

(1) Number of pages 66

(2) Date of repair 29-11-38

(3) Initials of the Referencer CP

MADRAS RECORD OFFICE.

Government of Madras.

Public Works DEPARTMENT.

G.O. No.	556	Press Mis.
⁸¹⁻⁸² Dated	16-3-	1860.

Not to be folded or roughly handled

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*Proceedings of the Madras Government, Public Works Department,
for the month of March 1860.*

No. 81. Read the following letter from Colonel J. H. BELL, Chief Engineer, to the Secretary to Government, dated 27th February 1860, No. 10,726 :—

I have the honor to forward herewith a letter received from the District Engineer, Upper Godavery, requesting that the large steamer, the parts of which are now at Bezwadah, may be sent for use on the Upper Godavery. Judging from a plan of the vessel with details as to her power and draught of water, Captain Haig considers her far better suited to the navigation of the river than any steamer now afloat, and suggests, therefore, that immediate arrangements should be made in view to getting her ready for work next season. In this opinion the Deputy Chief Engineer of the Northern Circle, who has lately seen the Machinery, &c. of the vessel at Bezwadah, fully concurs. Captain Haig adds, moreover, that it is not improbable that the "Trevelyan," whose speed and power are unsuited to the requirements of the Godavery navigation, may need during the next season extensive repairs, and the importance of securing the vessel above referred to, is, therefore, the more obvious.

2. The Superintendent of the Dowlaishwaram Workshop estimates the cost of fitting the steamer in question at 11,000 Rupees. Taking the cost of packing, loading, unloading and transport from Bezwadah at 1½ anna per ton, per mile, on 110 tons carried 100 miles, the cost of delivery at Dowlaishwaram would be Rupees 1,031, making the total estimated cost of the steamer afloat and ready for use, Rupees (12,031,) twelve thousand and thirty-one, which amount I request may be sanctioned as an advance on the Budget of 1860-61.

3. Captain Haig proposes that the District Engineer of the Krishna District should engage carriage for the parts composing the hull at once and have them transmitted, the Superintendent of the Dowlaishwaram Workshop arranging for the transport of the same by water from Ellúr onwards. The Machinery being too heavy for land carriage will have to be sent all the way by water, viâ the Budumér and Kolér lake, and may be expected to reach its destination soon after the hull is fitted to receive it.

4. The above arrangements meet with my approval and the necessary steps will be taken in view to their being carried out on my receiving the sanction of Government to the expenditure of Rupees (12,031,) twelve thousand and thirty-one, applied for by Captain Haig for fitting out the vessel complete.

From Captain F. T. HAIG, District Engineer, Upper Godavery, to the Deputy Chief Engineer, Department Public Works, Northern Circle, dated Camp, at Dowlaishwaram, 21st February 1860, No. 13 :—

I believe it was your intention, at the time of your recent visit to this part of the country to recommend that the large steamer, the parts of which are now at Bezwadah, should be sent here for use, on the Upper Godavery. Having recently received from Lieutenant Vertue the plan of the vessel with details as to her power and draught of water, I beg to state that I consider her far better suited to this navigation than any steamer now afloat on the river, in fact, almost, the only one really adapted in point of power to the requirements of the navigation, and I would respectfully urge that immediate arrangements should be made for her transmission here, in order that as little time as possible may be lost in getting her ready for work next season.

2. The weight of the hull must be about 80 tons, and the parts which compose it might be sent from Bezwadah to Ellúr by land, as the Canal is yet incomplete, and the Budumér is only navigable in the wet season. The difference in cost between sending the hull in this way and by water, would not be more than one anna per ton per mile, as the Budumér is a bad navigation, or about 160 Rupees for the whole boat.

3. I would recommend, therefore, that Lieutenant Vertue should be instructed to engage carriage for this purpose and to despatch the hull at once, and the Superintendent of the Workshops here can arrange for the transport by water from Ellúr onwards. The Machinery is too

*Proceedings of the Madras Government, Public Works Department,
for the month of March 1860,*

heavy for land carriage, and must, I fear, come all the way by water, but if it were sent thus, as soon as there is sufficient depth in the Budumér, it would arrive not long after the Hull had been fitted to receive it.

4. I attach the more importance to this steamer because it seems not improbable that the "Trevelyan" may require rather extensive repairs next season, and may even have to be docked and to have her Machinery taken out for a time. As far as I have been able to judge from the accounts of those who have travelled in her, she is very ill-suited in point of speed and power to the Godavery, but we must for the present make use of her, and if it should eventually be found desirable, she could at any time be transferred to the Rajahmundry ferry for which she was originally intended, the steamer above referred to taking her place in the river.

5. I propose addressing you shortly on the subject of the Transit Flotilla generally, but wish to lose no time in securing the use of the steamer above referred to.

6. To avoid delay, I would suggest that if the above proposal meets with the approval of the Chief Engineer, a telegraphic message to that effect should be sent to Lieutenant Vertue, with whom I will communicate on the subject, in order that he may despatch the parts of the steamer at once, without waiting for a reference to me on the subject.

7. The Superintendent of the Dowlaishwaram Workshops estimates the cost of putting the steamer together and fitting her out complete at 11,000 Rupees. This is only an approximate estimate, as it is difficult to give a very detailed one in such cases. It includes 1,000 Rupees for anchor, chains and windlass, which however, may be found unnecessary if these articles have been supplied from England. Not having yet received the Invoice, I cannot be sure upon this point, but assume the larger amount rather than under-estimate the cost of construction.

8. Taking the cost of packing, loading, and unloading and transport from Bezwádah, for the whole boat, at 1½ anna per ton per mile, on 110 tons carried 100 miles, the cost of delivery at this place will be 1,031 Rupees; making the total estimated cost of the steamer afloat and ready for running at Dowlaishwaram 12,031 Rupees, for which amount I would request sanction.

No. 82. ORDER THEREON, 16th March 1860, No. 556.

The Chief Engineer submits, with his support, a letter from the Engineer of the Upper Godavery requesting that a large steamer now stated to be lying in pieces at Bezwádah, with its engines, may be sent to Dowlaishwaram and put together for use on the Godavery, and soliciting a grant of Rupees 12,031 for this purpose.

Captain Haig represents that the steamer Sir Charles Trevelyan, purchased last year for service on the Godavery is very ill suited in point of speed and power, for service on the Godavery; and he apparently intends that she should be rejected from that service.

2. The Government grant sanction for the proposed operations, at a cost not to exceed Rupees 12,031. The money will be disbursed from the amount set apart in the Budget of 1860-61 for isolated works; and such portion of it as may be required for expenditure before the close of the current official year, will be advanced by the Collector of the Krishna District.

3. The Chief Engineer will be requested to report for the information of Government what steamer this is which is thus found by Captain Haig at Bezwádah; when indented for and for what purpose, and when received from England and when and for what reason sent to Bezwádah, also what other vessels belonging to the Public Works Department, but not yet put together, there are in the country.

Some time ago the Government directed* the Chief Engineer to cause to be prepared a list of all "Machinery, Stores, and Instruments," belonging to the department, a copy to be submitted to Government. A list was accordingly made out; but the intention of Government had been misunderstood, and instead of being a list of articles belonging to the Department, it was only a

* December 3rd 1859, No. 2835 paragraph 4.

*Proceedings of the Madras Government, Public Works Department,
for the month of March 1860.*

list of all indented for during the last five years, and of those received. This not being what was asked for or required, the Government repeated their former requisition in an Order† of the 3rd instant. The list should be precise as to all large articles; but smaller ones may be in the gross. It should shew the plant in each District, and whether in store, in use, or unserviceable.

4. Captain Haig's condemnation of the Sir Charles Trevelyan, which was bought by Government on the assurance of their Engineer Officers that she was well suited to the navigation of the Godavery, is very disappointing. In his letter of the 17th February 1859‡ to the Chief Engineer, Captain Rundall in reporting expressly on this steamer, after a trial trip made for the very purpose of testing her qualities, states his opinion, "that she is in every respect adapted for both purposes," viz. either for a steam ferry at Rajamundry, or "for the more important duty of conveying troops up the Godavery at all seasons." It was on the faith of this assurance thus given after actual trial, that the Government directed the purchase of the vessel; and they are now told by another of their Engineers that she is useless for the only purpose for which she was bought or is wanted.

5. Either Captain Rundall rashly gave an opinion on a subject on which he was not competent to form one, or he was betrayed into an entirely false judgment by his enthusiastic desire to promote the navigation of the Godavery. The Chief Engineer will send him a copy of Captain Haig's letter and of this Order, and will ask him what explanation he can offer. Colonel Bell will not fail to perceive that such occurrences must have a very injurious effect, by justly shaking the confidence of the Government in the opinion of their professional advisers.

6. With reference to Captain Haig's suggestion in the latter part of the 4th paragraph of his letter, the Government have only to observe that they have already resolved§ not to establish a Government steam ferry at Rajamundry.

§ Order, dated 24th December 1859, No. 2985.

(Signed) J. D. BOURDILLON,
Secretary to Government.

Central Office of Public Works
Sépakkam 27th February 1860.

N^o 10726.

One letter
forwarded by public eng.
22nd March 1860.

CENTRAL OFFICE P. W.

No. 11576

MEMORANDUM.

dated 27th February 1860
N^o 10726 -

The CHIEF ENGINEER has the honor to request that the Original Enclosures submitted with his Letter as per Margin may be returned to the CENTRAL OFFICE as early as practicable. with reference to the Pro: of Government dated 16th March 1860
N^o 556 -

Central Office of P. W.
SÉPAKKUM,
20th March 1860.

W. K. O. O.
Chief Engineer.

20 March 60
81 2 2

TO

THE SECRETARY TO GOVERNMENT. P. W. D.

Chief Engineer of the Northern Circle, who is lately seen the Machinery Room of the ship at Bezvadah, fully concurs. Captain Haig

is very assured in your
Speed

P.M. 1860 Depart.
No. 706

FROM
THE CHIEF ENGINEER
TO
THE SECRETARY TO GOVERNMENT
P. W. D.

No. 11506
Dated 20 March 1860 -
Received 28

Requests that certain original
correspondence may be returned to the
Central Office P. W.



*Present to
and from
the Chief
Engineer*

Central Office of Public Works
Depakham 27 February 1860.

No. 10726.

From,
The Chief Engineer
To,
The Secretary to Government
Public Works Department.

Navigation

Sir,

*dated 21st Feb^y 1860.
No. 13.*

*Engineer Upper Godavari
District
Bezwada
Godavari*

I have the honor to forward here,
with a letter received from the District
Engineer Upper Godavari requesting that the
large steamer, the parts of which are now at
Bezwadah, may be sent for use on the Upper
Godavari. Judging from a Plan of the Vessel
with details as to her power and draught of
water, Captain Haig considers her far
better suited to the Navigation of the
river than any steamer now afloat, and
suggests, therefore, that immediate arrange-
ments should be made in view to getting her ready
for work next season. In this opinion the Deputy
Chief Engineer of the Northern Circle, who
has lately seen the Machinery &c of the
Vessel at Bezwadah, fully concurs. Captain
Haig

is very well suited for the purpose of

Haig adds, moreover, that it is not improbable that the 'Trevelyan', whose speed and power are unsuited to the requirements of the Godavari Navigation, may need during the next season extensive repairs, and the importance of securing the Vessel above referred to, is, therefore, the more obvious.

2. The Superintendent of the Douleshweram Workshop estimates the cost of fitting the Steamer in question at 11,000 Rupees. Taking the cost of packing, loading, unloading and transport from Bezwadah at $1\frac{1}{2}$ Anna per ton per mile on 110 tons carried 100 miles, the cost of delivery at Douleshweram would be Rupees 1,031, making the total estimated cost of the Steamer afloat and ready for use, Rupees 12,031, Twelve thousand and thirty one, which amount I request may be sanctioned as an advance on the Budget of 1860/61.

3. Captain Haig proposes that the District Engineer of the Krishna District should engage carriage for the parts composing the hull at once and have them transmitted, the Superintendent of the Douleshweram Workshop arranging for the transport of the same by water from Ellur onwards. The Machinery

Machinery being too heavy for land Carriage will have to be sent all the way by water, via the Budimer and Coler lake, and may be expected to reach its destination soon after the hull is fitted to receive it.

4. The above arrangements meet with my approval and the necessary steps will be taken in view to their being carried out on my receiving the sanction of Government to the expenditure of Rupees 12,031, Twelve thousand and thirty one, applied for by Captain Haig for fitting out the Vessel complete.

Central Office of P.W.
Sapatkain
24th February 1860.

I have the honor to be,
Sir,
Your Most Obedient Servant.

M. L. W. Colonel
Chief Engineer.

Ed. J. P. Major
Chief Eng. & M. Circle

M. J. P. 1860

Proceedings of the Madras Government
Under date the 16th March 1888.

Read the following
letter from the Chief Justice

Requesting that Rs 12031 may be sanctioned as an advance on the Budget of 1880/81 for fitting up the steamer in the ports of which are now at Berwadah, for use on the Upper Godavery.

(There under 27 Feb. 1860
12/10/20)

The Chief Magistrate submits, with his support, a letter from the Engr of the Upper Godavery, requesting that a large steamer now stated to be lying in pieces at Bezvidah, with its engines, may be sent to Dowlaissawann and put together for use in the Godavery, & soliciting a grant of Rupees 12031 for this purpose.

Captain Haig represents that the steamer Sir Charles Trevelyan, purchased last year for service on the Godavery, is very ill suited in point of speed

Copy in a letter to Engd
of 22 November 1870

9075 130 244
200 of 100th 20 is 1140
200 of 100th 20 is 1140

From the Chief Engineer
to the Secretary of Environment
Public Works Department

Dated 29th February 1866
 Dec 28th

1872

Enclosure 1

Requesting that Bufiles
1203 may be sanctioned
as an advance on the
Budget of 1869/70 for putting
up the steamer the funds
of which are now at
disposal for use on the
After Gordon.

No 81.

eg. *Linach* 2014.

Ms. B. 1. 6. 16. 16. 16.

speed and power, for service on the Godavary; she apparently intends that she should be rejected from that service.

2. The Govt. Grant. sanction for the proposed operations, at a cost not to exceed Rs. 12031. The money will be disbursed from the amount set apart in the budget of 1860/61 for isolated works; and such portion of it as may be required for expenditure before the close of the current official year, will be advanced by the Collr. of the Krishna District.

3. The Chief Supt. will be requested to report for the information of Govt. what steamer this is which is thus found by Captain Haig at Bezwardah; when engaged for and for what purpose, and when received

x Decr. 3rd 1859. No 2825
Para 4

and when and for what reason sent to Bezwardah also what other vessels belonging to the Public Works Department, but not yet put together, there are in the country.

received from England

Some time ago the Govt. directed the Chief Supt. to cause to be prepared a list of all "machinery, stores, & instruments," belonging to the Dept., a copy to be submitted to Govt. A list was accordingly made out, but the intention of Govt. had been misunderstood, and instead of being a list of articles belonging to the Dept., it was only a list of all indentured for during the last five years, and of those received. This not being what was asked for or required, the Govt. repented their former requisition in an order of the 3rd instant. The list should be precise as to all large articles, but smaller ones may be in the gross. It should show the Plant in each District, and whether in store, in use, or unserviceable. Captain

x No 172: Para 4

4. Captain Haig's
condemnation of the *Govt*
Charles Trevelyan, which
was bought by Govt on
the assurance of their Engr
officers that she was well
suited to the navigation of
the Godavery, cannot but
be very disappointing. In
his letter of the 14th Feb. 59
to the Chief Engr, Captain
Randall in reporting
expressly on this steamer,
after a trial & trips
made for the very purpose
of testing her qualities,
states his opinion "that she
is in every respect adapted
for both purposes, viz. either
for a steam ferry at Rajah
mundry, or "for the more
important duty of convey-
ing troops up the Godavery
at all seasons". It was on the
faith of this assurance, thus
given after actual trial,
that the Govt directed the
purchase

x N^o 360 Para 7

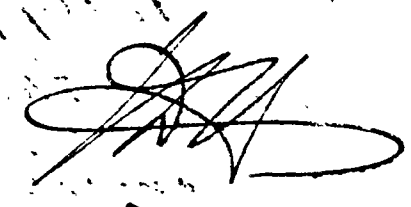
purchase of the vessel; and
they are now told by another
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for which she was bought or
is wanted.
5. Either Captain
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opinion on a subject in which
he was not competent to form
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by his enthusiastic desire
to promote the navigation
of the Godavery. The Chief
Engineer will send him a
copy of Captain Haig's letter
and of this order, and will
ask him what justification
he can offer of having ^{thus} mis-
led the Govt. Col. Bell
will not fail to perceive
that such occurrences must
have a very injurious effect,
by justly shaking the
confidence of Government

in the opinion of their pro-
fessional advisers.

6. With reference to
Captain Haile's suggestion
in the latter part of the
paragraph of his letter, the
Government have only to
observe that they have
already resolved not to
re-establish a Government.

Order dated 24 Dec/57. 4285.

Steam Ferry at Rajahmundry.



10 Copies

The Chief Engineer. Dated 2/17

1. Secy. Secy. Secy.

2. Collector of District District

Copy in a Letter to England
8/2^d November/60 W. 70

Public Works 1860-Departt.
Pro: of Govt 20th March.

No 556.

Pro: of the Madras Govt.
26th March/60.

From the Chief Engineer 25th April/60
O. A. 855 in fine 25th April/60

From do 2^d April/60 C. 1842

From do 3^d May/60 C. 1193

From do 15th March/60 C. 1193
531.

Sanctioning Rs. 12031 for
putting together a steamer lying
in piece at Raywadah with
its engines and sending it to
Dowlaishwaram for use on
Godavary.

No 81782.

29th March 1861