Fort Saint George, Public Works Consultation of 23rd December 1857.

No. 21. Read the following letter from Colonel C. E. FABER, Chief Engineer; to H. FORBES, Esq., Acting Secretary to Government, dated 26th November 1857, No. 5526.

SIR,

1. I have the honor to forward, for the consideration and orders of Government, a letter from the District Engineer of the Godavery, under date the 12th Instant, reporting that the Boilers of the Steamer "Pottinger" being in a worn out and dangerous state, it is no longer possible to work the Vessel with safety, and requesting permission to construct a new Steamer at an estimated cost of Rupees (25,000) twenty five thousand, as it is absolutely indispensable that a Tug should be kept specially for the use of the Annicut.

1 Letter from the District Engineer Godavery Division, dated 12th November 1857.

2. Captain Rundall states that, "inclusive of the "Pottinger," there are at present three "pairs of Marine Engines, besides one single Engine, lying as stock in the District, the fitting "of which in boats would afford four very efficient Steamers in addition to the Iron one," and he shows how advantageously they might be employed on the Upper Godavery, and in facilitating the transport of Troops on the Godavery and Kistnah Canals, concluding by asserting that, with the Engines, as above, at command, "two good Steamers could be built for about Rupees 10,000 each, and be got ready within the next six months."

3. As the restriction on expenditure has indefinitely postponed the completion of water communication, fit for Steamers, between the Godavery and the Kistnah, it is not necessary, at present, to discuss the merits of Captain Rundall's proposition for providing Steamers for employment on the Canals, but as unfortunate occurrences, subsequent to the date of his letter, has proved how essentially requisite it is to have the means always in readiness for insuring the most speedy transport of materials to the Annicut, and especially to those sections of it which can only be reached by a circuitous route of several miles, I should consider myself wanting in my duty if, notwithstanding my unwillingness to recommend expenditure at this juncture, I did not press upon Government the necessity of having one thoroughly efficient Steam Tug at Dowlaishweram for the maintenance of the Godavery Annicut, on the preservation of which so much wealth and Revenue depend.

4. I therefore cannot lay Captain Rundall's letter before Government, without giving his proposal to build one good Steamer at Dowlaishweram for the use of the Annicut, at the cost of Rupees 25,000, twenty-five thousand, my warmest support.

Letter from Captain F. H. RUNDALL, District Engineer, Godavery Division; to Colonel C. E. FABER, Chief Engineer, dated Camp at Dowlaishweram, 12th November 1857.

SIR,

I have the honor to bring to your notice that the Engines and Boilers of the Steamer "Pottinger" have now been at work without cessation for nearly 10 years.

2. The fire boxes of both the Boilers are bulged, and in one so much so, that Mr. Moncrieff considers it positively unsafe to continue working it. The various parts of the Engine also are so completely worn out that with the exception of the Cylinders, it is useless expending more money on their repair. I have the honor therefore to request you will obtain permission for me to construct a new Steamer the cost of which will not exceed 25,000 Rupees.

3. It is absolutely necessary that there should be a Steamer kept especially in connection with the annicut works, and forming part of its permanent Plant, more especially now that the supply of stone at Dowlaishweram is getting exhausted, and it has become necessary to seek for

a fresh quarry higher up the river, and as the Steamer is especially valuable during the freshes in towing boats which otherwise are unable to get across the river, it would be expedient to construct a more powerful vessel than the "Pottinger." Taking the present Iron Steamer as a guide, I have stated the amount at 25,000 Rupees, which I am sure will not be exceeded. With Boiler plates and Tubes which can be procured from Calcutta with despatch during the present season of the year, the whole of the Machinery could be made up in the Workshop within the next 6 months.

4. Inclusive of the Pottinger, there are at present 3 pairs of Marine Engines, besides one single Engine, lying as stock in this District, the fitting of which in boats would afford 4 very efficient Steamers in addition to the Iron one.

5. For these however the Boilers and some of the minor parts of the Engine would have to be made, and though the shells of the old Boilers are too much worn, yet the copper Tubes which are valuable can all be used again. Of these Engines, I would beg to propose the following arrangements.

1st. Two pair I would recommend being fitted to work boats on the Canals with double screws.

2nd. One pair for a river boat while the single Engine should be placed in the boat lately constructed for the use of the Upper Godavery works.

6. The latter could be got ready in two months after receiving the material, and the boat being narrow enough to pass through the Locks at Doomoorgoodem could work between that place and Enchampilly, and of the experiments lately conducted to ascertain the difference of resistance between boats covered with different substances be correct, an Engine of 25 H. P. (indicated) ought to drive this boat at the rate of 16 miles per hour at a draught of 18 inches. Without however reckoning on such a high velocity it is certain that the boat would have a very good speed, and Mr. Moncrieff thinks the whole Engine and Boiler could be put together for 3,000 Rupees as the parts requiring to be made are very few.

7. The Government would thus possess the advantages of Steam Navigation on the river as far as Enchampilly, by which means goods if not Troops could be conveyed by water a distance of 230 miles.

8. The last Gazette contains the usual orders for the movements of Troops. Of the 18 Regiments, 3 are to pass through the Kistnah and Godavery Divisions, between the stations of Samulcottah and Bezwoda. Why should not they be moved in boats along the Canals instead of toiling along the Trunk road, a track of which only the name and the avenues exist. The Kistnah, I have been informed is navigable as far as Mootiah which is within a few miles of the great Mart Juggiapet. The Regiment from Samulcottah might then be conveyed 170 miles by water leaving only 130 to be traversed on foot, while the distance would be accomplished in ⅓rd the time. Sepoys now receive marching batta, and if the Government will give them the same amount as they would be entitled to when marching by land, the men would gladly pay the expenses of the boats while all the trouble of providing carts for at least that portion of the distance would be saved, and all the inconvenience and annoyance occasioned to the agricultural community by the seizure of their carts and oxen be avoided.

9. The Commissariat should of course be instructed to provide carriage for the Troops at the halting place on the river, and as this is only 10 or 12 miles distant from Juggiapet the trouble of procuring carts would be very small.

10. In connexion with the subject of the movement of Troops, I would beg to urge upon your attention the great advantage that would arise from having some powerful Canal Steamers, which would render the Government always independent and greatly facilitate the movement of the Troops 170 miles of water carriage from the interior to the Port is no small advantage when the transport of large masses of men or stores is required, and with the aid of Steamers could be easily accomplished in 2 days. With the Engines above noticed, 2 good Steamers could be built for about 10,000 Rupees each, and be got ready within the next 6 months and could not but prove of the greatest service, I trust these suggestions may meet with your approval and favorable recommendation to Government.

No. 22. Ordered in consequence that the following letter be despatched.

From H. FORBES, Esq., Acting Secretary to the Government of Fort Saint George; to Captain H. YULE, Officiating Secretary to the Government of India, D. P. W., dated 17th December 1857, No. 2336.

SIR,

Para. 1. I am directed by the Right Honorable the Governor in Council to submit, for the early consideration and orders of the Government of India, a letter from the Chief Engineer, dated 26th Ultimo, giving cover to one* from the District Engineer of the Godavery Division, reporting that the Boilers of the Steamer "Pottinger" are in so worn and dangerous a condition, as no longer to permit the vessel being worked with safety, and requesting permission to construct a new Steamer at an estimated cost of 25,000 Rupees for the especial service of the annicut.

* Dated 12th November 1857.

2. The District Engineer observes, "it is absolutely necessary that there should be a "Steamer kept especially in connection with the annicut works, and forming part of its perma-"nent plant, more especially now that the supply of stone at Dowlaishweram is getting exhausted, "and it has become necessary to seek for a fresh quarry higher up the river, and as the Steamer "is especially valuable during the freshes, in towing boats which otherwise are unable to get "across the river, it would be expedient to construct a more powerful vessel than the Pot-"tinger." Captain Rundall, taking the present Iron Steamer as a guide, estimates the cost of a new one at Rupees 25,000, and calculates that, by getting down Boiler plates and Tubes from Calcutta, he will be able to fit up the whole of the machinery in the course of six months.

3. As connected with the subject of the present application, I am desired to bring under the notice of the Government of India, a letter subsequently written by the District Engineer, and dated the 14th November, reporting the occurrence, on that day, of a breach of about 90 yards, in the third, or Muddoor branch of the Godavery annicut, and the arrangements which were being made for its repair. The Chief Engineer, adverting to this accident, observes, "how "essentially requisite it is to have the means always in readiness for ensuring the most speedy "transport of materials to the annicut, and especially to those sections of it which can only be "reached by a circuitous route of several miles," and urges on the attention of this Government "the necessity of having one thoroughly efficient Steam Tug at Dowlaishweram, for the mainte-"nance of the Godavery annicut, on which so much wealth and Revenue depend."

4. The Governor in Council is aware of the anxiety of the Government of India, to limit the public expenditure and to confine it, as much as possible, to works of real necessity, and he would be loath to make the present application, were he not satisfied that a Steam Tug forms a necessary appendage to the annicut works, and is essential to their safety. The great value of the work has been very pointedly shewn by the occurrence of the accident above referred to, the possibility of their being deprived of water having created the greatest excitement among the land-holders, and led them to take a lively and active interest in the measures taken to repair the damage that had been sustained.

5. When the river is in flood, it is usually accompanied by a high wind blowing down stream, and a Steam Tug is needed to enable the loaded stone boats to make a passage to the several parts of the work, and deposit the store of material which ought always to be in readiness in case of emergency arising. The Pottinger has been very useful for the last eight years, and her loss will be very severely felt if it be not speedily supplied. The workshop at Dowlaishweram is under charge of a professional mechanist sent out from England by the Honorable Court, and fully competent to make up the engines with the aid which Captain Rundall says he should be able to procure in Calcutta. I am therefore to request that the sanction of the Government of India, may be obtained for the outlay of Rupees 25,000 in the construction of a new Steamer to supply the place of the "Pottinger."

No 5526 Central Office of P.W.
Fort St George 26 November 1857.

From
The Chief Engineer
To
The Secretary to Government
P.W. Department

Rajahmundry District
"Public"

Sir,

Endorsed /
1 Letter from the D.E. Gody Dr. dated 12th Inst. 1857

1. I have the honor to forward for the consideration and Orders of Government a letter from the District Engineer of the Godavery, under date the 12th Instant, reporting that the Boilers of the Steamer "Pottinger" being in a worn out and dangerous state it is no longer possible to work the Vessel with safety and requesting permission to construct a new Steamer at an Estimated cost of Rupees /25000/ twenty five thousand, as it is absolutely indispensable that a Tug should be kept specially for the use of the Ameent.

2. Captain Rundall states that "inclusive of the "Pottinger" there are at "present three pairs of Marine Engines "besides one single Engine, lying as Stock "in the District, the fitting of which in "boats would afford four very efficient "Steamers in addition to the Iron one" and he shows how advantageously they might be employed on the Upper Godavery and in facilitating the transport of troops on the Godavery and Kistnah Canals concluding by

Steamer

by asserting that with the Engines as above at command two good Steamers could be built for about Rupees 10,000 each, and be got ready within the next six Months.

3. "As the restriction on expenditure has indefinitely postponed the completion of water communication fit for Steamers between the Godavery and the Kistnah, it is not necessary at present to discuss the merits of Captain Rundall's proposition for providing Steamers for employment on the Canals, but as unfortunate occurrences subsequent to the date of his letter has proved how essentially requisite it is to have the means always in readiness for insuring the most speedy transport of Materials to the Ancut, and especially to those stations of it which can only be reached by a circuitous route of several miles. I should consider myself wanting in my duty if, notwithstanding my unwillingness to recommend expenditure at this juncture, I did not press upon Government the necessity of having one thoroughly efficient Steam Tug at Dowlaisheraum for the maintenance of the Godavery Ancut, on the preservation of which so much wealth and Revenue depend.

4. I therefore cannot lay Captain Rundalls letter before Government without

without giving his proposal to build one good Steamer at Dowlaisheraum for the use of the Ancut, at the cost of Rupees 25,000/ Twenty five thousand, my warmest support."

I have the honor to be
Sir,
Your most obed[ient] Servant
Alex[ander] Colvin Colonel
Chief Engineer

Central Office of P.W.
Fort St. George
26th November 1837.

AC

creamer

P.W.D.

1

Ch. Engr. Dist. 16

No. 2336

To

Captain F.C. Yule

Actg. Secretary to the Government

of India, Department Public

Works.

Sir,

1. I am directed by the Right Honorable the Governor in Council to submit, for the early consideration and orders of the Government of India a letter from the Chief Engineer, dated 26th Ultimo, giving cover to one from the District Engineer of the Godavery Division, reporting that the Boilers of the Steamer "Pottinger" are so worn out and dangerous a condition as no longer to permit the Vessel being worked with safety, and requesting permission to construct a new

Steamer

* dated 12 Nov. 1857.

P. Works Dept. 1857 Sept. No. 2355

Copy of letter from Chief Engr. Dist. 16 dated 12th Sept. 1857 with enclosure

Forwarded for the information of Government

(Sd) F. Yule

Secy. to Govt.

Dept. Public Works

Read Letter from Chief Engr. Dist. 16 dated 12th Sept. 1857 No. 2355 with enclosure

Ordered that the Chief Engineer be informed that the Government of India sanctions the construction of a new Steamer for the Godavery Navigation, and that the Chief Engineer be requested to submit for the sanction of Government a detailed estimate for the same.

No. 21.

Sent Oct. 1857

Steamer at an estimated cost of 25,000 Rupees for the especial service of the anicut.

2 The District Engineer observes, "it is absolutely necessary that there should be a Steamer kept especially in connection with the anicut works, and forming part of its permanent plant; more especially now that the supply of stone at Dowlaishweram is getting exhausted, and it has become necessary to seek for a fresh quarry higher up the river, and as the steamer is especially valuable during the freshes, in towing boats which otherwise are unable to get across the river, it would be expedient to construct a more powerful vessel than the Lottinger." Capt. Rundall, taking the present Iron Steamer as a guide, estimates the cost of a new one at Rupees 25,000, and calculates that by getting down Boiler plates and Tubes from Calcutta, he will be able to fit up the whole of the machinery in the course of six months.

3 As connected with the subject of the present application, I am desired to bring under the notice of the Government of India, a letter subsequently written by the District Engineer, and dated the 14th November, reporting the occurrence, on that day, of a breach of about 90 yards, in the third, or Muddoor, branch of the Godavery Anicut, and the arrangements which were being made for its repair ~~of the damage~~. The

chief

interest in the measures
taking to repair the
damage that has been
sustained. When the
river is in flood, it is
usually accompanied
by a high wind blowing
down stream, and a
steam tug is needed
to enable the loaded
stone boats to make
a passage to the several
parts of the work, and
deposit the stone of
material which ought
always to be in readi-
ness in case of emergency
arising. The Pottinger
has been very useful
for the last eight years,
and her loss will be
very severely felt if it
be not speedily supplied.

The

The Inspector at Dow-
lais has been under
charge of a professional
mechanic sent out from
England by the Hon-
-able Court, and fully
competent to make up
the enquiries with the aid
which Captain Plunkett
says he should be able
to procure in Calcutta.
I am therefore to request
that the sanction of the
Government of India
may be obtained for
the outlay of Rupees
25000 in the construction
of a new steamer to sup-
-ply the place of the
"Pottinger"

Fort St George
17th October 1857

Rec.d from Lt. Col. Colvin R.E.
dated 12th August 1858 No 21

VC

Public Works 1857 Dep.t
Do. to Govt 23d Dec.r

No 2336.

To The Offg Secretary to the
Government of India.

Dated 17th December 57

From — Do. — 14th Jany 1858.
C. No 184 in bundle Fg. Index
Rs. 25 & 29.

Submitting a letter from
the Chief Engineer regarding the dan-
gerous condition of the Boilers of
the Steamer "Fottinger," and soliciting
Sanction for the outlay of Rupees
35,000 in the construction of a new
Steamer, to subsply the place of the
"Fottinger" for the especial service of the
Godavery Annicut.

No 21822

C5 Dup.t No 11