not expedient to place a subordinate in special charge of the work —

40p
Letter from Mr C. A. Smith, Assistant Engineer, in charge of Madras Sub Division, of the Escentia Division, Madras Division, No 549 dated 29th July 1891.

With reference to your No 931 dated 3-6-91, I have the honor to state that I inspected the Pamban light house on the 2nd instant, but my report has been delayed by my having to redraw the plan as that drawn by the Quetsee, was wrong in several important respects.

2. I enclose a new plan, Cross sections C.D and E.F on which show a somewhat clumsy way of providing room for a man to sleep at night without obstructing the light. It consists merely in doubling the existing quadrantal lower platform and altering the steps below to suit as shown in dotted red lines on the sections. This was settled in consultation with the Port Officer who said that it would do but I merely suggest it as a cheap alternative to the Presidency Port

Port officers' proposal to raise the light house. The latter might be carried out either by raising with masonry work or as would appear to have been done at the Indicoir light house by means of an annular iron ring. In either case the lantern house will have to be taken completely to pieces for which skilled labour will be necessary.

3 The platform of the Camban light house consists first of a timber framing covered with $1\frac{1}{2}$ " planking. This is held down by $\frac{7}{8}$ " bolts but these could only be found at two corners as shown in plan with their heads above the platform planking. Presumably they exist at the other two corners, but if so their heads must be countersunk.

4 On the top of this platform rests the Octagonal lantern house which consists of two horizontal frames connected by vertical sash bars the cross sections of both of which are given on plan.

5 As far as I could ascertain though I can hardly believe that I am correct, this section is only fixed to the timber platform by means of the vertical sash bars which project through

50 p
through the bottom frame for a length of about 2 inches and are merely let into the planking and beams. The roofing consists of copper sheeting screwed on to T iron sloping from the corners of the Octagon up to the circular cap. The whole of the lantern house framing is of copper and is fastened together with bolts.

6 The Presidency Port officers has ignored the question of the coconut trees. There appears to be only two ways of getting over this difficulty, i.e. either by removing the coconut trees or by raising the light house. It would I think be well to have this definitely settled now that the question of raising the light house is under consideration.

(True Copy)

~~Galappa~~ Head Clerk
Offr of the Superintendence, C. Circle.

He
He

Enc: 3 to S.D. No 585.1
VI



9.2
P.W. 11/5/91

No 690 P.W.
15-8

Presidency Post Office,
Madras, 2 November 1891.

To

The Chief Engineer

Public Works Department.

Sir,

In forwarding the accompanying letter to your address No 585 M. D. dated 4th September 1891, from the Superintending

Engineer VI Circle, which has been retained for some time in this Office pending a reference thereon to the Port Officer of Pambour, I

Enclosures

- 1 Letter from Superintending Engineer
- 1 Copy of S.D. Officer's Report.
- 1 Drawing
- 1 Plan.

have the honor to state that considering the difficulties involved in raising the lantern of the Pambour Light in order to provide for a service room for the lightkeepers, and the serious inconvenience to shipping which must result by extinguishing the light for any long period, this question must for the present stand over. Whatever means may eventually be adopted to attain the desired object, the works, I do not think,

think is one which an Officer of the Port
Department can be expected to undertake
without the co-operation and professional
aid of the Public Works Department.

2. As regards the obstruction
caused by the trees the more practicable
and less expensive remedy would be
to have them cut down, and I am
addressing the Collector of Madras
on this subject.

I have the honor to be
Sir,

Your Obedient Servant

B. C. R. S. S.

Captain H. M. S. S.

Offy: Presidency Port Officer.

10/2/07

P. W. CURRENT No. 11658

No. 314W of 3-2-91
- 1077W - 18-4-91
- 1361W - 19-5-91

File of circumstances
reported to H.S.
15/6/91

Recd: 5.11.91

Encl: 4 (12/10/91)

to

The Presidency Port Office
Madras

to
The Chief Engineer,
Public Works Department

Dated 22 November 1911

Stating that the question
of raising the lantern of Samban
light be the one for the present
and that the collection of lantern
has been returned for the
cutting down of the lantern
structure the said light

No. 3036 W of 13 Nov/91 ^{B.F.H.} civil works
PUBLIC WORKS DEPARTMENT.

PROCEEDINGS OF THE MADRAS GOVERNMENT.

8 Nov/91

Read the following

Letter from the S.E. VI Circle N.E. No. 585 W of 4 Sept. 1891
Letter from the Presy. Port Office N.E. No. 690 W of 22 Nov. 1891

The letter from the
Presidency Port Office
is communicated to the
Supty. Engineer VI Circle
for information.

2. Under the circumstances
explained no action can
for the present be taken
in regard to raising
the lantern of the
Samban Light.

22/11/91

22/11/91

To The S.E. VI Circle
Marine Dept.
The Chief Secy.
for photo of counterintention

S 6.11

11658

Gobt. of Madras.

PUBLIC WORKS.

22/2/11

13/4/11

13 Nov 91 3036W

Lighthouse at
Pamban

Directing that no
action for the present
be taken in regard to
raising the lantern
of the —

(10)

3/11

1-9

13/11
12-30 PM

2.3.2
13/11/11