

Public Works (1896) Department.

G.O., No. 16314

DATED 1 June 1896.

[Despatch Abstract.]

Lighthouse at Mangalore. — Letter from
the Supty. Engineer IV Circle on the subject
of lightning Conductors, Communicated to the
Marine Dept, and the provision of a new lightning
Conductor for the same.

Letter from the Superintending Engineer, IV Circle, on the subject of lightning conductors, communicated to the Marine Department; and the provision of a new lightning conductor for the —, deferred, pending receipt of a reply from the Secretary of State to a reference made to him on the subject.

No. 1631 W., 1st JUNE 1896.

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

Buildings and Roads.
Civil Works.

Read—the following paper :—

From J. C. LARMINIE, Esq., Superintending Engineer, IV Circle, to the Chief Engineer, Public Works Department, dated Ootacamund, 9th May 1896, No. 215 W.

Referring to G.O. No. 1382 W., dated 30th April 1896 (also G.O. No. 282, Marine, dated 27th April 1896), you will doubtless, ere this, have noticed from my inspection notes (copy of which was forwarded for your information) that the condition of the lightning conductor of the Mangalore light-house had not escaped observation and that I had re-opened the question of putting it to right in accordance with our knowledge of the subject as it *then* stood.

2. But since writing those notes I have received Mr. Ashpitel's report on the Presidency light-houses, printed with G.O. Nos. 245, 246 of 8th April 1896. With that report are printed 41 conclusions,* arrived at by Professor Lodge in respect to lightning conductors and the mode of arranging them.

3. Many of these conclusions are so totally at variance with previously-accepted maxims of the subject, that one is irresistibly led to inquire "does any one really know anything for certain about it?"

4. From time to time, various rules have been circulated for the guidance of the department drawn up by eminent experts; the last, I believe, were those decided on by the Lightning Rod Conference, and were looked on as unimpeachable.

5. Now if Professor Lodge's conclusions are to be accepted (and they are the latest in the field), the former rules are quite unreliable.

Paragraph 10, page 26 of report.

6. According to Professor Lodge a conductor of high resistance, *e.g.*, a defective one, may positively be advantageous!

7. Under these circumstances, I would propose to leave the Mangalore light-house conductor as it has been for some years past, and not attempt to improve it in accordance with the sanctioned estimate which provides for $1\frac{1}{2}$ miles of iron wire cable, to connect the conductor with the backwater.

8. In the apparently very uncertain present state of our knowledge of the subject, there are many reasons for supposing that the light-house will be as safe with the old as with the newly-proposed arrangement of the conductor.

So under the circumstances, I beg to submit the question for further consideration and orders.

ORDER—No. 1631 W., dated 1st June 1896.

Communicated to the Marine Department, with reference to G.O. No. 282, Marine, dated 27th April 1896. An extract from the Superintending Engineer's inspection notes for April 1896 will also be furnished to the Marine Department.

In the circumstances stated, the provision of a new lightning conductor for the Mangalore light-house will be deferred pending receipt of a reply from the Secretary of State to the question referred to in paragraph 17 of G.O. No. 245, Marine, dated 8th April 1896.

(True Extract.)

Under Secy. to Govt., P.W.D.

To the Marine Department.
„ Superintending Engineer, IV Circle.

Exd. T. K. Narayana Aiyangar.
Spare Copies

No. 215
W.

Superintending Engineer's office 4th Circle
Camp Ootacamund 9th May 1896

From

J. C. Lammie Esq;
Superintending Engineer
Fourth Circle

To

The Chief Engineer
P.W.D.

Sir,

Referring to G.O. No. 1382 Wd/30th April 1896
- (also G.O. No. 282 Marine, dated 27th April 1896),
you will doubtless ere this, have noticed
from my Inspection notes; Copy of which
was forwarded for your information; that the
Condition of the lightning Conductor of the
Mangalore Light-house had not escaped
observation and that I had reopened the
question of putting it to rights in accordance
with our knowledge of the Subject as it then
stood.

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x read also
para 10,
page 26
of the report

De as
Appendix A-F
Standard Specifications
Mangalore Refinery

para 10, page 26
of report

Conductor as it has been for some years past and not attempt to improve it in accordance with the sanctioned estimate which provides for $1\frac{1}{3}$ miles of iron wire cable, to connect the Conductor with the Backwater.

8. In the apparently very uncertain, present state of our knowledge of the subject, there are many reasons for supposing that the lighthouse will be as safe with the old, as with the newly proposed gauge-ment of the Conductor.

9. So under the circumstances I beg to submit the question for further consideration and orders.

I have the honor to be
Sir

Your most obedient Servant

J. C. De Silva
Superintending Engineer
4th Circle

R

No. 1382 W. of 30-4-96
245-6 W. of 9-10-96

CURRENT No 4417

From
The Supg. Engineer
4th Circle

Dec. 13. 5. 96

Dated 9th
Despd. 11th } May, 1896

No. 215
W.

Lightning Conductor of the
Lighthouse at Mangalore.

Submitting the question
in Connection with the improving
of — for further Consideration
and orders.

No 1631 W. of 1- June 1896
Comm. d. 5
the Marine Dept
with reference to
no. 282 marine dated
27- April 1896. An
extract from the nply
Engr's inspection notes
for April 1896 will
also be furnished to
the Marine Dept.

In the Circumstances
stated the provision for
new lightning conductor
for the mangalore light
house will be deferred
pending receipt of a reply
from the Secy. State to
the question referred to
in para 17 no 245
in para 17 no 245
marine of 27 April 1896.

Dispatched
Showed
before
T. 1/2
B. 1/2
0 2.5 10.5 2.1/2