

MADRAS RECORD OFFICE.

Government of Madras.

Marine DEPARTMENT.

G.O. No.

86

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Dated

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18 *61*

Not to be folded or roughly handled

*Proceedings of the Madras Government, Marine Department,
6th March 1861.*

No. 26. Read the following letter from Lieutenant Colonel W. H. HORSLEY, Chief Engineer, to J. D. BOURDILLON, Esq., Secretary to Government, Public Works Department, Fort Saint George, dated Chepauk, 20th February 1861, No. 10,103.

Marine.

No. 48, dated 11th February 1861, Marine Department.

Enclosures.

- 1 Letter to the Superintendent of Marine, No. 9,500, dated 1st February 1861.
1 Do. from do., No. 337, dated 4th February, 1861.
1 Do. to do., No. 9,808, dated 9th.

With reference to their Proceedings as per margin, I have the honor to forward for the information of Government, the accompanying correspondence which has taken place between this Office and the Superintendent of Marine, relative to the landing of the Paumben Sea Tug at Madras, to be fitted up here.

2. In my letter, No. 9,500, dated 1st February 1861, I informed the Superintendent of Marine that as the cost of the timber required for launching the Paumben Sea Tug through the surf at Madras, in the event of her being fitted together here, would be enormous, and as the place itself is so ill adapted for the purpose, particularly considering the size of the vessel, it would be far more advisable to send the Tug to Cocanada, where facilities exist for safely landing its several parts and putting them together.

3. At the same time I informed the Superintendent of Marine, that it would be far more economical to accede to the demand made by the Commander of the "Royal Alice" for taking the Steam Tug to Cocanada than to attempt to land the Boilers here; and as it would be almost impracticable to get them off again if once brought on shore, I suggested that the landing of the same might be stopped.

4. In my subsequent letter, No. 9,808, dated 9th February 1861, I informed the Superintendent of Marine, in reply to his requisition, No. 337, dated 4th February 1861, that Mr. Kennedy (whom I consulted on the subject) was of opinion, that while it was practicable to build the Tug at Pulicat, yet that the cost of the work would be very great indeed, owing 1st, to the additional wages that would have to be paid to the workmen; 2nd, to the expense of forming an establishment at such a distance from Madras; and 3rd, to the charges for transporting the requisite stores, tools and machinery to that place. Under these circumstances, I reiterated the opinion expressed in my former letter, that it would be far more advisable to send the vessel to Cocanada to be put together there than to attempt any measures here with that object.

From Lieutenant Colonel W. H. HORSLEY, Chief Engineer, to the Superintendent of Marine, dated 1st February 1861, No. 9,500.

* No. 252, 28th January 1861, addressed to the Chief Secretary, and copy forwarded for information to the Chief Engineer.

Enclosure.

2 Plans.

With reference to your letter* marginally noted, I have the honor to forward, as requested, a rough sketch of the Piling required for launching the Paumben Steam Tug through the surf at Madras in the event of her being fitted together here. On examining the plan I find that the cost of the timber alone required for

the slip will be about 2 lacs, while it is doubtful whether logs of the required length and size could be procured in 12 or 15 months from Moulmein.

Madras is so ill suited for launching a vessel of the size of the Steam Tug, and the novelty and risk are so great, that I have no alternative but to ask you to reconsider the subject, with a view, if possible, of sending the Steamer to Cocanada, which is the only place where, in my opinion, she can be safely landed and put together.

Indeed I think that it would be far cheaper in the end to accede even to the exorbitant demand of the Commander of the "Royal Alice," than to attempt to land the Boiler and put the vessel together here. I trust, therefore, you will be able to arrange for the Tug being despatched to Cocanada at an early date, and that you will stop the landing of the Boiler, which if once brought on shore, I fear will not be got off again.

Proceedings of the Madras Government, Marine Department,
6th March 1861.

From J. J. FRANKLIN, Esq., Superintendent of Marine, to the Chief Engineer, Department of Public Works, dated 4th February 1861, No. 337.

I have the honor to acknowledge receipt of your letter of the 1st instant, No. 9,500, forwarding Mr. Longley's plans of the piling required for launching the Paumben Steam Tug through the surf, and strongly advising, as the wood alone for this work would cost 2 lacs of Rupees, even if it could be procured which is doubtful, that the demand of the Agents of the "Royal Alice" should be acceded to, and that arrangements, if possible, be made for its being landed at Cocanada from the vessel in which it was brought from England.

2. I am aware that the "Royal Alice" has been chartered to proceed to some port in Burmah or Arracan, and doubt whether any such arrangement could now be made; but before addressing them on the subject I would be glad to have your opinion as to the practicability of building the Tug at Pulicat. There is, I believe, a depth of 10 to 12 feet water inside the bar there, and I learn from the Syrang of a Doney that crossed the bar a few days ago, that there was then 9 feet over it in the shoalest part. You have probably in your office correct soundings of the lake and its outlet, and if the water is sufficiently deep for the purpose and you think that the boilers could be floated there on rafts or conveyed by boats by the Canal, it appears to me that it would be more economical to have the vessel put together there.

From Lieutenant Colonel W. H. HORSLEY, Chief Engineer, to the Superintendent of Marine, dated 9th February 1861, No. 9,808.

In reply to your letter, No. 337, dated 4th instant, requesting my opinion as to the practicability of building the Paumben Steam Tug at Pulicat, I have the honor to inform you that not being myself personally acquainted with that locality I consulted Mr. R. Kennedy, 1st Assistant District Engineer, Madras, on the subject, and his letter in reply is herewith forwarded in original for your information.

You will observe from it, that while Mr. Kennedy considers it quite practicable to build the Tug at Pulicat, he yet thinks that the cost of forming an Establishment at such a distance from Madras for this purpose, as well as of transporting the requisite stores, tools and machinery to that place, together with the additional wages that would have to be paid to the workmen, would be very considerable and in all probability far above what the same work could be done for at Dowlaishwaram.

My own opinion tallies with that given by Mr. Kennedy, and I would strongly advise that the Paumben Steam Tug should be sent in parts to Cocanada and be put together there or at Dowlaishwaram, as Mr. Moncrieff may think best.

I may further mention as an exemplification of what can be done at Dowlaishwaram, that I have just received a report from Mr. Moncrieff of the launch of a large Steam Tug, the dimensions of which are as follow:—

Extreme length.....	142'-8"
„ Breadth.....	25'-3"
„ Depth.....	7'-3"

The actual number of working days engaged in the operation of construction to the day she was launched, was only 2 months and 16 days. This does not of course include the putting in of the engines and machinery, &c., which has yet to be done.

No. 27. ORDER THEREON, 6th March 1861, No. 86.

Ordered to be recorded, the subject having been disposed of in an Order of Government, 23rd February 1861, No. 60, passed upon a letter from the Superintendent of Marine, 15th February 1861.

Exd. T. O'Connor.

(Signed) T. PYCROFT,
Chief Secretary.

Marine Proc of 11th Feb'y 1861
or No. 118
23rd April 2nd of 1861.

No 10 March
From
St. Coll. M. H. Horsley
Chief Engineer
To
J. J. Franklin Esq.
Secy. to Government

Dated 20th Feb'y 1861
Recd 21st

Enc. 3 N-10103

Forwarding correspondence which has taken place between the Central Office and the Superintendent of Marine relative to the landing of the Paumben Steam Tug

With an order.

Sanction in the
Marine Dept

26827

26 Feb.
25 March

Order thereon 6th March 1861, No 86.

Order to be recorded - the
subject having been disposed
of in an order of Feb 23rd Feb
1861 do so pass on upon a
letter from the Sup^r of Armin
15 February 1861.

MD

the mill

Paul M. & Thomas M.
collect with G. as he all
stating ought to
have done - all
this machine

have recorded
mill