28TH OCTOBER 1892, No. 879 I., PUBLIC WORKS.

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

Irrigation.
Account.

READ—the following papers :—

From G. D. WYBROW, Esq., Superintending Engineer, I Circle, to the Chief Engineer for Irrigation, dated Dowlaishweram, 5th September 1892, No. 1233 G.D.

I have the honour to submit, herewith, the usual annual statements, parts I and II, together with the abstract for the irrigation and navigation floating plant, for the next official year 1893–94.

2. In accordance with G.O., No. 606 I., dated the 5th December 1889, the additional particulars required in the case of—

(1) New Priestman's dredger, "A" size, No. 2, completed at end of July 1892, and brought for the first time into the returns, and

(2) No. 23 staff boat constructed and completed during the year in lieu of No. 11 boat omitted in the return agreeably to G.O., No. 50 I., dated 15th January 1892

have been inserted in the statements herewith submitted.

3. From part II it will be seen that one jolly boat No. 1 is not shown. It was old and much out of repair and has been sold during the year.

4. From the detailed statement of the cost of maintenance of floating plant herewith submitted, you will observe that the salaries of the steamer crew and the cost of small stores, which were hitherto included in these statements, have been eliminated this year, as they constitute the working expenses and are met from the earnings of steamers, &c. (fees for conveying boats and officers). They are not debited to Tools and Plant, 42. Major Works. The elimination of the items in question from these statements therefore appears to be reasonable and admits of a better comparison being made between the estimated and actual cost of upkeep at the end of the year.

5. The statements show that the probable cost of maintenance of floating plant for 1893–94 is estimated at Rs. 18,077 exclusive of the cost of upkeep of ferry ballacuts on different canals, for which funds will be applied for separately in the budget.

ENCLOSURES.

RETURN No. 27.—Statement of the irrigation floating plant in the Godávari district showing the estimated cost of upkeep during the year 1893–94.

Part I.—Steamers and steam dredgers.

Registered number.	Details of plant.		Value of plant.		Probable cost of upkeep in 1893–94.	Remarks.
	Description.	Names of steamers, &c.	Original.	Present book value.		
1	2	3	4	5	6	7
		Irrigation.	RS.	RS.	RS.	
..	Steamer ..	"Shamrock"	20,014	9,313	860	In good working order.
		"Arthur Cotton"	9,535	7,634	430	
		"Victoria"	50,956	22,485	910	Tubes, where gone, have been renewed and it is now in good working order.
..	Steam tug ..	"John Mullins"	31,054	22,599	920	In good working order.
		Total ..	..	..	3,120	

Part I.—Steamers and steam dredgers—cont.

Registered number.	Details of plant. Description.	Details of plant. Names of steamers, &c.	Value of plant. Original.	Value of plant. Present book value.	Probable cost of upkeep in 1893–94.	Remarks.
1	2	3	4	5	6	7
		Irrigation—cont.	RS.	RS.	RS.	
1	Dredger ..	Canal iron dredger, double bucket ladder, side delivery.	26,373	3,262	460	Boiler condemned.
2		Canal iron dredger, single bucket ladder, end delivery.	15,395	2,137	460	In working order.
3		Canal iron dredger, single bucket ladder, side delivery.	30,437	7,230	460	In good working order, lately repaired.
4		Do. do. ..	30,437	4,738	460	Under repairs.
5		Do. do. ..	30,437	4,446	460	In working order.
6		Do. do. ..	31,097	6,563	460	
..		Priestman's, size B. ..	16,580	6,337	460	
..		Do. size A 1 ..	13,438	8,254	460	
..		Do. size A 2 ..	16,120	16,120	460	In good wroking order, lately constructed.
		Total ..	..	..	4,140	
		Grand Total ..	..	..	7,260	

Rules for finding present book value.—(1) Steamers to be reduced 10 per cent. every year and the amount of special repairs, if any, must be added thereto.

(2) Steam dredgers to be reduced 15 per cent. every year and the amount of special repairs, if any, must be added thereto.

Registered number.	Details of plant. Description.	Details of plant. Name of steamer, &c.	Details of plant. Date of construction.	Measurement of plant. Hull over all. Length.	Measurement of plant. Hull over all. Breadth.	Measurement of plant. Hull over all. Depth.	Measurement of plant. Extra width for paddle box.	Measurement of plant. Draft when loaded.	Measurement of plant. Tonnage according to Navigation rules.	Machinery, &c. Engines. Nominal horsepower.	Machinery, &c. Engines. Description.
1	2	3	4	5	6	7	8	9	10	11	12
				FT. IN.	FT. IN.	FT. IN.		FT. IN.			
..	Dredger ..	Priestman's, size A 2	1892–93.	48 0	14 10	5 2½	..	2 6	Gross 56 Net 37	8	High pressure.

Registered number.	Details of plant. Description.	Details of plant. Name of steamer, &c.	Machinery, &c.—*cont.* Boilers. lb. pressure.	Machinery, &c.—*cont.* Boilers. Description.	Machinery, &c.—*cont.* Propellers. Description.	Machinery, &c.—*cont.* Propellers. Revolutions per minute.	Average speed miles per hour.	Value of plant. Original.	Value of plant. Present book value.	Probable cost of upkeep in 1893–94.
			13	14	15	16	17	18	19	20
								RS.	RS.	RS.
..	Dredger ..	Priestman's, size A 2	75	Vertical ..	..	..	..	16,120	16,120	460

(Signed) W. JONES,
Boat Superintendent.

12th August 1892.

(Signed) A. G. ROMILLY,
Asst. Engr., Head Works, Sub-Dn.

16th August 1892.

(Signed) A. G. ROMILLY,
Offg. Ex. Engr., Godávari Dn.

29th August 1892.

(Signed) G. D. WYBROW,
Suptdg. Engr., I Circle.

6th September 1892.

Part II.—Barges, boats and punts.

Registered Number.	Details of plant. Description of boats.	Value of plant. Original.	Value of plant. Present book value.	Probable cost of upkeep in 1893–94.	Remarks.
1	2	3	4	5	6
	Irrigation and Navigation.	RS.	RS.	RS.	
1	Iron flat	6,243	2,292	140	In working order.
3	Canal iron punt	2,811	948	120	
5	Do.	2,812	1,944	120	
7	Do.	2,812	1,192	120	Under repairs.
10	Do.	2,812	1,230	120	In working order.
11	Do.	2,812	1,273	120	
13	Iron dredge punt	2,310	1,533	75	
15	Canal iron punt	2,812	1,361	120	
17	Do.	2,812	1,168	120	Under repairs.
18	Iron dredge punt	2,310	826	75	In working order.
20	Canal iron punt	2,812	1,121	120	
21	Iron dredge punt	2,310	1,184	75	
22	Do	2,310	706	75	
25	Canal iron punt	2,811	1,006	120	
27	Do.	2,811	1,078	120	
30	Do.	2,811	1,976	120	In good working order, lately repaired.
31	Do.	2,811	1,135	120	In working order.
34	Iron flat	4,693	1,651	130	
36	Canal iron punt	2,812	1,179	120	
37	Do.	2,812	1,107	120	
38	Do.	2,812	953	120	
39	Do.	2,812	1,078	120	
40	Iron deep boat	4,693	3,185	190	
44	Wooden deep boat	2,330	1,534	170	
45	Do.	2,117	2,079	170	
47	Do.	2,000	2,965	170	In good working order, lately repaired.
48	Do.	2,000	2,390	170	In working order.
49	Do.	2,000	2,663	170	In good working order lately repaired.
50	Do.	2,117	1,981	170	In working order.
65	Iron light boat	1,000	295	70	
66	Do.	1,000	1,048	70	
67	Do.	1,000	1,141	70	In good working order, lately repaired.
68	Do.	1,000	375	70	In working order.
69	Do.	1,000	1,085	70	In good working order, lately repaired.
70	Do.	1,000	860	70	In working order.
71	Do.	1,433	1,047	70	In good working order, lately repaired.
72	Do.	1,433	648	70	In working order.
74	Do.	1,000	504	70	Under repairs.
75	Do.	1,000	576	70	In good working order, lately repaired.
77	Wooden light boat	750	533	75	In working order.
81	Iron flat	7,375	1,554	140	
82	Wooden flat	2,722	2,177	150	In good working order, lately repaired.
83	Do.	2,722	1,978	150	In working order.
84	Do.	2,722	2,544	150	
85	Do.	2,722	1,953	150	
86	Do.	2,772	1,990	150	
87	Do.	2,722	1,621	150	
88	Do.	2,800	1,985	150	
89	Do.	2,800	2,125	150	
90	Do.	2,800	2,112	150	
91	Do.	2,800	3,083	150	In good working order, lately repaired.
92	Do.	2,800	2,118	150	In working order.
93	Do.	2,800	1,847	150	
94	Do.	2,405	1,414	130	
95	Do.	2,405	2,738	130	In good working order, lately repaired.
99	Do.	2,405	2,031	130	In working order.
100	Iron double trap punt	4,185	1,228	110	
101	Do.	4,185	1,409	110	
103	Circular trap punt	1,200	422	40	Given on loan to Kistna eastern division.
104	Iron double trap punt	4,060	1,710	110	In working order.
105	Iron punt	6,960	4,112	140	
12	Second-class staff boat	820	..	150	

Part II.—Barges, boats and punts—cont.

Registered Number.	DETAILS OF PLANT. Description of boats.	VALUE OF PLANT. Original.	VALUE OF PLANT. Present book value.	Probable cost of upkeep in 1893–94.	Remarks.
1	2	3	4	5	6
	Irrigation and Navigation—cont.	RS.	RS.	RS.	
13	Second-class staff boat	820	..	150	In working order.
14	First do.	1,400	..	230	
15	Second do.	800	..	150	
16	First do.	1,250	106	230	
17	Second do.	850	70	150	
18	First do.	1,400	238	230	
19	Second do.	850	141	150	
20	First do.	1,400	356	230	
21	Second do.	840	210	150	
22	First do.	1,783	1,338	230	
23	Do. do.	1,780	1,780	230	In good working order, lately constructed.
	Total ..	..	..	9,595	
A.	Upper Godávari barge	3,500	6,623	340	In good working order, lately repaired.
D.	Do.	3,500	5,332	340	In working order.
E.	Do.	3,500	6,222	340	In good working order, lately repaired.
	Total ..	..	..	1,020	
2	Jolly boat	165	110	20	In working order.
3	Do.	340	225	16	
4	Do.	165	110	20	Under repairs.
5	Do.	Not known		16	
6	Survey Nava	300	198	35	In working order.
7	Do.	300	198	35	
8	Jolly boat of steamer *John Mullins* ..	Not known		60	
	Total ..	..	..	202	
	Grand Total ..	..	..	10,817	

Rules for finding present book value.—(1) Boats and barges to be reduced 10 per cent. every year and the amount of special repairs, if any, to be added thereto.

(2) Staff boats to be reduced by one-twelfth of their original cost for each year of their life.

Registered number.	DETAILS OF PLANT. Description of boats.	DETAILS OF PLANT. Date of construction.	MEASUREMENT OF PLANT. Hull over all. Length.	MEASUREMENT OF PLANT. Hull over all. Breadth.	MEASUREMENT OF PLANT. Hull over all. Depth.	MEASUREMENT OF PLANT. Draft when loaded.	MEASUREMENT OF PLANT. Tonnage according to Navigation rules.	VALUE OF PLANT. Original.	VALUE OF PLANT. Present book value.	Probable cost of upkeep in 1893–94.
1	2	3	4	5	6	7	8	9	10	11
			FT. IN.	FT. IN.	FT. IN.	FT. IN.		RS.	RS.	RS.
23	First-class staff boat.	1892–93	55 3	12 0	2 5	1 6	Gross 13 .. Net 11 ..	1,780	1,780	230

12th August 1892, (Signed) W. JONES,
Boat Superintendent.

16th August 1892, (Signed) A. G. ROMILLY,
Assistant Engineer,

DETAILED approximate estimate of the annual cost of maintenance of the Irrigation floating plant, Godávari district.

Particulars.	Steamer *Shamrock*.	Steamer *Victoria*.	Steam launch *Arthur Cotton*.	Steam tug *John Mullins*.	Canal dredgers.	Barges.	Canal punts.	Dredge punts, 30 feet long.	Wooden light boats.	Iron light boats.	Wooden flats, 74 feet long.	Staff boats, first class.
1	2	3	4	5	6	7	8	9	10	11	12	13
	RS.	RS.	RS.	RS.	RS.	RS.	RS.	RS.	RS.	RS.	RS.	RS.
Docking and launching ..	50	50	50	50	50	25	12	10	10	10	15	10
Painting	500	500	195	550	120	150	31	20	..	20	..	110
Caulking	70	44	18	80	50	30	36	20	40	10	110	40
Varnishing	..	20	..	..	..	..	..	..	..	..	..	10
Tarring	..	..	..	..	50	50	20	10	..	10	..	..
Ropes, &c.	30	30	30	30	30	58	11	10	20	10	14	10
Lascars	..	..	..	..	20	..	..	..	..	..	..	..
Small stores	..	..	..	..	12	..	..	..	..	..	..	..
General charges	60	66	37	60	28	27	10	5	5	10	11	20
Sundry repairs	150	200	100	150	100	..	..	..	..	..	..	30
Total ..	860	910	430	920	460	340	120	75	75	70	150	230

Particulars.	Staff boats, second class.	Iron deep boats.	Iron flats Nos. 1 and 81 and iron punt No. 105.	No. 103, circular trap punt.	Jolly boats Nos. 1 and 8.	Double trap punts.	Wooden flats, 60 feet 3 inches long.	Iron flat, 60½ feet long.	Wooden deep boats.	Jolly boats Nos. 2 and 4.	Jolly boats Nos. 3 and 5.	Survey Navas.
	14	15	16	17	18	19	20	21	22	23	24	25
	RS.	RS.	RS.	RS.	RS.	RS.	RS.	RS.	RS.	RS.	RS.	RS.
Docking and launching ..	10	30	15	10	5	12	15	12	25	..	..	5
Painting	65	63	45	22	30	30	..	35	..	8	..	..
Caulking	33	20	36	..	18	30	90	40	99	8	12	24
Varnishing	..	..	..	..	..	..	..	..	..	..	..	..
Tarring	..	27	19	..	..	20	..	20	..	..	..	..
Ropes, &c.	12	37	14	5	2	10	14	15	34	4	4	6
Lascars	..	..	..	..	..	..	..	..	..	..	..	..
Small stores	..	..	..	..	..	..	..	..	..	..	..	..
General charges	10	13	11	3	5	8	11	8	12	..	..	..
Sundry repairs	20	..	..	..	..	..	..	..	..	..	..	..
Total ..	150	190	140	40	60	110	130	130	170	20	16	35

(Signed) W. JONES,
Boat Superintendent.

12th August 1892. (Signed) A. G. ROMILLY,
Asstt. Eng., Head Works, Sub-Dn.

16th August 1892. (Signed) A. G. ROMILLY,
Offg. Ex. Engr., Godávari Dn.

28th August 1892. (Signed) G. D. WYBROW,
Suptdg. Engr., I Circle.

6th September 1892.

ABSTRACT showing the comparison of details between the estimated maintenance cost of floating plant in the Godávari district for 1892–93 and 1893–94.

—	NUMBER. 1893–94.	NUMBER. 1892–93.	ORIGINAL VALUE. 1893–94.	ORIGINAL VALUE. 1892–93.	BOOK VALUE. 1893–94.	BOOK VALUE. 1892–93.	COST OF UPKEEP. 1893–94.	COST OF UPKEEP. 1892–93.
			RS.	RS.	RS.	RS.	RS.	RS.
Steamers	4	4	1,11,559	1,11,559	62,031	68,284	3,120	7,030
Dredges	9	8	2,10,314	1,94,194	59,087	46,005	4,140	3,680
Barges A, D and E from Upper Godávari works	3	3	10,500	10,500	18,177	11,458	1,020	1,020
Iron flats Nos. 1, 34 and 81	3	3	18,311	18,311	5,497	6,106	410	410
Iron punts Nos. 3 5, 7, 10, 11, 15, 17, 20, 25, 27, 30, 31, 36, 37, 38, 39 and 105 ..	17	17	51,947	51,947	23,861	25,337	2,060	2,060

Abstract showing the comparison of details between the estimated maintenance cost of floating plant in the Godávari district for 1892–93 and 1893–94—*cont.*

—	NUMBER.		ORIGINAL VALUE.		BOOK VALUE.		COST OF UPKEEP.	
	1893–94.	1892–93.	1893–94.	1892–93.	1893–94.	1892–93.	1893–94.	1892–93.
			RS.	RS.	RS.	RS.	RS.	RS.
Iron dredge punts Nos. 13, 18, 21 and 22 ..	4	4	9,240	9,240	4,249	4,719	300	300
Iron dredge double trap punts Nos. 100, 101 and 104	3	3	12,430	12,430	4,347	4,829	330	330
Circular trap punt No. 103	1	1	1,200	1,200	422	468	40	40
Iron deep boat No. 40	1	1	4,693	4,693	3,185	1,467	190	190
Iron light boats Nos. 65 to 72, 74 and 75 ..	10	10	10,866	10,866	7,579	7,205	700	700
Wooden deep boats Nos. 44, 45, 47 to 50 ..	6	6	12,564	12,564	13,612	13,169	1,020	1,020
Wooden flats Nos. 82 to 95 and 99	15	15	40,347	40,347	31,716	30,905	2,190	2,190
Wooden light boat No. 77	1	1	750	750	533	592	75	75
Staff boats, 1st class, Nos. 14, 16, 18, 20, 22 and 23	6	6	9,013	9,013	3,818	2,645	1,380	1,380
Staff boats, 2nd class, Nos. 12, 13, 15, 17, 19 and 21	6	6	4,980	4,980	421	708	900	900
Jolly boats and survey *Navas*, Nos. 2 to 8 ..	7	8	1,270	1,270	841	931	202	262
Total ..	96	96	5,09,984	4,93,864	2,39,376	2,24,823	18,077	21,587

(Signed) G. D. WYBROW,
Superintending Engineer, I Circle.

6th September 1892.

Office-note to the Examiner, Public Works Accounts, dated 14th September 1892, No. 265, for remarks, with reference to para. 4 of the Superintending Engineer's letter.

Office-note from the Examiner, Public Works Accounts, dated 19th September 1892, No. 1154 C.

The elimination of the charges referred to in para. 4 of Superintending Engineer's letter from the cost of maintenance of floating plant appears reasonable, inasmuch as such charges are not debited to expenditure under "42. Major Works, Tools and Plant," but are met from the earnings of the steamers.

Office-note to the Examiner, Public Works Accounts, dated 29th Sept. 1892, No. 292.
" from " " " " 12th Oct. " " 1369 C.

No. 172 I.

Submitted to Government.

OOTACAMUND, 20th Oct. 1892.
(Signed) R. R. E. DRAKE-BROCKMAN, Lt.-Col., R.E.,
Ag. Chief Engineer for Irrigation.

To the Ag. Joint Secretary to Government,
Public Works Department, Irrigation Branch.

ORDER—dated 28th October 1892, No. 879 I., Public Works.

The estimate of Rs. 18,077 of the cost of upkeep of the floating plant of the Godávari delta system during 1893-94 is approved. The Superintending Engineer, I Circle, will include the amount required on this account and for repairs to existing boats in charge of the Public Works Department in the budget estimates for "Major Works" for the ensuing official year.

2. The Superintending Engineer's action in connection with the salaries of the steamer crew and the cost of small stores is also approved.

(True Extract.)

(Signed) R. R. E. DRAKE-BROCKMAN, Lt.-Col., R.E.,
Ag. Joint Secy. to Govt., P.W.D.,
Irrigation Branch.

To the Chief Engineer for Irrigation.
" Superintending Engineer, I Circle.
" " " II "
" Examiner, Public Works Accounts.
Editors' Table.

Exd. A. D. Xavier.
Spare Copies

IRRIGATION.
ACCOUNT.

Govt. of {1892} Madras.

PUBLIC WORKS.

Dated October, 28th.

Recd. *Encl.*

G.O., 28th Oct. 1892, No. 879 I.

OCTOBER.

Floating Plant, Godavari Delta System

Estimate of Rs. 18,077 for upkeep of the — during 1893-94, approved.

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Dept.

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

12th January 1881, No. 35 I.

Irrigation.
Account.

Read the following paper :—

No. 55. Endorsement of the Chief Engineer for Irrigation, dated Camp, Timblipatnam, 31st December 1880, 248 I.

From J. W. RUNDALL, Esq., Superintendent of Works, Kistna, to the Chief Engineer for Irrigation, dated Masulipatam, 6th December 1880, No. 1,988.

I HAVE the honor to forward herewith the Floating Plant Statement for 1881-82, together with four estimates for repairing iron punts Nos. 15, 18, 31, and 32.

1 Floating Plant Statement.
1 Abstract.
4 Estimates.

2. In G.O., No. 923 I., of the 14th November 1878, an estimate of Rs. 625 was sanctioned for the repair of iron punt No. 14. The work has not been carried out, but on hauling up the punt recently, with a view of carrying out the work, it was found that the estimate prepared two-and-a-half years ago would in no way suffice to carry out what was necessary. I accordingly had a revised estimate prepared, but as the amount comes to Rs. 2,050, the book value of the punt being Rs. 1,474, I think it would be better economy to construct a new one, and request permission to have this punt sold or broken up.

3. Punts Nos. 7 and 25 have completely gone to pieces, the ribs as well as bottom and bilge plates being so completely rusted away that after inspecting them I thought it was not worth while to prepare an estimate for repairing them. I therefore request permission to sell or break up these two punts.

4. For punt No. 15 an estimate, amounting to Rs. 1,900, has been prepared. I do hardly think it is worth while to spend such a large sum on this punt, although its condition is better than that of Nos. 7 and 25. I am afraid, however, that if so many punts are condemned and not replaced, we may find ourselves short of the means of carriage if any press of work comes. The estimate is therefore forwarded with a recommendation that it be sanctioned.

5. It has, I find, been customary to enter the officers' boats in this statement; as separate statements regarding these are forwarded and separate accounts maintained, I request permission to omit these boats from this return in future.

6. I have however to bring to your notice that one boat called a "Pinnace Racer" is missing. From inquiries made I learn that it has for some years past been in the Western Delta, but the present Executive Engineer has never seen it, and it cannot now be traced. No value is booked against it. I request permission to strike it out of the returns.

7. A wooden ballacut, 19 feet by 10 feet by 3, is also reported missing. I am having further inquiries made about this. If it cannot be found I will report the matter shortly.

8. There are several anomalies in the value entered against some of the boats. For instance iron punt No. 29 is one and a half times the breadth of No. 28, and 8 inches deeper and nearly the same length, but its "value" is Rs. 400 against Rs. 1,960 for the smaller punt. Nos. 30, 31, and 32 are entered at values much under what it must

have cost to build them. I am informed that these punts were transferred from the Upper Godávari with the values originally assigned to them.

9. I have endeavoured to find out under what order only 2 per cent. per annum is deducted for depreciation. This, it seems to me, would be too low a percentage even in the case of stationary machinery. But it is very much too low in the case of floating plant. I bring the matter to your notice for consideration and orders.

10. Recent inspections of the punts lead me to think that sufficient attention is not paid to the regular painting of all the iron boats. The punts which are now being condemned were constructed in 1861-62 and thus have lasted only 19 years. The principal reason for the punts not being overhauled and painted more frequently is the time and labor occupied in hauling them and launching them. Besides which the boats themselves are likely to be strained and damaged by the operation. Serjeant Humbly has suggested the construction of a dock in the basin immediately in rear of the head sluices at Bezváda. Should you see no objection to this a dock could be formed here very cheaply, as the present lock wall would serve as one wall. Thus one wall, say 100 feet long, with a single pair of gates would be all that would be required. I do not think that the diminution of the area between the head sluices and bridge at the head of the main canal would be any serious objection to the construction of this dock. Please inform me whether I may have an estimate prepared for this work. It would, I believe, result in a saving to Government. The dock should be made of such dimensions as would enable one of the larger dredges to be taken in for repair.

SUBMITTED to Government.

The following abstract compares the particulars of the statement for 1881-82 with those of 1880-81 :—

Description.	Number of each.		Original value.		Book value.		Annual cost of upkeep.		Remarks.
	1880-81.	1881-82.	1880-81.	1881-82.	1880-81.	1881-82.	1880-81.	1881-82.	
			RS.	RS.	RS.	RS.	RS.	RS.	
Steamer *Charles Orr*	1	1	..	*	..	..	600	600	* Rs. 8,242 have been debited to date.
Dredges ..	5	5	1,13,022	1,13,022	80,863	78,602	2,030	2,030	....
Iron Punts ..	32	29†	67,321	60,791	50,487	44,795	4,440	3,420	† Excluding three punts ordered to be disposed of. *Vide* Chief Engineer's note printed with G.O., No. 923 I. of 14th Nov. 1878.
Wooden Punts with iron ribs, composite.	6	6	16,500	16,500	15,350	15,020	1,050	1,050	....
Iron Punt, small ..	1	1	..	..	..	..	30	30	
Anicut Paddle Boat.	1	1	900	900	846	828	90	90	....
Large wooden Punts.	3	‡	..	..	..	..	120	..	.... ‡ Two Punts sold. *Vide* G.O., No. 2,778 of 17th October 1876, and one missing.
Pinnace Racer ..	1	‖	..	..	..	..			‖ Missing.
Range or Inspection Boats.	7	3§	4,651	2,772	4,651	2,772	350	350	§ Excluding four boats ordered to be sold. *Vide* G.O., No. 639 I. of 1st Oct. 1880.
Wooden Ballacuts .	2	2	1,350	1,350	1,107	1,080	180	180	....
Total ..	59	48	2,03,744	1,95,335	1,53,304	1,43,097	8,890	7,750	

2. The estimates for special repairs to iron punts Nos. 18, 31, and 32, amounting to Rs. 2,180, are recommended for the sanction of Government. It is considered that the circumstances of iron punt No. 15 so nearly resemble those of No. 14, which the Superintendent of Works recommends to be disposed of, as to make it undesirable to spend Rs. 1,900 upon it. It was constructed in 1861-62 and its original value is entered as Rs. 2,172. Punts Nos. 7 and 25 are also reported to be not worth repair, so those to be sold as they are, or after reserving any material worth keeping, will be Nos. 7, 14, 15, and 25. The estimate of Rs. 625 for repairs to punt No. 14 sanctioned in G.O., No. 923 I., of 14th November 1878, should be cancelled.

3. Funds for the construction of the three composite punts, sanctioned in G.O., No. 693 I., of the 25th October 1880, will be provided in the Budget of 1881-82. It is now too late to provide therein for the replacement of the above four punts, but an estimate can be forwarded for sanction, and should funds be available by transfer they can be built during the year.

4. The annual statement should include all floating plant, and therefore the range boats should continue to be included therein. The special account of range boats is prepared for the purpose of exhibiting their financial position.

5. As the boat hitherto described as a Pinnace Racer and a wooden punt (19 × 10 × 3), which are reported as missing, have no numbers or recorded value, and it is not known when they were acquired, it is recommended that they be struck out of the list. It is probable that they ceased to exist many years ago, and there is not now any officer in the delta likely to be able to throw any light on the circumstances.

6. The Superintendent of Works, Kistna, should ascertain the present value of each vessel and adjust the book value accordingly. In future the rates of depreciation may be taken as 10 per cent. for steamers and punts and 15 per cent. for dredges, the cost of special repairs being added to the value in each case. The present or book value of range boats should be determined as mentioned in paragraph 5 of the endorsement printed in Proceedings of Madras Government, No. 550 I., of 26th August 1880.

7. Column 3 of the statement should be omitted, the names of vessels when they have any, as in the case of steamers, being entered in column 2. Range boats have only one number, viz., the registered number, and it should be remembered that for each description of vessel a number is to be given only once, *e.g.*, the highest number against punts is 41 and the next built will be 42, while the numbers of punts ordered to be disposed of will no longer appear in the list. All values should be entered at the nearest rupee.

8. The estimated cost of upkeep of all the floating plant for the ensuing year is Rs. 8,320. Deducting from this Rs. 570, the cost of upkeep of the punts Nos. 7, 14, 15, and 25 recommended to be sold, the balance, Rs. 7,750, may be provided in the Budget for 1881-82.

9. A dry dock at Bezváda will no doubt facilitate repairs, and an estimate may be prepared; but it will not accommodate more than a small portion of the vessels to be repaired annually, and for those not docked movable ways, something like these used at Dowlaishweram, should be provided, so as to make it easy to haul up the punts and boats.

(Signed) JOHN MULLINS, Colonel, R.E.,
Chief Engineer for Irrigation.

No. 56.

ORDER THEREON, 12th January 1881, No. 35 I.

THE estimate amounting to Rs. 7,750 for the upkeep of the floating plant belonging to the Kistna Delta in 1881-82 is approved.

2. The three estimates for special repairs to punts Nos. 18, 31, and 32, amounting to Rs. 935, 725, and 520, respectively, are sanctioned, and will be charged to —

Productive Public Works,
(Revenue Account,)
Kistna Delta System,
Repairs,
Tools and Plant,
12. Miscellaneous, Floating Plant,

and the amount required will be provided in the Budget of 1881-82. This sanction has been registered as No. 28 I. of 1880-81.

3. The iron punts Nos. 7, 14, 15, and 25 are authorized to be sold and removed from the list.

4. The Pinnace Racer and the wooden boat (19 × 10 × 3) may be struck off the list.

5. The dredges and punts, the book value of which is considered to be incorrect, will be revalued, and thereafter the rates of depreciation in use in the Godávari will be adopted for determining the book value of the floating plant.

(True Extract.)

(Signed) JOHN MULLINS, Colonel, R.E.,
Joint Secy. to Govt., P.W.D.,
Irrigation Branch.

To the Superintendent of Works, Kistna.
" Chief Engineer for Irrigation.
" Examiner of Public Works Accounts.

Exd. S. T. Austin.
Spare Copies

(40—4,000—14-3-95.)

CHIEF ENGINEER FOR IRRIGATION
27 JAN
1881

R55W

IRRIGATION.
ACCOUNT.

Govt. of {1881} Madras.

PUBLIC WORKS.

THE SUPERINTENDENT OF WORKS,
KISTNA,
&c., &c., &c.

Dated January, 12th

Issued

Recd. Encl.

G. O., 12th January 1881, No. 35 I.

JANUARY.
Nos. 55-56.

Floating Plant belonging to the Kistna Delta.—Estimate amounting to Rs. 7,750 for the upkeep of the — for 1881-82 approved, and estimates for special repairs to certain punts sanctioned.

1895
Mar. Dept.
Enclos. No. 1
To
G. No. 739

CURRENT NO.

Madras Harbour Trust,
SECRETARY'S OFFICE,
23rd August 1895.

No. 2118.

From
H. Le Fanu Esquire I.C.S
CHAIRMAN, HARBOUR TRUST BOARD,
MADRAS.

To
The Hon'ble Mr. J. F. Price C.S.I; I.C.S
Chief Secretary to Government,
Marine Department.

SIR,

I have the honour to acknowledge the receipt of reminder dated 17th instant regarding the proposed purchase by the Harbour Trust Board of the dredger "Wenlock" and to inform you in reply, with reference to the Board's proceedings No. 2 dated 3rd May 1895, that I am still unable to submit the recommendations of the Harbour Improvements Committee for the consideration of the Trustees of the Harbour, as I have not yet received plans or estimates from the Board's Engineer for Scheme No A 1, and proper plans and estimates are essential under Section 64 Act II of 1886.

2. Under these circumstances the Board is unable to decide whether the dredger "Wenlock" will be required

the Board's Engineer for Scheme A 1."

or not; but I would request that I may be favoured with a valuation based upon Government rules, viz: that the value of Steam dredgers should be reduced 15% every year, and the amount of special repairs added thereto, vide G.O. dated 28th October 1892 No 879 Public Works.

3. It is noticed that the Residency Port Officer has erroneously added to the value of the dredger the materials supplied each year for ordinary repairs; but only Special repairs should be taken into account and not ordinary maintenance.

I have the honour to be
Sir
Your obedient Servant
Chairman
Harbour Trust Board

(60—4,000—14-3-95.)

the Board's Engineer for Scheme A 1.

~~CURRENT No.~~ Marine

MARINE DEPARTMENT.

FROM
THE CHAIRMAN,
Harbour Trust Board,
MADRAS.

TO
The Chief Secretary to Government,
Marine Department.

Dated 23rd August }
Despatched 24th " } 1895

Received 26 Augt 27. Recd. 5-9-95

Enclosure Nil

No. 2118

CHIEF SECRETARY 26. AUG. 1895 GOVERNMENT OF MADRAS

SUBJECT.

Replying to a reminder regarding the proposed purchase by the H. T. Bd of the "Dredger Wenlock"

No. 879 I d/ 28-10-92
35 I d/ 12-1-81

G.O. d/28/10/92 No. 879 I put up. C.W. 2/9/95

P. W. CURRENT No. 6826
Endt. No. 2054

The Public Works Dept is requested to be good enough to quote the authority for Rule (2) at page 2 of G.O. No. 879. I. d/ 28. Oct. 92. The favour of an early reply is requested.

Frederick Price
Chief Secretary

To The P. W. Dept
Irrign: Br.

CHIEF SECRETARY 19. SEP. 1895 GOVERNMENT OF MADRAS

Ootacamund }
3rd Septr. 1895 }

Recd. 7.9.95

CURRENT No. 739
Marine Dept.

No. 1006 I. 19th September 1895

Returned with a copy of G.O. dated 12th January 1881 No. 35. I. The rule is based on para 6 of the endorsement by the Chief Engineer for Irrigation No. 248 I. dated 31st December 1880 and para 5 of the G.O. thereon.

Colonel R.E.
Secretary to Govt. P.W.D.

Recd 19 } Septr 95
Regd 20 }
Enclos. 1.

C.W. 19/9/95

D. 353 A. 0 17/9

Marine Currents 676 + 739

Ref No. 2287
D/ 26-9-95

The Presidency Port Officer is requested to submit a revised Estimate in the light of the remarks made in paras 2 and 3 of the accompanying letter from the Chairman, Harbour Trust Board.

C.W. 23.9.95

F.S.B. 23-9-95.

24/9/95

To
The Presidency Port Officer
Chairman's letter in orgl. +
with { G.O. No 879 I. d/28th Oct. '92
~~G.O.~~ No 35 I d/12th Jany. '81
to be returned

19/9 at 676

Despd. 26/9

(40—4,000—14-3-95.)

the Board's Engineer for Scheme A 1.

The "Wenlock"

N

17/9

CURRENT No 78

1

No. 695/274 G.

Heading.

Dredger "Wenlock"

Presidency Port Office,
Madras, 1st October 1895.

From

Commander W. Powell. R. I. M.,
Presidency Port Officer,
Madras,

To

The Chief Secretary to Government,
Marine Department,
Fort Saint George.

Sir,

I have the honor to return the papers received with Marine Department Memorandum. No. 2287, dated 26th September 1895, and to state that the valuation of the Dredger "Wenlock" on the lines suggested by the Chairman Harbour Trust Board will be Rupees (1,19,000) one lakh and nineteen thousand in round figures as shewn below: —

(40—4,000—14-3-95.)

the Board's Engineer for Scheme A 1".

H. "Wenlock"

	Rupees
Initial cost of Dredger purchased in 1891-92	1,99,158
Deduct 15% depreciation for 1891-92	− 29,874
	169,284
Add special repairs in 1892-93	+ 15,532
	1,74,816
Deduct 15% depreciation for 1892-93	− 26,222
	1,48,594
Add special repairs in 1893-94	+ 8,718
	1,57,312
Deduct 15% depreciation for 1893-94	− 23,597
	1,33,715
Add special repairs in 1894-95	+ 6,570
	1,40,285
Deduct 15% depreciation for 1894-95	− 21,043
Rupees	1,19,242
Say Rupees	1,19,000

I have the honor to be,
Sir,
Your Most Obedient Servant,
Walter Powell
Commander R. I. M.
Presidency Port Officer.

(40—4,000—14-3-95.)

the Board's Engineer for Scheme A 1."

CURRENT No. 789

Marine (1895) DEPARTMENT.

From

THE PRESIDENCY PORT OFFICER,
Madras,

To

THE CHIEF SECY. TO GOVERNMENT,
MARINE DEPARTMENT,
Fort St. George.

No. 695/274 G

Dated 1st
Received 4th } October 1895.
Regd - 5th

Refd C No 676 and Encl No 1 to C No 739

No.

CHIEF SECRETARY
-4 OCT. 1895
GOVERNMENT OF MADRAS

No. 381 D dt 14-6-95 ✓
" 458 D " 26-6-95 ✓
" 562 D " 11-7-95 ✓
" 591 D " 18-7-95 ✓
" 592 D " 18-7-95 ✓
" 829 D " 24-8-95 ✓

" 181 " 21-6-95 Marine ✓

Subject.

Stating the valuation of the dredger "Wenlock" on the lines suggested by the Chairman, Harbour Trust Board.—

W
24 Oct

I have no idea whether 15% depreciation is right. I should have thought it was excessive — The C.E. should be able to say & I should like his opinion —

Independently of this, the valuation should, I think, take into account the fall in the value of the rupee — If 15% is knocked off for depreciation an addn should be made of so much per cent (to the final figure) for the depreciation in the currency in which the valuation is stated

The Chairman
H.T. Bd.
25/10/95
2/11/95

I do not see why the same method of valuation shd not be applied to both. The figure now arrived at appears to me to be more like the real value. W

C.W.
5.10.95

Marine Current 789

Order

Communicated to the Chairman H.T. Bd. with reference to his letter No 2118 dated 23d August last, who will be requested to expedite as far as possible his reply as to the proposed purchase by the Bd. of the dredger "Wenlock".

8/10/95

C.S.

It is a question whether the Irrign: rules shd: be binding in the case of a sea-going dredger. In sending this Estimate on the Govt: tacitly agrees to accept 119,000/.

F.S.B.
5/10/5

received plans from
the Board's Engineer for Scheme A 1."

(40—4,000—14-3-95.)

The Wenlock

Marine Council 739

Order

Communicated to the Chairman, H. T. Bd. with reference to his letter No. 288 dated [illegible]

~~H.E. the Governor~~ W

~~Hon. H. W. Bliss C.S.I.~~

~~Hon. J. Grose~~

W
For orders

Circs
6/11 95

C 9/10 slip C 26/10 C 1/11
R 25/10 R 26/10 R 4/11

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347 m

Note

I think the process of valuation adopted is a fair one, and that 15 per cent is not too high a rate for depreciation when the cost of special repairs is added to the value. Whether equal to the depreciation of the rupee I am not so sure, but looking to the fact that we are dealing with the matter on a rupee basis I do not think it should be taken into consideration; if it were we might also have to consider whether the

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DEPARTMENT

No. 347 Marine of 21-11-95

P. W. D.

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Marine Consult 739

Order

Communicated to the Chairman H T Bd with reference to his letter No 249 dated the [illegible] [illegible]

---

value should not be reduced in consideration of the improvements in manufacturing processes which are constantly taking place in England, and which tend to lessen the sterling cost of machinery.

On the whole the resulting valuation of Rs 1,15,000 seems a reasonable one, and I think it might be accepted.

It seems worthy of consideration whether some notice should not be taken of the first statement of the Chairman H. T. B., that "he has not yet received plans and estimates from the Board's Engineer for scheme A1"; the

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DEPARTMENT

No. 347 Marine of 21-11-95

. W. D.

estimates from the Board's Engi-
-neer for scheme A1"; the report of

report of the Harbour Improvements Committee was submitted to print in . . . last, and Mr Pagan was in full possession of the details required for making these necessary estimates some time before that.

Moreover Mr [illegible] has been able within the last month to lay before the Board some seven or eight separate plans in opposition to that of the Committee drawn up by Mr Pagan in communication with himself, and accompanied by more or less accurate estimates; it is not clear why the estimates for the plans proposed by the Committee could not have been prepared long before this. —

No. 347 Marine of 21-11-9

DEPARTMENT

W.D.

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G.
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DEPARTMENT

No. 347 Marine of 21-11-9

P.W.D.

C.a.W.

I send this file on to you as it is, so that the Chief Engr may note on it as desired. We could not issue a reference to the C.E. now & no formal Endt: will be necessary in your depts.

J.D.B.
5/11/5

estimates from the Board's Engineer for scheme A1";the report of

No. 347 Marine of 21-11-95

P. W. D.

Note.

I think the process of valuation adopted is a fair one, and that 15 per cent is not too high a rate for depreciation when the cost of special repairs is added to the value.

With regard to the depreciation of the rupee I am not so sure, but looking to the fact that we are dealing with the matter on a rupee basis I do not think it should be taken into consideration; if it were we might also have to consider whether the value should not be reduced in consideration of the improvements in manufacturing processes which are constantly taking place in England, and which tend to lesson the sterling cost of machinery.

On the whole the resulting valuation of Rs. 1, 19,000 seems a reasonable one, and might I think be accepted.

It seems worthy of consideration whether some notice should not be taken of the fact stated by the Chairman Harbour Trust Board, that "he has not yet received plans or estimates from the Board's Engineer for scheme A1"; the report of

This seems a fair compromise. My only doubt is that the Wenlock will not be able to dredge to the required depth - 30 feet - at all events without a good deal of alteration - and this again will be rather a heavy set-off.

W
8 Nov

12/11/95

the Harbour Improvements Committee was submitted to Government in June last, and Mr. Pogson was in full possession of the details required for making the necessary estimate some time before that.

Vide 381 D.A./14/6/95

Moreover Mr. Le Fanu has been able within the last month to lay before the Board some seven or eight separate plans (in opposition to that of the Committee) drawn up by Mr. Pogson in communication with himself, and accompanied by more or less accurate estimates; it is not clear why the estimates for the plan proposed by the Committee could not have been prepared long before this.

E.W.
6.11

CHAS
7/11 95

No 347 Mar. of 21 Nov 1895

P. W. DEPARTMENT.

READ the following :—

Draft order on Marine Current No. 789.

Note by the Chief Engineer P. W. D. dated 6th November 1895.

FOR ORDERS.

W.
6/11

CHAS
7/11 95

I think we may accept the figure of 1.19.000 now put forward as the present value of the Dredger. And tell the H. T. B. that we are agreed upon that sum as the basis on wh. we are prepared to deal.

The other point raised by the C. E. shd. also be brought to the notice of the H. T. B. and they should be invited to expedite the report we want.

W
8 Nov

12/11/95

JG 13/11/95

The dredger "Wenlock"

FOR ORDERS.

e. 7/11 R 15/11

[G./40]

Marine ~~Public Works~~ Department.

No. 347 Marine d 21st Novr 1895

PROCEEDINGS OF THE MADRAS GOVERNMENT.

Read the following

From the Presidency Port Officer, Madras, No. 695/274 G., d/1st October 95

Communicated to the Chairman Harbour Trust Board with reference to his letter No. 2118 dated 23rd August 1895.

2. His Excellency the Governor in Council accepts the revised valuation of the dredger "Wenlock", amounting to Rs. 1,19,000, and will be prepared to transfer the vessel to the Harbour Trust Board at this figure, the amount being taken in part payment of the debt due by the Northern Ports to the Madras Port Fund. The transfer will be arranged in direct communication with the Presidency Port Officer as soon as the Harbour Trust Board is in a position to take over the vessel.

3. The attention of the Harbour Trust Board is invited to the delay which has occurred in dealing with the question of harbour improvement. It is stated by the Chairman that "he has not yet received plans from the Board's Engineer for Scheme A 1."

(60—4,000—14-3-95.)

12-6-03 ✓
20.2.07 ✓
26-3-09.

It is observed that the report of the Harbour Improvements Committee was submitted to Government in June last, and that Mr. Pogson was in full possession of the details required for making the necessary estimate some time before that.

4. The matter will, His Excellency in Council trusts, be now expedited as much as possible.

790

CKBD 15/11

No. 347 Marine of 21st Nov 1895

DESPATCHED

The Presidency Port Officer.
,, Chairman Harbour Trust Board.
,, Accountant General.
,, Financial Department.

22/11 23/11

[G./40]
5,000—14-1-03.

DEPARTMENT M

Paper taken out of the Records from the charge of the Referencer.

Press / Miscellaneous / Routine No. 347, dated 25 11 1895.

Date taken out.	For what purpose.			Initials of clerk taking the paper or of attender.	Date returned.	Initials of attender
	Department.	C. No.	Year.			
12-6-03	M	526	03		21/11/03	
20-2-07	Rev	599	A.		16-4-07	
26-3-09	R-D	4202	09			