

G.O., No. 575 in ar

DATED 24 June 1897

Removed from p. 530 and
to 7-97

[Despatch Abstract.]

Steam Launch, P. W. Prod. requesting the
Govt of India in the Marine Dept to order the
construction at the Govt Dockyard and Kidder-
pore of the — required for use in the Kistna
Delta and sanctioning an estimate of
Rs. 17,500 for the Steam Launch, ordered.

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Regd.

1897.

Spare copies

MAY.

W.H.

RS

Requesting the Government of India in the Marine Department to order the construction at the Government dockyard, Kidderpore, of the — required for use in the Kistna delta, and sanctioning an estimate of Rs. 17,500 for the steam launch.

GOVERNMENT OF MADRAS.
PUBLIC WORKS DEPARTMENT.

Irrigation.

READ—the following papers:—

From the Deputy Director, Royal Indian Marine, to the Joint Secretary to the Government of Madras, Public Works Department, Irrigation Branch, dated Calcutta, 9th February 1897, No. 305.

With reference to your letter, No. 1035 I., dated 5th December 1896, and enclosures, addressed to the Secretary to the Government of India, Marine Department, which have been forwarded to this office for necessary action, I have the honour to submit herewith a sketch and outline specification of a twin-screw launch 60' x 12' x 6' for use in the Kistna delta.

2. The launch could be built in this dockyard at an approximate cost of Rupees 17,500, exclusive of cost of conveying to her destination. Her speed in still water will be about 11 miles per hour, which will give a speed of 5 miles per hour against the current referred to in paragraph 2 of letter, No. 2147 K., dated 7th November 1896, from the Superintending Engineer, II Circle.

ENCLOSURE.

ENCLOSURE.

OUTLINE Specification of twin-screw launch for the Kistna Delta, Public Works Department,
Madras.

Principal Dimensions.

Length, extreme	...	...	...	...	...	...	...	FET.
" b.p.s.	...	...	...	...	...	...	...	64
Breadth md.	...	...	...	...	...	...	...	60
Depth " at ~~the~~	...	...	...	...	...	...	...	12
m and stern post	...	...	...	...	...	...	...	6

Stem and stern post.—To be of mild steel $3" \times \frac{1}{2}"$ forged to shape shown and connected to bottom plating.

Reverse angles.—To be steel angle $1\frac{1}{2}" \times 1\frac{1}{2}" \times \frac{3}{8}"$ spaced 1 foot 6 inches apart.

Floors.—To be steel plate $9'' \times \frac{1}{8}''$ on every frame

Beams and carlings.—To be steel angle $2'' \times 2'' \times \frac{1}{4}''$ fitted to every frame and connected thereto by gusset plates as shown on sketch.

Bottom plating.—To be of steel, keel to be $\frac{3}{16}$ " thick, all the rest $\frac{1}{8}$ " well battened, lap jointed and efficiently rivetted together.

Bulkheads—To be fitted where shown on sketch of $\frac{1}{8}$ " plate, stiffened by steel angle $1\frac{3}{4}$ " $\times$ $1\frac{3}{4}$ " $\times$ $\frac{3}{16}$ " spaced 24 inches apart.

Keelson.—To be fitted along the centre on top of the floors in the fore and aft compartments of T bar $4'' \times 3'' \times \frac{3}{8}''$.
 Steel plate $9'' \times \frac{1}{8}''$ and fitted as shown on sketch with a boundary angle

Stringer.—To be steel plate $9'' \times \frac{1}{8}''$ and fitted as shown on sketch with a boundary angle $1\frac{1}{2}'' \times 1\frac{1}{2}'' \times 1\frac{3}{8}''$.

1 $\frac{1}{2}$ " $\times$ 1 $\frac{1}{2}$ " $\times$ $\frac{3}{16}$ ".

$1\frac{3}{4}'' \times 1\frac{3}{4}'' \times \frac{3}{16}''$ spaced 24 inches apart.

Engine and boiler bearers.—To be fitted as shown on sketch.

bolts and nuts. To be of teak with sliding roof over ladder to engine-room.

Deck.—To be of w
bolts and nuts.
Engine skylight.—To be of teak with sliding roof over ladder to engine-room.
Awning.—A light canvas awning to be supplied carried on suitable stanchions as shown on sketch.
sketch. of any kind to be fitted.

Cabin—No cabins of any kind to be fitted.

Fender.—A teak fender 6" x 2½" to be fitted all round the vessel where shown on sketch.

of this class. *Deck fittings and equipment.*—15 1/2 ft. fitted with two sets of H.P. non-condensing engines, 8" diameter of cylinder

Engines.—To be fitted with two sets of H.P. non-condensing engines, 8" diameter of cylinder
each, with 100 lb. steam pressure.

Engines.—To be fitted with 100 lb. steam pressure.
× 8" stroke, to work with 100 lb. steam pressure.
Made of steel 6' 1" diameter × 8' 6" long with a working pressure of 100 lb. per

Boiler.—To be of steel 6 in. thick and 10 ft. in diameter, and to be propelled at a speed of about 11 miles per hour in still water.

Speed.—The launch to be propelled at 1000 ft. per second.

(Signed) F. AVERY,
Constructor, R.I.M. Dockyard.

KIDDERPORE,
February 1897.

No. 1301 C.

(Signed) F. J. WILSON,
Under Secy. to Govt., P.W.D.,
Irrigation Branch.

8th March 1897.

From Major W. L. C. BADDELEY, R.E., Superintending Engineer, II Circle,
to the Chief Engineer for Irrigation, dated Bezwada, 14th April 1897,
No. 179 K.N.

No. 179 K.

In reference to your No. 1301 C., dated 8th March 1897, herewith returned with two enclosures, I have the honour to report as follows.

The launch should be able to pass from the river into the Main canal at a low stage of water. The height from the water line to the top of the launch is 10 feet 6 inches. The height from the water line to the top of the Main canal is 10 feet 6 inches. The height from the water line to the top of the Main canal is 10 feet 6 inches.

2. The launch should be able to pass from the river into the Main canal at Bezvada without lowering her funnel or awnings. The height from the water line to the top of the funnel should, therefore, not exceed 10 feet 6 inches.

3. In order to make the launch available for work on the canals, it is necessary that her funnel should be capable of being lowered easily, and the awnings should be removable.

4. The minimum headway available on the canals may be taken as $8\frac{1}{2}$ feet and the launch should, with funnel lowered and awnings removed, be able to pass under a bridge with a headway of $8\frac{1}{2}$ feet only.

5. When I first wrote about this launch, my intention was that she should be used solely for river work, but on further consideration after receipt of the drawing, it seems a pity to leave her large fore-hold unutilized, and I would therefore recommend that she be fitted forward with a two-berth cabin. This would not add very much to the cost of the boat, but it would make her of more general use, and especially so in cases of emergency.

ORDER—No. 506 L, dated 28th May 1897.

The Government of India in the Marine Department will be requested to order the construction at the Government dockyard, Kidderpore, of the steam launch required for use in the Kistna delta.

2. The following estimate is sanctioned :—

42. Major Works (Working Expenses).
Kistna Delta System.
Eastern Section.
III. Tools and Plant.
Navigation Plant.

Steam launch, estimate	***	***	***	***	***	RS.
This sanction is registered						17,500

3. This sanction is registered as No. 27 I. of 1897-98.
4. Ordered that the following letter be

4. Ordered that the following letter be sent.

[Here enter No. 507 I., dated 28th May 1897.]

(True Extract.)

Under Secretary to Government,
Irrigation Branch.

To the Chief Engineer for Irrigation.
 " Superintending Engineer, II Circle.
 " Examiner, Public Works Accounts.
 " Marine Department. ✓