

MADRAS RECORD OFFICE.

Government of Madras.

Marine DEPARTMENT.

G.O. No. *500*

Press
~~Mis~~

Dated *24. 11.* 18 *57.*

Not to be folded or roughly handled

Bombay Castle, 30. October 1857.

Your Most Obedient Servant.

Colonel

Colonel,
Secy. to Government.

The Secretary to Government
Fort St. George. -

W. A. R.

27
G. B. McLeary, Comdr. of 11th Regt. of 1857.

To

The Right Honourable
Lord Elphinstone G. C. B.
Governor and President in Council.

My Lord,

I have the honor to acknowledge the receipt of Secretary Colonel Melville's letter No. 892 of 5th June last with enclosures on the subject of a Steam Tug for the Paumotu Channel, and in reference thereto I beg to enclose a Report made to my Predecessor by the Master Builder and Chief Engineer I entirely agree in the opinion that for the purposes of a Tug the Paddle-wheel is infinitely superior to the Screw.

2^d The Size required (100 tons) is very small for a Tug, and her lines must be very fine indeed to obtain such a draft as 9½ feet.

3^d But at present there is little prospect of being able to commence such a vessel in this Dock Yard, for we cannot obtain enough Blacksmiths for the necessary works in hand, and I would beg to recommend that the Honourable

Court

Court be informed of the impossibility
of providing a Tug with the means we
possess, and that they be requested to
procure one in England. I should add
that in my opinion it would be better
to apply for an ordinary Paddle wheel
Tug, the proportions for which are so well
understood in England. -

Office of the Comm^r in Chief I. N.
Bombay 2^d Oct^r 1857
I have the honor to be
Signed G. G. Wellesley
Commodore
Commander in Chief I. N.

N^o 322 of 1857

To
His Excellency Rear Admiral
Sir A. J. Luke K. B. R. S.
Commander in Chief of the I. N.
Sir,

I have the honor to acknow-
ledge Secretary's Memo. of the 16th ultimo
accompanied with correspondence on the
subject of a Steamer as a Tug - for the
use of the Port of Pamban required
by the Government of Fort George and
calling for my report and opinion. -

I .

37
I concur with the Chief Engineer
and Inspector of Machinery that a Paddle
wheel Steamer will be preferable as Tug
Boat, but if the Screw is to be the mode
of propulsion I have only to state that
I have great doubts that the Steamer
will from its size and the nature of the
propelling power answer for towing vessels
upwards of 300 to 400 Tons. She may how-
ever be found efficient for towing small
Coasting Vessels. -

I observe the Chief Engineer
and Inspector of Machinery requests to
be furnished with a drawing of the Vessel.

The only particulars I find
for the construction of a drawing are,
that the Vessel is required to be small
and about 100 Tons and not more than
9½ feet draught. The dimensions of 93
feet in length and 15 feet beam will
amount to 100 Tons - but before the lines
can be determined upon, to ensure
this deep draught, and the depth in
hold fixed, it is necessary that I
should be furnished with the weight
of the Hull and Engines and proper
drawings of Machinery, the daily
consumption

N^o 352. of 1857.

To

His Excellency Rear Admiral
Sir H. J. Leake K. H. R. S.
Commander in Chief of the F. S.

Sir,

In reference to Secretary's
Memo. N^o 2137 dated 8th Instant, I have the
honor to state that the Iron Boat therein
alluded to can be built in the Factory
with Engines Boilers &c. complete, but
I beg most respectfully to make the
following observation:-

1st I do not consider that the Screw
will answer so well as the Paddle wheel
for a Tug Boat especially when the vessel
is so small as it has been proved that
for towing or going right against the
breeze the Screw will not answer so well
as the Paddle wheel.

2^d That if the Screw is to be
decided on I would recommend a Pair
of High Pressure Engine for the Boat.

3^d A Drawing of the Boat should
be forwarded for our guidance and
any other particulars regarding the
accommodation and fitting.

consumption of Coals, and the quantity
to be carried on board. To enable the Chief
Engineer to estimate the weight of the
Hull I may state, that the Vessel should
be 93 feet long 15 feet beam and the height
may be assumed 13 feet from the Keel
to Gunwale. The floor should be pretty
sharp a midships with fine entrance
and run.

I apprehend it will not
be easy from the small size of the vessel
to ensure this comparatively deep draught
of upwards of 9 feet. For further guidance
for the Chief Engineer I beg to state
that the sectional area at the load
waterline may be assumed 840 superficial
feet, and that it would require a weight
of 24 Tons for giving her an immersion
of one foot deep.

The weight of the Deck,
hatches, masts, and yards, may be
estimated at 20 Tons.

The Original Correspondence
is herewith returned.

Accountant's Office
Builder's Depart^t
Bombay 6th July 1857
Signed J. C. Jobs.
Accountant.

Please the honor to
Signed C. Rustonjee
Master Builder

To

I would respectfully suggest
that the Master Builder be consulted as far
as the lines and draught of water is concerned.

Signed J. C. Jbb.
Accountant.

Bombay
Accounting Officer's Office
12th June 1857.
I have the honor to be,
Signed A. Cursetjee
Chief Engineer and
Inspector of Works
Original Correspondence herewith
returned.

True Copies.

Chubb
Colonel
Secy. to Government.

[Signature]

No. 500.

Under the circumstances stated
by the Commander in Chief of the
Indian Navy in para 3 of his letter
of the 2^d ult. the Govt resolve
again to address R. Honorable
R. Council of Directors and to
request that a Steam Tug be
sent out from England as
quickly as possible.

[Initials]

[Initials]

Well

To the P & M of the
Marine Board } 3 Sept 1857

For to S. George
24 Nov 1857

They will however in the
first place forward Col Melville's
letter and its enclosures to the
Marine Board for any remarks
that they may desire to make
as also in resp. to the Board's
supplying the further informa-
tion that appears to be required
for the guidance of the builders
JP

Can 26 May/57 - No 142

Resume letter to Eng

1 June 23-28 of 1858-

Replied to from the
way of State for India
of 19th June 1858 off by

In com. 24 June
Munice - 1858 Sept 18

From the day to the
early 25 January 1858

23rd Dec 1857

7.10.167/58

Recd 19

Inmunized for unproven
now, copies of letters from
the Government in the
of the official language of
and other matters & the
supposedly clean they for
the Britisher Ministry

15-18

C 120/20
R. 21-11-

18th and 19th