

~~PUBLIC WORKS.~~

G.O., 2215/1896, No. 366a

Orders regarding the
arrangements for docking
- and for inspection of
their machinery. M

Gobt. of {1896} Madras.
MARINE.

Dated May, 22nd.

Recd.

Encl.

G.O. No. 366, 22nd May 1896.

MAY.

Government Vessels

Orders regarding the arrangements for docking — and for inspection of their machinery.

No. 366, MARINE, 22ND MAY 1896.

GOVERNMENT OF MADRAS.

MARINE DEPARTMENT.

READ—the following paper :—

From Commander H. A. STREET, R.I.M., Presidency Port Officer, Madras, to the Joint Secretary to Government, Marine Department, dated Madras, 18th April 1896, No. 695/128 G.

With reference to G.O. No. 185, dated 19th March 1896, I regret that His Excellency in Council should consider that the *Wenlock* has not been looked after in a systematic manner, for from the records in my office it would appear to have been the practice to dock the vessel always once a year. The great expense connected with sending the vessel to either Calcutta or Bombay for the purpose of being docked has, no doubt, been the cause of the vessel not having been docked once every six months. It is not always possible to dock at fixed intervals a vessel employed at a considerable distance from a port at which there is a dock, and when sending her to such port depends on the state of the weather at the time on the coast of India. I would also point out that it is not at all unusual—even with men-of-war—to find that a vessel requires docking to have her bottom cleaned prior to proceeding on service, especially in cases where she has, like the *Wenlock*, been unemployed for some considerable time.

2. The machinery of the *Wenlock* has always been kept in good working order, as far as practicable, by the engineer of the vessel, and been overhauled when the vessel has been docked.

3. Cochin would be an excellent port for the *Wenlock* during the south-west monsoon and when unemployed, but it probably would be found impracticable to send her there after the middle of April.

4. With respect to paragraph 3, I submit that the Presidency Port Officer should be authorized to have the *Wenlock* docked, when practicable, once every six months, either at Bombay or Calcutta. It is impossible to state what the expenses of sending the vessel to either of these ports would be, for it depends on the distance of the port at which the *Wenlock* might be working from either of the ports specified.

5. The Superintendent of Pearl Fisheries reports that the *Margarita* has not been docked since her arrival at Tuticorin from Calcutta, but that she has been beached twice annually to have her bottom cleaned and sea connections overhauled. The machinery is surveyed once a year by the chief engineer of any steamer that might be in port at the time. I consider that she should be sent to Bombay once a year—say early in January—to be docked at the Government yard there.

ORDER—No. 366, Marine, dated 22nd May 1896.

It is observed that the *Wenlock* has already been sent * to Bombay to be docked.

* G.O. No. 154, Marine, dated 9th March 1896. Her condition should be reported on six months after return from docking.

2. As regards the *Margarita* it is stated that she has been beached twice annually to have her bottom cleaned and her sea connections overhauled. It seems necessary that iron vessels should be painted over periodically with some anti-fouling or anti-corrosive composition. It is not stated whether this has been done, nor does Commander Street express the opinion that the beaching has been sufficient to keep the vessel in proper order. His Excellency the Governor in Council is of opinion that proper docking and re-painting and an overhaul of the machinery by skilled hands is necessary once a year. Whether this should be done in the month of January is not certain. It would depend on the time of year when the Revenue Department wants to use the vessel.

(True Extract.)

Under Secy. to Government.

To the Presidency Port Officer,
" Revenue Department,

Exd. T. K. Narayana Aiyangar.
Spare Copies

Heading.

No. 695
128

Government Vessels.

PRESIDENCY PORT OFFICE,

Madras, 18th April 1896.

From

Commander H. A. Street, R. N.

PRESIDENCY PORT OFFICER,

Madras,

To

THE CHIEF SECRETARY TO GOVERNMENT,

MARINE DEPARTMENT,

Fort Saint George,

Chepauk

SIR,

With reference to G.O. No. 185, dated 19th March 1896, I regret that His Excellency in Council should consider that the "Wenlock" has not been looked after in a systematic manner, for from the records in my office it would appear to have been the practice to dock the vessel always once a year. The great expense connected with sending the vessel to either Calcutta or Bombay for the purpose of being docked has, no doubt, been

the cause of the vessel's not having been docked once every six months. It is not always possible to dock at fixed intervals a vessel employed at a considerable distance from a port at which there is a dock, and when sending her to such port depends on the state of the weather at the time on the coast of India. I would also point out that it is not at all unusual—even with men-of-war—to find that a vessel requires docking to have her bottom cleaned prior to proceeding on service, especially in cases where she has, like the "Wenlock," been unemployed for some considerable time.

2. The machinery of the "Wenlock" has always been kept in good working order, as far as practicable, by the Engineer of the vessel, and been overhauled when

when the vessel has been docked. 3. Locking would be an excellent port for the "Wenlock" during the South-West Monsoon and when unemployed, but it probably would be found impracticable to send her there after the middle of April.

4. With respect to para 3, I submit that the Presidency Port officer should be authorised to have the "Wenlock" docked when practicable once every six months either at Bombay or Calcutta. It is impossible to state what the expenses of sending the vessel to either of these ports would be, for it depends on the distance of the port at which the "Wenlock" might be working from either of the ports specified.

5. The Superintendent of Pearl Fisheries reports that the "Margarita" has not been docked since her arrival at Tuticorin from Calcutta, but that she has

has been beached twice annually
to have her bottom cleaned and
sea connections overhauled. The
machinery is surveyed once a
year by the Chief Engineer of
any steamer that might be
in port at the time. I consider
that she should be sent to Bombay
once a year - say early in January
- to be docked at the Government
yard there.

I have the honor to be,
Sir,
Your obedt. servant,
H. A. Street
Commander, R. L. M.,
Presidency Port Officer

Marine (1896) DEPARTMENT.

From

THE PRESIDENCY PORT OFFICER,

Madras,

To

THE SECRETARY TO GOVERNMENT,

~~PUBLIC WORKS~~ (MARINE) DEPARTMENT,

Madras.

No. $\frac{695}{128} 9$

Dated 18 }
Received 20 } April 1896.

No. _____

Subject.

Submitting some regular
system for docking
Government vessels.

Drum Current No. 4
Ques no. 4

14. 9. 94. 368 - 11.
16. 10. 94. 404 -
13. 11. 94. 441 -
16. 11. 94. 457 -
12. 12. 94. 474 -
19. 3. 95. 88 -
30. 8. 95. 104 -
7. 3. 96. 145 -
7. 3. 96. 146 -
9. 3. 96. 152 -
19. 3. 96. 185 -
21. 3. 96. 194 -

Read the following:—

From the Presidency Port Officer, Madras, No. 695/128 G., d/18th April 96.

3
In regard to the "Wendock", I
should have thought docking her
a year should be enough, - more
especially if she can be kept in
Cochin port for the year. To my
knowledge the results of the
last steamship Company are
docked once a year only.

The Margaretta appears to be able
to be reached. Why then (one wh.)
she be sent to Calcutta or
Bombay. to be docked

H. S. H.

25.4.96

Capt. Stuart says the "Wendock"
has been docked once a year.
This may be; but, if so, it is
seen that docking once a year
is not sufficient, for on this occasion
we find that, in consequence of the
length of time that has elapsed
since she was docked, she was not
able to steam to Bombay but had
to be towed at a cost of Rs 1200-
Surely this was bad management.
Doubtless that a vessel should
never be left so long without docking.

FOR ORDERS.

with reference to the notes on the
draft of G.O. 145 Marine dated 7th
March 1896.

22/4/96
W.

CHRS
22.4.96.

as to be made to be
docked under her own steam.

As regards the "Margarita",
she has been benched twice an-
nually to have her bottom cleaned
then sea connections overhauled.
But I was under the impression
that iron vessels should be painted
over periodically with some anti-
fouling or anti-corrosion composition.
It is not stated whether this has been
done, nor does Capt Street express
the opinion that the benching has been
sufficient to keep the vessel in proper
order. My opinion is that proper
docking & repainting & an overhaul
of the machinery by skilled hands
is necessary once a year. Whether
this should be done in the month of
January, I don't know - It would
depend on the time of year when the
Res. Dept. wants to use the vessel.

Apparently it is not to do to
keep the "Wenlock" at Cochin
since she might be sent in
there for months when wanted
elsewhere.

W.S.
27/4/96

I can add nothing to
these suggestions

J.S.
28/4/96

I think the "Wenlock" should be docked as soon
as possible and her condition reported upon in
months after her return from docking.

As regards the "Margarita", I think the Hon.
Mr. Bhis's suggestions as to be communicated to

Circ: 22/4/96
The Principal Port Officer.
R.S.H. 12.5.96

Arrangements for
docking of vessels &
inspection of their machinery

Read the following:-

Letter from the Presy Port Officer, No. 695-4, 18 April 96.
128

FOR ORDERS.

I beg to solicit further
instructions as to the terms
in which the draft order on
this letter is to be drawn
up.

2. As regards the "Wenlock",
His Excellency observes, "I
should have thought docking
once a year should be enough,"
while the Honble Mr. Bhis
remarks "It would seem
that docking once a year
is not sufficient" and the

I am joined to the Hon. Mr. Bhis's
suggestions which seemed
to me good, but I know
very little about the matter
& must leave it to my
Hon. Colleagues.
J.S.
4/5/96

3. It may be added that

the Presidency Port Officer thinks that the vessel should be docked "once every six months," when practicable.

4. As regards the "Margarita," there is also some doubt.

His Excellency questions the necessity for sending her to Calcutta or Bombay, as she "appears to be able to be beached," while the

Hon. Mr. Bhas doubts the sufficiency of the local treatment to which she has hitherto been subjected, and would thus seem to consider that the voyage to Calcutta or Bombay is necessary. He adds, "My opinion is that proper docking and repainting and an overhaul of the machinery by skilled hands is necessary once a year."

5. The Presy Port Officer is of opinion that this vessel should be sent to Bombay once a year to be docked.

11/5/96

W. L. L. L.

~~The Hon. Mr. Bhas~~ C. J. E.

FOR ORDERS.

~~The Hon. Mr. Bhas~~

~~The Hon. Mr. Bhas~~

Arrangements for docking good vessels, and inspection of their machinery.

PROCEEDINGS OF THE MADRAS GOVERNMENT.

Read the following

Letter from the Presy Port Officer (H. E. N. 695 of 18th April 1896)

No 366. Mar 22nd May 1896

C.O. 154, Marine, of 9th March 96.

21.5.96

It is observed that the "Wenlock" has already been sent to Bombay to be docked. Her condition should be reported on six months after return from docking.

2. As regards the "Margarita" it is stated that she has been beached twice annually to have her bottom cleaned and her sea connections overhauled. It seems necessary that iron vessels should be painted over periodically with some anti-fouling or anticorrosive composition. It is not stated whether this has been done, nor does Commander Street express the opinion that the beaching has been

H.S.

sufficient to keep the vessel
in proper order. His Excellency
the Governor in Council is of
opinion that proper docking
and repainting and an
overhaul of the machinery
by skilled hands is necessary
once a year. Whether this
could be done in the month
of January is not certain.
It would depend on the
time of year when the Revenue
Dept wants to use the
vessel.

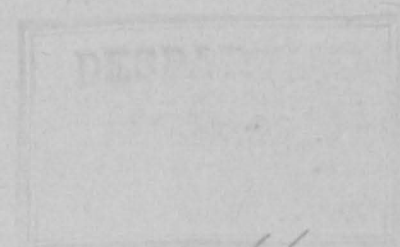
Arrangements for
docking, &c. vessels
and inspection of their
machinery.

Back papers noted
on the current

25/11/96

19/5/96

19.5.96



The Presy. Secy. Officer
Revenue Dept

28/7/96