

(1) Number of pages 28
(2) Date of repair 1-8-1974
(3) Initials of the Referencer _____

MADRAS RECORD OFFICE

GOVERNMENT OF MADRAS

Local & Municipal DEPARTMENT

G.O. No.	339 m	Press
B.P. No.		Mis.
Dated	28. 2. 1890	196

Not to be folded or roughly handled

14th. Sept.
Chs. 4878

For the Asst.

F C		INDIAN TELEGRAPH.		Local No.
To (Station)	Telephone message			From (Station)
Words.	Day.	Hour.	Minute.	OFFICIAL INSTRUCTIONS.
To (Person)	Asst. L. M. Dept.			From (Person)
			Chief Asst. P. W. Dept.	
My message of last evening in recent instructions to the Superintendent Engineer says that the Comptroller report the Discharge Port with the bridge will be subject to soon we have this day up to expedite its settlement. you will; you are put in the sent it already sent it if already sent matter 25th.				
RECD. FROM	L. N.	SENT TO		L. N.
AT	Hrs.	Mts., By	At	Hrs. Mts., By
Date				
Telegraph Master.				

DEPARTMENT

Press
Mts.

G.O. No.
B.P. No.

4852-262
25th.

Chs. 492 m.
from The Collection of Pisa.

Press
MIS.

G.O. No. _____
B.P. No. _____

RATES OF CHARGE FOR INLAND TELEGRAMS.
The address (including name of Sender and name and residence of addressee)
is transmitted free.

	First 4 words	Each additional word	
Deferred Message	... 8 Annas	... 1 Anna	A group of 3, or less figures, is reckoned as one word.
Ordinary "	... 1 Rupee	... 2 Annas	
Urgent "	... 2 Rupees	... 4 Annas	

No charge for delivery within a distance of 5 miles.

The conservation of the bridge
must be the first charge on the
tele revenue which is considerable. Write to the President of the
the 1.20 better close with Brown
and let the President know
proposing a provision for
the tele revenue.

I have already asked that the
of this kind shall not be used.
Can't write on it. I shall return
that in future uniform of

114

24th. Dept.

Ch. 4924.
From The Collector of Vizagapatnam.

note for order.

There seems to have been considerable delay on the part of the Engineer in submitting the report called for in P.O. of 22 Oct. 1902. Now the report gives hardly any particulars as to the actual condition of the bridge. The matter seems to have assumed an urgent complexion & it will obviously be necessary that all the requisite repairs shall be completed before the monsoon. The work scraping & repainting is reckoned to require 2 months. The Post requires that P.O. of Oct. 1902 should be cancelled in so far as it gave general charge of the bridge to the Local Engineer. This appears unnecessary; the damage which has occurred to the bridge happened before the Engineer was put in charge of it. It will, it is submitted, be sufficient to reply that the Post may take whatever steps he sees fit for the repair of the bridge.

29th. 25 Feb.

B. No I

VIZAGAPATAM Collector's Office

Dated 16th February 1890

492 W

From

W. A. WILLOCK Esq^r.

Ag. Collector

Vizagapatam District.

To

The Honable J. Grose

Chief SECRETARY TO GOVERNMENT,

Local & Municipal DEPARTMENT,

MADRAS.

SIR,

I regret to be obliged to trouble
Government again about the Vizagapatam
Pontoon Bridge (vide G.O. 1292 dated 2nd
October 1889) but the matter is a very serious
one and the safety of the structure is in
considerable danger

I enclose a letter from the
Executive Engineer together with a copy of
a report on the subject from which it
will be seen that all he can suggest
is that Messrs Burn & Co. Calcutta be employed
to paint the bridge at a cost of Rs 2500, and

apparently, that they be asked to send a man to supervise the work at some ~~unknown~~ additional cost. He states that he has no one who can supervise it. I have forwarded his letter to the Council but I feel sure that it will object to this way of settling the matter. Messrs Burn & Co are an expensive firm to deal with and it is obvious that a comparatively little work like this at a distance could only be undertaken by them at very high rates. Meanwhile the pontoons are rapidly being destroyed by corrosion and I greatly fear that some of these will be found eaten through when scraped. Two months of the season which should have been devoted to clearing and painting these has passed. Neither the Municipal Council nor I can do anything because the bridge is in the Charge.

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charge of the Executive Engineer and he appears equally powerless to get the work required done. I beg to suggest that G.O. No 1292 dated 2nd October 1889 be cancelled except except as far as the Port Officer being in charge of the moorings is concerned and the Council and the District Board left to make their own arrangements.

I have the honor to be
Sir

Your Most Obedient Servant

W. W. W. W.

By Collector

P.S. I find now that one of the pontoons has sprung a leak in the last two days and the whole has been plugged with a piece of stick by one of the lascars in charge.

W. W. W. W.

No 2695

6X
Vizagapatam Division Office
Waltair 6th February 1900

From

The Executive Engineer

Vizagapatam Division

To

The Collector

Vizagapatam

Sir

With reference to your letter No 356 of 3rd instant, I have the honor to state that the work of painting the pontoons of the bridge at Vizagapatam requires very simple supervision, it being necessary to do little more than ensure that the proper number of coats of paint are laid on.

2 It is the preliminary task of unfixing and removing the pontoons, hauling them ashore without damage to the saddles & supporting the bridge during the absence of the pontoon and replacing it, which requires an amount of

of supervision that I could not possibly
supply without detriment to my other
work

3 I wired to Messrs Burn & Co to ask
what they could do the work for and
within what time, and they wire in
reply that their charge is Rs 2500
and required time two months.

4 I have prepared a rough estimate
of Labour and materials required calculat-
ing on a period of 3 months and find
that Messrs Burn & Co's estimate is
reasonable and have also written to
them giving full particulars of what
is required and asked them to reply as
soon as possible. I have further requested
them to let me know if they could supply
a man to supervise and direct the work
provided the municipality supplied the labor and
material.

5 I have prepared a report on the
bridge

bridge called in G.O. No 3002.W. dated
22nd October 1883 and will send you
a copy in a day or two.

I have seen

J. Freill
Executive Engineer
Vozagapalam Division

(True copy)

W. S. W. M. N.
Collector

84
Report on Conton Bridge Vizagapatam

The bridge is built over what is known as the Vizagapatam Back Water, on the main line of road from Vizagapatam to Rajahmundry

2 It was constructed in 1887 by Messrs. Burnt & Co. Engineers, Calcutta, from designs prepared by the same firm, and at a cost of about Rs 90,000

3 It is the joint property of the District Board, and of the Vizagapatam Municipality, and was until June 1888 under the charge of the latter body

4 It was then transferred to the charge of Mr. Leton, the Local Sanitary Engineer of the District, who represented (a) that it was doubtful if he could devote to it the necessary time and attention that it seemed to require & (b) that it was situated out of his range, and that the proper person to look after it was the Port.

Port Officer "who will be always near at hand with a large gang of Workmen used to working in water and to some extent in the handling of chains & ropes"

5. Finally in G.O. No 1232 in Miscellaneous dated 2nd October 1889, Government ordered that the bridge be placed under the General Charge of the Executive Engineer; "but it will be the duty of the Port Officer to look after the moorings".

6. The Collector of Vizagapatnam in his letter to Government No 3040 dated 5th October 1889 reported that the submerged portions of the iron work had suffered greatly and that "if arrangements for its efficient maintenance are not made at an early date, the bridge will not last much longer"

7. Upon this, Government called for a full professional report in the Public Works Department, and with a view to furnishing this, I have carefully inspected the bridge

8. The breadth of water spanned is 420 feet. The bridge consists of twenty cylindrical pontoons (30' long 5'-8" dia and $\frac{1}{2}$ " iron) placed at intervals of 20 feet from centre to centre, and connected by wrought iron riders which rest in saddles fixed to the tops of the pontoons to which they are rivetted. There are four of these longitudinal girders placed 4' apart from centre to centre.

The roadway is of longitudinal planking nailed across beams of teak which are bolted to the riders

9. In the centre of the bridge

two pontoons are (by a hinge arrangement; called the Kulse gearing) constructed so as to open and turn through an angle of 180° and lie alongside the remaining portion of the bridge. This allows of boats and small native vessels going up the backwaters.

10 The first and last spans are constructed somewhat differently from others. The widens are of rolled iron 10×5 and are hinged on to an iron rod running along the top of the pontoon so as to admit of free play as the pontoons rise and fall with the tide.

An additional longitudinal play of about a foot is secured by having the shore ends of the rolled iron beams hinged to a similar rod which

10x
which is supported by four uprights hinged at the bottom and mooring through slots in the direction of the bridge. A tracing of this arrangement as well as of the Kulse gearing is appended to make the description plainer.

11 The pontoons are attached by chains to buoys (four above and five below the bridge); these buoys were originally anchored to stone-blocks some of which were found to be too small and were replaced by anchors. While in September last three additional anchors were laid down to which a like number of pontoons were independently fastened.

12 The submerged portion of the pontoons is covered with shell fish, sea weed

seen weed & and it is impossible
to say to what extent the iron work may
be damaged. Two of the iron buoys (also
made of $\frac{1}{2}$ " iron) which were brought
ashore were found to be perforated
by holes nearly $\frac{1}{2}$ " in diameter and
quite circular as if drilled; I was
not on the spot when the buoys were
brought ashore but was informed
by Mr. Elsher that the perforations
had been caused by shell fish.

13. Whatever the cause may
have been, there seems no reason for
supposing that the pontoons should
enjoy an immunity from a danger
which the buoys have not escaped
and it is evident that they should
be brought ashore without delay
to be scraped and painted.

14. The upper portion of the pontoons and

and the iron work in bridges is scaling
somewhat but does not appear to be
seriously damaged.

15. I am of opinion that the bridge
could be scraped and painted
without hindrance to traffic by
removing the pontoons one by one and
supporting the bridge at that place
temporarily by a couple of stout boats.
It could be done more expeditiously
I think and certainly more thoroughly
by entirely dismantling the whole
structure but this of course would
necessitate the temporary re-opening
of the old ferry.

16. Messrs. Burnell's estimate for
scraping and repainting amounts to
\$25.00 and they agreed to do the work
in 2 months.

I should certainly recommend that their offer be accepted as the only Subordinate I have at Headquarters is quite unequal to the task of supervising such a job and with the large number of Government works in progress scattered over an unusually large Division, I could only look after the pontoon bridge repairs myself at the expense of my own more legitimate duties.

17 What I wish to point out more particularly in connection with the above remark is that the Supervision must be almost constant. Boats (one on each side) will have to be placed alongside the pontoon to be removed and the bridge properly secured to them. The bolts securing the girders to the saddles on pontoon have then to be withdrawn and

and the pontoon will be ready to be removed.

18 To effect this water must be admitted to the bulk heads sufficient to sink the pontoon 6", this being required to admit of the girders clearing the saddles in which they lie.

19 The pontoon must be lashed firmly to bulks of timber on each side to prevent its overturning and filling through the open bulk heads, which it would certainly do unless precautions were taken to avoid it; and fishing one of the pontoons up out of 20 feet of water would give some trouble.

20 Care is again necessary in hauling the pontoon ashore to prevent the saddle being injured. Scraping and painting is simple work but liable to be scamped unless properly supervised.

supervised and when this is completed
almost the same process only rather
more difficult would have to be
done to refix the puntoon in position

2. In conclusion, I would suggest
that some arrangement be made
with Messrs Burn & Co for the work
to be done annually or at least
biennially as it must necessarily
be carried out at a time when all
other works in the district require
most attention

Signed J. Traill
B. Engineer

(True copy)

used from

collector's

$\frac{2}{1000}$

4924

From

The Collector

Vizagapatnam

To The Chief Secretary

Govt.

Local & Mun. Dep.

Dated 16th February 1900

W. I. Belal



Submitting a report on
the state of the
In town bridge requesting
to cancel former orders in
certain respects

(With order)

C.S.
Misc

Order 9/28/2/10 No 339/M.H.

The following telegram
will be sent to the Collector:-

"Your letter 16th instant No 1.
Get the needful done by Burn
& Co., appropriating necessary
funds from toll revenue."

(From order)

S.B.
28/2/10

28 Feb. 1900

To the Collector of Vizagapatnam.
Chairman, M.C. Vizagapatnam.
Thru' the Collector.

Supd 3/3

141
31/8/94
Miscellaneous.

LOCAL AND MUNICIPAL DEPT.

G.O., DATED 28 Feb/90

No.

339 M.

When given for copying

[Despatch Abstract.]

Pontoon Bridge

Ordering the Collector of
Vizagapatam to get the
needful done by Messrs
Burn & Co. regarding the
Conservation of the —
appropriating necessary
funds from toll revenue