

Marine (1898) Department.

G.O., No. 302 Mar

DATED 22 April 1898.

25/4/98

Removed from 1898 440 1898

[Despatch Abstract.]

Clearance of the Channels at Coosabane. Resolving
with remarks that the Mar of Messrs Parry & Co
to undertake the - for boat traffic at a cost
not exceeding Rs. 1200 for 12 months be accepted.

20/3 10/2

for 25/4/98

25/4/98

Resolving, with remarks, that the offer of Messrs. Parry & Co. to undertake the — for boat traffic at a cost not exceeding Rs. 1,900 for twelve months, be accepted.

GOVERNMENT OF MADRAS.

MARINE DEPARTMENT.

Read—the following papers:—

From Commander H. A. STREET, R.I.M., Presidency Port Officer, Madras, to the Secretary to Government, Marine Department, dated Madras, 2nd February 1898, No. 598/59 G.

In November 1889 a dredging apparatus was sanctioned for the port of Cuddalore (*vide* G.O., No. 481, Marine, dated 13th November 1889). The apparatus has been more or less in constant use ever since 16th October 1890, and the boiler and hull have now been found defective. The boiler is reported by the South Indian Railway Engineer authorities to require large repairs and they are not prepared to undertake them; they further state that in their opinion it would be more economical to provide a new boiler. In this view I concur, and I have ascertained that a new boiler can be constructed at the Government dockyard, Bombay, for Rs. (1,600) one thousand and six hundred excluding freight charges. The repairs to the hull have not been estimated for, but as several new frames are required and fresh metal for the bottom, the cost of the repairs is not likely to be light.

2. The annual cost of upkeep of the dredger on account of establishment has been Rs. (1,344) one thousand three hundred and forty-four, and the cost of silt removed yearly has been As. (2-4) two and pies four per ton on an average.

3. The conditions at Cuddalore are somewhat similar to those at Mangalore, that is to say, there are two rivers and a backwater. The silt in the backwater on account of various causes is constantly blocking up the boat channel in the vicinity of the landing place, and to keep this channel clear the dredger has been used.

4. The principal firm concerned in landing and shipping operations at the port is Messrs. Parry & Co., and it seems to me that the time has now arrived for considering whether instead of maintaining the dredger it would not be preferable to hand over to this firm annually a certain sum from Port Funds — say a sum equal to what the average annual upkeep of the dredger has been for the last ten years—to be used by them for keeping clear the channels they require for their boats. The working of the dredger had necessarily to be left in the hands of the local Port Conservator acting under instructions from this office, but it has been impracticable to exercise any proper supervision over its daily working, and although the accounts of the apparatus have been carefully scrutinised, its working has not been as economical as could be desired.

From Commander H. A. STREET, R.I.M., Presidency Port Officer, Madras, to the Secretary to Government, Marine Department, dated Madras, 25th March 1898, No. 117 G.

With reference to Marine Department memo. No. 84 E., dated 9th February 1898, I have the honour to forward herewith a copy of Messrs. Parry & Co.'s letter on the subject referred to in this office letter No. 598/59 G., dated 2nd February 1898.

2. Messrs. Parry & Co. are willing to undertake for one year the work of keeping open the channels for boat traffic, either by dredger or by cooly labour, for a sum not exceeding Rs. (1,900) one thousand nine hundred per annum, and will do so without asking any remuneration for their services.

3. With respect to this offer, I would point out that there will be no saving on the expenditure incurred while the dredger was in working order, and that should Messrs. Parry & Co. decide at the end of the year to discontinue the work, Government would have to take it up again.

4. The boiler of dredger as stated in my previous letter on the subject is not worth repairing, and a new one will cost about Rs. 1,600 *plus* cost of freight from Bombay to Cuddalore. The hull of the dredger is also in need of repairs.

5. A dredger will always have to be used at Cuddalore, and, therefore, I am in favour of having the existing apparatus made fit for service, and in the meantime to arrange with Messrs. Parry & Co. to carry out the work for a year with their own means for Rs. (1,900) one thousand nine hundred per annum. Within that time the dredger will be ready for use, and when ready could be handed over on loan to Messrs. Parry & Co. to work, should they decide to carry on the dredging work.

6. The additional cost of this arrangement will be the cost of repairs to boiler and hull — say Rs. 2,500 in round numbers — viz., Rs. 1,600 cost of new boiler *plus* Rs. 900 for repairing hull, &c. No provision has been made for this expenditure, and it would have to be met from Eastern Group port dues.

ENCLOSURE.

From Messrs. Parry & Co., to the Presidency Port Officer, Madras, dated 23rd March 1898.

We have deferred replying to your letter of 22nd ultimo regarding the Cuddalore dredger until we had received a reply from our agent at that port to a reference we had made on the subject. We now write to say that as a trial for twelve months we are prepared to supervise the keeping open of the channels for boat traffic at Cuddalore either by the dredger or by cooly labour, whichever appear to us more economical within the sum of Rs. 1,900—rendering accounts to you.

For the twelve months period of trial we shall ask no remuneration for our services as above; but thereafter, of course, we may not see our way to continue on those lines.

ORDER—No. 302, Marine, dated 22nd April 1898.

His Excellency the Governor in Council resolves that the offer of Messrs. Parry & Co. to undertake the clearance of the channels at Cuddalore at a cost not exceeding Rs. 1,900 for twelve months be accepted, cooly labour being employed. The dredger will, meanwhile, be put into good order, if the Presidency Port Officer can suggest a re-appropriation of funds to meet the charge. Balances are not available for expenditure; there must be specific budget provision.

(True Extract.)

Under Secretary to Government.

To the Presidency Port Officer,
Accountant-General.

Exd. Shaik Karim.

Marine

DEPARTMENT.

Papers to be read in proceedings:—

Again G.O., dated

189 , No.

Again G.O., dated

189 , No.

Current No.

160

of 1898, dated

4th February 1898

from

the Presy. Port Officer

the Presy. Port Officer

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372

" 1898, "

28th March 1898, "

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" 189 , "

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ORDER.

In 302 dated 22 April 1898

His Excellency the Governor
in Council resolves that the
offer of Messrs Parry & Co
to undertake the clearance of
the Channels at Cuddalore
at a cost not exceeding Rs
1,900 for twelve months be
accepted; Cooly labour being
employed. The Dredger will,
meanwhile, be put in to
good order, if the Presidency Port
Officer can suggest a re-
appropriation of funds to meet
the charge. Balances are not avail-
able for expenditure; There must
be specific budget provision.

W.H.

It seems necessary to call
attention to this matter
again. The P.P.O. frequently
makes these recommen-
dations.

To

The Presy. Port Officer

" Acct. General.

W.H.

W.H.

21. 4. 98

[43 / 50]

Marine DEPARTMENT.

C. Nos. 160 & 372 of 1898.

~~HIS EXCELLENCY THE GOVERNOR.~~
~~THE HON'BLE SIR HENRY BLISS, K.C.I.E.~~
~~THE HON'BLE MR. GROSE, C.I.E.~~

SUBJECT.

Dredging at Cuddalore

302m

FOR ORDERS.

The dredger purchased for Cuddalore under G.O. 481 Marine, dated 13th November 1889, has been at work since October 1890. A new boiler at a cost of Rs. 1,600 exclusive of freight, is now said to be necessary, while the cost of repairs to the hull is estimated at Rs. 900.

2. The Presidency Port Officer proposed in the first letter read above that Messrs. Parry and Co., the firm principally interested, be allowed a sum equal to the annual cost of the dredger for the purpose of keeping the channels open.

The Firm having ^{been} asked whether they will undertake the work and on what terms, they reply that they will do so on payment of Rs. 1,900 for 12 months, either by cooly labour or

by

H. 10.4.98 R. 20.4.98

by means of the dredger, whichever may be more economical. After the first year, an additional charge for supervision is suggested.

4. The Presidency Port Officer recommends the acceptance of Messrs. Parry and Co.'s offer for the first year, coolly labour being employed; the dredger meanwhile being repaired and got ready for future use.

20/4/98
I inspected the boat in March, & saw the Parry & Co's representations. I certainly think it is the best plan to entrust them with the work, as the people principally interested - The dredger should be put into good order, as it may be useful elsewhere if not at Cuddalore. The cost of the boat is Rs 1344 less annum, & of the till dredged by it 2.4 less two. Whether the annual cost of keeping the boat clear is more or less than the Rs 1900 now asked is not stated.
W. S. S.
19.4.98

Marine (1898) Department.

CURRENT No. 372 ✓

From

The Presidency Port Officer,
Madras

No. 1174

Dated 25 March 1898

Received } 28—do—
Registered }

Enclosures 1

Spare copies

SUBJECT.

Forwarding with remarks copy of a letter from Messrs. Parry & Co regarding dredging work at Cuddalore.

BACK PAPERS.

FURTHER PAPERS.

No. 1194

Presidency Port Office,
Madras, 23 March, 1898.

From

Commander H. A Street, R.I.M.,

Presidency Port Officer,

Madras,

TO

The Secretary to Government,

Marine Department,

Чепак.

Sir,

With reference to Marine Department Memorandum, No. 84 E, dated 9th February 1898, I have the honour to forward herewith a copy of Messrs. Parry & Co's letter on the subject referred to in this office letter, No. 598/59 G, dated 2nd February 1898.

dredger is also in need of repairs.

5. A dredger will always have to be used at Cuddalore, and, therefore, I am in favour of having the existing apparatus made fit for service and in the meantime to arrange with Messrs. Parry & Co. to carry out the work for a year with their own means for Rupees (1900) one thousand nine hundred per annum. Within that time the dredger will be ready for use, and when ready could be handed over ^{on loan} to Messrs. Parry & Co. to work. *Should they decide to carry on the dredging work.*

6. The additional cost of this arrangement will be the cost of repairs to boiler and hull - say Rupees 2500 in round numbers - viz, Rupees 1600 cost of new boiler plus Rupees 900 for repairing hull &c. No provision has been made for this expenditure and it would have to be met from Eastern Group Port Dues.

I have the honor to be,

Sir,

Your Obedient Servant,

H. A. Street

Commander, R.I.M.,

Presidency Port Officer.

Madras, 23rd March, 1898.

The Presidency Port Officer,
Madras.

Sir,

We have deferred replying to your letter of 22nd ultimo regarding the Cuddalore Dredger until we had received a reply from our Agent at that Port to a reference we had made on the subject. We now write to say that as a trial for 12 months we are prepared to supervise the keeping open of the Channels for Boat Traffic at Cuddalore either by the Dredger or by cooly labour whichever appear to us more economical within the sum of Rs. 1900/- rendering A/cs to you.

For the 12 months period of trial we shall ask no remuneration for our services as above but thereafter of course we may not see our way to continue on those lines.

We have &c.

(s/d) Parry & Co.

(True copy)

H. A. Street

Commander, R.I.M.,

Presidency Port Officer.

C. No 160

W For orders.

Before sanctioning the P.P.O's proposal, the S.E. might perhaps be asked whether the work cannot be undertaken by the P.W. Dept.

R.S.
5 Feb 98

I think the arrangement proposed is the best - it seems to me that they will undertake the work as well as being

R.S.
or not

C. No 160 + 372

Marine (1898) Department.

Read C. No 160

No 84 E d 9.2.98

Memo

CURRENT No. 160

40

The S.E. is directed to enquire whether Messrs Pary & Co have consented to undertake the work of channel clearance at Cuddalore which is proposed to entrust them with; and if so the terms on which they would do it.

From

The Presidency Port Officer, Madras

No. 598/9

As the P.O. is expected to communicate with them in the matter

Dated 2nd February 1898

Received } 4-2-98

Registered

Enclosures "

Spare copies

R.S.
The P.P.O. 10/2/98

SUBJECT.

Suggesting proposal to hand over to Messrs Pary & Co, on payment of certain sum to them annually, the work of keeping clear the channels at Cuddalore.

Cont

Jan. 2. 1
372/98

FURTHER PAPERS.

No. 598 4
59

Heading.....

Presidency Port Office,

Madras, 2^d February 1898.

From

Commander H. A. Street, R.N.,
Presidency Port Officer,
Madras.

To

THE SECRETARY TO GOVERNMENT.

MARINE DEPARTMENT,

ЧЕРАК.

Sir,

In November 1889 a dredging apparatus was sanctioned for the port of Fuddalore - vide G. O., Marine, No. 481, dated 13th November 1889. The apparatus has been more or less in constant use ever since 16th October 1890, and the boiler and hull have now been found defective. The boiler is reported by the South Indian Railway Engineer Authorities to require large repairs and they are not prepared to undertake them; they further state that in their opinion it would be more economical to provide

provide a new boiler. In this view I concur, and I have ascertained that a new boiler can be constructed at the Government Dockyard, Bombay, for Rupees (1600) one thousand and six hundred excluding freight charges. The repairs to the hull have not been estimated for, but as several new frames are required and fresh metal for the bottom the cost of the repairs is not likely to be light.

2. The annual cost of upkeep of the dredger on account of Establishment has been Rupees (1344) one thousand three hundred and forty-four, and the cost of silt removed yearly has been Rs. (2.4) two and pice four per ton on an average.

3. The conditions at Fuddalore are somewhat similar to those at Mangalore, that is to say, there

there are two rivers and a back water. The silt in the backwater on account of various causes is constantly blocking up the boat channel in the vicinity of the landing place, and to keep this channel clear the dredger has been used.

4. The principal firm concerned in Landing and Shipping operations at the port is Messrs. Parry & Co., and it seems to me that the time has now arrived for considering whether instead of maintaining the dredger it would not be preferable to hand over to this firm annually a certain sum from Port Funds - say a sum equal to what the average annual upkeep of the dredger has been for the last ten years - to be used by them for keeping clear the channels they require for their boats. The working of the dredger had necessarily to be left in the hands of the local Port Conservator acting under

under instructions from this
office, but it has been imprac-
ticable to exercise any proper
supervision over its daily working,
and although the accounts of
the apparatus have been carefully
scrutinized, its working has not
been as economical as could
be desired.

I have the honor to be,

Sir,

Your obedt. servant,

H. A. T. H. E. E.

Commander, R. I. M.,
Presy. Fort Officer.