

Public Works (1898) Department.

G.O., No.

969 W

DATED

14th April 1898.

[Despatch Abstract.]

Indent, Pros: Marine Department authorising
the Supt of Works, Light House St to submit in
the P.W.D., an - for certain apparatus for
marine lights, recorded.

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14/58

16/11

Resolved: Authorising
the Sub-Committee
of House to Submit
in the New Year —
for certain apparatus
for marine rights — mentioned
in Paradox's letter.

BACK PAPERS.

G.O.	No.	Department.	Date.

FURTHER PAPERS.

G.O.	No.	Department.	Date.

Marine Department.

PROCEEDINGS OF THE MADRAS GOVERNMENT.

Read the following:-

From the Superintendent of Works, Light House Division, No. 917,
dated 14th March 1898:-

I have the honour to submit herewith certain proposals for apparatus for Port and other lights and request permission to prepare an indent for the apparatus noted in para 8 of this letter.

2. Any modifications made in Port lights in this Presidency should, I believe, be based on the following considerations:-

- (1) Wherever possible ^{a burner} should be introduced which will run without attention throughout the night so as to reduce establishment and ~~the~~ avoid the necessity of keeping a watch.
- (2) Every light should be given a distinctive character so that it may not be confused with others in the neighbourhood and without reducing its power.
- (3) For lights burning without attention, putting aside those burners which only consume very volatile oils, there are three burners in the market all of which appear to attain the object for which they are intended. These are the "Fou Permanent" of the French Administration, the carbon burner adopted by Trinity House and the burner invented by Mr. Wigham.
- (4) The "Fou Permanent" of the French Administration burning without attention for from 60 to 80 days has been installed at numerous places and has proved to be satisfactory though somewhat difficult to manage. I was afforded the opportunity of seeing one of these burners in actual use at the Ile de Groix. I do not, however, suggest its adoption in Madras

as

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a copy of whose letter is attached. This form of illuminated buoy ^{also} has been established at Belfast and the harbour Engineer of that port has also informed me that it gives complete satisfaction.

The cost of a buoy lighted on this system f.o.b. at Liverpool is estimated by Mr. Wigham as follows but it would probably be cheaper to construct everything except the lamp locally:-

Steel buoy as per drawing	£100-0-0
Cham and swivel for dills	£ 25-0-0
Moving dunn	£ 10-0-0
Lamp to burn 31 days with gimbal	£ 66-0-0
Apparatus and fitted to buoy	£ 201-10-0

If the lamp is used for a beacon on shore the cost without gimbbals is £ 49-15-0 but, in my opinion, the Trinity House carbou burner will be found more suitable for this purpose except perhaps in places such as islands and isolated rocks where it is considered necessary to ^{instal} ~~install~~ a light burning for a considerable period without attention. The illuminating power is said to be 75 candles but this probably varies in a fixed apparatus of the 6th order.

(7) In order to give Port lights in this Presidency a distinctive character I would suggest that, setting aside occulting machinery driven by clockwork. Mr. Wighams improvement on the Lindberg Trother occulting apparatus seems to be the most suitable. A description will be found in the accompanying paper on occulting lights for buoys and beacons read before the Royal Dublin Society. These occulting screens appear to be a distinct improvement on the Lindberg Trother occulting apparatus and after a practical trial may prove extremely valuable as a means of giving a distinctive character to existing port light apparatus at a small cost. The price of the apparatus small size is £4-0-0 and of the

turbine

A copy of whose letter is attached. This form of illuminated buoy has been established at Belfast and the Harbour Engineer of that port has also informed me that it gives complete satisfaction.

The cost of a buoy fitted on this system I.C.D. of Liverpool is estimated by Mr. Wigham as follows but it would probably be cheaper to construct everything except the lamp locally:-

Steel buoy as per drawing £100-0-0
 Chain and wire for dila £ 25-0-0
 Hoisting dunn £ 10-0-0
 Lamp to burn 5 days with wicks £ 60-0-0

Apparatus and fitted to buoy £ 10-0-0
 It the lamp is used for a beacon on shore the cost without

House carbon burner will be found more suitable for this purpose except perhaps in places such as islands and isolated rocks where it is considered necessary to maintain a light

burning for a considerable period without attention. The illuminating power is said to be 75 candles but this probably varies in a fixed apparatus of the 6th order.

(V) In order to give port lights in this Presidency a distinctive character I would suggest that, setting aside occulting machinery driven by clockwork, Mr. Wigham's improvement on the Lindberg's occulting apparatus seems to be the most suitable. A description will be found in the accompanying paper on occulting lights for buoys and persons read before the Royal Dublin Society. These occulting screens appear to be a distinct improvement on the Lindberg's system and after a practical trial may prove extremely valuable as a means of giving a distinctive character to existing port light apparatus of a small cost. The price of the apparatus small size is £4-0-0 and of the

lighthouse

turbine pattern 26-6-0 with an extra charge of £1-0-0 for ball bearings and of £1-5-0 for regulating fans.

(8) I request permission to submit indents for the following for trial:-

(a) A Trinity House Carbon burner with lamp complete with spare carbons &c. probably about £15-0-0

(b) A Wigham's improved occulting screen small size - - - £4-0-0

(c) A Wigham's improved occulting screen turbine pattern with ball bearings and fan complete - - - £8-11-0

(d) (If an illuminated buoy is required) A Wigham's burner fitted with gim-balls for installation on a buoy - - - £66-10-0

(9) The advantages I anticipate if the carbon burner and occulting screens prove to be a success are:-

- (1) A reduction in Establishment charges
- (2) Every port light will have a distinctive character.

Endorsement by the Presidency Port Officer, No 1271/105 G, dated 19th March 1898.

Order thereon:- No 253 Mar 24 98

The Superintendent of Works, Lighthouse Division is authorised to submit, in the Public Works Department, an indent for the apparatus mentioned in para 8 of his letter, items (a), (b) and (c). There being no buoys to be lighted, item (d) will be omitted.

(True Extract)

C. W. Wigham
 Under Secretary.

To The Presidency Port Officer.
 " Supt. of Works, Lighthouse Div.
 " Public Works Department.