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MADRAS RECORD OFFICE

Government of Madras

Public Works DEPARTMENT

G.O. No.	2745	Press	<i>Original</i>
B.P. No.		Mis.	
Dated	13-10-	4876	
		195	

Not to be folded or roughly handled

No. 190. Read the following endorsement of the Deputy Chief Engineer for Irrigation, dated 27th September 1876, No. 213 W:—

From Major J. BEATTY, R.E., Officiating Superintending Engineer, Godavery, to Lieutenant-Colonel J. MULLINS, R.E., Chief Engineer for Irrigation, dated Dowlaisheram, 4th September 1876, No. 1,574.

As requested in your memorandum, No. 85 G.D., of the 22nd instant, I have the honor to retransmit the Statement of Floating Plant for 1877-78, with the correct values of the boats shown below duly filled in:—

Boats.	Value as shown in Statement for 1876-77.	Value as originally entered in the Statement for 1877-78.	Value as now corrected.
	RS.	RS.	RS.
Canal Iron Punt, No. 24	2,812	2,811	2,812
Do. flat $\frac{1}{2}$ inch long No. 1	6,243	6,244	6,243
Do. do. No. 81	7,375	7,300	7,375
First-class Ranga Boat No. 1	1,557	1,567	1,557

2. I observe from the memorandum above alluded to that the original value of the iron light boat No. 73 is stated to have been shown as Rupees 1,433 in the statement for 1876-77, while from the office copy of the statement, and from that printed in G.O., No. 2,936, dated 14th October 1875, it is observed that Rupees 1,000 has been shown as its value; hence no correction appears to be required with regard to this item.

Proceedings of the Madras Government, Public

Statement of the Floating Plant in the Godavery District, showing the Nature of Employment,

Registered Number.	DETAILS OF PLANT.			MEASUREMENT OF PLANT.						MACHIN.			
	Description.	Name of Boat, &c.	Date of Construction.	Hull over all.			Extra width for Pad- dle box.	When loaded.		Engines.		Boilers.	
				Length.	Breadth.	Depth.		Draft.	Tons carried.	No. of Horse- power.	Description.	lbs. pressure.	Description.
	Steamer	Prince ..	1861 ..	110	25	7	18	3½	361½	45	Condensar.	45	2 11/2
	Do.	Shamrock ..	1859-60 ..	95	14½	4½	9½	3	114½	16	..	..	..
	Do.	Thistle ..	1859-60 ..	95	14½	4½	9½	3	111½	12	High pres- sure.	60	1 d
	Do.	Little Nell ..	1859-60 ..	90	9½	4½	6	3½	69½	12	Do.	60	1 d
	Do.	Faun ..	1860-61 ..	61½	9	2½	5½	2	30½	6	Do.	60	Vert
1	Iron flat	Canal Iron Flat.	1872-73 ..	72	12	3	..	2½	30	..	..	..	..
2	Iron Punt	Canal Iron Punt.	1859-60 ..	60	10½	2½	..	2	18½	..	..	..	..
3	Do.	Do. do.	1859-60 ..	60	10½	2½	..	2	18½	..	..	..	..
4	Do.	Do. do.	1859-60 ..	60	10½	2½	..	2	18½	..	..	..	..
5	Do.	Do. do.	1859-60 ..	60	10½	2½	..	2	18½	..	..	..	..
6	Do.	Do. do.	1859-60 ..	60	10½	2½	..	2	18½	..	..	..	..
7	Do.	Do. do.	1859-60 ..	60	10½	2½	..	2	18½	..	..	..	..
8	Do.	Do. do.	1859-60 ..	60	10½	2½	..	2	18½	..	..	..	..
9	Do.	Do. do.	1859-60 ..	60	10½	2½	..	2	18½	..	..	..	..
10	Do.	Do. do.	1859-60 ..	60	10½	2½	..	2	18½	..	..	..	..
11	Do.	Do. do.	1859-60 ..	60	10½	2½	..	2	18½	..	..	..	..
12	Do.	Do. do.	1859-60 ..	60	10½	2½	..	2	18½	..	..	..	..
13	Trap Punt	Iron Trap Punt.	1859-60 ..	60	10½	2½	..	2	11	..	..	..	..
14	Dredge Punt	Iron Dredge Punt.	1871-72 ..	30	13	2½	..	1½	13½	..	..	..	..
15	Iron Punt	Canal Iron Punt.	1859-60 ..	60	10½	2½	..	2	18½	..	..	..	..
16	Do.	Do. do.	1859-60 ..	60	10½	2½	..	2	18½	..	..	..	..
17	Do.	Do. do.	1859-60 ..	60	10½	2½	..	2	18½	..	..	..	..
18	Do.	Do. do.	1859-60 ..	60	10½	2½	..	2	18½	..	..	..	..
19	Dredge Punt	Iron Dredge Punt.	1871-72 ..	30	13	2½	..	1½	13½	..	..	..	..
20	Iron Punt	Canal Iron Punt.	1859-60 ..	60	10½	2½	..	2	18½	..	..	..	..
21	Do.	Do. do.	1859-60 ..	60	10½	2½	..	2	18½	..	..	..	..
22	Dredge Punt	Iron Dredge Punt.	1871-72 ..	30	13	2½	..	1½	13½	..	..	..	..
23	Do.	Do. do.	1871-72 ..	30	13	2½	..	1½	13½	..	..	..	..
24	Iron Punt	Canal Iron Punt.	1859-60 ..	60	10½	2½	..	2	18½	..	..	..	..
25	Do.	Do. do.	1859-60 ..	60	10½	2½	..	2	18½	..	..	..	..
26	Do.	Do. do.	1859-60 ..	60	10½	2½	..	2	18½	..	..	..	..
27	Do.	Do. do.	1859-60 ..	60	10½	2½	..	2	18½	..	..	..	..
28	Do.	Do. do.	1859-60 ..	60	10½	2½	..	2	18½	..	..	..	..
29	Do.	Do. do.	1859-60 ..	60	10½	2½	..	2	18½	..	..	..	..
30	Do.	Do. do.	1859-60 ..	60	10½	2½	..	2	18½	..	..	..	..
31	Do.	Do. do.	1859-60 ..	60	10½	2½	..	2	18½	..	..	..	..
32	Do.	Do. do.	1859-60 ..	60	10½	2½	..	2	18½	..	..	..	..
33	Do.	Do. do.	1859-60 ..	60	10½	2½	..	2	18½	..	..	..	..
34	Do.	Do. do.	1859-60 ..	60	10½	2½	..	2	18½	..	..	..	..
35	Iron Flat	Canal Iron Flat.	1860-61 ..	61	11½	3½	..	2½	28	..	..	..	..
36	Wooden Flat	Canal Ferry	Unknown.	27½	8	2½	..	1½	4½	..	..	..	..
37	Iron Punt	Canal Iron Punt.	1859-60 ..	60	10½	2½	..	2	18½	..	..	..	..
38	Do.	Do. do.	1859-60 ..	60	10½	2½	..	2	18½	..	..	..	..
39	Do.	Do. do.	1859-60 ..	60	10½	2½	..	2	18½	..	..	..	..
40	Do.	Do. do.	1859-60 ..	60	10½	2½	..	2	18½	..	..	..	..
41	Deep Boat	Iron Deep Boat.	1860-61 ..	60½	10½	5	..	4	50½	..	..	..	..
42	Do.	Do. do.	1860-61 ..	60	12½	5	..	4	48	..	..	..	..
43	Do.	Do. do.	1861-62 ..	60	12½	5	..	4	48	..	..	..	..
44	Do.	Do. do.	1861-62 ..	93½	9½	4	..	3	48	..	..	..	..
45	Do.	Wooden do.	1871-72 ..	73	10	4½	..	3½	35	..	..	..	..
	Do.	Do. do.	1872-73 ..	72	12	4½	..	3½	48	..	..	..	..

No. 2,745.

1876.

Works Department, 13th October 1876.

to be maintained during 1877-78.

which to the Cost of Up-keep, and the Fund or Estimate from which

EMPLOYMENT DURING			Remarks. Present condition, and how to be disposed of if unrepairable.	EMPLOY- MENT, &c.		Average speed, Miles per Hour.	VALUE OF PLANT.		Cost of annual up-keep as per details amended.	District.
Locality.	Work.	Fund.		Propellers.			Original.	Present book value.		
				Description.	Revolutions.					
Jewlaish- weram.	Idia.		Pending repairs, will be handed over to the Marine Department.	Side wheels.	32	8	33,000	17,374	...	Godavery.
Do.	Do.		Pending repairs.	Unknown.		6	20,014	12,000	400	Do.
Do.	Towing boats.		In good order.	Do.	22	6	20,014	12,082	400	Do.
Do.	Do.		Machinery weak and worn out.	Do.	22	6	16,136	8,319	300	Do.
Do.	Do.		Should be put in thorough repairs.	Do.	18	4	1,800	918	200	Do.
Do.	Conveying material		Carries full tonnage, but wants caulking to decks and hull painting.	..	..	1	6,243	4,804	169	Do.
Do.	Do.		In good order, lately repaired.	..	..	1	2,812	3,795	136	Do.
Do.	Do.		Carries full tonnage, but wants caulking to decks and hull painting.	..	..	1	2,811	3,723	136	Do.
Do.	Do.		Do. do. do.	..	..	1	2,811	1,422	136	Do.
Do.	Do.		Under repairs.	..	..	1	2,812	1,422	136	Do.
Do.	Do.		In bad order, should be repaired.	..	..	1	2,812	1,422	136	Do.
Do.	Do.		Carries full tonnage, but wants caulking to decks and hull painting.	..	..	1	2,812	4,045	136	Do.
Do.	Do.		Do. do. do.	..	..	1	2,812	3,581	136	Do.
Do.	Do.		In good order, lately repaired.	..	..	1	2,812	3,788	436	Do.
Do.	Do.		Under repairs in the workshop.	..	..	1	2,812	1,422	136	Do.
Do.	Do.		In bad order, should be repaired.	..	..	1	2,812	1,422	136	Do.
Do.	Do.		Under repairs in the workshop.	..	..	1	3,837	1,947	136	Do.
Do.	Silt.		Carries full tonnage, but wants caulking to decks and hull painting.	..	..	1	2,310	1,731	74	Do.
Do.	Do.		Do. do. do.	..	..	1	2,811	1,422	136	Do.
Do.	Conveying materials.		Under repairs in the workshop.	..	..	1	2,812	1,422	136	Do.
Do.	Do.		Carries full tonnage, but wants caulking to decks and hull painting.	..	..	1	2,812	3,618	136	Do.
Do.	Do.		In bad order, should be repaired.	..	..	1	2,812	1,422	136	Do.
Do.	Do.		Decks in bad order, should be repaired, caulked and hull painted.	..	..	1	2,810	1,731	74	Do.
Do.	Conveying silt.		Carries full tonnage, but wants caulking to decks and hull painting.	..	..	1	2,812	2,462	136	Do.
Do.	Conveying material		Do. do. do.	..	..	1	2,812	3,722	136	Do.
Do.	Do.		Decks in bad order, should be repaired, caulked and hull painted.	..	..	1	2,810	1,731	74	Do.
Do.	Silt.		Do. do. do.	..	..	1	2,810	1,731	74	Do.
Do.	Do.		Carries full tonnage, but wants caulking to decks and hull painting.	..	..	1	2,812	8,662	136	Do.
Do.	Do.		Do. do. do.	..	..	1	2,812	3,593	136	Do.
Do.	Do.		Under repairs in the workshop.	..	..	1	2,811	1,422	136	Do.
Do.	Do.		Do. do. do.	..	..	1	2,811	1,422	136	Do.
Do.	Do.		Requires slight repairs.	..	..	1	2,811	1,422	136	Do.
Do.	Do.		In good order, lately repaired.	..	..	1	2,811	4,673	136	Do.
Do.	Do.		Requires slight repairs.	..	..	1	2,811	1,422	136	Do.
Do.	Do.		Carries full tonnage, but wants caulking to decks and hull painting.	..	..	1	2,811	3,415	136	Do.
Do.	Do.		Requires slight repairs.	..	..	1	2,811	1,422	136	Do.
Do.	Do.		Carries full tonnage, but wants caulking to decks and hull painting.	..	..	1	2,811	3,806	136	Do.
Do.	Do.		Requires slight repairs.	..	..	1	2,811	1,422	136	Do.
Do.	Do.		In bad order, should be repaired.	..	..	1	4,693	2,470	168	Do.
Do.	Do.		Do. do. do.	..	..	1	250	200	71	Do.
Do.	Do.		Carries full tonnage, but wants caulking to decks and hull painting.	..	..	1	2,812	3,897	136	Do.
Do.	Do.		In good order, lately repaired.	..	..	1	2,812	3,922	136	Do.
Do.	Do.		Carries full tonnage, but wants caulking to decks and hull painting.	..	..	1	2,811	1,422	136	Do.
Do.	Do.		In bad order, should be repaired.	..	..	1	2,811	1,422	136	Do.
Do.	Do.		Do. do. do.	..	..	1	4,693	2,470	208	Do.
Do.	Do.		Sold by public auction—Fide G.O., No. 128, of 20th January 1876.	..	..	1	4,693	..	..	Do.
Do.	Do.		In bad order, should be repaired.	..	..	1	5,000	2,835	208	Do.
Do.	Do.		Do. do. do.	..	..	1	4,694	2,567	208	Do.
Do.	Do.		Should be caulked annually.	..	..	1	2,330	1,979	168	Do.
Do.	Do.		Do. do. do.	..	..	1	2,117	1,756	168	Do.

Statement of the Floating Plant in

MEASUREMENT OF PLANT.					MACHINE.				DETAILS OF PLANT.									
Registered Number.	over all.		Extra width for Pad- dle box.	When loaded.		Engine.		Boilers.		Depth.	Extra width for Pad- dle box.	Register Number.	Description.	Name of Boat, &c.		Date of Construction.	Hull.	
	Breadth.	Depth.		Drift.	Tons carried.	No. of Horse- power.	Description.	lbs. Pressure.	Description.					Length.	Breadth.			
121	31	31	..	31	31	..	..	..	..	..	..	46	Deep Boat	..	Wooden	Deep	1862-63..	43
111	5	5	..	3	50	..	..	..	..	..	..	47	Do.	..	Do.	..	1864-65..	71
111	5	5	..	3	50	..	..	..	..	..	..	48	Do.	..	Do.	..	1864-65..	71
111	5	5	..	3	50	..	..	..	..	..	..	49	Do.	..	Do.	..	1864-65..	71
12	4	4	..	3	50	..	..	..	..	..	..	50	Do.	..	Do.	..	1873-74..	72
91	3	3	..	2	19	..	..	..	..	..	..	51	Do.	..	Do.	..	1873-74..	43
9	3	3	..	2	19	..	..	..	..	..	..	52	Do.	..	Do.	..	1873-74..	43
8	3	3	..	2	12 1/2	..	..	..	..	..	..	53	Do.	..	Do.	..	1873-74..	43
2	8 1/2	8 1/2	..	2 1/2	12 1/2	..	..	..	..	..	..	54	Light Boat	..	Iron Light	Deep	1871 ..	35
3	8 1/2	8 1/2	..	2 1/2	12 1/2	..	..	..	..	..	..	55	Do.	..	Do.	..	1871 ..	35
4	8 1/2	8 1/2	..	2 1/2	12 1/2	..	..	..	..	..	..	56	Do.	..	Do.	..	1871 ..	35
5	8 1/2	8 1/2	..	2 1/2	12 1/2	..	..	..	..	..	..	57	Do.	..	Do.	..	1871 ..	35
6	8 1/2	8 1/2	..	2 1/2	12 1/2	..	..	..	..	..	..	58	Do.	..	Do.	..	1871 ..	35
7	8 1/2	8 1/2	..	2 1/2	12 1/2	..	..	..	..	..	..	59	Do.	..	Do.	..	1871 ..	35
8	8 1/2	8 1/2	..	2 1/2	12 1/2	..	..	..	..	..	..	60	Do.	..	Do.	..	1871 ..	35
9	8 1/2	8 1/2	..	2 1/2	12 1/2	..	..	..	..	..	..	61	Do.	..	Do.	..	1871 ..	35
10	8 1/2	8 1/2	..	2 1/2	12 1/2	..	..	..	..	..	..	62	Do.	..	Do.	..	1871 ..	35
11	8 1/2	8 1/2	..	2 1/2	12 1/2	..	..	..	..	..	..	63	Do.	..	Do.	..	1871 ..	35
12	8 1/2	8 1/2	..	2 1/2	12 1/2	..	..	..	..	..	..	64	Do.	..	Do.	..	1871 ..	35
13	8 1/2	8 1/2	..	2 1/2	12 1/2	..	..	..	..	..	..	65	Do.	..	Do.	..	1871 ..	35
14	9	9	..	2 1/2	13 1/2	..	..	..	..	..	..	66	Do.	..	Do.	..	1871 ..	35
15	7 1/2	7 1/2	..	2 1/2	11 1/2	..	..	..	..	..	..	67	Do.	..	Do.	..	1871 ..	35
16	3 1/2	3 1/2	..	3	63	..	..	..	..	..	..	68	Do.	..	Do.	..	1871 ..	35
17	2	3	..	2	30	..	..	..	..	..	..	69	Do.	..	Do.	..	1871 ..	35
18	3	3	..	2	36	..	..	..	..	..	..	70	Do.	..	Do.	..	1871 ..	35
19	3	3	..	2	36	..	..	..	..	..	..	71	Do.	..	Do.	..	1871 ..	35
20	3	3	..	2	36	..	..	..	..	..	..	72	Do.	..	Do.	..	1871 ..	35
21	3	3	..	2	36	..	..	..	..	..	..	73	Do.	..	Do.	..	1871 ..	35
22	3	3	..	2	36	..	..	..	..	..	..	74	Do.	..	Do.	..	1871 ..	35
23	8	3 1/2	..	3	33 1/2	10	High pres- sure.	60	Vertica	..	..	75	Do.	..	Do.	..	1871 ..	35
24	14	3 1/2	..	2	42 1/2	4	Do.	60	Do.	..	..	76	Do.	..	Do.	..	1871 ..	35
25	4	3 1/2	..	2	42 1/2	8	Do.	60	Do.	..	..	77	Do.	..	Do.	..	1871 ..	35
26	4	3 1/2	..	2	42 1/2	8	Do.	60	Do.	..	..	78	Do.	..	Do.	..	1871 ..	35
27	14	3 1/2	..	2 1/2	42 1/2	8	Do.	60	Do.	..	..	79	Do.	..	Do.	..	1871 ..	35
28	7	3	..	2 1/2	10 1/2	..	..	..	..	..	..	80	Do.	..	Do.	..	1871 ..	35
29	7	3	..	2 1/2	10 1/2	..	..	..	..	..	..	81	Do.	..	Do.	..	1871 ..	35
30	7	3	..	2 1/2	10 1/2	..	..	..	..	..	..	82	Do.	..	Do.	..	1871 ..	35
31	6 1/2	2 1/2	..	1 1/2	5 1/2	..	..	..	..	..	..	83	Do.	..	Do.	..	1871 ..	35
32	6 1/2	2 1/2	..	1 1/2	5 1/2	..	..	..	..	..	..	84	Do.	..	Do.	..	1871 ..	35
33	6 1/2	2 1/2	..	1 1/2	5 1/2	..	..	..	..	..	..	85	Do.	..	Do.	..	1871 ..	35
34	6 1/2	2 1/2	..	1 1/2	5 1/2	..	..	..	..	..	..	86	Do.	..	Do.	..	1871 ..	35
35	6 1/2	2 1/2	..	1 1/2	5 1/2	..	..	..	..	..	..	87	Do.	..	Do.	..	1871 ..	35
36	6 1/2	2 1/2	..	1 1/2	5 1/2	..	..	..	..	..	..	88	Do.	..	Do.	..	1871 ..	35
37	6 1/2	2 1/2	..	1 1/2	5 1/2	..	..	..	..	..	..	89	Do.	..	Do.	..	1871 ..	35
38	6 1/2	2 1/2	..	1 1/2	5 1/2	..	..	..	..	..	..	90	Do.	..	Do.	..	1871 ..	35
39	6 1/2	2 1/2	..	1 1/2	5 1/2	..	..	..	..	..	..	91	Do.	..	Do.	..	1871 ..	35
40	6 1/2	2 1/2	..	1 1/2	5 1/2	..	..	..	..	..	..	92	Do.	..	Do.	..	1871 ..	35
41	6 1/2	2 1/2	..	1 1/2	5 1/2	..	..	..	..	..	..	93	Do.	..	Do.	..	1871 ..	35
42	6 1/2	2 1/2	..	1 1/2	5 1/2	..	..	..	..	..	..	94	Do.	..	Do.	..	1871 ..	35
43	6 1/2	2 1/2	..	1 1/2	5 1/2	..	..	..	..	..	..	95	Do.	..	Do.	..	1871 ..	35
44	6 1/2	2 1/2	..	1 1/2	5 1/2	..	..	..	..	..	..	96	Do.	..	Do.	..	1871 ..	35
45	6 1/2	2 1/2	..	1 1/2	5 1/2	..	..	..	..	..	..	97	Do.	..	Do.	..	1871 ..	35
46	6 1/2	2 1/2	..	1 1/2	5 1/2	..	..	..	..	..	..	98	Do.	..	Do.	..	1871 ..	35
47	6 1/2	2 1/2	..	1 1/2	5 1/2	..	..	..	..	..	..	99	Do.	..	Do.	..	1871 ..	35
48	6 1/2	2 1/2	..	1 1/2	5 1/2	..	..	..	..	..	..	100	Do.	..	Do.	..	1871 ..	35
49	6 1/2	2 1/2	..	1 1/2	5 1/2	..	..	..	..	..	..	101	Do.	..	Do.	..	1871 ..	35
50	6 1/2	2 1/2	..	1 1/2	5 1/2	..	..	..	..	..	..	102	Do.	..	Do.	..	1871 ..	35
51	6 1/2	2 1/2	..	1 1/2	5 1/2	..	..	..	..	..	..	103	Do.	..	Do.	..	1871 ..	35
52	6 1/2	2 1/2	..	1 1/2	5 1/2	..	..	..	..	..	..	104	Do.	..	Do.	..	1871 ..	35
53	6 1/2	2 1/2	..	1 1/2	5 1/2	..	..	..	..	..	..	105	Do.	..	Do.	..	1871 ..	35
54	6 1/2	2 1/2	..	1 1/2	5 1/2	..	..	..	..	..	..	106	Do.	..	Do.	..	1871 ..	35
55	6 1/2	2 1/2	..	1 1/2	5 1/2	..	..	..	..	..	..	107	Do.	..	Do.	..	1871 ..	35
56	6 1/2	2 1/2	..	1 1/2	5 1/2	..	..	..	..	..	..	108	Do.	..	Do.	..	1871 ..	35
57	6 1/2	2 1/2	..	1 1/2	5 1/2	..	..	..	..	..	..	109	Do.	..	Do.	..	1871 ..	35
58	6 1/2	2 1/2	..	1 1/2	5 1/2	..	..	..	..	..	..	110	Do.	..	Do.	..	1871 ..	35
59	6 1/2	2 1/2	..	1 1/2	5 1/2	..	..	..	..	..	..	111	Do.	..	Do.	..	1871 ..	35
60	6 1/2	2 1/2	..	1 1/2	5 1/2	..	..	..	..	..	..	112	Do.	..	Do.	..	1871 ..	35
61	6 1/2	2 1/2	..	1 1/2	5 1/2	..	..	..	..	..	..	113	Do.	..	Do.	..	1871 ..	35
62	6 1/2	2 1/2	..	1 1/2	5 1/2	..	..	..	..	..	..	114	Do.	..	Do.	..	1871 ..	35
63	6 1/2	2 1/2	..	1 1/2	5 1/2	..	..	..	..	..	..	115	Do.	..	Do.	..	1871 ..	35
64	6 1/2	2 1/2	..	1 1/2	5 1/2	..	..	..	..	..	..	116	Do.	..	Do.	..	1871 ..	35
65	6 1/2	2 1/2	..	1 1/2	5 1/2	..	..	..	..	..	..	117	Do.	..	Do.	..	1871 ..	35
66	6 1/2	2 1/2	..	1 1/2	5 1/2	..	..	..	..	..	..	118	Do.	..	Do.	..	1871 ..	35
67	6 1/2	2 1/2	..	1 1/2	5 1/2	..	..	..	..	..	..	119	Do.	..	Do.	..	1871 ..	35
68	6 1/2	2 1/2	..	1 1/2	5 1/2	..	..	..	..	..	..	120	Do.	..	Do.	..	1871 ..	35
69	6 1/2	2 1/2	..	1 1/2	5 1/2	..	..	..	..	..	..	121	Do.	..	Do.	..	1871 ..	35
70	6 1/2	2 1/2	..	1 1/2	5 1/2	..	..	..	..	..	..	122	Do.	..	Do.	..	1871 ..	35
71	6 1/2	2 1/2	..	1 1/2	5 1/2	..	..	..	..	..	..	123	Do.	..	Do.	..	1871 ..	35
72	6 1/2	2 1/2	..	1 1/2	5 1/2	..	..	..	..	..	..	124	Do.	..	Do.	..	1871 ..	35
73	6 1/2	2 1/2	..	1 1/2	5 1/2	..	..	..	..	..	..	125	Do.	..	Do.	..	1871 ..	35
74	6 1/2	2 1/2	..	1 1/2	5 1/2	..	..	..	..	..	..	126	Do.	..	Do.	..	1871 ..	35
75	6 1/2	2 1/2	..	1 1/2	5 1/2	..	..	..	..	..	..	127	Do.	..	Do.	..	1871 ..	35
76	6 1/2	2 1/2	..	1 1/2	5 1/2	..	..	..	..	..	..	128	Do.	..	Do.	..	1871 ..	35
77	6 1/2	2 1/2	..	1 1/2	5 1/2	..	..	..	..	..	..	129	Do.	..	Do.	..	1871 ..	35
78	6 1/2	2 1/2	..	1 1/2	5 1/2	..	..	..	..	..	..	130	Do.	..	Do.	..	1871 ..	35
79	6 1/2	2 1/2	..	1 1/2	5 1/2	..	..	..	..	..	..	131	Do.	..	Do.	..	1871 ..	35
80	6 1/2	2 1/2	..	1 1/2	5 1/2	..	..	..	..	..	..	132	Do.	..	Do.	..	1871 ..	35
81	6 1/2	2 1/2	..															

Propellers.		Average speed, Miles per Hour.	Value of Plant.		Cost of annual up-keep as per details appended.	EMPLOYMENTS DURING				Remarks. Present condition, and how to be disposed of if irreparable.
Description.	Revolution.		Original.	Present book value.		District.	Locality.	Work.	Fund.	
..	..	1	1,500	400	168	Galaverry.	Dowlsh-w ram.	Silt	..	Under repairs in the workshop.
..	..	1	2,000	1,230	168	Do. ..	Do. ..	Do. ..	..	Should be caulked annually.
..	..	1	2,000	1,367	168	Do. ..	Do. ..	Do. ..	..	Do. do. do.
..	..	1	2,000	1,370	168	Do. ..	Do. ..	Do. ..	..	Do. do. do.
..	..	1	2,117	1,820	168	Do. ..	Do. ..	Do. ..	..	Do. do. do.
..	..	1	400	334	91	Do. ..	Do. ..	Do. ..	..	Do. do. do.
..	..	1	490	342	91	Do. ..	Do. ..	Do. ..	..	Do. do. do.
..	..	1	1,000	729	62	Do. ..	Do. ..	Conveying materials.	..	
..	..	1	1,000	819	62	Do. ..	Do. ..	Do. ..	..	
..	..	1	1,000	813	62	Do. ..	Do. ..	Do. ..	..	
..	..	1	1,000	729	62	Do. ..	Do. ..	Do. ..	..	Carries full tonnage, but wants new and stouter bottoms.
..	..	1	1,000	729	62	Do. ..	Do. ..	Do. ..	..	
..	..	1	1,000	729	62	Do. ..	Do. ..	Do. ..	..	
..	..	1	1,000	729	62	Do. ..	Do. ..	Do. ..	..	
..	..	1	1,433	1,045	62	Do. ..	Do. ..	Do. ..	..	
..	..	1	1,000	729	62	Do. ..	Do. ..	Do. ..	..	
..	..	1	1,000	729	62	Do. ..	Do. ..	Do. ..	..	
..	..	1	1,000	729	62	Do. ..	Do. ..	Do. ..	..	
..	..	1	750	593	91	Do. ..	Do. ..	Do. ..	..	Should be caulked annually.
..	..	1	750	593	91	Do. ..	Do. ..	Do. ..	..	
..	..	1	200	175	91	Do. ..	Do. ..	Do. ..	..	
..	..	1	200	208	91	Do. ..	Do. ..	Do. ..	..	
..	..	1	1,000	5,035	318	Do. ..	Do. ..	Do. ..	..	Carries full tonnage, but wants caulking to decks and hull painting.
..	..	1	7,375	6,570	168	Do. ..	Do. ..	Do. ..	..	
..	..	1	2,722	2,722	168	Do. ..	Do. ..	Do. ..	..	In good order, carries full tonnage, but should be caulked annually.
..	..	1	2,722	2,722	168	Do. ..	Do. ..	Do. ..	..	
..	..	1	2,722	2,722	168	Do. ..	Do. ..	Do. ..	..	
..	..	1	2,722	2,722	168	Do. ..	Do. ..	Do. ..	..	Do. do. do.
..	..	1	2,722	2,722	168	Do. ..	Do. ..	Do. ..	..	
..	..	1	2,722	2,722	168	Do. ..	Do. ..	Do. ..	..	
..	..	1	2,722	2,722	168	Do. ..	Do. ..	Do. ..	..	
..	..	22	26,373	11,010	322	Do. ..	Do. ..	Dredging	..	Requires new boilers and slight repairs to machinery and decks caulking.
..	..	22	15,335	6,952	322	Do. ..	Do. ..	Do. ..	..	
..	..	22	30,137	13,743	322	Do. ..	Do. ..	Do. ..	..	Requires new bottoms and repairs to machinery.
..	..	22	39,437	13,743	322	Do. ..	Do. ..	Do. ..	..	
..	..	22	39,437	13,743	322	Do. ..	Do. ..	Do. ..	..	Repairs to machinery, decks caulked and and hull painted.
..	..	22	31,097	14,013	322	Do. ..	Do. ..	Do. ..	..	
..	..	2	1,557	1,245	168	Do. ..	Do. ..	Do. ..	..	
..	..	2	1,200	1,607	168	Do. ..	Do. ..	Navigation,	..	
..	..	2	1,200	789	168	Do. ..	Do. ..	Do. ..	..	
..	..	2	1,200	868	168	Do. ..	Do. ..	Do. ..	..	
..	..	2	783	664	126	Do. ..	Do. ..	Do. ..	..	Should be painted and caulked annually.
..	..	2	800	705	126	Do. ..	Do. ..	Do. ..	..	
..	..	2	800	336	126	Do. ..	Do. ..	Do. ..	..	
..	..	2	400	633	126	Do. ..	Do. ..	Do. ..	..	
..	..	2	490	296	72	Do. ..	Do. ..	Do. ..	..	
..	..	2	400	351	72	Do. ..	Do. ..	Do. ..	..	

Proceedings of the Madras Government, Public Works Department,
13th October 1876. No. 2,745.

A Data of Details showing the amount required for the annual up-keep of the Government
Floating Plant.

Particulars	Quantity	Rate.	Amount.	Grand Total.
FOR CANAL PUNT.				
Docking and launching	...	Rs. A. P.	Rs. A. P.	168
Painting per square	...	...	...	
Tarring do.	...	...	...	
Caulking decks per 100 running feet	10	3 8 0	20 0 0	
Ropes, &c.	10	1 8 0	35 0 0	
Centage	1,200	3 0 0	15 0 0	36 0 0
...	...	...	8 0 0	22 0 0
DREDGE PUNTS.				
Docking and launching	...	...	...	74
Painting per square	...	...	...	
Tarring do.	...	...	...	
Caulking decks per 100 running feet	5	3 8 0	10 0 0	
Ropes, &c.	5	1 8 0	17 8 0	
Centage	700	3 0 0	7 8 0	21 0 0
...	...	...	6 0 0	12 0 0
FOR WOODEN DEEP BOATS OF 72 FEET LONG.				
Docking and launching	...	...	...	168
Caulking per 100 running feet	...	...	...	
Ropes, &c.	...	...	...	
Centage	3,000	3 0 0	30 0 0	
...	...	...	90 0 0	
...	...	...	20 0 0	28 0 0
FOR WOODEN DEEP BOAT OF 40 AND 43 FEET LONG.				
Docking and launching	...	...	...	91
Caulking per 100 running feet	...	...	...	
Ropes, &c.	...	...	...	
Centage	1,500	3 0 0	15 0 0	
...	...	...	45 0 0	
...	...	...	16 0 0	15 0 0
FOR IRON LIGHT BOATS.				
Docking and launching	...	...	...	62
Painting per square	...	...	...	
Tarring do.	...	...	...	
Caulking decks per 100 running feet	4 1/2	3 8 0	10 0 0	
Ropes, &c.	4 1/2	1 8 0	15 12 0	
Centage	200	3 0 0	6 12 0	6 0 0
...	...	...	13 0 0	10 8 0
FOR IRON FLAT OF 72 FEET LONG.				
Docking and launching	...	...	...	168
Painting per square	...	...	...	
Tarring do.	...	...	...	
Caulking decks per 100 running feet	13	3 8 0	20 0 0	
Ropes, &c.	13	1 8 0	45 8 0	
Centage	1,300	3 0 0	19 8 0	39 0 0
...	...	...	16 0 0	28 0 0
FOR No. 80 IRON FLAT, LATE STEAMER Rose.				
Docking and launching	...	...	...	348
Painting per square	...	...	...	
Caulking decks per 100 running feet	35	4 0 0	50 0 0	
Ropes, &c.	2,350	3 0 0	140 0 0	
Centage	...	...	70 8 0	
...	...	...	29 8 0	58 0 0

Proceedings of the Madras Government, Public Works Department,
13th October 1876. No. 2,745.

A Data of Details showing the amount required for the annual up-keep of the Government
Floating Plant—(Continued).

Particulars.	Quantity.	Rate.	Amount.	Grand Total.
FOR WOODEN FLAT, 72 FEET LONG.		RS. A. P.	RS. A. P.	
Docking and launching	3,000	3 0 0	30 0 0	168
Caulking per 100 running feet	...	...	90 0 0	
Ropes, &c.	...	...	20 0 0	
Centage	...	...	28 0 0	
CANAL DREDGES.				
Docking and launching	20	3 8 0	60 0 0	322
Painting per square	20	1 8 0	70 0 0	
Tarring do.	2,600	3 0 0	30 0 0	
Caulking per 100 running feet	...	...	78 0 0	
Ropes, &c.	...	...	30 0 0	
Centage	...	...	54 0 0	
FOR RANGE BOATS.				
First-class.				
Docking and launching	1,200	3 0 0	7 0 0	168
Caulking per 100 running feet	17	4 0 0	36 0 0	
Painting per square	...	...	68 0 0	
Sundry repairs	...	...	29 0 0	
Centage	...	...	28 0 0	
Second-class.				
Docking and launching	1,000	3 0 0	5 0 0	126
Caulking per 100 running feet	13	4 0 0	30 0 0	
Painting per square	...	...	52 0 0	
Sundry repairs	...	...	18 0 0	
Centage	...	...	21 0 0	
Third-class.				
Docking and launching	700	3 0 0	5 0 0	72
Caulking per 100 running feet	6	4 0 0	21 0 0	
Painting per square	...	...	24 0 0	
Sundry repairs	...	...	10 0 0	
Centage	...	...	12 0 0	
FOR IRON DEEP BOATS.				
Docking and launching	18	3 8 0	40 0 0	208
Painting per square	18	1 8 0	63 0 0	
Tarring do.	600	3 0 0	27 0 0	
Caulking decks per 100 running feet	...	...	18 0 0	
Ropes, &c.	...	...	25 0 0	
Centage	...	...	35 0 0	

DOWLAISHWERAM,
5th April 1876.

6th April 1876.

(Signed) J. T. JOYCE, Artificer,
Boat Superintendent.

(Signed) A. J. CHANCELLOR,
Asst. Engineer, Head Works, Sub-division.

(Signed) R. R. E. BROCKMAN, Captain, R.E.,
Executive Engineer, Golavary District.

Proceedings of the Madras Government, Public Works Department,
13th October 1876. No. 2,745.

Submitted to Government.

2. The following abstract compares the details of the estimate for 1877-78 with that for 1876-77:—

Description.	Number of each.		Original Value.		Book Value.		Cost of Up-keep.	
	1876-77.	1877-78.	1876-77.	1877-78.	1876-77.	1877-78.	1876-77.	1877-78.
Steamers	4	5	71,250	91,264	43,026	50,723	1,990	1,300
Late Steamer <i>Rose</i>	1	1	1,000	1,000	5,650	5,085	348	348
Canal Punt	32	32	90,995	90,994	68,669	79,801	4,352	4,352
Dredge	5	5	9,490	9,490	7,917	7,124	370	370
Wooden deep boats 72 feet long	2	2	4,234	4,234	3,974	3,576	336	336
Do. do. 40 and 43 feet long	6	6	2,709	2,709	2,476	2,235	546	546
Iron deep boats	4	4	19,080	19,080	11,494	7,872	832	624
Do. light	11	11	11,866	11,443	9,912	8,515	682	682
Do. flats of 72 feet	2	2	13,618	13,534	12,703	11,374	336	336
Wooden flats of 72 feet	2	2	13,618	13,534	12,703	11,374	336	336
Canal dredges	6	6	16,176	16,176	87,225	71,231	1,932	1,932
Range boats.	10	10	19,680	19,680	14,118	13,355	1,680	1,680
First-class	4	4	2,783	2,783	2,175	2,338	504	504
Second-class	2	2	800	800	760	757	144	144
Third-class								
Total	89	96	411,672	447,510	270,139	283,421	13,962	14,162

3. For steamers a decrease in maintenance in 1877-78 of Rupees 600 is anticipated. The reason is that, under the Order of Government of the 26th August 1875, a steamer the *Prince* is to be disposed of, and the cost of her maintenance, Rs. 1,000, will not be required. On the other hand there is an addition of Rupees 400 for the up-keep of the *Shamrock*, which has been transferred from harbour to irrigation plant under the Government Order already quoted.

4. Deep boats are estimated to cost for maintenance in 1877-78 Rupees 624 as against Rupees 832 in 1876-77. This is accounted for by the fact that one boat has been broken up under the authority given in G.O., No. 128, dated 20th January 1876.

5. The maintenance of wooden flat boats is an addition in the estimate of 1877-78. Six were ordered to be constructed—vide G.O., No. 85, dated 14th January 1876, and the total provision at the rate of Rupees 168 per boat is Rupees 1,008.

(Signed) A. DEC. SCOTT, Major, R.E.,
Deputy Chief Engineer for Irrigation.
for Chief Engineer for Irrigation.

No. 191.

ORDER THEREON, 13th October 1876, No. 2,745.

IRRIGATION, No. 23.

Account.

RECORDED. The estimate of cost of up-keep of the floating plant is approved, and the repairs will be carried out on estimates sanctioned by the District Engineer.

(True Extract.)

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

To the District Engineer, Godavery.
" Chief Engineer for Irrigation.
" Examiner of Public Works Accounts.
Exd. E. C. Shunker.
S₁ are Copies

Encls. 2

No. 213-W. Submitted to Government. The following abstract compares the details of the estimate for 1877-78 with that for 1876-77:—

Description.	No. of each.		Original Value.		Book Value.		Cost of Up-keep.	
	1876-77.	1877-78.	1876-77.	1877-78.	1876-77.	1877-78.	1876-77.	1877-78.
Steamers	4	5	71,250	91,264	43,026	50,723	1,990	1,300
Late steamer <i>Rose</i>	1	1	1,000	1,000	5,650	5,085	348	348
Canal Punt	32	32	90,995	90,994	68,669	79,801	4,352	4,352
Dredge	5	5	9,490	9,490	7,917	7,124	370	370
Wooden deep boats 72 ft long	2	2	4,234	4,234	3,974	3,576	336	336
Do. do. 40 & 43 ft	6	6	2,700	2,700	2,476	2,235	546	546
Iron deep boats	4	4	19,080	19,080	11,494	7,872	832	624
Do. light	11	11	11,866	11,443	9,912	8,515	682	682
Do. flats of 72 ft	2	2	13,618	13,534	12,703	11,374	336	336
Wooden do. of do.	2	2	13,618	13,534	12,703	11,374	336	336
Canal dredges	6	6	16,176	16,176	87,225	71,231	1,932	1,932
Range boats.	10	10	19,680	19,680	14,118	13,355	1,680	1,680
1st class	4	4	2,783	2,783	2,175	2,338	504	504
2nd class	2	2	800	800	760	757	144	144
3rd class								
Total	89	96	411,672	447,510	270,139	283,421	13,962	14,162

For steamers a decrease in maintenance in 1877-78 of Rs 600 is anticipated.

The reason is that under the order of Government of the 26th August 1875, a steamer, the "Prince" is to be disposed of, and the cost of her maintenance. Rs 1000 will not be required. On the other hand there is an addition of Rs 400 for the upkeep of the Shamrock which has been transferred from Harbours to Irrigation Plant under the Lf. O. already quoted.

Deep boats are estimated to cost for maintenance in 1877-78, Rs 624, as against Rs 832 in 1876-77. This is accounted for by the fact that one boat has been broken up under the authority given in Lf. O. No 128, dated 20 January 1876.

The maintenance of wooden flat boats is an addition in the Estimate of 1877-78. Two were ordered to be constructed vide Lf. O. No 85 dated 14 January 1876, and the total provision at the rate of Rs 165 per boat is Rs 1008.

Ans. Sir

Balaramund

27 September 1876

Majors R.E.

Deputy Chief Eng^r for Irrigation
for Chief Engineers for Irrigation

To

The Secretary to Government

Public Works Department

Camp E. 22

No 2745 27/3 Oct 76.
Read the following:-

From

The Chief Engineer for Irrigation

(H. No 213 W dated 27 Sept 76)

Recorded - The estimate of cost of upkeep of the floating plant is approved and the repairs will be carried out on estimates sanctioned by the District Engineer

by 27/9

M. M.

M. M.

S. E. Spadancey
C. E. J. Smith & Prochance
En. P. H. D.

Drpd - 1-11-76

P.W.D.
160076
No. 7147

From

The Chief Engr for
Irrigation

D. 27 Sept. 1896.

E. 2 No. 213 W.

Subj: explanation of
the D. L. ~~has~~ Lodanery
as to the cause of certain
discrepancies pointed
out in the statement of
E. Watup Hunt for 1897-98.

No. 190-191

With Order

7/11/78
 GOVT. of 1876 Madras.
 PUBLIC WORKS.

To *Mr D. S. Godavery -*

Dated

Issued

Recd.

Encl.

G. O., 13th October 1876, No. 11

5000
24-10-76
193

Annual Statement of
Floating Plant belonging
to the Godavery Delta for
1877-78 - Passing orders
 made by the Chief for
 Engr. submitting explanation
 of the D. S. Godavery,
 as to the cause of certain
 discrepancies pointed
 out in the statement of
 Floating

2-11-76
2-11-76