M.R.O. 1—77,006—8-6-37.

(1) Number of pages_____

(2) Date of repair_____

(3) Initials of the Referencer_____

MADRAS RECORD OFFICE.

Government of Madras.

Public Works DEPARTMENT.

G.O. No. 254-H, 254-J, 254-K	2215	Press / Mis.
Dated	18 : 9	1872.

Not to be folded or roughly handled

Read the following papers:—

No. 254H. Endorsement of the Chief Secretary, dated Ootacamund, 17th July 1872.

From the Acting Superintending Engineer, 7th Division, to the Secretary to Government, Public Works Department, dated Camp at Tellicherry, 27th November 1871, No. 189.

As I understand the Upper Godavery works are to be closed, I beg respectfully to recommend that application be made to the Government of India for the transfer of one of the smallest and lightest draft of the steamers attached to those works for use on the Cochin backwater and canal.

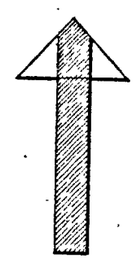
2. If any small light draft steam dredges with iron spoil punts are also available, one of them would be of the greatest use for clearing the channel lines in the backwater at Cochin. During the five months of the year, I think this steamer might, with safety, with the dredge on board make the passage along the coast to Cochin. This, however, is a question for the Master Attendant to decide.

No. 254I. From the Acting Superintending Engineer, 1st Division, to the Secretary to Government, Public Works Department, dated Dowlaishweram, 20th August 1872, No. 1,893.

ADVERTING to your letter of the 27th July 1872, No. 1,792-C., to the Chief Commissioner of Nagpore, and the list of floating stock, etc., proposed to be taken over from the Upper Godavery stores, which accompanied it, sent under wrapper for my information, I have the honour to inform you that the steamer *Prince* will be of no service to us, owing to her bulkiness and besides to the large quantity of fuel which has to be used, and which we cannot afford to charge to the quarries. I would, therefore, suggest that she be made over to the Nagpore authorities, or offered for sale at Cocanada.

No. 254J. From the Master Attendant, Administrative Department, to the Chief Secretary to Government, Marine Department, dated Madras, 11th July 1872, No. 3,867.

WITH reference to Orders of Government, Public Works Department, dated 12th June 1872, paragraph 12, I have the honour to inform you that, in communication with Captain Castor, Master Attendant, Cocanada, I find that instead of buoying off the channel between Cocanada and Coringa, as recommended by Mr. Robertson, the Harbour Engineer, a great saving of time and money will be effected, the water being shallow, if it be marked out with stakes such as described in the margin, which can be done at once, placing a buoy abreast of Cocanada river, and another at the entrance of the Coringa river marking the intermediate distance as recommended to indicate the course of the channel; the stakes on the northern and southern sides to be painted different colours.



2. Two of the buoys in store at Cocanada will answer the purposes of marking the entrances of the Cocanada and Coringa rivers, but we have no others of the size to suit the marking out of the channel referred to, and the expense of buoys and their moorings for the distance to be marked, namely, 14,000 yards, will be very great.

3. A dredge can be worked in the channel as soon as it is marked out with stakes; but as the two Government dredges now at Cocanada are, I understand, laid up as unserviceable, they must either be repaired or new ones procured.

4. It appears to me that the most urgent requirements for Cocanada and Coringa are the marking out of this channel as described;* and Captain Castor can at once furnish an estimate of the cost of marking it with stakes, and be ready to begin operations as soon as the sanction of Government be obtained.

* *Vide* Mr. Robertson's report, paragraph 2.

5. I also recommend that the dredges,† when available, be placed under the orders of the Marine Department, the Master Attendant being the best judge as to when and where they are to be used.

† NOTE.—They should be 25 or 30 H. P.

6. I would moreover strongly urge the necessity of the services of a steam sea-going tug for Cocanada‡ as recommended by Mr. Robertson, and that measures be immediately taken, either for the purchase of one at Bombay if procurable, or the building of one either there or at Cocanada, and I respectfully request the early orders of Government on these important subjects.

‡ Of 60 H.P. Cost of establishment per month Rupees 191, as per annexed memorandum.

7. In regard to the question of a floating or fixed light at Hope Island, I shall send in a separate report.

For Steam Tug.

	RS.
Engineer	100
2 Lascars	16
3 Firemen	27
Syrang	18
Contingencies	30
Total...	191

REFERRED to the Public Works Department, with a request that information may be furnished as to the condition of the steam dredges, and whether it will be better to repair them or construct new dredges, and the probable cost of these and of a steam tug.

(Signed) R. S. ELLIS,
Chief Secretary.

No. 254K. ORDER THEREON, 18th September 1872, No. 2,215.

ACCOUNT, No. 32.

THE Superintending Engineer of the 1st Division will be informed that the steamer *Prince* is designed for use by the Marine Department at Cocanada as recommended in Mr. Robertson's report,

and paragraph 6 of letter from the Master Attendant, Administrative Department, No. 3,867 of 11th July; and he will accordingly forward it, when received, to the Master Attendant at Cocanada, if the state of the river permits of its being passed over the anicut.

2. The following articles of floating stock, mentioned in the list referred to by the Superintending Engineer, are destined for use at Cochin, and will be transmitted to their destination in communication with the Superintending Engineer of the 7th Division, namely:—

Steamer *Fawn*.
Steam Dredge and Jolly Boat.
Two 8-Ton Iron Punts.
One Iron Paddle Boat.
Five 2¾-Ton Wooden Flats.

Any necessary repairs required to the boiler of the *Fawn* being made before her despatch.

3. The rest of the floating stock mentioned in this and the list which accompanied letter to the Chief Commissioner of Nagpore, No. 1,865-A of 7th August 1872, are meant for use on the Godavery and Kistna works, as may be arranged by the Superintending Engineers of the 1st and 2nd Divisions.

(True Extract.)

(Signed) G. W. WALKER, Colonel, R.E.,
Secretary to Government.

To the Superintending Engineers, 1st, 2nd, and 7th Divisions, with copies of former letters and lists.
,, Marine Department.
,, Master Attendant, Administrative Department.

Exd. E. C. Shunker

Administrative Department. — Madras, 5 3

No — Marine Office.

11th July 1872.

No 3867.

From

H. D. E. Dalrymple Esqre

Master Attendant

Administrative Department.

Madras.

To

The Honourable R. T. Ellis C.B.

Chief Secretary to Government

Marine Department

Fort Saint George.

Sir

With reference to Orders of Government Public Works Department dated 12th June 1872 Para 12, I have the honour to inform you that, in communication with Captain Carton Master Attendant Cocanada, I find that instead of buoying off the Channel between Cocanada and Coringa, as recommended by Mr Robertson, the Harbour Engineer, a great saving of time and money will

will be effected the water being shallow, if it be marked out with stakes such as described in the margin, which can be done at once, placing a Buoy abreast of Cocanada river and another at the entrance of the Corringa river marking the intermediate distance as recommended to indicate the course of the Channel, the stakes on the Northern and Southern sides to be painted different colours.

2 Two of the Buoys in store at Cocanada will answer the purposes of marking the entrances of the Cocanada and Corringa rivers, but we have no others of the size to suit the marking out of the channel referred to and the expense of buoys and their moorings for the distance to be marked, Viz. 14 000 yards will be very great.

3 A Dredge can be worked in the Channel as soon as it is marked out with stakes, but as the two Government dredges now at Cocanada are, I understand, laid up as unserviceable, they must either be repaired or new ones procured

4 It appears to me that the most urgent requirements for Cocanada and Corringa are the marking out of this channel as described,* and Captain Caster can at once furnish an Estimate of the cost of marking it with stakes and be ready to begin operations as soon as the sanction of Government be obtained.

* vide Mr. Robertson's report Para 2.

5. I also recommend that the Dredges# when available be placed under the orders of the Marine Department, the Master Attendant being the best judge as to when and where they are to be used.

Note. They should be 25 or 30 H.P.

6. I would moreover strongly urge the necessity of the services of a Steam Sea-going Tug for Cocanada as

* of 60 H.P cost of Establishment per month Rs 191 as per annexed Memorandum.

A 50 H.P. Steamer

as recommended by Mr Robertson and that measures be immediately taken either for the purchase of one at Bombay if procurable or the building of one either there or at Cocanada, and I respectfully request the early orders of Government on these important subjects.

In regard to the question of a floating or fixed Light at Hope Island, I shall send in a separate report.

I have the honour to be
Sir
Your most obedient Servt

M. D. L. Dalrymple
Master Attendant
Administrative Departt

For Steam Tug.	Rs
Engineer	100.
2 Lascars	16.
3 Firemen	27.
Syrang	18.
Contingencies	30.
Total	191.

Enclosure No. 1 in Secretary Department's Letter No. 872 dated 11th July 1872

From

The Under Secretary to Government Marine Department Fort St. George

To

The Honorable the Chief Secretary to Government Marine Department Fort St. George

Dated 11th July 1872

Read 16. — Nos. — Rec'd 17th Do. 3865

Recommends that instead of burying off the Channel between Coromandel and Coringa, the marked off with stakes, also the dredge when available, may be placed under the orders of the Marine Dept. Urges the necessity for steam dredging Coromandel which can either be purchased at Bombay or built there or at Coromandel

Referred.

Report & Proceedings stating that instructions have been given to the Commander in charge of the Pilot Vessel at Coromandel to mark off the channel with stakes - & that the Dredge when available will be sent to Coromandel for the purpose - & the Madras Steam Dredging Company.

Recommend 17th July 1872. To the Public Works Department.

Rec'd 1872 Sept
Bro't Govt Sec Letter
No 4491

From
The Chief Secretary

Dy 14 July
Rd 13 Sep

Referring letter
From the Master Attend
Madras, requesting
Such information
testing the Dredges
Vacanada & the Co
Vast Steam Ey:.

No 254 J.

No E 215 - 18 Sept

Rec'd 13 Oct 1871.

No 189

Supt Engineers Office 3rd Div
Camp Tellicherry 27th Sept 1871.

From,
Lt Col W. Farewell R.E.
Off Supt Engineer 3rd Div

To,
The Secretary to Government
P.W.D. Madras.

Sir,

As I understand the upper Godavery works are to be closed, I beg respectfully to recommend that application be made to the Government of India for the transfer of one of the smallest and lightest Draft of the Steamers attached to those works for use on the Cochin Back water & Canal.

If any small light draft Steam Dredges with Iron shoil punts are to be available one of them would be of the greatest use for clearing the Channel lines in the back water at Cochin. During the fine months of the year I think this steamer might with safety with the Dredge on board make the passage to along the Coast to Cochin. This however is a question for the master Attendant to decide.

I have the honor to be,
Sir,
Your most obt Servant

W. Farewell Lt Col R.E.
Off Supt Engrs 3rd Div

SUPERINTENDING ENGINEER'S OFFICE, 1ST DIVISION
DOWLAISHWARUM, 20th August 1872

No. 1893

From

Lieut-Col J. T. Fischer R.E
Acting Superintending Engineer
1st Division

To

Colonel J. H. Walker R.E.
Secretary to Government D. P. W.
MADRAS

SIR,

With reference to your letter of the 27th July 1872 No 1792. C to the Chief Commissioner of Nagpore, and the List of floating stock proposed to be taken over from the Upper Godavery Works, which accompanied it, sent under wrapper for my information, I have the honor to inform you that the steamer "Prince" will be of no service to us owing to her bulkiness, and besides to the large quantity of fuel which has to be used, and which we cannot afford to charge to the Quarries. I would therefore suggest that she be made over to the Nagpore Authorities, or offered for sale at Coconada.

I have the honor to be
Sir,
Your most Obdt Servant

J. T. Fischer Lieut-Col R.E.
Actg Supdg Engineer 1st Division

Dy No 2157 dated 7th Sept 72
From The Chief Commissioner Nagpore
To The Superintending Engineer 1st Division
Telegraphic

Subject Steamer Prince

Sir Secretary to Govt
Public Department

No 1179

Dated 7th September 1872
Rec'd 8th do

Requests that application may be made to the Govt of India for transfer of one of the smallest and lightest draft of the steamers attached to the Upper Godavery works for use in the Foreign Service waters and forwards copy of No 2215-18 dated 4th Sept 72

No 2574 P.W.

Dalyell Actg Secy 8th July 72

Accounts Public Works Department

Public Works Department

Proceedings of the Madras Government

Read the following

From the Superintending Engineer 1st Div. No. 1893 dated 20th August 1872

From ——— to ——— dated ——— No. ———

From The Chief Secretary ——— to ——— dated 30th July 1872

The Superintending Engineer 1st Division will be informed that the Steamer "Prince" is allowed for the present to discharge her cargo at Cocanada as heretofore

Ordered that the Steamer "Prince" belonging to Messrs Gladstone Rylott & Co be allowed to discharge her cargo at Cocanada as heretofore

Ordered that a letter from the Master Attendant Coconada intimating that the Steamer "Prince" belonging to Messrs Gladstone Rylott & Co has been allowed to discharge her cargo at Cocanada as heretofore

No 2351 P.

Rec'd with cover 27 August 1872

P. W. 1872 Department

From The Superintending Engineer, First Division.

To The Secretary to Government Department Public Works MADRAS

Dated 20th August 1872

Received 26th

No. 1893

ENCLO.

Subject.

Informs that the Steamer "Prince" belonging to Messrs Godaury is of no use here owing to her bulkiness and the large quantity of fuel which she consumes.

No 2215 - 18th Sept 72

at Cocanada, if the
state of the River permits
of its being passed
over the Annicut.

The following articles
of Floating Stock mentioned
in the List referred to
by the Insp: Genl are
destined for use at
Bellin, and will be
transmitted to their
destination in com
munication with the
Insp: Genl 7th Div. of

Steamer "Tavoy"
Steam Pinnace and Jolly Boat.
2, 8 Ton Flow Punts.
1 Iron Paddle Boat
2 3/4 Ton Wooden Flats.

Any

48
x Letter No 1792 with list & 1865 A
of 1872.

To
Mr Secy Govt 1st 2nd 4th Nos with
copies of former letters
and Lists
Marine Dept

Any necessary repairs
required to the Boiler
of the "Tavoy" being
made before her des
patch.

The rest of the
Floating Stock men
tioned in this, and the
list which accompanied
letter to the Chief Com
missioner of Nagpore
No 1865A of 7th August 1872
are meant for use in
the Godavery and
Pakhiah Rivers, and
may be arranged by
the Superintending En
gineer of the 1st and
2nd Divisions

Genl

Nos 5766, 4118 4491

Govt. of {1872} Madras.

PUBLIC WORKS.

To The Superintending Engineer
2nd
Lt. Col. Ry 6th Division

Dated

Recd. Encl.

G. O. 18th Sept. No. 2215.

Nos. 251, 256, 257, 1
257, 258, 257, 56.

Hoating Stock. Issuing
his instructions as to the
distribution of the
Hoating Stock to be
transferred from
the Upper Godavery
Works.