

- (1) பக்கங்களின் எண்ணிக்கை 28
 (2) புதுக்கித் திருப்பிய நாள் July 90
 (3) ஆதாரங்குறிப்பவர் சுருக்கொப்பம் 10/7

தமிழ்நாடு ஆவணக் காப்பகம்.

தமிழ்நாடு அரசு

P.W.D துறை

114

அரசாணை எண். மு. கோப்புத் தாள் எண்.	688	அச்சகம் பலவகை
நாள் :	10-3-1891	198

மடிக்கவோ கண்டபடி கையாளவோ கூடாது

14 Sheets

ஆவண. கா-1-18,000-15-6-87.

Doan

(book)

or, second, to build a larger octagonal or hexagonal lantern of iron frame and plate glass and thin iron ventilated roof of sufficient size to permit the attendant to walk round the lantern inside it; the floor is quite strong enough to support such a structure.

11. I have requested the Executive Engineer to at once fill up the perforations in the balustrading with light brick work which will then afford some protection to a man squatting under the parapet during his three hours' watch, and these parapets might easily be raised one foot without detriment to the light.

12. In any case the present weather boarding should be renewed with corrugated iron and this roof would be serviceable in either alternative proposed in para. 10.

13. Something undoubtedly should be done to protect the men, for even were they provided with water proofs they must be half perished as there is no room to walk about as on a ship's bridge and if a sort of sentry box were provided this would not protect the lamp in any way; at present drift rain has constantly to be wiped off the lantern glasses.

ENCLOSURE.

DETAILS of light-houses inspected by Lieut.-Colonel A. C. SMITH, R.E., Superintending Engineer, VI Circle, in January 1891.

Light-house.	Class of light.	Height of centre of lantern above mean sea-level.	Distance at which light is visible.	Object of light.	Remarks.
Tuticorin	Fourth order catadioptric fixed white.	FEET. 85	MILES. 12½	To mark position of anchorage.	The light-house at Hare Island, Tuticorin, is in good order and the strengthening bands recently put up by this department seem calculated to render the lantern quite secure.
Manapad	Sixth order dioptric.	225½	19	Not known specially.	All the structure, such as it is, is in good order, but the arrangements are, to say the least of it, bordering on the inhuman (vide separate report accompanying this).

No. 625 C.

Referred to the Marine Department for favor of remarks.

(Signed) J. PENNYCUICK, Colonel, R.E.,
Secretary to Government, P.W.D.

5th February 1891.

G.O., dated 3rd March 1891, No. 80, Marine.
Read—the following papers:—

Endorsement of the Public Works Department, dated 5th February 1891, No. 625 C., on letter from the Superintending Engineer, VI Circle, dated 26th January 1891, No. 994 T.N.

From the Presidency Port officer, dated 20th February 1891, No. 393/59 G.
With respect to reference, dated 9th February 1891, in connection with the light-houses at Muttum, Manapad, Tuticorin and Pámban, I have the honor to remark as follows:—

Para. 2 of report.—The Port officer, Tuticorin, under instructions from this office, visits the Muttum light-house once in three months and finds no great difficulty in doing so.

Some improvements to Pámban light-house, including those suggested by Mr. Douglass on his recent inspection, are awaiting the arrival of the Superintending or Executive Engineer and it is hoped that one of these two officers will be able to visit the place at an early date.

Para. 3 of report.—I have visited Hare Island light-house recently and observed that the guard railing round the gallery is dangerously light in construction.

Para. 5 of report.—The inhumanity of the arrangements at Manapad is not apparent, there being several other lights similarly arranged and I am not aware that any complaint has ever been made. It is perfectly true that difficulty and inconvenience is experienced in changing the lamps, &c., on account of the wind and it is to be regretted that a lantern was not constructed at first when the light-house was built. The Superintending Engineer suggests building an iron octagonal lantern, but Mr. Douglass, in para. 11 of his report, mentions, among other improvements, cylindrical glazing and gunmetal and steel helical framing, which, I think, should be adopted and made capable of being kept open as the lamp, it must be remembered, is constructed for burning in the open air.

Para. 7 of report.—It would be a very small matter to supply oil-skin suits for the men who require to be exposed to the weather at light-houses and this might be done.

Order—dated 3rd March 1891, No. 80, Marine.

The Presidency Port officer's letter will be communicated to the Public Works Department with the request that early arrangements may be made for inspecting the Pámban light-house and for the provision of a suitable guard railing at the Hare Island light-house.

2. No radical change in connection with the Manapad light should be carried out until the matter has been reported on by Captain Street, who will be requested to give the matter his early consideration.

3. The Government is decidedly of opinion that some shelter from inclement weather should be provided for the keepers or watchers at all light-houses and that it would not be sufficient to supply the men with oil-skin suits. The Presidency Port officer will report on the point and the Public Works Department will be requested to carry out such alteration as may be considered necessary without delay.

(True Extract.)

(Signed) N. S. BRODIE,
Acting Assistant Secretary.

ORDER—dated 10th March 1891, No. 688 W., Public Works.

Communicated to the Superintending Engineer, VI Circle, for information and guidance.

(True Extract.)

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

To the Superintending Engineer, VI Circle.

Exd. A. D. Xavier.
Spare Copies

BUILDINGS AND ROADS.
CIVIL WORKS.

Govt. of {1891} Madras.
PUBLIC WORKS.

Dated March, 10th.

Recd.

Encl.

G.O., 10th Mar. 1891, No. 688 W.

MARCH.

Light-houses

Proceedings, Marine Department, passing orders on letter from the Presidency Port officer making certain remarks on the inspection report of the Superintending Engineer, VI Circle, on certain —, communicated to the Superintending Engineer for information and guidance.

NK
Go. 688W has been
10. III. 91
communicated
to the Marine
dept. and the fact
entered on the
original which is
herewith returned
this comm.
entered on all
space copies at
Madras. D. H. P.
H - 6/4/91 6th H. C.

C. A. W.

6/8/91

I return with
many thanks orig:
G.O. No. 688. W. dated
10th inst. which I
borrowed at Madras.
Might it not be sent
to Marine? especially
as you have printed
the Marine G.O.

J.B.
1/4/91

H.C.

Please prepare
copy for signature of
W on arrival at Coby.

R.P.
1-4-91

C. A. W.

Copy prepared and
put up.

R.P.
2/4/91

N^o 994 T.N.

Sup^y: Engineer's Office of Port
Tulsiapoly 26th January 1901
P-30/-

From

Lt Col A.C. Smith R.E. 1886
Sup^y: Engineer's Office 14

To

The Chief Engineer
P.M.B.

Sir,

Encls: 1.

1. Details of
light houses.

I have the honor to report
that I inspected the following
light houses viz:

Hare Island Lighthouse on 15th inst.
Manapad on 19th

2. I could get no steamer to Pan-
beur so had to give up going there,
and also I have proposed that the
inspection of the Muttum light be
undertaken by the Seavancore
authorities as it is situated some
15 miles or more to West of
Cape Comorin and well within
that state.

This proposal
has not been
approved
in your N^o 2
3592 d/22nd Jan^y
1891, since
received.

3. The light house at Hare Island
is in good order & the strengthening
bands recently put up by this
department (vide G.O. N^o 2009th)
23.7.90

Not to be
used

calculated to render the lantern quite secure.

4. With reference to the Manapad light all the structure, such as it is, is in good order; but the arrangements are to say the least of it bordering on the inhuman & it surprises me that such a state of things should have obtained so long.

5. Some months ago we were requested to provide some sort of a roof or protection to the lantern and accordingly an estimate was sanctioned for a weather boarding roof, but as this only protects the lantern from rain when unaccompanied by wind I do not think it is of much use, and moreover weather boarding is not stout enough for such an exposed position.

6. The lantern stands on the top of a square tower situated on a rocky promontory near Manapad in a very exposed situation.

the top of the tower, about 100 feet square, consists of a flat terrace surrounded by open balustrading, and prior to the construction of the weather boarding, had no roof whatever.

7. On the top of this tower and exposed to all wind (which is very prevalent here) & rain in the monsoon the lascars are supposed to watch turn & turn about for a spell of 3 hours each; they are not only unprovided with tarpaulin coats and some wearers but have not even thick clothing of any sort & in bad weather the roof is of no practical use in keeping rain off either the men or the lantern.

8. There seems to be no order to the effect that the lamp shall be changed or trimmed every three hours - though it would burn well for 6 at least - & how this

is effected without looking it down
into the office below on a tempestuous
night is more than I can say.

9. Captain Baker asked me to see
if I thought the stanchions ~
supporting the roof were strong
enough to bear canvas blinds
all round, to be pulled down
when the trimming process was
going on, but I should say this
would be objectionable as lancars
are quite capable of keeping
such a snug protection up longer
than is necessary & thus obscuring
the light.

10. Two alternatives suggest themselves
to me 1st to build up solid walls
perforated by one small window
on two sides to landward -
(the lantern only illumines 180°
to seaward) & glaze the other
two sides completely with plate
glass in frames or
2nd to build a larger octagonal
or hexagonal lantern of iron
frame & plate glass & thin iron

ventilated roof of sufficient size to
permit the attendant to walk
round the lantern inside it; the
floor is quite strong enough to
support such a structure. 1884
11. I have requested the Executive
Engineer to at once fill up the
perforations in the balustrading
with light brick work which will
then afford some protection to a
man squatting under the para-
pet during ^{his} hours watch; and
then parapets might easily be raised
one foot without detriment to ^{the} light
12. In any case the present weather
boarding should be renewed
with corrugated iron & this roof
would be serviceable in either al-
ternative proposed in para 10.
13. Something undoubtedly should
be done to protect the men for
even were they provided with
water proofs they must be half
perished as there is no room to
walk about as on a ship's bridge
& if a sort of sentry box were

provided this would not protect
the lamp in any way; at present
drift rain has constantly to be
wiped off the lantern glass.

I have the honor to be

Sir

Yours most obedt Servt

A. Smith Esq
Supy Engineer of the

as

Details of Light houses inspected by Lt. Col. A. C. Smith R.E., Superintending
Engineer 6th Circle in January 1891.

3 1/2 8/10

Light House	Class of light	Height of Centre of light above sea level	Distance from which light is visible in miles	Object of light	Remarks
Luticorin	4 th Order Catoptric fixed white	85'	12 1/4	To mark position of anchorage	The light house at Mare Island Luticorin is in good order and the strengthening bands recently put up by this department seem calculated to render the lantern quite secure.
Manapad	5 th Order catoptric	22.5 1/2	19	Not known specially	All the structure, such as it is, in good order, but the arrangements are, to say the least of it, bordering on the inhuman. Vide separate report accompanying this. No. 10 of

Supy: Engineers office 6th Circle
Trichinopoly 26 January 1891

A. Smith Lt Col. R.E.
Supy: Engineer 6th Circle

Details of Light Houses ins-
pected by Lt Col A C. Smith R22
Supt Engineer W. S. Scales.

Mar 136/91

Encls No 1 to SE 6' No 994 TRD/26-1-91

See Mar C. No 200/91

688/9

PMC No 1098

From
The Supt. Engineer
VI circles.

To
The Chief Engineer
P. W. D.

No 994 TN
Dated 26th 3
Sept 30 3 January 1891.
Pg 2-2-91

Enclos 1.

Submits reports on his
inspection of the light-
houses, Bare Island &
Manapad -

No 625. Cd/5 Feb/91

Referred to the
Marine Department
for perusal & remarks

Sub-
Chief Secy.
Supt. Port. No.

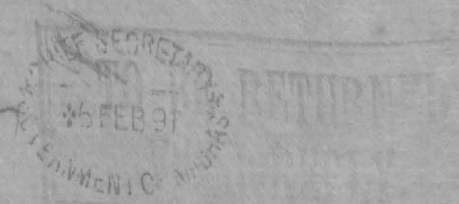
27 Feb 1891
Referred to the Presi-
dency Port Officer
for early remarks

Redmills
Chief Secretary

20B.
9/2

Letter No 200/91

HP



Copy of letter from the Presidency Port officer dated
20 February 1891 No 393/59

688/10

With respect to Reference dated 9th
February 1891 on Maria Current No 136 (Report of
Superintending Engineer 6th Circle in connection with
the Light houses at Muttum, Manapad, Tuticorin
and Pamban), I have the honor to remark as follows:-
Para 2 of Report The Port officer, Tuticorin, under
instructions from this office, visits the Muttum light-
house once in three months and finds ^{great} no difficulty
in doing so.

Some improvements to Pamban light-
house including those suggested by Mr. Douglass
on his recent inspection are awaiting the arrival
of the Superintending or Executive Engineer and it
is hoped that one of these two officers will be able
to visit the place at an early date.

Para 3 of Report I have visited Bare Island
Light-house recently and observed that the guard
railing

railing round the gallery is dangerously light
in construction.

Para 5 of Report. The inhumanity of ^{the} arrangements at Maupad is not apparent there being several other lights similarly arranged, and I am not aware, that any complaint has ever been made. It is perfectly bare, that difficulty and inconvenience is experienced in changing the lamps & on account of the wind and it is to be regretted, that a lantern was not constructed at first when the Light house was built. The Superintending Engineer suggests building an iron octagonal lantern but Mr Douglass in para 11 of his report mentions among other improvements cylindrical glazing and gunmetal and steel helical framing, which, I think, should be adopted and made capable of being kept open as the lamp, it must be remembered, is constructed for burning in the open air.

Para 7 of Report. It would be a very

Small

small matter to supply oil skin suits for the men who require to ^{be} exposed to the weather at lighthouses and this might be done.

688
11

f p.



688/12

PROCEEDINGS OF THE MADRAS GOVERNMENT.

Read the following paper—

Endorsement of the Public Works Department dated 5 February 1891, No. 625 C, on letter from the Superintending Engineer, II Circle, dated 21 January 1891, No. 994 J. A.

From the Presidency Port officer dated 23 February 1891, No. 393/59 G.

x
(copy attached)

Order dated 3 March 1891 No. 80.

The Presidency Port officer's letter will be communicated to the Public Works Department with the request that early arrangement may be made for inspecting the Panbani light-house and for the provision of a suitable guest-hall at the Bare Island light house.

2. A radical change in connection with the Manapad light should be carried out until the matter has been reported on by Captain Street, who will be requested to give the matter his early consideration.

3. The Government is decidedly of opinion that some shelter from inclement weather

weather should be provided for the keepers or
watchers at all light houses and that it
would not be sufficient to supply the men
with oil skin suits. The Presidency Port officer will
report on the point and the Public Works Depart-
ment will be requested to carry out such alterations
as may be considered necessary without delay-

(True Extract)

M. W. Ordie

ag. act. Secretary-

2

The Public Works Department
" Presidency Port officer - with C. N. 136.4 hrs.
Capt H. A. Street.

2

688/13

P.W.C. No. 2648
Govt. of [18] Madras.

B.P.R.
civil works.
10 688 W. of 10 March 1891
6P

688/14

To
The Public Works Dept

Communicated to the
Communicated to the
Superintending Engineer
Superintending Engineer
VI Circle for information
and guidance.

Recd. 9.3.91
No. 3

Proceedings, dated 3. March 1891
No. 80.

0013
10.3.91
S 10/3

Subject.

Orders on remarks of the
P. Port. officer on the ins-
pection report of the Superin-
tending Eng. VI Circle on
Lighthouses at Muttam
Manapad Tuticorin &
Pamban.

- Nos 625C - 5.2.91.
- 357C - 22.1.91
- 3577W - 18.12.87
- 5733C - 4.11.89
- 579W - 28.2.87
- 2070W - 25.7.87
- 4587C - 20.11.88
- 3405W. 25.11.88.
- 1218W - 13.5.86.

forth order

By
Sd/- VI Circle
Marine Dept 6/4/91
14/3/91
11/3.

2648.

Govt. of Madras.

PUBLIC WORKS.

12/3/91

Dated

Recd

Recd

G.O. 18th March 1891. No 688W.

Right Honoured.

Pres. Marine Dept
Passing orders on the
letter from the Pres. of the
Officers ^{in all cases} ~~of the~~ certain
remains on the inspection
report of the S & V Civil
Engineer - cannot to the
S.E. for information
& guidance.

14

40

are 11/3

GOVERNMENT OF MADRAS.
PUBLIC WORKS DEPARTMENT.

Buildings and Roads.
Civil Works.

READ—the following papers :—

From Lieut.-Colonel A. C. SMITH, R.E., Superintending Engineer, VI Circle, to the Chief Engineer, Public Works Department, dated Trichinopoly, 26th January 1891, No. 994 T.N.

I have the honor to report that I inspected the following light-houses, viz :—

Hare Island, Tuticorin, on 15th instant.
Manapad, on 19th instant.

2. I could get no steamer to Pamban, so had to give up going there and also I have proposed that the inspection of the Mut-tum light be undertaken by the Travancore authorities as it is situated some 15 miles or more to west at Cape Comorin and well within that state.

This proposal has not been approved in your No. 359 C., dated 22nd January 1891, since received.

3. The light-house at Hare Island is in good order and the strengthening bands recently put up by this department (*vide* G.O., No. 2009 W., dated 23rd July 1890) seem calculated to render the lantern quite secure.

4. With reference to the Manapad light all the structure, such as it is, is in good order; but the arrangements are, to say the least of it, bordering on the inhuman and it surprises me that such a state of things should have obtained so long.

5. Some months ago we were requested to provide some sort of a roof or protection to the lantern and accordingly an estimate was sanctioned for a weather-boarding roof, but, as this only protects the lantern from rain when unaccompanied by wind, I do not think it is of much use, and, moreover, weather boarding is not stout enough for such an exposed position.

6. The lantern stands on the top of a square tower situated on a rocky promontory near Manapad in a very exposed situation. The top of the tower about 8 or 9 feet square consists of a flat terrace surrounded by *open* balustrading, and, prior to the construction of the weather boarding, had no roof whatever.

7. On the top of this tower and exposed to all wind (which is very prevalent here) and rain in the monsoon the lascars are supposed to watch turn and turn about for a spell of 3 hours each; they are not only unprovided with tarpaulin coats and sou'westers, but have not even thick clothing of any sort and in bad weather the roof is of no practical use in keeping rain off either the men or the lantern.

8. There seems to be an order to the effect that the lamp shall be changed or trimmed every three hours, though it would burn well for 6 at least, and how this is effected without taking it down into the office below on a tempestuous night is more than I can say.

9. Captain Baker asked me to see if I thought the stanchions supporting the roof were strong enough to bear canvass blinds all round, to be pulled down when the trimming process was going on, but I should say this would be objectionable as lascars are quite capable of keeping such a snug protection up longer than is necessary and thus obscuring the light.

10. Two alternatives suggest themselves to me—first to build up solid walls perforated by one small window on two sides to landward (the lantern only illumines 180° to seaward) and glaze the other two sides completely with plate glass in frames,