

(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.	236	Press	<i>Original</i>
B.P. No.		Mis.	
Dated	2 - 2 -	1874	
		195	

Not to be folded or roughly handled

No. 1728

GODAVERY DISTRICT.

DISTRICT ENGINEER'S OFFICE

DOWLAISHWARUM, 2nd September 1873.

FROM

Lieut. Col. J. F. Fischer R.E.

DISTRICT ENGINEER,

GODAVERY DISTRICT.

TO

Col. G. W. Walker R.E.
Secretary to Government
P.W.D.

ENCLOSURE /

Sir

I have the honor to bring to your notice that many of the sea dredge punts are in bad order. It is of course impossible to know of their state until they are hauled up and examined. I have had one of the worst brought up and framed and estimate for her thorough repair amounting to Rupees 2069. It is necessary for special sanction to be given as the maintenance Rs 1800 (Rs 150 per punt for 12 punts) is not sufficient for extensive repairs of this sort. I therefore request you will be good enough to sanction the estimate and allot the necessary funds under head "Tools and Plant" from Port Funds as these dredges are used on works classed under this head.

2

I have to inform you that Captain Mead the late Range Officer states that from the result of the examination of

of this Point, a sum of Rupees 15,000 will be required to place all the other points in good order, and that this amount will be required for expenditure during the next two years. As these points are very old and have been at times much neglected, I am of opinion they should be thoroughly repaired.

I have the honor to be
Sir
Your most obedient servant.

Wurttemberg Lieut. Col. R.
District Engineer Göttingen

[Faint handwritten notes, mostly illegible]

No 4

Angeles 11-11-73
Perforated; no left 11-73 Perforated
Deep to date 11-73

Madras.
 Dated 22 Feb 1873
 Received by the Secy to Govt
 Reports that many of the
 Sea Dredge pumps are in
 bad order and that he
 has examined one of the
 work and framed an es-
 timate for her thorough
 repairs amounting to
 Rupees 2069 for which
 requests special sanction
 and also informs that a
 sum of Rs 15000 will be
 required to restore all the
 pumps to good order.
 No 236-2^d Feb 22/73

ORK. Repairing No 7 Sea Point

No. 1 Range office
Dorchester
13th August 1873

GODAVERY EASTERN DELTA

WORK Repairing No 7 Sea Pump

43

Quantity.	Description of work.	Rate.	Amount.	Total.
1	2	3	4	5
10270	the Wrought iron — the	2 2	1390 11 8	
50	Cyft. Teak wood wrought part of it	2 8	125 . .	
1150	Ry ft. baulking — the ft.	3 . .	34 8 .	
20	Spres Painting — 4 ft	4 8	90 . .	
	Stocking & launching —	—	15 . .	
			1655 3 8	
	Percentage — per cent	25 . .	413 12 6	
			Total Repairs —	2069 . .

No 1 Range office
Dowla's waran
15 August 1873

[Signature] Captain R. E.
Executive Engineer No 1 Range

[Signature] Lieut. Col. R. E.
District Engineer Godavery

15
Circulate a copy of
G.O. 236. 22 Feb: 1874
to the Coast Districts of
Viz of ap. etam —
Mellone —
Chin de put —
S. D. or
Sunnvelly —
Mclabar — *[Signature]*
S. Canara — *[Signature]*
See to this
W. P. S. S.

Memorandum.

Under Secretary's note dated 8 October 1893

I quite concur in the advisability of separating the navigation and floating plant from the Irrigation plant, but once the separation has been effected separate Annual returns should be furnished to the Head of such Department by District Engineer &c.

The form of Report proposed for submission to Government annually appears to be all that is required. Where ever sea Dredges are used a fresh water dock with slip should be provided; hitherto, evidently, the importance of carefully preserving these useful machines has been lost sight of. I have just before me a report from the District Engineer of Tanjore noting that both the Dredges there, are useless and one

From

W. C. Officiating Secy

W. I. Dange

W. I. Dange

W. C. Officiating Secy

W. I. Dange

W. C. Officiating Secy

W. I. Dange

W. C. Officiating Secy

W. I. Dange

W. C. Officiating Secy

W. I. Dange

one of them and all spoil boats
are unrepairable; in 1891 the
Superintending Engineer 6 Division
submitted an estimate amounting
to 7800 Rupees for repairing the
large sea bridge but nothing
appears to have been done. This
subject I have taken in hand
and will report on separately to
the Secretary to Government. All
the papers forwarded with the
Under Secretary's note are herewith
returned.

Wharfedale Larn Mole
Inspecting Engineer for
Ports and Communications

Inspecting Engg Office
for Ports & Communications
Chopra 11 November
1893

To
The Under Secy to Govt.
Public Works Dept.

P. O. 1843 Depart-
No. 740 for 1843
From 1842.

The Inspector for
Ports & Comm-
To The Under Secy to Govt.
Public Works Dept.

Dated 11th Nov/43
Recd 13th Nov/43

Ans. 11th Nov/43
Informs that he
concurs in the ad-
visability of
separating the ravi-
gation and floating
plant from the
irrigation plant,
with certain remarks
on the subject.

No. 236-2 Feb/44

11th Nov/43
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with certain remarks
on the subject.
No. 236-2 Feb/44
Dupthd Comm 14-11-73

Inspecting Engineer's Office
for Ports & Communications
Cherpank. Madras.
12th November 1843.

From
The Inspecting Engineer for
Ports & Communications.
To Chief Engineer and
The Secretary to Govt.
Public Works Department.

Sir,
Observing a remark
in the Progress Report
furnished by the District
Engineer of Tanjore that
the Steam Sea Dredges were
laying useless at Negapatam.
I called upon that Officer
for a complete report upon
them. In reply, he informs me
that at present both these
machines are useless and
one of them, as also all the
spoils

spoil boats, irreparable.
2. In 1871, the Superintending Engineer of the 6th Division made a full report on these dredges to Government and submitted an estimate for Rs 7,800 prepared by Mr. Foreman Harris of the workshops for repairing the large sea dredge stating that if the work was delayed a further expenditure would be necessary; the District Engineer notes a new boiler and at least six new spoil punts are required, before the machine can be considered to be in working order. I have called upon the Superintendent of the workshops to supply me with the Superintending Engineer's report above alluded to and I request sanction to his immediately dispatching

dispatching his foreman to Negapatam to re-estimate for the work required and trust, on receipt of the estimate, Government will sanction the work being at once carried out under the immediate supervision of the foreman.

3. The smaller sea dredge reported as irreparable is a sicker dredge to the 2 now working at Cocanada which tends to prove that had it been similarly cared for it would now have been as fit for use as they are: its cost was Rs 7,400.6.7. the District Engineer states its condition and that of the spoil punts to be such as to induce him to recommend their being broken up as early as possible. The cost of

of which he thinks would not
be heavy and may probably
be covered by the sale of the
iron. He notes that sooner
or later they must be broken
up, and every day's delay
reduces the value of the iron.
I would however suggest that
no action be taken in the
matter until the workshop
foreman's report on the
dredge is received; the
dredge is furnished with 20
horse power / nominal / con-
-densing Engines which at
any rate, I think, might
be saved, and that instead
of this Department breaking
up and removing the hulls &c.,
it would be better to sell
them as they are by auction,
subject to the condition of
their early removal by the
purchaser.

93
I have the honor to be
Sir
Your most Obedient
Wm. A. Smith Lieut Colonel.
Inspecting Engineer for
Ports & Communications.

Revised Dec 14-11-73

Feb

No 236 - 2 Feb 74

Regarding the
the steam dredges &
now laying out
at the wharf, with
certain observations
on the subject.

Robert Richardson
March 13

To the Chief Engineer &
Secretary to Port.
Public Works Dept.

P. O. 1873 Richmond
Jan 9 1874

No 1728.
2 Sept 73

Memorandum

I quite agree with the remark on the
back of this letter by the Secretary that
the distinction between the plant
appertaining to the Delta & river
and that intended for use
upon Port & harbor work should be
recognized. The present reference
from the District Engineer relates to
Harbor Plant & might therefore be
referred to the Inspecting Engineer
for Ports &c.

The subject of the cost of maintenance
of these steamers, dredgers & boats
wants looking into. It seems to be
likely to amount to a very large sum.
Perhaps were there a fresh water dock
for them, which might without much
difficulty be given somewhere near
the old Koor dock, they might be
placed there when not in use.
With regard to the 6 May 1872 No 1155 for
of 2 June 1873 No 1466, it must be noted
that it took the estimate of funds required
for the

from the local officers and I am a
 good deal surprised to find that
 notwithstanding that so much
 money has been invested the Ports
 are reported to be making as good as
 even.

24. 23/9/73

Please return all papers

Note =

At Return is the accompanying
 form which be submitted to Govt
 each year by the Chief Engineer
 for Irrigation in Communication
 with the Inspecting Engineer
 for Ports = Showing the nature
 of employment, Cost of
 upkeep and the Funds or Grants
 for which all Floating Stock
 in the Madras Presidency
 is maintained during the
 year =

All the papers connected with
 the subject of Separating the
 Floating Plant is forwarded
 to the Inspecting Engineer for
 Ports with reference to the
 Secretary's instructions for an

Impression of Opinion &
 be kindly returned to the
 undersigned at an early
 date =

Thos. Wain
 Agent Sec.

Inspecting Engineer
 for Ports

Port of the Madras

No 238 of 1871
 Pro of the Madras Port
 Near the following
 from the Deputy Secretary (P.L. No 1728 of 22 Sept 73)
 "Inspection for Ports, Madras" - 353 of 11 Nov 73
 "do" - 318 of 12 do
 "do" - 19 of 19 do

The Chief Engineer for Irrigation in the
 Memo: which accompanied G.O. No 744
 dated 13th March 1871 brought to the notice
 of Government the "highly unsatisfactory
 State" into which "both the harbour and
 river floating plank" had been allowed
 to deteriorate in the Coovomoo District,
 and the proposals which were then
 made by him for the thorough repair of the
 plank as well as the cost of its future
 maintenance were duly authorized =

15/1

The iron vessels connected with the
 Coovomoo Harbour from having been kept
 constantly in salt water on under the
 influence of the sea air together in use on
 which appear to have suffered the most,
 out of the 72 iron points attached to the
 sea-dredges at that port was as the
 time of Major Mullins' report "too much
 deteriorated to admit of repair" and the
 remainder were "rapidly" falling into
 the same state - Major Mullins' P.L.

for the repair of these points which he obtained from the local Officers amounted to Rs 400 per point, and the yearly maintenance which has since been regularly sanctioned is Rs 150 for each boat. Notwithstanding this very liberal grant the condition of these boats would appear from the Dist. Engineer's letter recorded above to be as bad, if not worse than before. The estimate now submitted by the District Engineer for the repair of one point alone amounts to Rs 2069 and the probable cost of repairing the remainder is estimated at Rs 15,000. =

In the year 1859 the actual distribution & allotment of the floating plant in this Presidency (and which was then nearly all new) was as follows.

	Dredges	Boats	Points
Godavery District	8	6	36.
Corrupa Harbour	1	1	6.
Kistna	2	1	12.
Masulipatam	1	1	6.
East Coast Canal	1	0	6.
Cooma (temporary)	0	1	0.
Nepapatam	2	1	6.

Very little use appears ever to have been made of the valuable floating plant allotted to Nepapatam, and the little work that

was done ^{there} has been most costly to Government - The smaller dredge at this place was in 1864 quite irreparable and got in their order No 1516 dated 25th May 1864, authorizing the Supt. to be built and directed the Supt. to be removed to Madras by the earliest opportunity. The Supt. was duly forwarded to Madras but at the present time the hull has not been disposed of. The larger dredge was docked, painted and cleaned in 1866 at a cost of Rs 800, but in 1869 she sprang a leak and has since been laid up useless.

From the letter recorded with these proceedings from the Suspecting Engineer for Port & Coast it is gathered that all the spoil boats as well as the smaller at Nepapatam are irreparable, and that the cost of repairing the larger dredge will much exceed Rs 7800 at which the repairs were estimated for by Mr. Foreman Harris in 1871.

Col. Fensholt in his letter states that the smaller sea dredge at Nepapatam is now irreparable cost Rs 70,488 - and that she is a sister dredge to the two ^{at present} working at Cocanada which tends to

prove that had it been similarly used
for it would have been as fit for use
as they are.

From a perusal of all the papers
connected with this subject H. E. the Govt
observes with regret the unsatisfactory
and discreditable condition of the
floating plant generally throughout
the Presidency. New Steamers and
boats are being ordered for the Godavery
and Krishna Works and unless
efficient arrangements are made for
the systematic inspection and
responsibility care of this valuable
descriptive plant, its condition
must become still more unsatisfactory.
H. E. therefore directs that for the future
the floating plant of every descrip-
tion throughout the Presidency
shall be under the direct control
of either the Chief Engineer or
Superintendent of the respective
Divisions for Ports and Coasting
according to the nature of the work on which
the plant is employed - And

X
including all
Steamers
dredges
Punt boats
and peddle boats
whether of iron
or wood and

And these Officers will in communication
lay before Government in tabular
form the exact demands of their
respective Departments in each
District. Suggesting the sources
from which the immediate repair
and future maintenance of the plant
are to be met. The disposal of all
plant which is either irreparably
ruined or not likely to be used in the future
should be reported upon and charges
arranged for.

After the complete separation
of the floating plant has been
accomplished each Department
will submit a yearly return of the
same to Govt. accompanied with
detailed estimates for its repair
and maintenance to be included
in the Budget - Meanwhile as
the Port Funds are unable to meet the
most urgent demands for the
repair of the Coasting plant
arrangements will be made in the
Financial Department for the
provision of Rs. 10,000 from Provincial

Funds for this purpose during the
Current Year. Regular Estimates
for the repair of each of the piers
being submitted then the Suspecting
Inspector for Port & Coast =

The special attention of the
Suspecting Inspector for Port & Coast
is drawn to para. 10 of the Govt.
Order No 744 dated 13th March
1871 and to the remarks by the
Chief Engineer for Information in his
Memo there recorded regarding
the pier water docks repairs
for the preservation of Harbour
works and Col. Farewell
directed me to submit Estimates
for the construction of the same
where necessary —

9th Decr 1873

G.W.N.

The Ch. Insp. for Port & Coast
" Insp. for Port & Coast
" Insp. for Port & Coast
Kishna
Tanjore
Madras
Offr. for Port & Coast
" Insp. for Port & Coast
Depd. into S.C. 31/7/40 into Office of Port & Coast

Upto 6184. 6182 & 4170

Govt. of 1874 Madras.

17 PUBLIC WORKS.

20 The Chief Cuz for
Irrigation

Dated

Recd.

Encl. 3

G. O. 2nd July 1873, No. 236.

No. 1. @ 7.

Leaving Plant. Noticing

the unsatisfactory condition
of the ^{flooding} plant generally through-
out the Madras Presidency
& issuing instructions for
their separation & future
control of the plant &c.
By the Financial Dept.
to provide Rs. 10000 from
Provincial for the repair
of certain plants.