

- (1) பக்கங்களின் எண்ணிக்கை 29 + 84 pages
 (2) புதுக்கித் திருப்பிய நாள் Nov 92
 (3) ஆதாரங்குறிப்பவர் சுருக்கொப்பம் [Signature]

தமிழ்நாடு ஆவணக் காப்பகம்.

தமிழ்நாடு அரசு

183

P. W. D. துறை

அரசாணை எண்.	<u>3420 W</u>	அச்சகம்
மு. கோப்புத் தாள் எண்.		பலவகை
நாள் :	<u>18 - 12 - 1891</u>	198.

மடிக்கவோ கண்டபடி கையாளவோ கூடாது

13 sheets (13 Big size map)
1-12 one sheet

13 Statute

3420

To his Excellency

The Governor of Madras

The humble petition of Cecil Scott a.m.s.c. is that you will be pleased after due consideration to appoint a Commission to enquire into the feasibility and advisability of carrying out the scheme for a Madras Dock. now to be set forth.
(See accompanying plan)

The present
Harbour a failure

Without saying anything invidious - or reflecting at all upon the gentlemen employed upon the present so-called Harbour, whom I know to be able and competent engineers; it must be acknowledged, however reluctantly, that the present works are a failure. Since their first test during cyclone in 1872 when so much damage was done and when the Hopper Boats were wrecked close to shore and loss of life occurred

- (a) no works of importance have been carried out for three years
- (b) The Harbour (though the title is a mis-nomer) is universally shunned in bad weather
- (c) The fine broad walls so neatly carried out at great expense are not even safe for pedestrians who are warned by placards that they may be swept away - they are therefore useless for traffic
- (d) The currents on this shore are roughly speaking parallel to the beach - a suicide at end of Harbour wall was cast ashore at more 10 miles away - the currents (again speaking approximately) drive north or south according to the monsoons - yet the entrance is so placed that Captains steam in. in fear and trembling with a strong current at right angles to them

A Dock now
proposed

Benefits
expected

Comparative
usefulness of
Harbour

No difficulty
in excavation

Depth.

Convenience
of
Working Inland

It is now proposed to substitute for this failure a regular Dock to be excavated as shown on plan the entrance to which will be protected by breakwaters -

It is difficult to over estimate the enormous benefit conferred by a Dock on a town like Madras - with both Railway at hand and all the ordinary facilities for rapid loading and unloading the enormous stimulus to trade and the wealth that will be conferred direct and indirectly on the Madras community - It is not necessary to stand at the end of the pier within the so called Harbour and observe the enormous risk - loss of time and waste of labour in landing say an engine boiler - towed along by Muzillah boats or a cargo of horses.

To unprofessional men it may seem wild and chimerical to ~~propose~~ to excavate a Dock de novo; but such is not the case - There is of course no rock to be encountered and even if the soil were hard there would be no difficulty; but the truth is, that Madras soil is a sponge of silt, the influence of the tide is felt when pumping from a foundation half a mile from the sea - The lowest stratum observed on plan is from 6 to 10 ft above sea level and at ten feet below sea level I am of opinion that the soil could be dredged out at a cheaper rate than ordinary Earthwork.

I would propose a depth of 30 ft to accommodate the largest vessels - thus giving an average excavation from ground level of 40 feet.

To more than balance the cost of excavation, an entirely new Dock must be weighed the unusual facilities for getting at all parts of the work simultaneously &c etc

The Dock walls all round - perhaps of concrete - & be built upon Brick Wells as that class of work is thoroughly understood in the locality and because it is in deep foundations in such a soil -

The height of walls above sea level and the berms behind them would be properly arranged for all cranes etc and to provide for the necessary stores - railway sidings etc.

The first Breakwater at right angles to the beach would start from the light-house itself. The breakwater would be of the present exposed. The experience hitherto gained shows the wall at Harlow is well backed up by and the force of the waves is not to be

Similar the Breakwater parallel to the beach designed with a wide opening but is to encourage silting, used, it is an open sand beach and modern waves there also - the roughly

at Port Said one recommended and until the bank formed, additions necessary after had been a trifling matter compared with of blocks, with a Titan crane, had can be run home.

As regards the stuff excavated wanted, it would be from the Sea, south of Fair Break

1 ft 6 in
to be founded
on
Brick Wells.

Height & Width
of
Walls.

2 1/2

Breakwaters

No 1 At right angles
to shore

No 2 Parallel
to
Shore.

The deposit
of
stuff excavated.

coming

in Chief
...ed
Estimates
can be had in
a week.

Would take
Two years

Area

Two entrances

Must dredge
channels

Present harbour
made use of

that upon this point the Commander in Chief should be con-
as it is very possible, he may desire to embrace this opportu-
throwing up a long rampart in front of Fort S. George
There is no occasion now to trouble your Excellency with
at the cost of the Scheme, there is nothing new or difficult.
Engineering and estimates when called for can be produced
week.

3470
4

As every part of the scheme can be worked at one time
a year would be ample to complete the whole and
dock could be used when half completed.

The Area of Dock allowed is very large, but that
as no further extensions need then be contemplated
the great impetus to trade, rendered necessary
Slips or a Veleum Dock.

The entrances for each monsoon shall be
approach easy and safe in any weather.
would of course be kept buoyed and dredged
a while very little dredging was required
entering might drag a net as is done.

As the real work of protection is obvious
parallel to beach it is more than for
Breakwater started from Breakwater.
to require little more than the rubble
for the existing walls of Harbour.

The work abandoned as regards present
to be qualified - only the north wall is
The South wall would be of great
which to construct Breakwater.

maters
not for
mission.

These are other matters in connection with the Dock, such as lighting the whole place, for special work at night, by one electric light from the back of light house tower; by the same machines that would work for electric lighting - crane machinery - Automatic Capstans etc -

Also the completion of shelter for the Dock itself by a belt of trees on the Beach - there are trees and the Fort on the South and high buildings on the north - but these and many other minor matters may be left for the consideration of the Commission now asked for.

I have not troubled your Excellency with this long statement, until after sending the same to England, and obtaining the favourable opinion of a very eminent Engineer in Westchester.

My views about shipping entrances now suggested on the present Harbour are supported by Capt. Carey M. of Salem for some time Lloyd Agent at Madras.

I now hope that I have said enough to induce your Excellency to appoint a Commission, and to obtain the best Engineering opinion from London.

It is just possible that you may desire to know something of the person who addresses you.

I was the pupil of Sir Charles Fox & Sons and have been in the country 12 years & on S. I. Railway work & on various works and bridge schemes & in my present appointment during which time I acted for Sir James the Municipal Engineer while on furlough from Madras.

I have the honour to be

Your Excellency's most obedient servant

Peril Scott

L. I. Engineer S. I.

March 14/85

city
or
ws
set
forth

Administrative Department.

MADRAS,

No. 3325- 20th April 1885.
Dep^y 23

From

J. H. TAYLOR, Esq., LIBR., R.N.R.,

Master Attendant,

Administrative Department,

Madras,

To

The Honorable E. Foster Webster,

Chief Secretary to Government,

Marine Department,

Fort St. George.

Sir,

I have the honor to return the plan
of Harbour and Docks advocated by
Mr. Cecil Scott, and to remark
thereon that even if it were all that
could be desired, and could throw new
light on the best interest of the port
of Madras, it is brought out too
late in the day, and the strong
opinion advanced by the Secretary
of State, after the report of the
London Committee, will not allow
of any other scheme being entertained.
It is, however, very gratifying to
find Engineers of recognized ability
coming

coming forward with plans to benefit
this important town, and Mr. Scott
will deserve the thanks of Government
for the additional testimony he bears
in his design to the necessity of a
breakwater to keep out the Eastern
Swell.

2. All local engineering and nauti-
cal opinion collected on the spot bears
out this undoubted want, without
which ~~adras~~ will never have a
harbour worth the name. But
after delivering my testimony to the
valuable portion of the design, I
feel it my duty to point out to
Government some points in which
I must consider it fails, owing to
existing conditions over which no
control is possible.

3. In the first place the area is in-
sufficient, and the ground is not
obtainable. Tested interests which
could not be interfered with surround

3420
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Marine CURRENT NO. 377
DEPARTMENT

From

THE MASTER ATTENDANT,
ADMINISTRATIVE DEPARTMENT,
Madras,

To

THE CHIEF SECY. TO GOVERNMENT,
MARINE DEPARTMENT,
Fort St. George.

N^o. 896.

Transferred to the
Public Works Department.

Trustee

No. 3325

Dated
20
23
Received

April 1885

No.

Subject.

Submits remarks on
Mr. Cecil Scott's proposal
for a Dock at Madras.

Transferred to
the Chairman, Madras
Harbour Trust Board,
for disposal.

18.8.86
M. M. M. M.
Colonel R.
Secy. to Govt. Madras.

18/5

29/4/5. 16.8.86
17/5. 16.8.86
Recd. 16.8.86



of S. I. R. shown dotted -
be diverted to China Bazaar.

Proposed entrance
during N. E. monsoon

3500 ft

3000 ft

Channels to be
dredged & boomed

36 acres

HARBOUR

Now proposed to be abandoned

Proposed entrance
during S.W. monsoon

PLAN OF

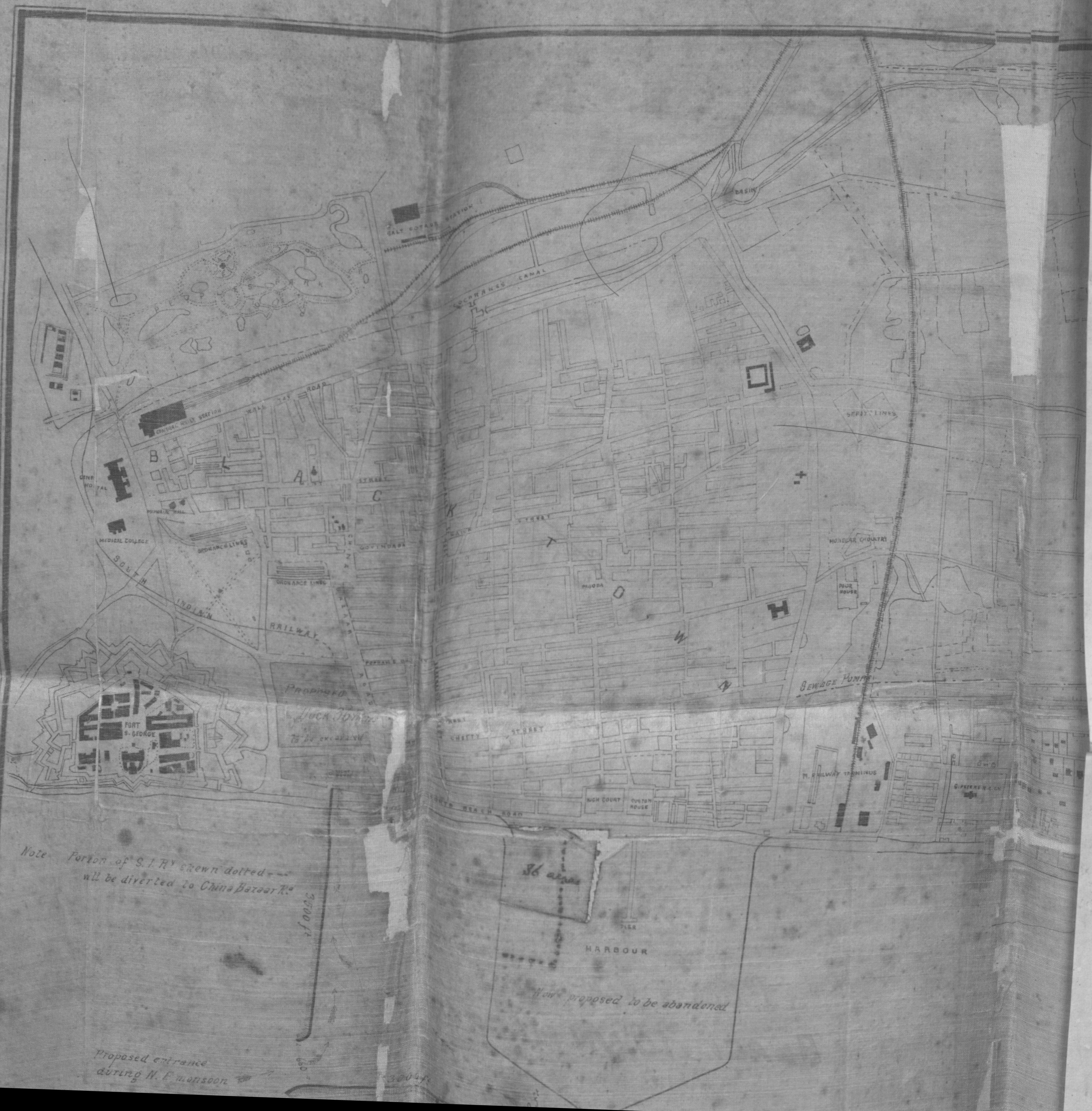
East **BLACK TOWN MADRAS**

SHEWING

M. Scott's proposed **Dock** to be excavated
within Sheltered by Breakwaters

SCALE

6 inches = 1 mile





LOCK JOURNAL
To be excavated

Note Portion of S. I. R. shown dotted ---
will be diverted to China Bazaar R.

3500 ft
660

Proposed entrance
during N. E. monsoon

continuing as far as advisable

Channels will have to be
dredged & buoyed

CHERRY STREET

HIGH COURT CUSTOM HOUSE



HARBOUR

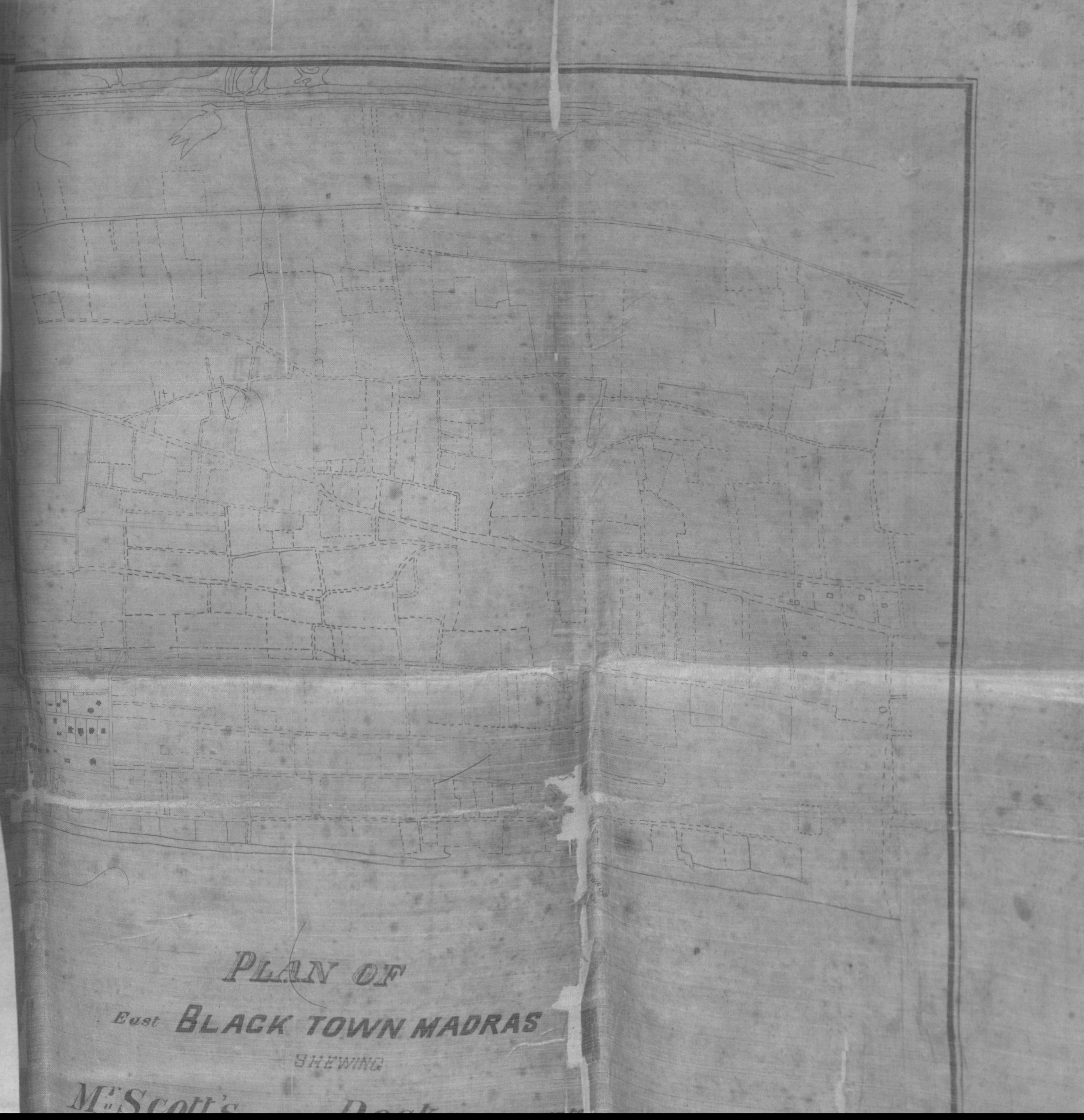
Now proposed to be abandoned

Proposed entrance
during S.W. monsoon

SEWAGE PUMP

M. RAILWAY TERMINUS

C. PETERSON & CO.



PLAN OF

East **BLACK TOWN MADRAS**

SHEWING

M. Scott's

Doct

PLAN OF

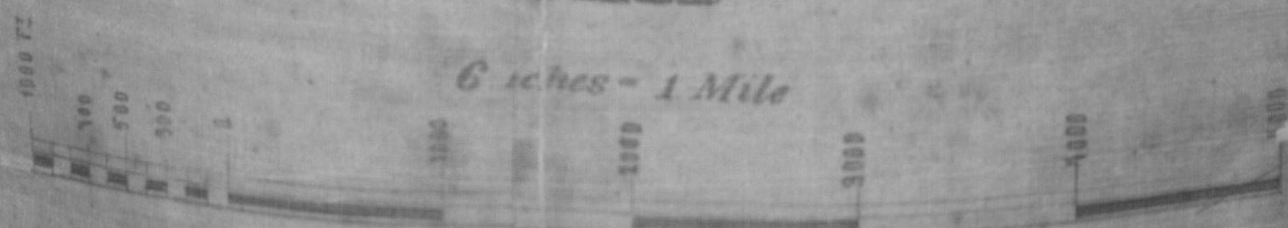
East BLACK TOWN MADRAS

SHEWING

*M^r Scott's proposed Dock to be excavated
Protected by Breakwaters*

SCALE

6 inches = 1 Mile



East Side of the River

West Side of the River

Harbour Trust Board Office,

MADRAS, 8th May 1888

No. 460

FROM

A. W. Barlow Esquire C.S.

CHAIRMAN, HARBOUR TRUST BOARD,

MADRAS,

TO

The Honorable Mr. H. E. Stokes C.S.

CHIEF SECRETARY TO GOVERNMENT,

Marine Department.

Sir

Cotacmand.

I have the honor to acknowledge the receipt of G.O. No. 115177 dated 17th April 1888, and to forward herewith copy of a resolution passed thereon by the Trustees at their last meeting.

2. I return the letters and plans received under endorsement order No. 542 D dated 18th August 1886.

I have the honor to be

Sir

Your most Obedient Servant

P. Rec

M. Barlow

Chairman

Harbour Trust Board.

18/5-

H.M. 29/4/5. No. 16.8.86
by 115 Resubmitted to C.S. 8.6.88

I. W. Department

No. 5558 C of 10 - December 1891

3420
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To

The Chairman,

Harbour Trust Board

Madras.

Sir,

With my letter No. 2584 C, dated 21st May 1891, I sent you as his papers the file of G.O. 1561 W dated 29th May 1888 with request that it might be withdrawn for perusal. I have the honour to request that the papers may now be returned, if done with. The subject is "Mr. Cecil Scott's Dock scheme."

I have etc.

Despatch
10/12/91

L.P.

9/12/91

S. 2m

Harbour Trust Board Office,
MADRAS, 14 December 1891.

No. 2613

302
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From

Wm Austin Esq. Esq.

CHAIRMAN, HARBOUR TRUST BOARD,
MADRAS.

To

Col. Percy Smith R.E.
Chief Engineer
Public Works Department

Sir,

I have
the receipt of your
dated 10th instant and
herewith as requested the paper
in connection with Mr. Feil's
proposal for constructing a dock
upon the site now occupied
by the new High Court building

I have the honor to

Yours obediently

Wm

Chairman
Harbour Trust Board

P. W. CURRENT

Encls 5/14
Recd: 75-12-51

15-12-51
G

No. 3420 Wdy 18- Dec 11
B

Recorded

10-13
15-12-51

S 16-

o/s

10-13