(1) பக்கங்களின் எண்ணிக்கை 30

(2) புதுக்கித் திருப்பிய நாள் 2/92

(3) ஆதாரங் குறிப்பவர் சுருக்கொப்பம்

தமிழ்நாடு ஆவணக் காப்பகம்.

தமிழ்நாடு அரசு

P.W.D துறை

அரசாணை எண். 840 அச்சகம்
மு. கோப்புத் தாள் எண். பலவகை

நாள் : 29-3-1894 199

மடிக்கவோ கண்டபடி கையாளவோ கூடாது.

ஆவண. கா. 1—18,006—6-9-90.

840/1

29th March 1894, No. 840 W., Public Works.

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

Buildings and Roads.
Civil Works.

Read—the following paper :—

From Lieutenant-Colonel A. W. SMART, R.E., Superintending Engineer, VI Circle, to the Chief Engineer, Public Works Department, dated Trichinopoly, 10th March 1894, No. 1059 T.N.

With reference to your No. 3412 C., dated 23rd October 1893, and G.O. No. 2562 of the 6th November 1893, I have the honour to state that, after inspection of the site of the proposed pier at Tuticorin, I am of opinion that borings should be even at this late date taken to ascertain the nature of the sea bottom and the possibility of screwing down the new piles to the full depths of 12, 14 and 16 feet allowed. It is said that the wooden piles of the old structure were driven to a depth of 12 feet, but there is nothing on record to show that this was actually the case, and, in a work of the magnitude of the new pier, I am of opinion that it is not safe to commence screwing down the piles without first ascertaining if they will go down to the full depth allowed. If after the work is commenced we meet with difficulties of this kind the expense of work will be greatly increased and we may be forced to place the deck at a higher level than now proposed. To this Captain Baker objects as the labour and expense of lifting, which is now principally done by parbuckling, would be increased.

2. I therefore ask sanction to be allowed to take borings or to screw down some of the piles which are already on the spot at intervals along the line of the new pier. The work necessary can be easily and cheaply done by running out light platforms from the existing jetty and need not cost more than Rs. 1,000 in all. It is not likely that Messrs. Burn & Co. will be ready to commence their work for another two or three months.

Order—dated 29th March 1894, No. 840 W., Public Works.

The proposals of the Superintending Engineer are approved.

(True Extract.)

(Signed) J. PENNYCUICK, Colonel, R.E.,
Secretary 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 {1894} Madras.

PUBLIC WORKS.

Dated March, 29th.

Recd. *Encl.*

G.O., 29th Mar. 1894, No. 840 W.

MARCH.

Pier at Tuticorin

The proposals of the Superintending Engineer to take borings to ascertain the nature of the sea bed or to screw down some of the existing piles at intervals along the line of the new —, approved.

✓

840

proposed to screw the piles – viz 16' was obtained with reference to borings for an artesian well near the sea shore –

R.P.O. also stated that the wooden piles at end of present pier had been driven down 12', & therefore that he did not anticipate any difficulty in screwing down the iron piers.

I was therefore

CW 1939.

Note for the [illegible] [illegible] Pier

In memo No. 3412 CW 23-10-93 3840

instructions were issued to the S.E. to take a series of sections across the site of the proposed pier in order that it might be ascertained if the sea bed was liable to any variations in level.

Also that borings should be made in order that the nature of the sea bed should be ascertained –

In reply the S.E. stated that this procedure would

or stated that borings need not be taken –

The present S.E. would like to have actual demon of the possibility of screwing down the piles, and that therefore it is afer proposed to unde

There need be no apprehension that the decking will be at any higher leve than that now proposed for if the piles cannot be got down the specified depth, whic is most improbable the heads of the piles can be cut to the requisite R.W.

involve a delay of
at least 1 year -
that there were
no causes at work
which would produce
scour of the sea
bed, and that
therefore the level
of the bed of the
sea had not changed
for a number of years
and it was not
likely to change.
In this opinion
the P.O. Engineer
concurred, after
sounding in its
direction some)
the jetty -
The depth to which
went then 200 -

---

x The possibility is not
~~that~~ "no good
foundations can be
secured" but that
the foundation will
be better than was
expected, involving
shorter length of pile

B 20.7

5

8230

Cw 1939

Dw

Submitted with reference to His Exc's remarks.

Cw
20/3/34

P. W. D.
540/IX

Note for His Excellency the Governor

In Memo No 3412 Cy d/23d October 1893 instructions were issued to the Suptg. Engr. to take a series of sections across the site of the proposed piers in order that it might be ascertained if the seabed was liable to any variations in level, also that borings should be made in order that the nature of the seabed should be ascertained.

In reply the Suptg. Engineer stated that this procedure would involve a delay of at least one year, that there were no causes at work which would produce a scour of the sea bed and that therefore the level of the bed of the sea had not changed for a number of years and was not likely to change

In this opinion the Port officer Tuticorin concurred, after sounding in all directions round the Jetty.

The depth to which Messrs. Burn and Co. proposed to screw the piles - viz. 16' was obtained with reference to borings for an artesian well near the sea shore.

The Port officer also stated that the wooden piles at end of present pier had been driven down 12', and therefore that he did not anticipate any difficulty in screwing down the iron piers.

It was therefore ordered that borings need not be taken.

The present Suptg: Engineer would lik to have actual demonstration of the possibility of screwing down the piles, and this therefore it is again proposed to sanction

There need be no apprehension that the decking will be at any higher level than that now proposed, for if the piles cannot be got down the specified depth, which is most improbable, the heads of the piles can be cut to the requisite level.

The possibility is not, that "no good foundations can be secured" but that the foundation will be better than was expected, involving a shorter length of pile

W

— 22.3

No. 6

Borings for the Pi
at Tuticorin

I am much reassured by t statement

W
26 Mar.

No. 1059 T.W.

OFFICE OF THE SUPERINTENDING ENGINEER,
6TH CIRCLE,
Trichinopoly, 10th March 1894.

FROM
Lieut. Coll. A. W. Smart, R.E.
SUPERINTENDING ENGINEER,
6th CIRCLE.

TO
THE Chief Engineer
P. W. Department.

ENCLOSURES.

SIR,

With reference to your No. 3412 C dated 23rd October 1893 & G.O. No. 2862 of the 6th November 1893, I have the honor to state that, after inspection of the site of the proposed pier at Tuticorin, I am of opinion that borings should be even at this late date taken to ascertain the nature of the sea bottom and the possibility of screwing down the new piles to the full depths of 12, 14 & 16 feet allowed. It is said that the wooden piles of the old structure were driven to a depth of 12 feet but there is nothing on record to show that this was actually the case and in a work of the magnitude of the new pier I am of opinion that it is not safe to commence

screwing

Screwing down the piles without first ascertaining if they will go down to the full depth allowed. If after the work is commenced we meet with difficulties of this kind the expense of work will be greatly increased and we may be forced to place the deck at a higher level than now proposed. To this Captain Baker objects as the labour and expense of lifting, which is now principally done by **parbuckling** would be increased.

2. I therefore ask sanction to be allowed to take borings or to screw down some of the piles which are already on the spot at intervals along the line of the new pier. The work necessary can be easily and cheaply done by running out light platforms from the existing jetty & need not cost more than Rs 1000 in all. It is not likely that Messrs Burn & Co will be ready to commence their work for another two or three months.

I have the honor to be
Sir
Your Most Obedt Servt

Cw Luard Lieut Col R.E.

Superintg Engineer
VI Circle

840/9

P. W. [illegible] No. 1939

P. W. D. 6th CIRCLE.

FROM

THE SUPERINTENDING ENGINEER,
6TH CIRCLE.

TO

THE Chief Engineer
P. W. D.

No. 1059 TN

CHIEF SECRETARIAT
15 MAR 1894
GOVERNMENT OF MADRAS

Dated 10
Received 12 } March 1894

Enclosures.

Pier at Tuticorin:—

Requesting sanction for taking borings to ascertain the nature of the sea bottom & the possibility of screwing down the new piles to the full depth—

No. 568 D d/ 15-7-93
" 2266 w " 4-9-93
" 3113 C " 16-9-93
" 3246 C " 2-10-93
" 1013 D " 9-10-93
" 3412 C " 23-10-93
" 2862 w " 6-11-93
" 3712 C " 10-11-93

No. 840 W. d/ 29th Mar. 94

A

This seems to be most extraordinary. I supposed all these preliminaries had been completed long ago. If no good foundations can be secured — what are we to do with Messrs. Burn & the pier?

The proposals of the Supdg. Engineer are approved.

W
19 Mar

12.3.94

16.3.94

[illegible]

S. E. VI circle

Marine Dept.

C.S. 14/3
U.S. 17/3

29 Mar 94

6

840
610

C No. 1939

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29/3 4 840.W

Pier at Tuticorin

The proposals of the Supdg. Engr. to take borings to ascertain the nature of the sea bed or to screw down some of the existing piles at intervals along the line of the new — , approved

8/2

J.C. 29/3

30/3