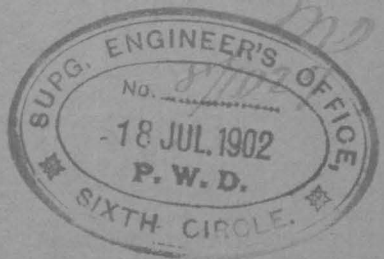


Public Works (1897) Department.

G.O., No. 1194 W

DATED 8th May 1897



[Despatch Abstract.]

*Lighthouse on Hare Island, Tuticorin
and at Mavapad*

*Letter from the Supg. Engineer VI circle
submitting report of inspection of the
—, communicated to the Marine Dept.*

G.O.	No.	Department.	Date.	G.O.	No.	Department.	Date.

R 5/5

VI Circle

Details of Lighthouses inspected by Lt Col. O. V. Boddy, R.E., Super Engineer, VI Circle, in April 1897.

Lighthouses	Class of Light	Height of Centre of lantern above mean sea level. Feet	Distance at which light is visible miles	Object of Light	Date of last testing of Lightning Conductor.	Remarks.
Hare Island Tuticorin	Fourth order. Dioptric Fixed White	85	14	To mark position of anchorage	26 September 1896	The light house is in good order.
Manapada	Fourth order catadioptric Fixed Red	104	8	To warn coasting vessels of the dangerous shoals and reefs in the vicinity.	12 August 1896.	The light house is in good order.

Super Engineer's office, Tuticorin
Trichinopoly
20th April 1897.

[Signature]

O. V. Boddy Lt Col. R.E.
Superintending Engineer
VI Circle

No. 36 S.T.N.

Superintendent Office, Travels
Trichinopoly. 20th April 1897.
8/21

From

Lt Col. A. V. Boddy R.E.,
Superintendent, Travels.

To

The Chief Engineer,
P. W. D.

Sir,

Encl: 1.

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

Kare Island, Tuticorin, on 9th instant;
Manapad on 13th instant.

2. The weathering of the stone of which
the column of the light-house on Kare
Island is built continues. My suggestion
for preserving the stone, approved of in G.O.
No: 2441 W dated 1st October 1894, has
however been carried out during last
month, the material used being Sizerb-
-may Stone liquid, and it is hoped this
may have the effect of arresting further
decay. The cost for painting 44 Sq. ft.
was Rs 250.

3. 7 out of the 8 panes of glass in

The lantern are cracked probably from being set too tight in the frame. There are 4 spare panes in store which have become considerably clouded. One of the panes in the lantern is so badly cracked that I consider it should be replaced at once and as it is on the West side, facing the land I do not think there will be any objection to using one of the spare panes.

4. The illuminating apparatus is in good order.

5. A store room and oil godown has recently been erected by the Marine Department, and 4 oil tanks have been received, which will obviate the constantly sending small supplies of oil from the main land, and also allow the oil to settle before being drawn off.

6. The lightning Conductor was tested by Sub. Engineer Mr. Whitbread on 26th September 1896 and he reports it to be in perfect order.

7. The tower on which the Manapad Light is installed is in good order, but has several fine cracks running

through the building - from parapet to basement. These are not due to any defects in the foundations but are probably caused by the vibration the tower is subject to on account of the very high winds which prevail at this place. I do not attach any importance to these cracks.

8. The illuminating apparatus is in good order. The pedestal, which carries it, is not sufficiently rigidly fixed, and as there is no lantern at this light house, the vibration caused by the wind acting directly on the apparatus is doubtless considerable, and may possibly have conducted to the cracks noticed in the walls of the tower. The base of the pedestal should be bolted through to a plate placed under the rafters which support it, and the pedestal should be strutted. This will not interfere with the movement of the Light-keeper.

9. Canvas blinds have been provided as a protection to the Light-keepers, round the 4 sides of the Light-

room, but they are of no utility, as the Superintendent informs me that if one of them is lowered the lamp will not burn.

10. The floor of the light room has recently been relaid in asphalt.

11. All the stones are well looked after.

12. The quarters for the Superintendent and for the Light keepers are in excellent order, having recently been repaired.

13. The Lightning Conductor was tested by Sub. Engineer Mr. Whithead on 12th August 1896, and he found it to be in perfect order.

I have the honor to be
Sir,

Yours most obedient Servant,

J. P. Rossy Lt. Col. R.E.
Superintending Engineer
W. Leitch

27
1896