(1) பகுதிகளின் எண்ணிக்கை 20

(2) புதுகிக்கத் திருப்பிய நாள் May 90

(3) ஆதாரங்குறிப்பவர் சுருக்கொப்பம்

தமிழ்நாடு ஆவணக் காப்பகம்.

தமிழ்நாடு அரசு

பொதுத் துறை

அரசாணை எண். 2390 W
மு. கோப்புத் தாள் எண்.

அச்சகம்
பலவகை

நாள் : 6.8.1888

மடிக்கவோ கண்டபடி கையாளவோ கூடாது

ஆவண. கா-1—18,006—15-6-87.

2390/1

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

Buildings and Roads.
Civil Works.

READ—the following paper :—

From R. W. BARLOW, Esq., C.S., Chairman, Harbour Trust Board, to the Acting Chief Secretary to Government, Marine Department, dated Madras, 12th July 1888, No. 1404.

I have the honor to submit herewith, for the information of Government, copy of a letter from the Engineer, Harbour Trust Board, No. 459, dated 3rd July 1888, reporting upon the progress made on the Madras Harbour Works during the month of June 1888.

ENCLOSURE.

From F. N. THOROWGOOD, Esq, M. Inst C E, Superintendent, Madras Harbour Works, to the Chairman, Harbour Trust Board, dated Madras, 3rd July 1888, No. 459.

I have the honor to submit the following report of work done in connection with the Madras Harbour during the past month of June

2. At the north pier, the only work that has been done is dismantling the wave-breaker crane This was commenced in May, but only so far as moving the lighter portions of machinery were concerned

On 6th June the crane was drawn back to a spot specially prepared for its reception, and on the 25th the removal of the heavier parts of the top hamper was commenced The work has been much delayed through want of sleepers for making the necessary scaffoldings, and we still want more for completing all the piles of staging Sleepers are arriving at a fair rate, but the great run upon them for the railway lines on the beach reduced the stock very low Another serious cause of slow progress in removing this crane is the rusting of all the bolts and nuts and other fastenings in spite of their being thoroughly greased when put together in 1886.

3 *Block-making*.—The making of concrete blocks was kept steadily going throughout June with difficulty, as the stone supply from Pallávaram was less than was demanded, and was unsatisfactory altogether. By using up the whole reserve stock of stone in the yard, a stoppage was avoided, but it is very undesirable to clear the stock out altogether, as in cases of a break-down of trains at the quarry, block-making is then bound to be stopped. During June there were 274 blocks (measuring 4,904 cubic yards) turned out. There are now on stock 453 blocks for the wave-breaker screens, and 812 superstructure blocks, with sufficient cement on hand to go on block-making for nearly three weeks longer

4. *Quarries*.—The working of the Pallávaram quarry must be again reported as unsatisfactory, and at the date of writing I see no chance of obtaining two trains of stone suitable for concrete daily; in fact, it is with difficulty that the contractor manages to supply one train a-day. There is absolutely no stock of suitable stone lying at the quarry, and as fast as chips are quarried, they have to be loaded into the wagons of the one daily train It is more than two weeks ago that the contractor told me he could load up two trains daily, but frequent visits to the quarry show me that at least another two weeks must elapse before this can be done. I, of course, have called the contractor's serious attention to his non-fulfilment of requirements for the works.

5. *South Pier*.—Before proceeding with the construction of the superstructure of either of the harbour piers, it is always necessary to build in the crane roads for advancing the titan (and now for the larger wave-breaker crane) over the length of work which was completed before the crane was last withdrawn; owing to the constant splashing and spray caused by a ground swell, the masons could do hardly anything at this work before June.

6 From the 7th to the 10th also only a few hours' work could be got out of the day. Since the 10th the work has progressed well, and by working from dawn to dark daily, not excepting Sundays, under constant European supervision, the roads were well built in by the 24th June. On the 26th the titan crane was advanced to the edge of the newly-laid rails, and on the 28th, 29th and 30th. it was taken to the end of the pier and turned round through 90° for block-setting; since that date persistent ground swell has prevented all work, diving boats not being able to remain at the pier end at all

7. *Beach Improvement, &c.*—At the iron pier an advance of 120 feet was made in renewal of timber work for half the width Cranes, skids and a pilot boat were repaired There are required 15 more teak-wood logs to keep the repairs of the iron pier going on through the current month, and in August a delivery of the teak already contracted for may be expected.

8. The iron work for a second open shed for the south side of the iron pier is taken in hand At the Custom-house twenty-four iron clamps have been fixed to repair the zinc gutters, and sundry other small works and repairs have been carried out.

9. There have been 1,607 lineal feet of railway laid in from the iron pier southward to the beach, and 662 feet of railway laid temporarily in a corresponding position on the north side

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Transferred to the Public Works Department.

(By Order.)

18th July 1888. (Signed) W. S. MEYER.
Assistant Secretary.

ORDER—dated 6th August 1888. No. 2390 W., Public Works

The report will be forwarded to the Secretary of State.

2. It is requested that future reports be drawn up in greater detail, so as to fulfil the requirements of the despatch recorded with G.O. No. 2065 W, dated 9th July 1888. They should be accompanied by a chart, in duplicate, showing soundings and other necessary details, as well as the progress made on the works during the period embraced by the reports.

(True Extract.)

Captain, R.E.,
Under-Secy. to Govt., P.W.D.

To the Chairman, Harbour Trust Board.
" Marine Department.

Exd P R. Bantleman.
Spare Copies

BUILDINGS AND ROADS.
CIVIL WORKS.

Govt. of | 1888 | Madras.

PUBLIC WORKS.

Dated August, 6th

Read. *Encl.*

G.O., 6th Aug. 1888, No. 2390 W.

AUGUST.

Madras Harbour Works

Progress report of the — for the month of June 1888, ordered to be forwarded to the Secretary of State.

Harbour Trust Board Office,
MADRAS, 12th July 1888

No. 1404

From N. H. Barlow Esquire C.S.
Chairman, Harbour Trust Board,
MADRAS,

To
J. H. Rice Esquire C.S.
Acting Chief Secretary to Government,
Marine Department.

Recommend.

Sir

I have the honor to submit herewith, for the information of Government, Copy of a letter from the Engineer, Harbour Trust Board No. 489 dated 3rd July 1888, reporting upon the progress made on the Madras Harbour Works during the month of June 1888.

I have the honor to be
Sir
Your most obedient servant
N Barlow
Chairman
Harbour Trust Board

2065 w 9.7.88.
1945 w 28.6.88.
1680 w 7.6.88.
1452 w 17.5.88.
1416 w 15.5.88.
700 w 29.2.88.
1743 w 12.6.88.
1624 w 4.6.88.
Duplicate 1624 w 4.6.88.

MARINE DEPARTMENT.

FROM

THE CHAIRMAN,

HARBOUR TRUST BOARD,

MADRAS,

To

THE CHIEF SECRETARY TO GOVERNMENT.

Marine Department.

Fort St. George.

DATED 14th July 1888.

RECEIVED 16th July 1888.

ENCLOSURE 1

No. 1404.

SUBJECT.

Submitting for the information of Govt. progress report of the Madras Harbour Works during the month of June 1888.

Forwarded to the Public Works department.

(By order)

for Secretary

Chief Secretary to Govt.

No. 459

From

The Superintendent

Madras Harbour Works

To

The Chairman

Harbour Trust Board

Madras

Madras 3rd July 1888.

Sir,

I have the honor to submit the following report of work done in connection with the Madras Harbour during the past month of June.

2. At the North pier the only work that has been done is dismantling the wave breaker crane. This was commenced in May, but only so far as moving the lighter portions of Machinery were concerned.

On June 6 the Crane was drawn back to a spot specially prepared for its reception, and on the 25th the removal of the heavier parts of the top-hamper was commenced. The work has been much delayed through want of sleepers for making the necessary scaffoldings and we still want more for completing all the piles of staging. Sleepers are arriving at a fair rate, but the great run

upon them for the railway lines on the beach reduced the stock very low. Another serious cause of slow progress in removing this crane is the rusting of all the bolts and nuts and other fastenings in spite of their being thoroughly greased when put together in 1886.

3. The making of concrete blocks was kept steadily going throughout June with difficulty, as the stone supply from Pallavaram was less than was demanded and was unsatisfactory altogether. By using up the whole reserve stock of stone in the yard a stoppage was avoided but it is very undesirable to clear the stock out altogether as in cases of a break-down of trains at the quarry block making is then bound to be stopped. During June there were 274 blocks (measuring 4904 cubic yards) turned out. There are now on stock 462 blocks for the Wave breaker Screen and 812 superstructure blocks with sufficient Cement on hand to go on block making for nearly 3 weeks longer.

Block making

4. The working of the Pallavaram quarry must be again reported as unsatisfactory, and at the date of writing I see no chance of obtaining ten trains of stone suitable for concrete daily,

Quarries

on fact it is with difficulty that the Contractor manages to supply 8 trains a day. There is absolutely no stock of suitable stone lying at the quarry and as fast as chips are quarried they have to be loaded into the wagons of the one daily train. It is more than two weeks ago that the Contractor told me he could load up two trains daily, but frequent visits to the quarry show me that at least another two weeks must elapse before this can be done. I of course have called the contractor's serious attention to his non-fulfilment of requirements for the works.

South Pier

5. Before proceeding with the construction of the superstructure of either of the Harbour Piers, it is always necessary to build in the Crane roads for advancing the Titan (and now for the larger Wave breaker Crane) over the length of work which was completed before the Crane was last withdrawn owing to the constant splashing and spray caused by a ground swell the masons could do hardly anything at this work before June.

7. From the 7th to the 10th also only a few hours work could be got out of the day. Since the 10th the work has progressed well, and by working

from dawn to dark daily not excepting Sundays, under Conductor European Superintendence the roads were well knelt in by the 24th June. On the 26th the Titan crane was advanced to the edge of the newly laid roads and on the 28th 29th and 30th it was taken to the end of the pier and turned round through 90° for blocksetting since that date persistent gradual swell has prevailed all work, during boats not being able to remain at the pier end at all.

6 At the Iron Pier an advance of 120 ft Beach was made in renewal of timber work for half the width. Cranes stands and a pilot boat were repaired. There are required 16 more teak wood logs to keep the repairs of the Iron Pier going on through the Current month, and in August a delivery of the teak already Contracted for may be expected. Improvements &c.

7. The Iron work for a second open shed for the south side of the Iron pier is taken in hand. At the Custom House twenty four iron Clamps have been fixed to repair the Eaves gutters, and sundry other small works and repairs have been carried out.

8 There have been 1607 lineal feet of railway laid in from the Iron pier Southward to the beach, and 662 ft of railway laid temporarily in a corresponding position on the North side 2590/1

I have the honor to be
Sir
Your most obedient Servant
Signed H. A. Thorowgood
Supt. Madras Harbour Works

(True Copy)

C Pirotsent
Secretary
Harbour Trust Board

HARBOUR TRUST BOARD
12 JUL 89
MADRAS

cuy

P. W. D

2390/9

To

The Right Honble,
the Secretary of State for India
India Office,
London.

My Lord,

We have the honor to forward for your Lordship's information the accompanying report by the Engineer Harbour Trust Board, upon the progress made on the Madras Harbour Works during the month of June 1888. It will be seen from our Proceedings No. 2390/9 dated 6th August 1888, that we have arranged that future reports shall be in greater detail

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so as to meet the requirements of your Lordship's Despatch No 4 dated 7th June 1888

Rec'd 11/8/88

13th Aug.

Public Works Department.

6P

PROCEEDINGS OF THE MADRAS GOVERNMENT.

Under date the 29th Aug. Read the following

From the Chairman Harbour Board } P.C. No 1404 dy 12th July 1888.

Endorsement from the Marine Dept. } dy 18th July 1888.

The report will be forwarded to the Secy of State

~~Rundell~~.

It is requested that future reports be drawn up in greater detail, so as to fulfil the requirements of the ~~Secretary of State, as communicated in~~ his despatch recorded with G.O 2065 W. dy 7th July 1888.

They should be accompanied by a chart in duplicate showing soundings, and other necessary details, as

as well as the progress made on the works during the period embraced by the reports.

Note.

It will probably not be worthwhile sending the present report to the Secretary of State. It does not give much information.

Copy of this Rep should accompany despatch.

Sec
12/7/55

Received
12/8/55

The Chairman N.Y. Board
Marine Dept

10

Medras Harbour Works &c.

Papers relative to the
Harbour Works at Madras
ordered to be printed
by the Secretary of State

Forwarding with remarks
thereon by the Inspector General
of Irrigation upon the progress
made on the Madras Harbour
Works during the month of
June 1888.

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