Public Works (1897) Department.

G.O., No. 1409 W

DATED 26. May 97

[Despatch Abstract.]

Sweeper: Re pay of the — of the North Arcot Division Office fixed at Rs. 5 per mensem during the official year 1897-98.

—

[P.W. 25. 5,000—30-11-96.]

JC 20/5/97

Indexed. 17/5

Public Works Department.

Government {1897} of Madras.

MARINE.

Recd. } 1897. Enclosures

Regd. } Spare copies

G.O., No. 403, 30th April 1897.

Order No: 1410W d/26.5.97

Communicated to the Supdg. Engrs I & IV circles for information and necessary action.

(Sd) D. McC

APRIL.

To

The Supdg. Engr I circle W

" — do — IV — do —

Gopalpur Pier

Letter from the Presidency Port Officer furnishing information regarding the cost of dismantling and removing the piles of the —, communicated to the Superintending Engineer, IV Circle, in view to his utilising it in drawing up his estimate for the Calicut pier, and Superintending Engineer, I Circle, requested to report on the proposal to lengthen the Gopalpur pier by reduction of width to one half.

GOVERNMENT OF MADRAS.

MARINE DEPARTMENT.

READ—the following papers :—

From H. D. TAYLOR, Esq., I.C.S., Acting Collector of Ganjám, to the Secretary to Government, Marine Department, dated Injili, 25th February 1897, Dis. No. 342-Eng.

I have the honour to forward herewith, for the consideration of Government, copy of letter received from Mr. F. J. V. Minchin on the subject of the Gopalpur pier.

2. From the records of this office I gather that the pier, as it stands, is not of sufficient length to be of material use for the landing and shipping of cargo during rough weather, while during fair weather cargoes can be landed in ordinary boats, though the existing pier is at such seasons of assistance in the landing and shipment of heavy and bulky materials. Any partial dismantling of the pier would prove a source of danger, while it could only be totally dismantled at a cost which Government is not prepared to incur.

3. In G.O., No. 41, Marine, dated 1st February 1895, it is laid down that Government while declining to incur further expenditure on the extension or upkeep of the pier, will allow that structure to remain as it is. Subsequently in December 1895, under the orders of the Presidency Port Officer, an attempt was made to remove certain of the upper portions of the pier, with the object of removing the material so obtained to Tuticorin. On the representations of Mr. Minchin orders were issued to the Presidency Port Officer to discontinue these operations as being in contravention of the Government order quoted above.

4. The present flying visit of the Presidency Port Officer appears to have been made for the purpose of collecting statistics for the purpose of inducing Government to cancel that order. Such at least would appear to be the case from that officer's letter, No. 2/219 C., dated 28th November 1895 (copy of which is enclosed), which is the last communication received in this office on the subject.

5. On the present occasion the Presidency Port Officer seems to have been accompanied by Mr. Pogson, Madras Harbour Engineer, who expressed an opinion favourable to the easy removal of the piles at a slight cost under a process recently discovered, and the feasibility of cutting the pier in half, by reducing its width, and utilising the material so obtained for lengthening the pier. As to whether or no the pier, if thus narrowed down, would be sufficiently strong to resist the force of the waves is a question for experts. I am not able to express an opinion thereon.

6. Personally in the light of previous correspondence and orders I do not propose that Government should incur any further expenditure on this pier, unless the above suggestion should be found practicable, and unless by utilising the material at site, the pier can be appreciably lengthened and converted into a useful structure, serviceable in all weathers, at a less cost than will be incurred in removing and erecting that material elsewhere. The cost of such removal would, I believe, be considerable.

7. Failing this I request that the orders contained in G.O., No. 41, Marine, dated 1st February 1895, may be adhered to. The pier, as it stands, will, in usual weather, be of considerable use should necessity arise at a later period for the importation of grain for famine purposes.

ENCLOSURES.

From F. J. V. MINCHIN, Esq., of Messrs. F. J. V. MINCHIN & Co., Agents, British India Steam Navigation Company (Limited), &c., to the Collector of Ganjám, dated Gopalpur, 17th February 1897, No. 15/144.

It having been reported to me that Captain Street, Presidency Port Officer, was on his way to Gopalpur per S.S. *Huzara* accompanied with experts to inspect the pier at this port with the view of its removal to Calicut, I at once proceeded to Gopalpur and met the *Huzara* on the 13th instant; Captain Street and his staff duly landed, and I at once presented myself at the Port office, having the day previously informed the local Port Officer that I was ready to meet Captain Street at the Port office, on the pier, or at my firm's office whichever might suit him best. I found Captain Street very reticent and absorbed in papers and telegrams, and as he seemed to have no time for conversation (he was not two hours on shore), I repaired to the pier, and met the Madras Harbour Engineer; I learnt from him that his mission was to say whether the pier was easily removable, and I gathered from him that the extracting of the screw piles was, under a new plan, a most simple operation and might be done during the roughest weather we were likely to see; he then asked me if it had ever been suggested to cut the pier in half (*i.e.*, make it half its width) and utilize the other half in lengthening the pier. I said it had not; but since learning how easily he considered the pier could be lifted, it has occurred to me to press on Government the advisability of trying this method of making the pier really serviceable. The whole question of the utility of the pier being one of length, I pressed this on the day the pier was completed, but other counsels prevailed with the result that 3 lakhs have been practically wasted, but even in its present state we do get some use out of it, for instance, the Commander-in-Chief and Captain Street were vouchsafed a safe landing by its use, and I hope Captain Street duly observed the scene of activity the pier presented on the day of his landing when Government logs for the Gun Carriage department, which could not otherwise have been shipped, were lowered from the pier into rafted boats. Understanding from the Harbour Engineer that he has an establishment that could, within two months, be spared for this job, I would urge on you the advisability of suggesting to Government to try this proposed method of lengthening the pier and I would the more press it, as, should the circumstances of the district demand, by-and-bye, importation of food grain, the pier would, when lengthened, be of great service to us; for it must be remembered that the neighbouring districts are both suffering and cannot come to our rescue and may themselves, at least Vizagapatam, require to share imports with us.

I have not touched on the rumour that the pier is to be removed, because I hold the suggestion, if it has really been made, is the product of delirium and because the Government has more than once promised us, the pier shall not be touched.

From Commander C. W. HEWETT, R.I.M., Acting Presidency Port Officer, Madras, to the Collector of Ganjám, dated 28th November 1895, No. 2/219 C.

In reply to your letter, No. 1620-Eng., dated 20th November 1895, I have the honour to state that the intention is to utilize, as far as possible, for the new pier at Tuticorin the moveable articles belonging to the abandoned pier at Gopalpur without interfering with the structure so as to make it unsafe for people to walk over. The Port Officer will be informed accordingly.

2. I must, at the same time, point out that it will be to the advantage of Government to utilize, as far as possible, whatever can be removed from a structure that stands condemned after so much money being spent over it, rather than leave it as it is for recreation; and that if the necessity for it should arise, I propose addressing Government to reconsider G.O., No. 41, Marine, dated 1st February 1895, and to adhere to G.O., No. 6, Marine, dated 9th January 1894, wherein it is stated that as soon as the pier is pronounced unsafe the entrance should be blocked up and no one allowed on it.

From Commander H. A. STREET, R.I.M., Presidency Port Officer, Madras, the Secretary to Government, Marine Department, dated 15th April 1897, No. 206/138 G.

With reference to paragraph 3 of G.O., No. 68, Marine, dated 23rd January 1897, I have the honour to forward, for the information of Government, a copy of report on the Gopalpur pier by Mr. Pogson after his recent inspection of the structure. He estimates the cost of dismantling the pier, raising the piles, and delivering all the materials on shore at very nearly Rupees (12,000) twelve thousand.

The cost of conveying by steamer from Gopalpur to Calicut the 309 piles that are reported to be in good condition will be about Rupees (8,200) eight thousand two hundred. The charges for putting these piles on board steamer at Gopalpur cannot be accurately estimated at present, but will form a large item in the expense of transfer. It is for consideration therefore whether it is worthwhile under the circumstances to use these piles for the proposed new pier for Calicut.

Enclosure.

From A. LEE POGSON, Esq., M.I.C.E., M.I.M.E., &c., Engineer, Harbour Trust Board, Madras, to the Presidency Port Officer, Madras, dated 23rd March 1897, No. 903.

I have the honour to acknowledge the receipt of your letter, No. 206/304 M., dated 13th instant, forwarding, for my information, the original plans of the iron screw pile pier at Gopalpur regarding its removal from that port.

2. In accordance with G.O., No. 68, Marine, dated 23rd January 1897, and the Harbour Trust Board's Resolution, No. 10, dated 5th February 1897, I proceeded to Gopalpur and inspected the pier on the 13th February 1897; and from the information obtained then, and further details given in the above mentioned plans, I am now in a position to report that there will be no difficulty whatever in removing the piles by the jet process.

3. I estimate the cost of dismantling the pier, raising the piles, and delivering all the materials on shore at Rs. 11,988, as below:—

Estimate for removal of Gopalpur pier.

No.	Description.	Rate.	Per	Total.
	To stripping piles and removing decking.	Rs. A. P.		Rs. A. P.
309 piles ..	Stripped and decking removed	7 1 0	Pile.	2,182 0 0
	Passages for 22 workmen to Gopalpur and back (with food) ..	..		704 0 0
	Contingencies, ropes, slings, tools, &c.	..		200 0 0
	Total for removing, decking and stripping piles ..	..		3,086 0 0
	To raising piles and delivering same on shore.			
309 piles ..	Raising and delivering piles on shore	13 6 0	Pile.	4,133 0 0
	Fuel for steam pump, &c.	..		700 0 0
4 months ..	Hire of crane, pump, boiler, hose, piping, &c.	200 0 0	Month.	800 0 0
	Carriage of above machinery by sea	..		1,020 0 0
	Do. do. by rail (returning)	..		1,289 0 0
	Passages for foreman, fitter and 15 workmen	..		696 0 0
	Contingencies, suction hose, piping, fitting up, &c.	..		264 0 0
	Total for raising and delivering piles on shore ..	..		8,902 0 0

Abstract.

	Rs.
Total for removing, decking and stripping piles	3,086
Do. raising and delivering piles on shore	8,902
Total cost of removing Gopalpur pier ...	11,988

4. The above estimate provides for sending all necessary skilled labour to Gopalpur from Madras, and the carriage by sea and return by rail of about 17½ tons of machinery, consisting of one travelling crane, one boiler, one steam pump, piping, fittings, &c.

5. I estimate the rate of removal of the piles at three per day, and therefore the work of dismantling the pier will take four months, but it may be possible to remove as many as four piles daily.

6. I should mention that I found the piles (309 in number) to be in good condition, and the mode of removal will in no way twist or injure them. I observed some of the round iron tie rods, near the T head, to be hanging loose; they should be replaced to give the structure stability, if the pier is to remain at Gopalpur.

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2. The Superintending Engineer, I Circle, will be requested to report on the proposal to lengthen the Gopalpur pier by reduction of width to one half. It is not clear whether, after reduction of width, the pier would be sufficiently strong, or whether the present piles would be long enough when placed in deeper water. Information on these points should be afforded.

(True Extract.)

(Signed) D. McNEIL CAMPBELL, Colonel, R.E.,
Secretary to Government.

To the Presidency Port Officer.
„ Collector, Ganjám.
„ Public Works Department.

Exd. T. K. Narayana Aiyangar.

Public Works Department.

Government {1897} of Madras.

MARINE.

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G.O., No. 403, 30th April 1897.

Order No. 1410 dt 26.5.97
Communicates to the
Supdg. Engrs I and IV Circles
for information and necessary
action.

APRIL.

To The Supdg: Engr I Circle
do — IV Circle

Gopalpur Pier

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[5,000—30-11-96.]

Indexed.

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Abstract.

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(True Extract.)

(Signed) D. McNEIL CAMPBELL, Colonel, R.E.,
Secretary to Government.

To the Presidency Port Officer.
„ Collector, Ganjám.
„ Public Works Department.

Exd. T. K. Narayana Aiyangar.

Public Works (1897) Department.

CURRENT No. 4307

Order

No: 1409 W.G. 26.5.97

In the circumstances stated, the pay of the sweeper of the North Arcot division office will be fixed at Rs 5 per mensem during the official year 1897-98.

From The Supg. Engineer 4th Circle

No. 229/W

Dated 28th April 1897.

Received 1-5-97.

Enclosures ✓

Spare copies ✓

SUBJECT.

Sweeper for North Arcot Division Office.

Requests sanction of Govt. to the proposition statement for increase of pay @ Rs 3 for 12 Months to

S. E. IV Circle

Ex. W.O.

O-L-S. 72

R 19/5

AE 10-5-97 R 17-5-97

5,000—30-11-96.

Indexed.

PRESIDENCY.

revision of establishment.

Part II.

No.	Designation.	Pay. Minimum.	Pay. Increment.	Pay. Maximum.	Pay. Average or fixed.*	Total cost.	Proposition. Permanent. Increase per month. Amount.	Proposition. Permanent. Decrease per month. Amount.	Proposition. Temporary. Increase per month. Period.	Proposition. Temporary. Increase per month. Amount.	Proposition. Temporary. Decrease per month. Period.	Proposition. Temporary. Decrease per month. Amount.	Remarks.
		Rs.	Rs.	Rs	Rs.	Rs.	Rs.	Rs.	Mon.	Rs.	Mon.	Rs.	
1	Sweeper	"	"	"	5	5	"	"	12 months	3			

When the Executive Engineer goes in to Camp, one of the two office peons carries tappal to him on alternate days, so that the services of only one peon are available for the office

2. The Post office and treasury are situated some distance away from the office, and the one peon who is at Head quarters has to go to & fro, the office being frequently left without any peon.

3. The stores being kept in the fort, the services of a storewatcher are not available

4. The Sweeper has, therefore, to do additional work and watch the office on alternate nights.

5. In the Tanjore Division, the Sweeper's pay is Rs 4 per mensem

6. The present Sweeper refuses to serve any longer on Rs 2 per mensem.

TOTAL ..	..	..	..	..	..	..	..	..	..	..	..	..

calculated according to the rules in the Pay and Acting allowance code.

Executive Engineer,
North Arcot Division

21/4/51

Dated the _____ 189 .

P. W. D. Form No. 113.

MADRAS

Part II.

Statement of proposition for

Order sanctioning present establishment. Govt. of P. W. D. No.	Order sanctioning present establishment. Date.	Office to which the proposition refers	Nature of	No.	Designation.	Present scale. Pay. Minimum.	Pay. Increment.	Pay. Maximum.	Pay. Average or fixed.*	Total cost.
						Rs.	Rs.	Rs	Rs.	Rs.
C.	16-6-96	North Arcot Dt office		1	Sweeper	"	"	"	2	2

TOTAL ..	..	..	..	..	..	..

* In the case of appointments on progressive pay, the "average" should be

Certified that the entries under the head "present scale" have been duly verified by me.

Examiner, P. W. Accounts,
Madras

the _____ 189 .

[P. W. 20, 5,000—30-11-98.]

Indexed.

PRESIDENCY.

No. 384 P.W.

NOTES.

Reference to P. W. D. Code.

Chapter I, Para. 30.

1. All proposals for changes in the scales of permanent establishments must be accompanied by a statement in Part I of this form when the changes relate to the engineer or upper subordinate establishments and in other cases by a statement in Part II of this form.

2. The column headed "present scale" should invariably show the existing *sanctioned* scale (not the strength of the establishment as it actually stands at the time), and should be verified by the Examiner before the statements are forwarded to the sanctioning authority.

PUBLIC WORKS SECRETARIAT
No. 257 Na.
22 APR 97
COURT CIRCLE

P. W. D. Form No. 113
500—20-1-96.

MADRAS PRESIDENCY.

Part II.

Tabular Statement to accompany proposals for changes in establishments.

No. 229 A/28-4-97.

Submitted to the Chief Engr
P.W.D with a request tha
he will be good enough
obtain the sanction of Gove
to the above proposition —
Statement.

Superintending Engineer
4th Circle

P.W. (W.) 1406 Dt 26.6-1897

Revised Dt 7-4-98