

(1) Number of pages _____

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MADRAS RECORD OFFICE

Government of Madras

Public Works DEPARTMENT

G.O. No.	3235	Press
B.P. No.		Mis.
Dated	13-11	0875-195.

Not to be folded or roughly handled

*Proceedings of the Madras Government, Public Works Department,
13th November 1875.*

Read the following letters —

No 287 From Major J. BEATTY, R E, Acting Superintending Engineer, Godavery District, to Major-General G W. WALKER, R E, Secretary to Government, Public Works Department, dated Camp at Covoer, 4th September 1875, No. 1,721.

As directed in G O, No 236, of 2nd February 1874, paragraph 7, I have the

- | | |
|---|---|
| 1 Statement of Harbour Floating Plant | honor to submit the annual lists of |
| 1 Do of River Navigation Plant | Harbour Floating Plant and River Navigation Plant. |
| 1 Data of details showing the amount required for the annual upkeep of the Government Harbour Plant | 2 The list of Irrigation Floating Plant has been forwarded to the Chief Engineer for Irrigation |

No 287-A From the same Officer, dated Dowlaishweram, 29th October 1875, No 2,243

I HAVE the honor to furnish the information called for in G O, No 2,443, of 26th August 1875

- 1 Plan
1 Estimate

2 On receipt of those orders the *Shamrock* was brought up the canal to

Dowlaishweram, and she is now lying in the main canal, a little below the head sluices. She will be moved into the river before the canals are closed

3. This vessel was dismantled before she was sent down from Calcutta, *i.e.*, her paddles and paddle-boxes were removed. It is owing to her being in this dismantled state that it was possible to pass her through the locks. Without her paddle-boxes she measures 92 feet long by 14 feet broad

4. I send an estimate of the cost of refitting her and for ordinary repairs, such as repainting and recaulking

5. At present there is work for one more steamer at Dowlaishweram in addition to the *Little Nell* and the *Thistle*, but we expect to have the *Fred* and *May* next season, and when these three steamers are in working order, they will be fully equal to all the public and private work we have.

6. Consequently I recommend that the *Shamrock* be sent elsewhere. Possibly she would be useful in the Kistna, where I understand that there is work for a more powerful steamer than the one they now have. If so, she could be sent over by canal in her present dismantled state, and the refitting and repairs done at Bezwada

7. The *Fred* and *May* is now ready for her new boiler, but as she must be brought up over the anicut, and that cannot be done until we have a 9 or 10 feet fresh in July next, I propose to keep her in the dry dock at Dowlaishweram until next May, then send her down to Cocanada to receive the boiler, and into the river in readiness to take advantage of the first great fresh in July. She can pass through all the lower locks on the canal as they are 20 feet broad, but she cannot pass the Dowlaishweram lock which is only 15 feet

8. I send a plan of the *Prince*. She is a powerful river steamer, well fitted for running in the freshes on any of the large rivers of India or Burmah, but, as she draws 3½ feet when loaded, she is unsuited to the work at Dowlaishweram, and the

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13th November 1875.*

Godavery, Wurda, and Wynegunga are all we require for work on the upper part of the river in the freshes, and better suited to it as they draw less than 2 feet. At the last trial, about two months since, the *Prince* did 5 miles an hour against a current of 3 to 4 miles an hour. The great objection to her for service on the Upper Godavery, in addition to her draught, was her great width across the paddle-boxes 41 feet 6 inches; this prevented her passing through the Upper Godavery locks which are only 30 feet broad.

9 If the engine and boilers of the *Prince* are to be sold separately, their value can only be roughly estimated at Rupees 6,435, i.e., one-third of the valuation at which the steamer now stands in our accounts; but the hull would then fetch only a few thousand rupees as old iron.

10 I would suggest that an attempt be first made to sell her with her engines and fittings complete, and it seems possible that if copies of the plan were sent to Calcutta, Bombay, and Rangoon, and advertisements put in the papers there, a purchaser would be found.

No 288 ORDER THEREON, 13th November 1875, No 3,235

ACCOUNT, No 6.

ALL the harbour punts and both dredges, as well as the steamer *Frank* and *Ada*, having been taken over by the

Marine Department, they will be struck off the District Engineer's List.

2 He will report the expenditure on the *Fred* and *May*, on the sanction of Rupees 7,800, accorded in G O, No 646, of 6th March 1875. All further outlay on her account will be charged to Irrigation, and she will be transferred to that list, in conformity with the recommendation of the District Engineer made in letter recorded with G O, No 1,982 of 12th July.

3. The District Engineer, Kistna, will report, through the Chief Engineer for Irrigation, whether he is desirous of having the *Shamrock* transferred for work at Bezvada.

4 The drawings and description of the *Prince* will be communicated to the Marine Department, which has been requested in G O, No 2,936, of 14th October 1875, to arrange for the disposal of that vessel. The estimate for the annual repairs of the harbour plant will likewise be transferred to that department for disposal.

5 A sum of Rupees 2,200 will be provided in the Provincial Budget of 1876-77 for the maintenance of the Upper Godavery steamers.

(True Extract)

Major-General, R.E.,
Secretary to Government.

To the Marine Department.
" District Engineer, Godavery
" " " Kistna
" Chief Engineer for Irrigation
" Financial Department.

Exd S T Austin.

Spare Copies

No 2243

Supr Engineer's Office, Gody.
Dowlaishweram 29 October 1875.
Despatch 30

From,

Major J. Beatty R.E.
As Supr Engineer Godavery Dt

To,

Major General G. W. Walker R.E.
Secretary to Government P.W.D.
Madras.

Sir,

I have the honor to furnish the information called for in G O No 2443 of 26 Aug 75.

2. On receipt of those orders the "*Shamrock*" was brought up the canal to Dowlaishweram, and she is now lying in the Main Canal, a little below the Head sluices. She will be moved into the river before the canals are closed.

3. This vessel was dismantled before she was sent down from Calcutta; i.e. her paddles and paddle boxes were removed. It is owing to her being in this dismantled state that it was possible to pass her through the locks. Without her paddle boxes she measures

92 feet long by 14 feet broad.

4. I send an estimate of the cost of refitting her and for ordinary repairs, such as repainting and recaulking.

5. At present there is work for one more steamer at Dowlaishweram, in addition to the "Little Nell" and the "Thistle"; but we expect to have the "Fred and May" next season, and when these three steamers are in working order, they will be fully equal to all the public and private work we have.

6. Consequently, I recommend that the "Shamrock" be sent elsewhere. Possibly she would be useful in the Kistna, where I understand that there is work for a more powerful steamer than the one they now have. If so, she could be sent over by canal in her present dismantled state, and the refitting and repairs done at Berarrah.

7. The "Fred and May" is now ready for her new boiler but as she must be brought up over the Annicut, and that cannot be done until we have a 9 or 10 feet fresh in July next, I propose to keep her in the dry

dry dock at Dowlaishweram until ³next May, then send her down to Cocanada to receive the boiler, and into the river in readiness to take advantage of the first great fresh in July. She can pass through all the lower locks on the canal as they are 20 feet broad, but she cannot pass the Dowlaishweram lock which is only 15 feet.

8. I send a plan of the "Prince". She is a powerful river steamer, well fitted for running in the freshes on any of the large rivers of India or Burmah; but, as she draws $3\frac{1}{2}$ feet when loaded, she is unsuited to the work at Dowlaishweram, and the "Godavery" "Warda" and "Wynegunga" are all we require for work on the upper part of the river in the freshes, and better suited to it as they draw less than 2 feet. At the last trial about two months since the "Prince" did 5 miles an hour against a current of 3 to 4 miles an hour. The great objection to her for service on the Upper Godavery in addition to her draught, was her great width across the paddle boxes 41'-6"; this prevented her passing through the Upper

Upper Godavery locks which are only 30 ft
broad.

9 If the Engine and boilers of the "Prince"
are to be sold separately, their value can
only be roughly estimated at Rupees 6,435,
i.e, one third of the valuation at which the
steamer now stands in our accounts; but
the hull would then fetch only a few thousand
Rupees as old iron.

10. I would suggest that an attempt be
first made to sell her with her engines &
fittings complete, and it seems possible
that if copies of the plan were sent to Cal-
cutta, Bombay, and Rangoon, and adver-
tisements put in the papers there, a purchaser
would be found.

I have the honor to be,
Sir,

Your Most obedient Servt.
L. Beatty Major R.E.
Sr Supr Engineer Godavery

10-11-75

August 1875.

in G. O. No. 2443 of 26th
"Thames" as directed
"Fred and Mary" and
steamer "Prince"
tion regarding the
Furnished information
G. O. No. 3235. 13. 11. 75
Circulars No. 11
No. 2243

Dated 19th October 1875.
Recd 6 Nov 1875.
To the Secretary to the
Government of India
Madras.

S. W. 1875 Appl.
From No. 7129
The Chief Engineer
Godavery.

No 259A

ESTIMATE 1875/76

GOVERNMENT WORKSHOP
WORK Repairing steamer Sham Rock
for the year 1875/76

Particulars of Work	Number	MEASUREMENT			Square or Running feet	Length per Foot
		Length	Breadth	Height		
For breaking 4 springs for Cylinder						
Gum metal						
Vice men						
Lascars						
Repairing slide Valve						
Vice men						
Lascars						
Repairing Cocks of boiler & cylinder						
Vice men						
Lascars						
Copper pipes packing						
Vice men						
Lascars						
Repairing Connecting rod & link motion						
Vice men						
Lascars						
Fitting Paddles						
Vice men						
Lascars						
Refg. hand pump & Donkey Engine						
Vice men						
Lascars						
Repairing Engine pumps						
Vice men						
Lascars						

Turn over

10-11-75

August 1875

Materials

Red Lead	20
White lead	10
Hemp	12
Cocanut oil	10
Grease	6
Cotton Thread	6
Emery	1
Boiled linseed oil	6
Cair Rope	25
Dungy Cloth	20
Wrought Iron bolts &c	25
Good Charcoal	6
Fitting Paddleboxes	
Teak wood	20
Caulking Deck	2000
Painting Hull Cabin &c in & out side	40

Work

Quantity	Description of Work	Rate	Amount
1	2	3	4
62	Vice men	7	27 2
53	Lascars	4	13 4
10	the Gun metal	12	7 8
25	" Red Lead	3 10	4 12
10	" White lead	4 9	2 15
12	" Hemp	10	1 10
10	" Cocanut oil	2 1	1 4
6	" Grease	4	1 8
6	" Cotton Thread	7 3	2 11
1	" Emery	1 10	2 10
6	" Boiled linseed oil	3 6	1 5
25	" Cair Rope	6	1 2
20	yd. Dungy Cloth	3 4	4 28
25	the Wrought Iron	2 6	3 14 6
6	Paras wood Charcoal	6	2 4
20	ft. Wood work	2 8	50
2000	sq. ft. Caulking	3	60
40	Sqrs. Painting	3 8	140
	Docking & launching		50

- Cartage 20 - - percent
 Total Rupees

Govt. Works shop office
 Dowlaismaram
 5th October 1875

Superintendent
 Govt. Works

Asst. Engineer
 Govt. Works

L. Peattie Major R. E.
Ag. Superintending Engineer Cady Road

Nov. of 1875-76.

Repair Road - 1st & 2nd
with Road - Repairing
navigation

Amount of work.

Repairing Steamers
Steam Dock.

Amounting to \$450.

11/12/75

2

CG-13 November 75
in B No 287a

Statement of the Harbour
Plant in the Godavery
District showing the ma-
=ture of employment the cost
of Up Keep and the fund
or Estimate from which to
be maintained during
1876-77-

Mr. 5848/75
13th November 75
No. 3235

No 3235 Public Works Department

PROCEEDINGS OF THE MADRAS GOVERNMENT.

UNDER date the

Read the following

From

The District Engineer Godavery (No. 1725 dt 6 Sept 1875)
do do (No. 2243 dt 29 Oct 75)

All the Harbour Punt
and both Bridges as well
as the Steamer Frank & Ada
having been taken ^{over} by the
Marine Department they will
be struck off the District
Engineers list

2 He will report the ex-
penditure ~~in fact and the~~
~~current year on the Fred and~~
~~May on the sanction of~~
Rs 7800 accorded in No.
646 of 6th March 1875
~~on account of which funds~~
~~were allotted in G.O.~~

+

All further
attest

outlay on her account will
be charged to Emigration
and she will be transferred
to that list, in conformity
with the recommendation of
the District Engineer made
in letter recorded with L.O.
No 1982 of 12 July.

3. The District Engineer
Pictou will report through
the Chief Engineer for Emigration
whether he is desirous of having
the "Shamrock" transferred
for work at Bezuada.

The drawings and de-
scription of the "Prince" will
be communicated to the Marine
Department which has been
requested in L.O. No 2938
of 14th October 1875 to arrange
for the disposal of that
vessel. The estimate for
the annual repairs of the
Harbour

Harbour Plant will like-
wise be transferred to
that Department for disposal.

A sum of Rupees 2200
will be provided in the
Provincial Budget of 1876-77
for the maintenance of the
Upper Godavary Steamers.
~~It is remarked that the~~
~~"Prince" has not been~~
~~entered among them.~~

C.M.W.

Marine Dept.	7	51 Write 1 Drawing & the Detail of details showing the amount resp. for the Annual up keep of the God. Fishing Plant.
D. & Godavery	7	
..... Pictou	7	
Chief Engr. Dept.	7	
Tril. Dept.	—	

Office 17
Desd - 17 - 11 - 78

E. L. L.

Govt. of Madras.

PUBLIC WORKS.

Marine Dept

to Marine

G. O. 13th Nov. 1875, No 3285

Nos. 258-258

Annual lists of Harbour &
River Navigation Plant,
Godown & Carting orders
on the — the translated
in 1875-77.