

(1) Number of pages _____

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MADRAS RECORD OFFICE.

Government of Madras.

Public Works DEPARTMENT.

G.O. No. 587 (IV) Press
Mis.

Dated 22-2-1877.

Not to be folded or roughly handled

No. 514. Read the following Proceedings of the Madras Government in the Marine Department, dated 12th February 1877, No. 106:—

From Major J. BEATTY, R.E., Officiating Superintending Engineer, Godavery District, to Major-General G. W. WALKER, R.E., Secretary to Government, Public Works Department, dated Dowlaishweram, 16th September 1876, No. 1,690.

With reference to G.O., No. 1,742,* of 11th July 1876, I have the honor to forward herewith the reply of the Officiating Deputy Master Attendant, Calcutta, stating that he does not think it would be desirable to incur expenditure on the *Prince* to fit her for work in that part of India.

1 Original letter from the Deputy Master Attendant, Calcutta, No. 6,509, of 28th August 1876.
*And this office No. 1,335, of 12th August 1876.

2. Lieutenant Campbell's report of her condition was calculated to give the most unfavorable impression; and in one respect he appears to have been misinformed. He states that the *Prince* was put together in 1860-61 and "that since that time she has been working between the Upper and Lower Godavery." I believe that she worked only from 1861 to 1868, when the Upper Godavery Steamers *Godavery*, *Wurdah*, and *Wynegunga* were obtained from England and put together on the river. Since that time, 1868, she can only have been used very rarely, as the new steamers did all the work.

3. Lieutenant Campbell's report did not state why this department wished to part with her, which is simply because we have other steamers better suited to our work, and because the *Prince* draws $3\frac{1}{2}$ feet, and is too broad to pass through even the Upper Godavery Locks, being 43 feet across the paddle boxes. It might be inferred that we desired to get rid of her as being old and decayed.

4. I have also been informed by an officer who visited the place that there is a sister-ship to the *Prince* working for Government, and probably in charge of the Marine Department, at False Point between the shipping and the shore.

5. The *Prince* is now at anchor in the river close to Coringa. She was not taken on to Cocanada because the late Master Attendant who inspected the *Prince* about a year since was of opinion that she was too large for use in the little river at Cocanada and would be an obstruction there, and because if she is to be taken to sea, she must first be docked and repaired, which can best be done at Coringa. But if the new Master Attendant wishes her delivered over at Cocanada, I shall have her removed there. Her iron hull is perfectly water-tight, but requires to be properly repaired where she was damaged by accidents on the river. Her wood-work requires renewal, and her decks are very leaky.

6. As directed in G.Os., Nos. 2,936, of 14th October 1875, and 1,523, of 20th June 1876, she is now ready for transfer to the Marine Department, about which there is some delay, apparently, owing to the recent death of the Master Attendant, Captain Castor. As soon as the new Master Attendant arrives, and I hear what instructions he has received, I shall report further.

From the same Officer, dated Dowlaishweram, 22nd September 1876, No. 1,772.

In continuation of my letter, No. 1,690, of 16th instant, I have the honor to forward herewith a letter No. 6,150, of 12th instant, received from the Master Attendant, Administrative Department, and to request further instructions as it appears that the Marine Department are not prepared to comply with the orders conveyed in G.Os., Nos. 2,936 and 1,523, of 14th October 1875 and 20th June 1876, directing them to take charge and dispose of the Steamer *Prince*.

2. In 1872, my predecessor Colonel Fischer protested against the transfer of the *Prince* to this department, and stated that she would be of no use to us owing to her bulkiness and the large quantity of fuel that has to be used; but he was informed, in G.O., No. 2,215, of 18th September 1872, that "the Steamer *Prince* is designed for use by the Marine Department at Cocanada, as recommended in Mr. Robertson's report." She seems to have arrived at Dowlaishweram from the Upper Godavery about the end of 1872 or beginning of 1873, and has done no work ever since.

3. I gave information regarding her in my letter* No. 895, of 17th June 1875, printed with G.O., No. 1,982, of 12th July 1875, after consulting Mr. Vanstavern, the person best acquainted with her history.

4. The expenditure upon her in repairs since her arrival in 1872-73 has been trifling. It amounted to Rupees 93 in 1873-74 and Rupees 143-7-0 in 1875-76. In 1874-75 no repairs were done. She has been lying idle at Dowlaishweram, awaiting transfer to the Marine Department, who apparently have been reluctant to take charge of her.

5. I have only to state further that she worked in the Upper Godavery from 1860 to 1868, and has not been required since the new Upper Godavery steamers were built in the latter year.

6. The following observations are made from notes of a conversation with Mr. Vanstavern in June 1875.

I.—It is believed that her boilers should be carefully examined; they should be lifted and their bottoms examined where they rest on the skids.

II.—The steamer's bottom should also be examined for damage done on the rocks in 1866-67; for cuts across the bottom between bilge and keelplate in front of starboard cylinder, which are said to have been repaired with sheets of iron rivetted on the outside.

III.—In the starboard bow the bilge is said to have been forced up, and the sister-kelson displaced, and the frames bent.

IV.—It is also to be noted that her sponsons do not go through as in sea-going vessels, and that if she is to go to sea, it will be advisable to remove her heavy paddle-box cabins, to lighten the strain on the sides, the sponsons being only supported on brackets.

V.—The steering apparatus requires alteration to suit it for sea-going purposes.

VI.—The stanchions round the vessel should be cut down, and a wooden railing

put up instead. She is now roofed over with corrugated iron which should be removed.

VII.—She should be specially fitted with towing bitts to fit her for towing.

VIII.—She will also require heavier mooring tackle for use in the roads.

7. This vessel was inspected by the Chief Engineer for Irrigation in 1873, and he remarked in his notes of inspection as follows:—"I have not had an opportunity of seeing the *Prince* under steam, but the engines were very clean and apparently in excellent order."

8. The *Prince* was also inspected in September 1875 by the late Master Attendant of Cocanada, Captain Castor, who informed me that he would undertake to remove her from Cocanada to Cochin in December or January without Captain Barber's assistance. He considered her well suited to the port of Cochin, I presume that he then reported to Captain Taylor on her condition.

9. No general repairs have been done to her since she has been lying at Dowlaishweram; doubtless because she was brought here for the Marine Department, and as they would have to pay for the repairs, it was supposed they would take her over as she stands, or state exactly what they required done to her.

10. Under present circumstances, I request to be favored with instructions as to the extent of the repairs to be undertaken and from what source funds will be found. If she is to be sold at Coringa or Cocanada, she only needs caulking and painting; and if she is to be sent to some other port it will be well that she should be inspected by an officer of the Marine Department and repairs and alterations carried out according to his report. It is to be regretted that the Marine Department did not report fully on the matter on receipt of G.O., No. 2,936, of 14th October 1875.

No. 1,484.

TRANSFERRED for disposal in the Marine Department, with original file of G.O., No. 2,936, dated 14th October 1875, containing the original note from the Master Attendant, Administrative Department, on which that order was based, and the steamer brought down to Coringa. It is very embarrassing that the Master Attendant should now trammel his fulfilment of that order with conditions, compliance with which is out of the Superintending Engineer's power.

OOTACAMUND, (Signed) G. W. WALKER, Major-General, R.E.,
6th October 1876. Secretary to Government, P.W.D.

No. 1,572.

REFERRED to the Master Attendant, Madras, for his remarks.

OOTACAMUND, (Signed) W. HUDLESTON,
12th October 1876. Chief Secretary.

From J. H. TAYLOR, Esq., Lieutenant, R.N.R., Master Attendant, Administrative Department, Madras, to the Honorable W. HUDLESTON, Chief Secretary to Government, Marine Department, Fort St. George, dated Madras, 18th October 1876, No. 7,274.

I HAVE the honor to acknowledge receipt of the papers marginally quoted, Letters from the Officiating Superintending Engineer, Godavery, to the Secretary to Government, Public Works Department, Nos. 1,690 and 1,772, dated 16th and 22nd September 1876. Order of Government, Public Works Department, No. 1,484, dated the 6th October 1876. received under your endorsement thereon, No. 1,572, of date 12th October 1876, and to express my great regret that the unavoidable course of action which I was compelled to take in regard to the Steamer *Prince* should have led to the censure conveyed by General Walker in his memorandum on the subject. I can only respectfully submit that nothing was further from my intentions than to trammel the fulfilment of the orders of Government, or to throw obstructions in the way of carrying them out. My letter to the District Engineer on the subject of the *Prince* was indited solely in the interests of the public service, and with due regard to the custody and safety of Government property, and for no other reason, as I trust to show in the following brief remarks.

2. In a letter dated 5th September Mr. Richardson, the Deputy Collector of Cocanada, requested permission to take over charge of the Steamer *Prince* from the Public Works Department, detaching the Engineer in charge of the dredging plant and punts to go up to Coringa for that purpose. It was impossible to approve of this course, as in the absence of a Master Attendant in charge of the port, it would be absolutely necessary that Mr. Redford should remain at Cocanada in charge of the dredge, punts, &c., belonging to the Marine Department. The Deputy Collector's office is $3\frac{1}{2}$ miles distant from the Master Attendant's office, and, in the event of any bad weather, or of any boat or vessel colliding with either the dredge or punts, no responsible person would have been on the spot to have given a single order, or to have taken any precautions for the safety of the vessels. Again, I did not deem it justifiable to assume charge of valuable property in a loose perfunctory manner in the absence of the Master Attendant of the port, who alone in my humble opinion should have performed the duty. I respectfully urge that this precaution was all the more necessary when the state in which the plant which has hitherto been taken over is considered.

3. Moreover, as I read the orders of Government on the subject, the Marine Department was to be merely the agency for selling the vessel on behalf of the Public Works Department, keeping charge of her for the purpose at the expense of that department. With this view, it was understood from the general tenor of the District Engineer's letters to Government that the vessel would be delivered in such a state as to warrant a public officer recommending her to any intending purchaser, and the letter from the Deputy Master Attendant at Calcutta to Major Beatty sufficiently illustrates the necessity of caution in this respect.

4. Having, however, in August last heard further particulars regarding the vessel from a demi-official source, I came to the conclusion that the vessel was not in a fit state to be sold, and I accordingly determined to ascertain full particulars of her history from the officer who ought to have known most about it, viz., the District

Engineer, and hence my letter to his address. His reply to that letter, which was addressed to Government instead of to me, will, I think, sufficiently show that a full and accurate report of the state of the *Prince* was absolutely necessary to enable Government in the Marine Department to decide whether in the first instance the vessel should be sold as a safe one, and secondly whether the funds necessary for the extensive repairs evidently required should be provided by that department. Until I was enabled to report fully to Government on these points, I deemed it inadvisable, in the absence of a Master Attendant at Cocanada, to take formal charge of her, nor am I now able to see from what source funds can be forthcoming for this purpose in the Marine Department. To keep charge of the vessel and her engines a suitable establishment will be required, with an Engineer on a salary of at least Rupees 100 per mensem, to take care of her powerful engines and to carry out the necessary repairs to her boilers, &c. I considered that in the absence of any orders in the Marine Department to undertake such heavy repairs, and to engage a suitable establishment, that the vessel might well remain for a month or so longer in the hands of the Public Works Department. I may add that, if the District Engineer was not in a position to undertake the repairs, and to keep up a suitable establishment, this department was in a similar predicament.

5. In conclusion I would respectfully state that I am quite prepared to take charge and dispose of the Steamer *Prince* as required by the orders of Government, in the Public Works Department, Nos. 2,936 and 1,523, of 14th October 1875 and 20th June 1876, provided the Steamer *Prince* is handed over to me in a fit state for that purpose, as the vessel cannot in any way be said to pertain to this department, nor can she be utilized at any outport. If, however, it is ordered that the Marine Department should assume this responsibility and large expenditure attendant upon the same, I shall be prepared to send in a detailed report on the vessel, together with an estimate of the cost of repairs and establishment required, so soon as the new Master Attendant of Cocanada joins his port, provided that I am enabled to pronounce her worthy of repair at all.

From H. RICHARDSON, Esq., Deputy Collector in charge of the Master Attendant's Office, Cocanada, to Captain J. H. TAYLOR, R.N.R., Master Attendant, Administrative Department, Madras, dated Cocanada, 5th September 1876, No. 1,577.

With reference to the enclosed copies of a letter and telegram received from Major Beatty, Officiating Superintending Engineer, I have the honor to inform you that I have heard of the arrival of the Steamer *Prince* at Coringa, and beg to know if I may send Mr. Redford, the Superintendent of the dredge and his lascars to take charge of her and remain at Coringa until your instructions are received, for, owing to the heavy rains the dredging work is very irregular and the work can be very well put off for a few days. Please telegraph instructions.

From Madras.
From Marine.

To Cocanada.
To Deputy Collector in charge of Master Attendant's Office.

Don't assume charge *Prince*. New Master Attendant will receive instructions. Tell Beatty.
9th September 1876.

(True Copies.)
(Signed) T. E. MARSHALL,
First Asst. Master Attendant,
Administrative Department.

*Proceedings of the Madras Government, Public Works Department,
22nd February 1877. No. 587.*

From J. H. TAYLOR, Esq., Lieutenant, R.N.R., Master Attendant, Administrative Department, Madras, to Major J. BEATTY, R.E., Superintending Engineer, Godavery, dated Madras, 12th September 1876, No. 6,150.

I HAVE the honor to annex copies of a letter from the Master Attendant, Cocanada, and my reply by wire thereto, regarding the Steamer *Prince*, and to point out that this department will be prepared to receive charge of the vessel *for sale*, if handed over in a perfectly seaworthy condition and with a suitable crew to keep her clean. I should, therefore, like to be furnished with full and complete detailed information regarding the present state of her hull, engines and boiler, and also as to your own opinion of the vessel's seaworthiness, based on personal experience of her, in order to enable me to recommend her with any degree of confidence to any intending purchaser.

From Major J. BEATTY, R.E., Officiating Superintending Engineer, Godavery, to Major-General G. W. WALKER, R.E., Secretary to Government, Public Works Department, dated Dowlaishweram, 7th November 1876, No. 2,219.

PARA. 4. The Steamer *Prince* is now lying at Coringa; but, as the Master Attendant at Madras, Captain Taylor, is of opinion that no repairs should be done to her, there is no reason, I think, why she should not be taken at once to Cocanada and handed over to the Master Attendant there, if Government so order it.

No. 1,717.

TRANSFERRED in continuation of No. 1,484, dated the 6th October 1876, to the Marine Department with request that the transfer of the Steamer *Prince* to the charge of the Marine Department may be expedited, the services of Serjeant Macintosh being required in Nellore for the East Coast Canal Works.

FORT ST. GEORGE, (Signed) G. W. WALKER, Major-General, R.E.,
18th November 1876. Secretary to Government, P. W. Dept.

From Major J. BEATTY, R.E., Officiating Superintending Engineer, Godavery, to Major-General G. W. WALKER, R.E., Secretary to Government, Public Works Department, dated Dowlaishweram, 14th December 1876, No. 2,664.

I HAVE the honor to request early instructions regarding the transfer of the Steamer *Prince* to the Marine Department.

2. While the *Prince* lay at Dowlaishweram, the Boat Superintendent and other establishment there easily watched after her safety and that of the large quantity of stores belonging to her and the good order of her machinery.

3. But now that she is lying at Coringa where, under ordinary circumstances, we have no establishment, I have been obliged at much inconvenience to make it the head-quarters of Overseer Serjeant Macintosh,* and shall therefore be very glad when the Marine Department takes over charge.

4. I have spoken to the new Master Attendant at Cocanada, who admitted that, if the *Prince* be brought into the Cocanada river, he would have no difficulty in looking after her with his present establishment, or with the aid of one or two

*Proceedings of the Madras Government, Public Works Department,
22nd February 1877. No. 587.*

additional lascars. And this would be a great relief to this department, as it would enable me to transfer Serjeant Macintosh elsewhere, or send him to Nellore if he is still wanted there.

5. I shall, therefore, be much obliged by your getting orders passed as early as practicable for the transfer of the *Prince*.

No. 1,951.

TRANSFERRED to the Marine Department in continuation of endorsement, No. 1,717, of the 18th November 1876, with the request that early orders may be passed, the services of Serjeant Macintosh being urgently required for the relief works in Nellore.

(Signed) G. W. WALKER, Major-General, R.E.,
22nd December 1876. Secretary to Government, P. W. Dept.

No. 514-A. From J. H. TAYLOR, Esq., Lieutenant, R.N.R., Master Attendant, Administrative Department, to the Honorable W. HUDLESTON, Chief Secretary to Government, Marine Department, dated Madras, 6th February 1877, No. 955.

In my letter No. 7,274 of date 18th October 1876, I had the honor to refer at length to the Steamer *Prince* in order to explain the circumstances under which it was found inconvenient to take over charge of that vessel from the Public Works Department and undertake her repairs, and, as therein stated, I now beg respectfully to submit a report from the Master Attendant, Cocanada, regarding the vessel, together with an estimate for such repairs as are needed amounting to Rupees 7,719-4-9, which amount, if sanctioned, I beg may be placed at the disposal of this department from the Public Works Budget, as the General Port Fund cannot be debited with the expense in any way.

2. I also solicit permission to engage the services of one engine-driver at 20 Rupees per month and two lascars at Rupees 8 per mensem each, to look after both hull and engines and keep the vessel clean and in order.

Report on the Condition of the Steamer "Prince."

THE vessel has two holes in the hull, one of which is on the port bow about a foot wide and one in the bottom of the forehold on the port side to patch about 2 feet wide.

The rudder trunk requires an iron casing fitted to prevent water running into the hold in a rough sea way.

The bottom of the forehold on the starboard side is dented in about 4 inches on an angle of about 10 feet square, from having rested or struck on a rocky bottom, and from which cause seven of the ribs are broken, also a twist and crack on the bilge stringer. The hull in all other respects appears in good order.

The decks, covering boards, paddle boxes, hatches, bombings and cabin wood-work, are old and rotten in many places.

The corrugated iron roofing is in good order.

The boilers are old and one has been patched, but I have had them uncased and properly tested, and consider them capable of working two or three years longer with some new tubes fitted in them, twenty-four of these are split and leaking on the ends, and the smoke box requires to be renewed.

Proceedings of the Madras Government, Public Works Department,
22nd February 1877. No. 587.

The engines and machinery are in good order, steam pipes and boilers require to be reclothed, and a little spare gear wanted. The vessel must be docked to repair the hole in her bottom.

COCANADA,
29th January 1877.

(Signed) F. M. GILHAM,
Master Attendant, Cocanada.

ORDERED that the Master Attendant's application for funds to repair and maintain the Steamer *Prince* belonging to the Upper Godavery flotilla, and placed by the Public Works Department in charge of the Master Attendant at Cocanada, be referred to the Public Works Department for disposal, as the Marine Department cannot accept any charge on this account.

(True Extract.)

(Signed) W. HUDLESTON,
Chief Secretary.

No. 515. ORDER THEREON, 22nd February 1877, No. 587.

ESTABLISHMENT, No. 29-A.

(a) Heads of Service.—Provincial.

Fund.—Ordinary.

Class.—III, Establishment.

Name.—One Engine-driver and two Lascars for the Steamer *Prince*.

Amount.—Rupees 36 per mensem.

HIS GRACE in Council is of opinion that it would be unadvisable to expend the large sum proposed by the Master Attendant in repairing the Steamer *Prince*. In case a purchaser were found, it would in all probability be necessary to make material alterations in the vessel to

render her suitable for the work on which she might be required; in which case much of the money spent would be for the most part wasted.

2. Under these circumstances His Grace in Council resolves that the Marine Department shall receive charge of the steamer at once, and endeavour to sell the vessel; for the present care of which an establishment of—

1 Engine-driver	...	...	...	...	...	...	...	Rs.
2 Lascars, at Rupees 8 each	...	...	...	...	...	...	...	20
								16
Total	...	...	...	...	...	...	...	36

is sanctioned under Provincial and placed at the disposal of the Master Attendant, Cocanada.

3. This sanction is registered as Provincial Establishment No. 244-W of 1876-77.

(True Extract.)

First-Colonel, R.E.

Secretary to Government.

To the District Engineer, Godavery.

„ Marine Department.

„ Examiner of Public Works Accounts.

Exd. E. C. Shunker.

Spare Copies

No 1690

District Engineer Office Godavery
Dowlaiswaram 16 September 1876
5/2

From,

Major J. Beatty R.E.

Offg. Superintending Engineer Godav. Dist.

To,

Major General G. W. Walker R.E.

Secretary to Government P.W.D.

Madras.

Sir,

With reference to G. O. No 1742 of 11th

July 1876, I have the honor to forward herewith the reply of the Officiating Deputy Master Attendant Calcutta, stating that he does

not think it would be desirable to incur expenditure on the "Prince" to fit her for work in that part of India.

2. Lieutenant Campbell's report of her condition was calculated to give the most unfavorable impression; and in one respect he appears to have been misinformed.

He states that the "Prince" was put together in 1860/61 and that since that time she has

has been working between the upper and Lower Godavery". I believe that she worked only from 1861 to 1868, when the Upper Godavery Steamers, "Godavery" "Wardah", and "Wynegunga", were obtained from England and put together on the river. Since that time, 1868, she can only have been used very rarely, as the new steamers did all the work.

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4. I have also been informed by an officer who visited the place that there is a sister-ship to the "Prince" working for Government and probably in charge of the Marine Department at False Point between the shipping and

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5. The "Prince" is now at anchor in the River close to Coringa. She was not taken on to Cocanada because the late Master Attendant who inspected the "Prince" about a year since was of opinion that she was too large for use in the little river at Cocanada; and would be an obstruction there; and because if she is to be taken to sea, she must first be docked and repaired, which can best be done at Coringa. But if the new Master Attendant wishes her delivered over at Cocanada, I shall have her removed there. Her iron hull is perfectly water-tight, but requires to be properly repaired where she was damaged by accident on the river. Her woodwork requires renewal, and her decks are very leaky.

6. As directed in G.O. Nos 2936 of 14th October 1875, and 1523 of 25 June 1876, she is now ready for transfer to the Marine Department, about which there is some delay; apparently owing to the recent death of the Master

10-11-12-13-14-15-16-17-18-19-20-21-22-23-24-25-26-27-28-29-30-31-32-33-34-35-36-37-38-39-40-41-42-43-44-45-46-47-48-49-50-51-52-53-54-55-56-57-58-59-60-61-62-63-64-65-66-67-68-69-70-71-72-73-74-75-76-77-78-79-80-81-82-83-84-85-86-87-88-89-90-91-92-93-94-95-96-97-98-99-100-101-102-103-104-105-106-107-108-109-110-111-112-113-114-115-116-117-118-119-120-121-122-123-124-125-126-127-128-129-130-131-132-133-134-135-136-137-138-139-140-141-142-143-144-145-146-147-148-149-150-151-152-153-154-155-156-157-158-159-160-161-162-163-164-165-166-167-168-169-170-171-172-173-174-175-176-177-178-179-180-181-182-183-184-185-186-187-188-189-190-191-192-193-194-195-196-197-198-199-200-201-202-203-204-205-206-207-208-209-210-211-212-213-214-215-216-217-218-219-220-221-222-223-224-225-226-227-228-229-230-231-232-233-234-235-236-237-238-239-240-241-242-243-244-245-246-247-248-249-250-251-252-253-254-255-256-257-258-259-260-261-262-263-264-265-266-267-268-269-270-271-272-273-274-275-276-277-278-279-280-281-282-283-284-285-286-287-288-289-290-291-292-293-294-295-296-297-298-299-300-301-302-303-304-305-306-307-308-309-310-311-312-313-314-315-316-317-318-319-320-321-322-323-324-325-326-327-328-329-330-331-332-333-334-335-336-337-338-339-340-341-342-343-344-345-346-347-348-349-350-351-352-353-354-355-356-357-358-359-360-361-362-363-364-365-366-367-368-369-370-371-372-373-374-375-376-377-378-379-380-381-382-383-384-385-386-387-388-389-390-391-392-393-394-395-396-397-398-399-400-401-402-403-404-405-406-407-408-409-410-411-412-413-414-415-416-417-418-419-420-421-422-423-424-425-426-427-428-429-430-431-432-433-434-435-436-437-438-439-440-441-442-443-444-445-446-447-448-449-450-451-452-453-454-455-456-457-458-459-460-461-462-463-464-465-466-467-468-469-470-471-472-473-474-475-476-477-478-479-480-481-482-483-484-485-486-487-488-489-490-491-492-493-494-495-496-497-498-499-500-501-502-503-504-505-506-507-508-509-510-511-512-513-514-515-516-517-518-519-520-521-522-523-524-525-526-527-528-529-530-531-532-533-534-535-536-537-538-539-540-541-542-543-544-545-546-547-548-549-550-551-552-553-554-555-556-557-558-559-560-561-562-563-564-565-566-567-568-569-570-571-572-573-574-575-576-577-578-579-580-581-582-583-584-585-586-587-588-589-590-591-592-593-594-595-596-597-598-599-600-601-602-603-604-605-606-607-608-609-610-611-612-613-614-615-616-617-618-619-620-621-622-623-624-625-626-627-628-629-630-631-632-633-634-635-636-637-638-639-640-641-642-643-644-645-646-647-648-649-650-651-652-653-654-655-656-657-658-659-660-661-662-663-664-665-666-667-668-669-670-671-672-673-674-675-676-677-678-679-680-681-682-683-684-685-686-687-688-689-690-691-692-693-694-695-696-697-698-699-700-701-702-703-704-705-706-707-708-709-710-711-712-713-714-715-716-717-718-719-720-721-722-723-724-725-726-727-728-729-730-731-732-733-734-735-736-737-738-739-740-741-742-743-744-745-746-747-748-749-750-751-752-753-754-755-756-757-758-759-760-761-762-763-764-765-766-767-768-769-770-771-772-773-774-775-776-777-778-779-780-781-782-783-784-785-786-787-788-789-790-791-792-793-794-795-796-797-798-799-800-801-802-803-804-805-806-807-808-809-810-811-812-813-814-815-816-817-818-819-820-821-822-823-824-825-826-827-828-829-830-831-832-833-834-835-836-837-838-839-840-841-842-843-844-845-846-847-848-849-850-851-852-853-854-855-856-857-858-859-860-861-862-863-864-865-866-867-868-869-870-871-872-873-874-875-876-877-878-879-880-881-882-883-884-885-886-887-888-889-890-891-892-893-894-895-896-897-898-899-900-901-902-903-904-905-906-907-908-909-910-911-912-913-914-915-916-917-918-919-920-921-922-923-924-925-926-927-928-929-930-931-932-933-934-935-936-937-938-939-940-941-942-943-944-945-946-947-948-949-950-951-952-953-954-955-956-957-958-959-960-961-962-963-964-965-966-967-968-969-970-971-972-973-974-975-976-977-978-979-980-981-982-983-984-985-986-987-988-989-990-991-992-993-994-995-996-997-998-999-1000-1001-1002-1003-1004-1005-1006-1007-1008-1009-1010-1011-1012-1013-1014-1015-1016-1017-1018-1019-1020-1021-1022-1023-1024-1025-1026-1027-1028-1029-1030-1031-1032-1033-1034-1035-1036-1037-1038-1039-1040-1041-1042-1043-1044

I have the honor to be
Sir

Your Most Obedt. Servant
 L. Beatty. Major R.E.
 Offg. Superintending Engineers
 Godavery District.

Barbara B. 595 4/16

2000

14-10-75 No 2936.
 - 13-11-75 - 3235
 - 20-6-76 - 1523
 - 30-6-76 - 1658
 a - 11-7-76 - 1742
 - 30-8-76 - 2298
 - 15-9-76 - 2460

P.W.D.
 22 SEP 76
 No 1580

P.W.D.
 13 FEB 77
 No 1580

To
 The Offg. Superintendent Engineer
 to the Secretary to Government
 Public Works Dept.
 Madras
 Re: 1690
 "Prince" Steamer
 Regarding the transfer
 of to the Marine Dept.
 -partment-

Administrative Department.

No. 7274.

MADRAS,
 Marine Office,
 18th October 1876.

From

J. H. TAYLOR, Esq., LIUT., R.N.R.,

Master Attendant,
 Administrative Department,
 Madras,

To

The Honorable W. Studdleston

Chief Secretary to Government,
 Marine Department,
 Fort Saint George.

Sir,

I have the honor to acknowledge receipt of the papers marginally quoted, received under your

Letters from the Offg. Superintendent Engineer
 Godavery to the Secretary to Govt. P. W. Dept.
 No 1690 & 1772 dated 16th & 22nd Sept. 1876.
 Order of Government P. W. Dept. No 1686
 dated the 6th October 1876.

No 1592 of date 12th
 October 1876, and to

express my great regret that the inevitable course of action which I was compelled to take in regard to the "Prince" should have led to the measure conveyed by General Walker in his Memorandum on the subject. I am only respectfully submitting that nothing was further from my intention than to transgress the limits of the orders of Government, or to throw obstructions in the way of carrying them out. My letter to the District

No 595
 1876

Date 2 to Oct 25-1876

District Engineer on the subject of the "Prince" was indicted solely in the interests of the public service, and with due regard to the custody and safety of Government property, and for no other reason, as I trust to show in the following brief remarks.

2. In a letter dated 5th September, Mr. Richardson, the Deputy Collector of Coconada, requested permission to take over charge of the Steamer "Prince" from the Department Public Works, detaching the Engineer in charge of the Dredging plant & pump to go up to Coringa for that purpose. It was impossible to approve of this course, as in the absence of a ~~the~~ ^{the} ~~dist~~ ^{dist} ~~attendant~~ ^{attendant} in charge of the port, it would be absolutely necessary that Mr. Redford should remain at Coconada in charge of the Dredge, pumps & ~~the~~ ^{the} ~~plant~~ ^{plant} ~~belonging~~ ^{belonging} to the Marine Department. The Deputy Collector's Office is 3 1/2 miles distant from the Marine Attendant's Office, and in the event of any bad weather, or of any boat or vessel colliding with either the Dredge or pumps, no responsible person would have been

10
been on the spot to have given a single order, or to have taken any precautions for the safety of the vessels. Again, I did not deem it justifiable to assume charge of movable property in a loose, perfunctory manner, in the absence of the ~~the~~ ^{the} ~~attendant~~ ^{attendant} of the port, who alone in my humble opinion should have performed the duty. I respectfully urge that this precaution was ~~also~~ ^{also} ~~the~~ ^{the} ~~more~~ ^{more} ~~necessary~~ ^{necessary}, when the state in which the plant which has hitherto been taken over is considered. ~~as I read the~~ ^{as I read the} ~~order of Government on the subject~~ ^{order of Government on the subject} the Marine Department was to ~~be~~ ^{be} ~~the~~ ^{the} ~~Agency for selling the~~ ^{Agency for selling the} ~~interest~~ ^{interest} ~~in the~~ ^{in the} ~~Department~~ ^{Department} ~~Public Works, keeping charge of her~~ ^{Public Works, keeping charge of her} ~~for the purpose~~ ^{for the purpose} ~~at the expense of that~~ ^{at the expense of that} ~~Department~~ ^{Department}. With this view it was ~~in~~ ⁱⁿ ~~discharged~~ ^{discharged} ~~from the~~ ^{from the} ~~General favor~~ ^{General favor} ~~of the~~ ^{of the} ~~District Engineer's~~ ^{District Engineer's} ~~letters to~~ ^{letters to} ~~Government~~ ^{Government} that the vessel would be delivered in such a state as to ~~be~~ ^{be} ~~warrant~~ ^{warrant} a public officer recommending her

14. Having, however, in August last, heard further particulars re-
garding the vessel from a deini offi-
cial source, I came to the conclu-
sion that the vessel was not in a
fit state to be sold, and I accordingly
determined to ascertain full
particulars of her history from the
officer who ought to have known
most about it, viz. the District Engineer,
and hence my letter to him, addressed.
This reply to that letter, which in an-
addressed to Government, instead
of to me, will I think sufficiently show
that a full and accurate report
of the state of the "Primer" was already
necessarily necessary to enable Govern-
ment in the Marine Department
to decide whether in the first instance
the vessel should be sold as a safe
one, and 2^{ndly} whether the funds neces-
sary for the extensive repairs were
evidently

I would not have hesitated to have provided
 by the Department, while I was
 enabled to report fully to Government
 on these points, it seemed it was in-
 -advisable in the calendar of a disaster
 at these important points, and a better
 of a similar kind, and of her, now, and I now
 in the Department. To keep
 charges of the medical and her engines
 a suitable establishment will be
 required, with an engineer on a salary
 of at least \$100 - - - per
 month, but a better care of her powerful
 engines, and to carry out the neces-
 -sary repairs to her boilers &c. I
 considered that in the absence of any
 orders in the Marine Department,
 she must take such heavy repairs, and
 to engage an suitable establishment
 that, the vessel might well remain
 for a month or so longer in the hands
 of the Department Public Works. I
 may add that, if the District En-
 -gineer was not in a position to un-
 -take the repairs, and to keep up a
 suitable

inevitable establishment, this depart-
 =ment is in a somewhat predicament
 to... as a consequence it would re-
 =spectfully state that it is quite
 prepared to be charged and disposal
 of the Steamer "Prince" as required by the
 orders of Government, in the Public Works
 Department, Nos 2936 and 1623 of 14th
 October 1875 and 20th June 1876, provi-
 =ded the Steamer "Prince" is handed
 over to me in a fit state for that
 purpose, as the vessel cannot in
 any way be said to pertain to this de-
 =partment, and even she be utilized at
 any outposts. If, however, it is ordered
 that the Shipping Department should
 assume this responsibility and ex-
 =penditure attendant upon the same,
 I shall be prepared to send in a detailed
 report on the vessel, together with a re-esti-
 =mate of the cost of repairs and establishment
 required, so soon as the new steamer Attan-
 =dant of Coconava joins his port, provided
 that I am enabled to provide her with
 of repair at all.

I have the honor to be
 Your most Obedt Servt
 J N Taylor
 Master Attendant
 Administrative Department

MR

[Faint, mostly illegible handwritten text, possibly bleed-through from the reverse side of the page.]

1530

Washer Attendants' Office.

Acopada 5th September 1876.

12a
The Dy. Collector in charge of
the Treasuries & Attendants' Office,
Cocacoda.
Captain J. H. Taylor D. M. R.
Treasurer & Attendant
Administrative Department
Cocacoda.

With reference to the enclosed copy of a letter and telegram received from Major Beatty, Officiating Superintendent of Engineers, I have the honor to inform you that I have heard of the arrival of the Steamer "Prince" at Coringa, and beg to know if I may send Mr. Bedford the Superintendent of the Dredge and his launch to take charge of her and remain at Coringa until your instructions are received, for, owing to the heavy rains the dredging work is very irregular and the work can be very well put off for a few days. Please telegraph instructions.

2

Marini 1875 20th
of Marini (marini)
of Marini

the Master and me

Administrative Department

the Chief dep. to Govt.

Home Department

1896/1 - Fort Saint George.

2444-18-4

Sept 18
Dec 21
Oct 1876

10

187274

1

...

*Explains the circumstances
surrounding the "Prin-
ciple."*

stances why the funds were not taken charge

not make any change
of by the name

Department.

[Faint, mostly illegible handwritten text]

I have the honor to enclose copies of a letter from the Master Attendants, Coconada, and my reply by wire thereto, regarding the Steamer "Prince", and to point out that this department will be prepared to receive charge of the vessel for sale, if handed over in a perfectly seaworthy condition, and with a suitable crew to keep her clean. I should therefore like to be furnished with full and complete detailed information regarding the present state of her hull, engines and boiler, and also with your own opinion of the vessel's seaworthiness, based on personal experience.

experience of her, in order to enable
me to recommend her with any
degree of confidence to any intending
purchaser.

I have the honor to be

Sir,

Your most Obedt^{ly} servant

W. Mayne

Master Attendant

Administrative Department

HP

No. 2219 District Engineer's Office Copy.
Dowlaisheram 7th November 1876
Desd 28th 15

From,

Major J. Beatty R.E.
Offr Supr Engineer Godavery.

To,

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

Sir,

In reply to your Memorandum
No. 1219 J. of 31st ultimo, I have the honor
to inform you that Serjeant Macintosh is
at present in charge of the steamer "Prince"
at Coringa; but as soon as the Marine
Department is directed to take charge
of the steamer, I shall have no objection
to the transfer of Serjeant Macintosh
to Nellore.

2. Serjeant Macintosh appears to
be a steady, intelligent, active man,
with some knowledge of steam engine
and machinery; but if he remained
here

part per
only
4

Vide my letter
No. 1690 dated
16th September 76.

of

1911

The Master Commandant
Administrative A.S.

Atal 12
Nov 19th } letter 1890

No. 6150

1890

State that this letter
was received from the
"Prince" if furnished
with a suitable number
respects certain parties

From Mr. P. 595 of 1896

here as an Overseer; I should have been obliged to employ him on the general work of the Department; and I intended employing him on the works lately under Overseer Marshant, who has been reported for drunkenness and recommended for dismissal.

3. It will be better to allow him to go to Nellore; but I trust he will not be moved until the steamer "Prince" is handed over to the Marine Department.

4. The Steamer "Prince" is now lying at Coringa; but as the Master Attendant at Madras, Captain Taylor, is of opinion that no repairs should be done to her, there is no reason, I think, why she should not be taken at once to Cocanada and handed over to the Master Attendant there, if Government so order it.

I have the honor to be,
Sir, Sir,

Your Most obedient Servt.
J. Beatty Major R.E.
Offr Supr Engineer Godavery D.

P.W.D.
14MV76
No 8224
P.W.D.
13FE377
No 1530

Dated 17 Nov 1876
Recd
At 2219
Sergeant Macintosh
Officer to Merico
No 1219 T. regard-
ing-
to him 666/16

From
The Officer & Engineer
Godavery Dt
To
The Secretary to Govt
P.W.D.

No. 2664
DISTRICT ENGINEER'S OFFICE GODAVERY.
DOWLAISHWERAM, 14th December 1876.
Sept 15-20
17a

From
Major J. Beatty R.E.
Offr Superintending Engineer Govt

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

Sir,

I have the honor to request early in-
structions regarding the transfer of the steam-
er "Prince" to the Marine Department.

2. While the "Prince" lay at Dowlaish-
weram the Boat Superintendent and other
establishment there easily watched after
her safety, and that of the large quantity
of stores belonging to her, and the good
order of her machinery.

3. But now that she is lying at Co-
ringa, where, under ordinary circumstances,
we have no establishment, I have been
obliged, at much inconvenience, to make
it

it the head quarters of Overseer Serjeant
Macintosh, and shall therefore be very
glad when the Marine Department takes
over charge.

* Vide my letter
No 2219 of 7th
November 1876

4. I have spoken to the New Master
Attendant at Cocanada, who admitted
that if the "Prince" be brought into the
Cocanada river he would have no diffi-
culty in looking after her with his pre-
sent establishment, or with the aid of one
or two additional lascars. And this
would be a great relief to this Department,
as it would enable me to transfer Mr.
Macintosh elsewhere, or send him to
Kellore if he is still wanted there.

5. I shall therefore be much obliged
by your getting orders passed, as early
as practicable, for the transfer of the
"Prince".

I have the honor to be,
Sir,

Your Most obedient Servt
L. Beatty. Major R.R.
Offg Supr Engineer Godavery D

Compd L.B.

P.W.D.
15 FEB 77
No 1530
P.W.D.
20 DEC 76
No 222

Report on the Condition of
the Steamer Prince. 199

The vessel has two holes in the hull. one of which is on the Port side about a foot wide and one in the bottom of the forehold on the port side to patch about 2 feet wide.

The rudder trunk requires an iron casing fitted to prevent water running into the hold in a rough sea way.

The bottom of the forehold on the starboard side is dented in about four inches on an angle of about 10 feet square from having rested or struck on a rocky bottom and from which cause 7 of the ribs are broken, also to twist and crack on the bilge stringer. The hull in all other respects appears in good order.

The decks covering boards paddle boxes, hatches Combing and ~~skin~~ wood work are old and rotten in many places.

The

From
The Office Engineer
Hodgsony D. A.
To The Secretary to
Government P.W.D.
Dated 14 Dec 1876
Recd 22664
"Prince" Steamer -
Requesting early
orders for trans-
fer of - to Marine
Department -

No 1951

Transferred to the
Marine Department - in
continuation of Indorse-
ment No 1717 of the 18th
November, 1876 - with the
request that early
orders may be passed,
the services of deficient
Machinery being
urgently required for
the Relief Works in
Nellon -

Wm. McKee Esq. P.W.D.

20 June 1876 No 1623
30 " " " 1658
11 July " " 1742
15 Sep " " 2460
30 " " " 2298

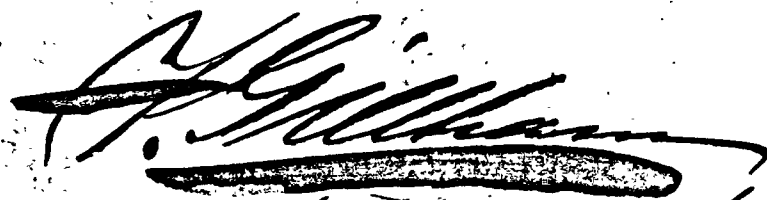
514-15

The corrugated iron roofing is in good order.

The boilers are old and one has been patched, but I have had them uncased, and properly tested, and consider them capable of working two or three years longer with some new tubes fitted in them. 24 of these are split and leaking on the ends, and the smoke box requires to be renewed.

The Engines and Machinery are in good order, steam pipes and boilers require to be reclothed, and a little spare gear wanted. The vessel must be docked to repair the hole in her bottom.

Master Attendant
Officer in Charge
29 January 1877


Master Attendant

Administrative Department,

No. 955

MADRAS,

Marine Office,

8th February 1877

From

J. H. TAYLOR, Esq., LIUT., R.N.R.,

Master Attendant,

Administrative Department,

MADRAS.

To

The Honorable W. H. Duddleston

Chief Secretary to Government,

Marine Department,

Fort Saint George.

SIR,

In my letter No. 7274, of date 18th October 1876, I had the honor to refer at length to the Steamer "Prince", in order to explain the circumstances under which it was found inconvenient to take over charge of that vessel from the Public Works Department and undertake her repairs, and as therein stated, I now beg respectfully to submit a report from the Master Attendant, Coconada, regarding the vessel, together with an estimate for such repairs as are needed, amounting to Rupees 7719-4-0/ seven thousand seven hundred and nineteen and Annas four, which amount, if sanctioned, I beg may be placed at the disposal of this department from the Public

Public Works Budget, as the General Port
Fund cannot be debited with the expense
in any way.

2. I also solicit permission to engage
the services of 1 Engine Driver at 20 Rupees
per month, and 2 Lascars at Rupees 8 per
month each, to look after both hull and
engines, and keep the vessel clean and
in order.

I have the honor to be

Sir,

Your Most Obedt Servt

W. Mason

Master Attendant

Administrative Department

11/11/11

M

220
 In House May 1877

P.W.D.
 13 FEB 77
 No. 1530
 2

Memorandum
 of the Committee on
 Finance

The Matter of the

Administrative Expenses

of the Chief Clerk to Court

of the House of Representatives

of the House of Representatives

of the House of Representatives

No 574 C
 Submit a report from the House
 of Representatives regarding
 the "House" with an estimate
 of the cost of the House for each
 year and also an estimate of the
 cost of the House for each year
 if the House is discontinued it may
 be placed as to the House of
 Representatives from the House of
 Representatives to suggest the
 action necessary to be taken
 by the House.

Feb 230

Estimate for the repairs of Steamer "Prince"

Contd.	Description	Rate	Per	Amount	Total
1837	Get down seat work for decks covering boards, cabins, haste beams & floors &c	28	"	\$4625	*
	Carpenter hire for do	"	"	1000	"
	Sawyers for ordinary work	"	"	150	"
4000	Good screws for decks &c	32	"	125	"
	Caulking and materials	"	"	300	"
15	Sheets 1/8" iron for smoke box	7	"	Sheet 105	"
3	do 1/4" iron for strengthening hull	17	"	22	51
80	Boards 1/2" iron for bulk &c	24	"	180	4
20	Boards angle iron 1 1/2" for smoke box and strengthening ribs &c	28	"	50	"
4	Bars flat iron 1/2" for strengthening within ribs and other changes	28	"	10	"
7	Bars square iron 1" for Piston rods and hubs	3	"	21	"
24	Tubes for boilers	10	"	240	"
	Blacksmith's labor	"	"	300	"
	Paint and oil &c			250	"
	Boeking and unworking			200	"
4	Boats canvas for hatch covers, haste boxes &c	28	"	and 112	"
		Total	24	71194	"

Get down the pumps,
Stern pump, & engine
and canvas for only

Walter Stewart
Officer commanding
29 January 1877

[Signature]
Walter Stewart

+

1484

Letters from the Off. Superintending
Engineer, Jidaney, No 1692 and 1772
dated 16 and 22 September 1876.

Transferred for disposal
in the Marine Department, with
original file of No 2936 of 14 October
1875, containing the original note from
the Master Attendant, Administrative
Department, on which that order was
based, and the Steamer brought down
to Coruña. It is very embarrassing
that the Master Attendant should
now transgress his fulfilment of
that order with conditions, compliance
with which he ~~seems to have~~^{is} taken out
of the Superintending Engineer's power.

Noted and
6 Oct 76 3
W. M. Mather Major General
Secy to Govt & Mr
The Marine Dept.
with original of No 2936 to be
returned

Her carrying capabilities are represented at 326 tons. which is evidently a mistake as it is impossible it can be much more than half that amount. The figure relative

March 29th 1899

relative to her performance, also appears to me to be somewhat overrated.

Altogether I do not think it would be at all desirable to incur the expenditure necessary to render her adaptable to any of the Services in this part of India.

I have the honor to be

Sir,

Your most Obedt Servt.

J. A. Barker

Offg Dy Master Attendant

In Charge

Done

From

The Deputy Master Attendant

(Calcutta)

To The Executive Engineer
In Charge S.O. 111

Dated 28th August 1976

Received 28th August 1976

No. 6509

Prince Steamer - State

that it is very question

able if the - is worthy re

pairing, and does not

consider it advisable to incur

any expenditure to make

her adaptable to any of

the services in Bengal

Per Lt. M. S. S. 1111

Dowlaiswaram

22nd September 1876

My dear General

I received Capt. Hankins letter with your note upon it dated 15th, yesterday, while I was preparing the accompanying official on the subject of the "Prince", which contains all the information available.

In June 1875, I inspected the vessel and took notes of all her ^{Mr. Vanstavern} had to say about her. If the "Prince" is to be prepared for going to sea we might get Mr. Vanstavern down to Coringa to dock her and estimate for the repairs required.

I need only add that the damage done to the hull of the "Prince" was entirely the result of accident.

Yours sincerely
J. Peatty.

1804

Fort: House
Ootacamund
14 September 1876. 270

Dear General Walker.

Referring to a letter received from Captain Taylor, the Master Attendant, about steamer 'Prince'. I am directed by His Grace the Governor to ascertain, what work the vessel has done, and what expenditure has been incurred on her. whether the holes referred to in her Hull have been the result of accident, or time and wear.

My dear Maestly,

Please return this enclosed with the information required, after reference, if necessary, to Vancouver.

I am,

Yours faithfully
Philip Barker
Private Secretary

15.9.76

Yours sincerely

Wm. D. Clark

it is at all worth while
to spend any large sum
upon this vessel. There is
throughout the papers no
indication that a purchase
is likely to be found and
were she purchased it is
probable that she would
have to be altered ma-
terially to render her
suitable for the
the work for which she
might be intended and
in that case most of
the money spent e.g.
on new decks &c would
be for the most part
wasted.

It is not clear why
the Marine Department
should not receive

letter from
Master Attendant
Administrative Dept.
No: 955 dtd 6th Feb 1877
para 2.

Charge at once and
endeavour to sell the
vessel in her present
state - In that case the
Re-establishment of 1 Engine
driver at 20 Rs. and 2
Lascars at Rs. 8 each
may be sanctioned
under Provincial for
the care of the vessel
and be placed at the
disposal of the Master
Attendant Coconada.

W. H. C. B.
Ag. Joint Secy. to Govt. P. W. D.

W. H. C. B.

FOR ORDERS.

Am. K. L. S. C. L.
His Grace the Governor

1534/1981

No 1772 District Engineer's Office, Godav.
Dowlaisluveram 22nd September 1876

From,

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

To,

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

a printed copy Sir,
G.O. No 1982
of 12th inst

In continuation of my letter No. 1690 of 15th instant, I have the honor to forward here with a letter No 6150 of 12th instant received from the Master Attendant Administrative Department and to request further instructions as it appears that the Marine Department are not prepared to comply with the orders conveyed in G.O. Nos 2936 & 1523 of 14th October 1875 and 20th June 1876 directing them to take charge and dispose of the steamer "Prince".

2. In 1872, my predecessor Colonel Fischer protested against the transfer of the Prince to this Department, and stated that she would be of no use to us owing to her bulkiness, and the large quantity of fuel that has to be used,

Retd 20-2-77

An: 7-2-77

Recd - 21-2-77

but he was informed, in G.O. No. 2215 of 18th September 1872, that "the steamer Prince is designed for use by the Marine Department at Cocanada as recommended in Mr. Robertson's report." She seems to have arrived at Dowlaishweram from the Upper Godavery about the end of 1872 or beginning of 1873, and has done no work ever since.

3. I gave information regarding her in my letter No. 895 of 17th June 1875 printed with G.O. No. 1982 of 12th July 1875, after consulting Mr. Vanstaven, the person best acquainted with her history.

4. The expenditure upon her in repairs since her arrival in 1872-73 has been trifling. It amounted to Rs 93 in 1873-74, and Rs 143-7- in 1875-76. In 1874-75 no repairs were done.

She has been lying idle at Dowlaishweram, awaiting transfer to the Marine Department; who apparently have been reluctant to take charge of her.

5. I have only to state further that she worked in the Upper Godavery from 1860 to 1868, and has not been required since the New Upper Godavery

* Vide paras 2 and 3.

310 5

Godavery steamers were built in the latter year-
6. The following observations are made from notes of a conversation with Mr. Vanstaven in June 1875.

I It is believed that her boilers should be carefully examined; they should be lifted and their bottoms examined where they rest on the skids.

II The steamer's bottom should also be examined for damage done on the rocks in 1866, 1867; for cuts across the bottom between bilge and keelplate in front of starboard cylinder, which are said to have been repaired with sheets of iron rivetted on the outside.

III In the starboard bow the bilge is said to have been forced up, and the sister keel displaced, and the frames bent.

IV It is also to be noted that her sponsons do not go through as in sea-going vessels, and that if she is to go to sea, it will be advisable to remove her heavy paddle-box Caisins, to lighten the strain on the sides; the sponsons being only supported on brackets.

The

V The steering apparatus requires alteration to suit it for sea-going purposes.

VI The stanchions round the vessel should be cut down, and a wooden railing put up instead. She is now roofed over with corrugated iron which should be removed.

VII She should be specially fitted with towing bits to fit her for towing.

VIII She will also require heavier mooring tackle for use in the roads.

7. This vessel was inspected by the Chief Engineer for Irrigation in 1873 and he remarked in his notes of inspection as follows:—"I have not had an opportunity of seeing the 'Prince' under steam but the Engines were very clean and apparently in excellent order."

8. The 'Prince' was also inspected in September 1875 by the late Master Attendant of Cocanada, Captain Castor, who informed me that he would undertake to remove her from Cocanada to Cochin in December or January, without

without Captain Barber's assistance. He considered her well suited to the port of Cochin. I presume that he then reported to Captain Taylor on her condition.

9. No general repairs have been done to her since she has been lying at Dowlaishweram; doubtless because she was brought here for the Marine Department, and as they would have to pay for the repairs, it was supposed they would take her over as she stands, or state exactly what they required done to her.

10 Under present circumstances, I request to be favored with instructions as to the extent of the repairs to be undertaken and from what source funds will be found. If she is to be sold at Coringa or Cocanada, she only needs caulking and painting; and if she is to be sent to some other port it will be well that she should be inspected by an officer of the Marine Department, and repairs and alterations carried out according to his report. It is to be regretted that the Marine Department did not report fully on the matter on receipt of G.O. No 2936

of 14th October 1875.

I have the honor to be,
Sir,

Your Most obedient Serv^t
J. Beatty Major R.

Offg. Sup^r Engineer Godavery D.

336

[Faint, mostly illegible handwritten notes and signatures on the right page, possibly including names like "J. Beatty" and "J. Beatty"]

Compd. J.B.

No. 1717. 340

From the Offg. Suptg. Engineer
 Godavery No. 2219 dated 4th Nov.
 1876

Transferred in continuation
 of No. 404, dated the 6th Oct.
 1876 to the Marine Department
 with request that the transfer of
 the Steamer Prince to the
 charge of the Marine Depart-
 -ment may be expedited, the
 services of Sergeant Macintosh,
 being required in Bellare for
 the East Coast Canal. Work.

Commander Major Genl. R.E.
 Secretary to Govt. D.W.

Fort St George
 18th Nov. 1876.

To the Marine Dept.

W. A. S.

From
 The Offg. Suptg. Engineer
 Godavery Dist.
 To
 The Secretary to Govt.
 D.W. D.

Dated 22nd September
 1876

No. 17172

Enclosure - Two

Steamer Prince -
 Requesting further
 instructions as the
 Marine Department
 is not prepared
 to take charge.
 I remain &c &c
 76

Forwarded No. 595 of 1876

25-

P.W.D.

13FE377

№ 1530

PROCEEDINGS of the MADRAS GOVERNMENT.

READ the following ~~letter~~

From Public Works Department, dated 6th
October 1876, No. 1484.
" the Master Attendant Madras, dated
18th October 1876, No. 7274.
" Public Works Department, dated 15th
November 1876, No. 1717.
" Public Works Department, dated 22nd Dec
December 1876, No. 1951.
" the Master Attendant, Madras, dated
6th February 1877, No. 955.

Order thereon 12th February 1877. No. 106.

Ordered that the Master and Attendants' application for funds to repair and maintain the Steamer "Prince" belonging to the Upper Godavery flotilla and placed by the Public Works Department in charge of the Master Attendant at Cocanada, be referred to the Public Works Department for disposal.

I am the paper
 all the time?
 becoming the
 for some in the
 for some

I have just received
 from the Mr. Bishop.
 Engraving, and
 your letter, and
 of which I have
 with regard to the
 transfer of the
 "Union" to the
 the business of
 expended.

361

per	at	per	at
200	100	200	100
200	100	200	100
200	100	200	100
200	100	200	100

disposal, as the Income Department
cannot accept any charge on this
account.

(See Contract)

of the Public Works Department
with the original papers.

The Public Works Department,
with the original papers.

to be made for the initial
of the year of the year

to be made for the initial
of the year of the year

March 1859

20 Jan'y 1877. No 189
11 July 1876 " 1762
20 June " " 1523
14 Oct 1875 " 2986
12 July " " 1982
18 Sep 1872 " 2215

3F877

1530

Marine Department

Noted 12th Feb. 1897 p. 106.

To	Dated	187	No.
	Recd.	}	

Benefit of 1871 and 1872

Referring certain
correspondence regarding funds
to repair and maintain the American
"Princes" belonging to the Upper
Godavery District.

75-14

lit: 172-77-RD-20-2-

Rec'd 21-2-78

4.2.77

24. 587

Public Works Department.

PROCEEDINGS OF THE MADRAS GOVERNMENT.

Read the following: 22 Feb/77 57a

Proc. in the Marine Dept. (H.C. No. 1064) 12 Feb. 1877

His Grace in Council is of opinion that it would be unadvisable to expend the large sum proposed by the Master Attendant in repairing the Steamer "Prince". In case a purchaser were found, it would in all probability be necessary to make material alterations in the Vessel, to render her suitable for the work on which she might be required; in which case much of the

1530
1877
Madras.
PUBLIC WORKS.

To
Dated
Issued
Recd.
Encl.

No. 10. B. Godavery-

1877, No. 584

Nos. 514-15

2 Lascars at Rs 8 each

W.H. 20

cont. launched.

28.277

St. Lawrence Co.
Marine Dept
L. P. H. A.
7-3-27

280
 Proceedings Marine Department
 No 106 dated 12th February 1877

FOR ORDERS.

The Steamer Prince,
 belonging to the Upper
 Godavary Navigation
 and therefore to Provincial
 has been sent to Coimbatore
 with a view to its sale
 by the Marine Dept.,
 and an estimate amount-
 ing to Rs 4719. 4. 0
 has been framed by the
 Master Attendant for
 repairs which are con-
 sidered necessary. It
 is very doubtful whether

Sell containing
 1/50 18/2

ML

From 12/2/77