

(1) Number of pages 28
(2) Date of repair 19-9-86
(3) Initials of the Referencer lcy

TAMIL NADU ARCHIVES

GOVERNMENT OF TAMIL NADU

P.W. DEPARTMENT

G.O. No.	1236-37W	Press.
B.P. No.		Mis.
Dated	11-3-1878	197.

Not to be folded or roughly handled.

A.K.

Archives I—10,006—19-4-79.

1236
1

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

11th March 1878, No. 1,236 W.

General.

Account.

Read the following papers:—

No. 120. From Major A. LE MESSURIER, R.E., Officiating Under Secretary to the Government of India, Public Works Department, (Railway,) to the Secretary to the Government of Madras, Public Works Department, (Railway,) dated Fort William, 4th February 1878, No. 530 R.

I am directed to forward three statements showing the earnings and expenditure of each steamer of the Indus Flotilla of the Scinde Punjab and Delhi Railway Company for the half-year ended 30th June 1877, as well as the details of the fleet, and to inquire whether, in the event of their being available for purchase, any of the vessels, &c., are likely to be required for service in the harbour or rivers within the Presidency of Madras.

2. Inquiries have been made regarding these steamers which could make a coasting trip by sea and their price. In regard to the barges some might be dismantled for transport and reconstructed, and the prices under these conditions have also been asked for.

No. 21 W.

No. 130-A.

MEMORANDUM.

The undersigned is of opinion that none of the steamers of the Indus Flotilla, particulars of which are given in the statements enclosed in the letter No. 530 R of the 4th ultimo, from the Officiating Under Secretary to the Government of India, which was forwarded for remarks with the Secretary's endorsement No. 393 of the 18th idem, are suited to the work of the Irrigation Department.

For Mr. George,
1st March 1878.

(Signed) JOHN MULLINS, Lt.-Col. R.E.,
Chief Engineer for Irrigation.

To the Secretary to Government, Public Works Department.

No. 130-B. From P. N. THOROWGOOD, Esq., Superintendent, Madras Harbour Works, to the Secretary to Government, Public Works Department, dated Madras, 6th March 1878, No. 59 W.

I have the honor to return the letter from the Officiating Under Secretary to the Government of India, Public Works Department, (Railway), No. 530 R, dated the 4th February 1878, together with its enclosures, and to state that I do not see any

prospect at present of being able to utilize any of the craft in the Indus Flotilla on the Madras Harbour Works.

No. 131. ORDER THEREON, 11th March 1878, No. 1,236 W.

ORDERED that the following reply be sent.

(Here enter No. 1,237 W. dated 11th March 1878.)

(True Extract.)

Colonel R.E.,
Secretary to Government, P.W.D.

To the Chief Engineer for Irrigation.
Superintendent, Madras Harbour Works.

GENERAL
ACCOUNT.

Govt. of Madras.

PUBLIC WORKS.

RECEIPT FOR IRIGATION.

1878-79.

1878.

1878.

1878-79.

1878-79.

1878-79.

1878-79.

1230
3
PUBLIC WORKS DEPARTMENT.

General.
Account.

No. 1,237 W.

No. 132.

FROM

THE SECRETARY TO THE GOVERNMENT OF MADRAS,

Public Works Department.

TO

THE SECRETARY TO THE GOVERNMENT OF INDIA

Public Works Department.

SIR,—I am directed to inform you that none of the steamers of the Indus Flotilla, particulars of which are contained in the statement which accompanied Major leMessurier's letter of the 4th February, No. 539 R, are suited to the work of the Irrigation Department. Nor is it anticipated that any of the craft in question are likely to prove useful on the Madras Harbour Works.

I have the honor to be,

Sir,

Your most obedient servant,

Colonel R. E.
Secretary to Government, P.W.D.

For Mr. George.
11th March 1878.

Ed. E. C. Shunker.
Spans Copies

CENTRAL
ACCOUNTS
GOVT. OF INDIA
PUBLIC WORKS.

GOVERNMENT OF INDIA

No. 530 *M.*

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

Railways.

1235
15

To

The Secretary to the Govt of Madras
Public Works Department (Railways).

Fort William 18th February 1878.

Sir,

I am directed to forward three
statements showing the earnings and expen-
diture of each steamer of the Indus Flotilla
of the Sindh Punjab and Delhi Railway
Company for the half year ended 30th
June 1877 as well as the details of the
fleet and to enquire whether in the
event of their being available for pur-
chase any of the vessels &c. are likely
to be required for service in the
harbour

harbour or rivers within the Presidency of
Madras.

Inquiries have been made regarding 2711.

these steamers which could make a coast-
ing trip by sea and their prices. In re-
gard to the barges some might be
dismantled for transports and reconstructed
and the prices under these conditions
have also been asked for.

These the bones to be
of the

your most obedient servant,

Alfredus Major, R. E.

Offg. Under Secretary

W. Alfred. No 895

0.75 lbs. China Clay for Irrigation.

(4) Single-headed carbon blocks

~~St. Helena~~

1954

Small Green
Leafy Spines

Erzanni

Encls. 4

No 21- N.

Brevibrachium

$$\frac{1236}{6}$$

The undersigned is of opinion that none of the steamers of the Indus Flotilla particulars of which are given in the statements enclosed in the letter N^o 530 R. n. of the 4th Volume from the Officiating Under Secretary to the Government of India, which was forwarded for remarks with the Secretary's endorsement N^o 893 of the 19th Idem, are suited to the work of the Irrigation Department.

Wm. L. Allen

Fort St George
1st March 1783

Chief Engineer for engine

This micrograph shows a cross-section of a plant stem. A prominent central vascular cylinder is visible, surrounded by a ring of large, thin-walled cells. The outer layers of the stem are composed of smaller, more densely packed cells.

The Secretary to Government
P. H. D.

100

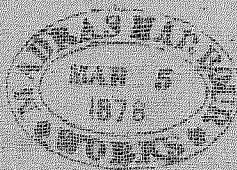
From

The Chief Engineer for Irrigation,

To

The

Sir, & Col R.H.D.



No. 21. W.

Dated

Despd.

Received

13 March 1876

Enclosures: 1

Subject

*Steamers of the Indian Flotilla -
Memo. stating that none of the
— vessels are suited to
the work of the Irrigation Dept.*

No. 794V.

From

The SUPERINTENDENT,

MADRAS HARBOUR WORKS,

To

Colonel E. A. Ford, F. E.

*Secretary to Government,
Public Works Department,
Fort St. George & Madras 1876.*

Sir,

*I have the honor to return the letter
from the Officiating Under Secretary to
the Government of India, Public Works
Department (Railway), dated
the 14th February 1876, together with its
enclosures, and to state that I do not
see any prospect at present of being able
to utilize any of the craft in the Indian
Flotilla, on the Madras Harbour Works.*

*I have the honor to be,
Sir,
Your most Obedient Servant.*

*A. H. Morozzoff,
Superintendent
Madras Harbour Works*

Railway

From The Superintendent
Madras Harbour Works

Received
Dated 6th March 1878

No of Enclosures

Indus Flotilla

States that none of the
crafts can be utilized at
present.

PROCEEDINGS OF THE MADRAS GOVERNMENT.

Under date the 11th March 78

Read the following:—

Letter from the Gov^t of India (H.E. No 530 R of 4th Feb 1878)
Trans by the Chief Engineer for Bridges (H.E. No 217 R of 1st March 1878)
From the Supt. M. W. Works (H.E. No 497 R of 6th March 1878)

Ordered that the fol-
lowing reply be sent

(H.E. No 1237 W dated 11th March 78)

To
The Secy to the Gov^t of India
Sir,

I am directed to
inform you that none of
the Steamers of the Indus
flotilla, particulars of
which are contained in the
statement which accom-
panied Major Le Messurier's
letter of the 4th February,
No 530 R, are suited to
the work of the Irrigation

A.R. for J. S. 17
Supt. M. W. Works, 3
Recd. 18-3-78

Department. Nor is it
 anticipated that any of
 the craft in question are
 likely to prove useful on
 the Madras Harbour Works.

12/36
 10

18-3-78

Enclosure to P. W. Dept. Nos. 529—35 R of 1878.

Statement showing the earnings and expenditure of each steamer for half-year ending 30th June 1877.

Names of steamers.	Voyage No.	EARNINGS.						Expenditure.	Profit.	Loss.			
		Detail.			Total.								
		Rs.	A.	P.	Rs.	A.	P.	Rs.	A.	P.	Rs.	A.	P.
Lawrence	1	19,720	0	3	70,605	0	0	32,923	8	4	37,671	7	5
	13	20,470	8	3									
	24	18,638	3	6									
	36	11,776	4	0									
Parah	2	7,825	1	0	34,908	4	9	25,537	1	0	9,371	3	9
	11	7,844	0	6									
	20	7,205	8	3									
	28	7,470	14	0									
	41	4,562	13	0									
Cranbourne	3	20,734	8	9	81,326	6	3	41,126	13	8	40,199	8	7
	14	24,062	7	3									
	25	19,228	5	9									
	39	17,301	0	6									
Frere	4	23,394	15	0	77,497	11	9	35,017	5	4	42,480	6	5
	16	23,781	1	9									
	26	16,220	4	0									
	38	14,101	7	0									
John Jacob	5	25,001	10	0	73,973	8	3	48,117	15	8	25,855	8	7
	17	22,523	6	6									
	27	19,360	2	9									
	49	7,086	5	0									
DeGray	6	23,322	3	6	67,759	14	3	42,675	5	4	25,084	8	11
	18	17,329	7	2									
	29	19,334	4	0									
	42	2,025	1	6									
	95	758	14	0									
Havelock	7	29,430	7	8	67,969	7	2	39,846	9	4	28,122	13	10
	19	17,152	5	0									
	31	16,714	3	6									
	43	5,786	15	0									
	95	1,885	8	0									
Maddock	8	43,930	13	0	60,141	15	6	54,781	6	8	5,360	8	10
	37	8,743	15	3									
	98	8,367	3	8									
Outram	9	20,676	2	6	59,744	7	9	33,427	8	4	26,316	15	5
	32	18,922	9	9									
	35	15,025	6	6									
	97	5,770	5	0									
Indus	10	6,134	12	0	36,991	2	3	18,024	6	1	12,966	12	2
	15	12,972	7	0									
	23	10,923	15	3									
McLeod	12	22,726	13	6	76,173	6	0	48,996	12	8	27,176	9	4
	21	24,187	8	3									
	34	19,934	15	9									
	99	11,304	0	6									
Ravee	33	19,906	12	0	33,178	6	9	24,006	14	0	14,171	8	9
	44	5,524	3	6									
		12,753	7	9									
Tug B	60				3,939	15	6	1,633	10	8	1,306	4	10
" C	82				3,935	11	0	2,957	11	8	977	15	4
Country boats	...				2,12,342	13	0	1,22,611	13	0	90,731	0	0
					9,59,628	2	2	5,71,204	13	0	3,88,423	4	5

J. CAMPBELL,
 Deputy Auditor.

18-3-78

Enclosure to Public Works Department Nos. 520—534 of 1879.

SIDE SECTION OF THE GREAT PINE AND CHITT PAINTED

Name.	SIZES.		TAVAGE.	DIMENSIONS IN FEET.			ENGINE.	Number of cylinders.	Number of rods.	Speed of pistons strokes.	Power of engine.	Structure of hull.	Date.	Remarks.
	Year.	Age.		Length.	Breadth.	Depth.								
Class I.														
Madison	1860		300	24	8	3	200	4	4	Common mill	100	100	100	100
Dallas	1867		270	24	8	3	100	4	4	Common mill	100	100	100	100
John Jacob	1867		270	24	8	3	100	4	4	Common mill	100	100	100	100
McLain	1867		270	24	8	3	100	4	4	Common mill	100	100	100	100
Crabtree	1867		270	24	8	3	100	4	4	Common mill	100	100	100	100
Class II.														
Pease	1862		300	24	8	3	100	4	4	Common mill	100	100	100	100
Lawrence	1862		300	24	8	3	100	4	4	Common mill	100	100	100	100
Harvey	1862		300	24	8	3	100	4	4	Common mill	100	100	100	100
Class III.														
Pease	1862		300	24	8	3	100	4	4	Common mill	100	100	100	100
Harvey	1862		300	24	8	3	100	4	4	Common mill	100	100	100	100
Class IV.														
Pease	1862		300	24	8	3	100	4	4	Common mill	100	100	100	100
Harvey	1862		300	24	8	3	100	4	4	Common mill	100	100	100	100
Class V.														
Pease	1862		300	24	8	3	100	4	4	Common mill	100	100	100	100
Harvey	1862		300	24	8	3	100	4	4	Common mill	100	100	100	100
Class VI.														
Pease	1862		300	24	8	3	100	4	4	Common mill	100	100	100	100
Harvey	1862		300	24	8	3	100	4	4	Common mill	100	100	100	100
Class VII.														
Pease	1862		300	24	8	3	100	4	4	Common mill	100	100	100	100
Harvey	1862		300	24	8	3	100	4	4	Common mill	100	100	100	100
Class VIII.														
Pease	1862		300	24	8	3	100	4	4	Common mill	100	100	100	100
Harvey	1862		300	24	8	3	100	4	4	Common mill	100	100	100	100
Class IX.														
Pease	1862		300	24	8	3	100	4	4	Common mill	100	100	100	100
Harvey	1862		300	24	8	3	100	4	4	Common mill	100	100	100	100
Class X.														
Pease	1862		300	24	8	3	100	4	4	Common mill	100	100	100	100
Harvey	1862		300	24	8	3	100	4	4	Common mill	100	100	100	100
Class XI.														
Pease	1862		300	24	8	3	100	4	4	Common mill	100	100	100	100
Harvey	1862		300	24	8	3	100	4	4	Common mill	100	100	100	100
Class XII.														
Pease	1862		300	24	8	3	100	4	4	Common mill	100	100	100	100
Harvey	1862		300	24	8	3	100	4	4	Common mill	100	100	100	100
Class XIII.														
Pease	1862		300	24	8	3	100	4	4	Common mill	100	100	100	100
Harvey	1862		300	24	8	3	100	4	4	Common mill	100	100	100	100
Class XIV.														
Pease	1862		300	24	8	3	100	4	4	Common mill	100	100	100	100
Harvey	1862		300	24	8	3	100	4	4	Common mill	100	100	100	100
Class XV.														
Pease	1862		300	24	8	3	100	4	4	Common mill	100	100	100	100
Harvey	1862		300	24	8	3	100	4	4	Common mill	100	100	100	100
Class XVI.														
Pease	1862		300	24	8	3	100	4	4	Common mill	100	100	100	100
Harvey	1862		300	24	8	3	100	4	4	Common mill	100	100	100	100
Class XVII.														
Pease	1862		300	24	8	3	100	4	4	Common mill	100	100	100	100
Harvey	1862		300	24	8	3	100	4	4	Common mill	100	100	100	100
Class XVIII.														
Pease	1862		300	24	8	3	100	4	4	Common mill	100	100	100	100
Harvey	1862		300	24	8	3	100	4	4	Common mill	100	100	100	100
Class XIX.														
Pease	1862		300	24	8	3	100	4	4	Common mill	100	100	100	100
Harvey	1862		300	24	8	3	100	4	4	Common mill	100	100	100	100
Class XX.														
Pease	1862		300	24	8	3	100	4	4	Common mill	100	100	100	100
Harvey	1862		300	24	8	3	100	4	4	Common mill	100	100	100	100
Class XXI.														
Pease	1862		300	24	8	3	100	4	4	Common mill	100	100	100	100
Harvey	1862		300	24	8	3	100	4	4	Common mill	100	100	100	100
Class XXII.														
Pease	1862		300	24	8	3	100	4	4	Common mill	100	100	100	100
Harvey	1862		300	24	8	3	100	4	4	Common mill	100	100	100	100
Class XXIII.														
Pease	1862		300	24	8	3	100	4	4	Common mill	100	100	100	100
Harvey	1862		300	24	8	3	100	4	4	Common mill	100	100	100	100
Class XXIV.														
Pease	1862		300	24	8	3	100	4	4	Common mill	100	100	100	100
Harvey	1862		300	24	8	3	100	4	4	Common mill	100	100	100	100
Class XXV.														
Pease	1862		300	24	8	3	100	4	4	Common mill	100	100	100	100
Harvey	1862		300	24	8	3	100	4	4	Common mill	100	100	100	100
Class XXVI.														
Pease	1862		300	24	8	3	100	4	4	Common mill	100	100	100	100
Harvey	1862		300	24	8	3	100	4	4	Common mill	100	100	100	100
Class XXVII.														
Pease	1862		300	24	8	3	100	4	4	Common mill	100	100	100	100
Harvey	1862		300	24	8	3	100	4	4	Common mill	100	100	100	100
Class XXVIII.														
Pease	1862		300	24	8	3	100	4	4	Common mill	100	100	100	100
Harvey	1862		300	24	8	3	100	4	4	Common mill	100	100	100	100
Class XXIX.														
Pease	1862		300	24	8	3	100	4	4	Common mill	100	100	100	100
Harvey	1862		300	24	8	3	100	4	4	Common mill	100	100	100	100
Class XXX.														
Pease	1862		300	24	8	3	100	4	4	Common mill	100	100	100	100
Harvey	1862		300	24	8	3	100	4	4	Common mill	100	100	100	100
Class XXXI.														
Pease	1862		300	24	8	3	100	4	4	Common mill	100	100	100	100
Harvey	1862		300	24	8	3	100	4	4	Common mill	100	100	100	100
Class XXXII.														
Pease	1862		300	24	8	3	100	4	4	Common mill	100	100	100	100
Harvey	1862		300	24	8	3	100	4	4	Common mill	100	100	100	100
Class XXXIII.														
Pease	1862		300	24	8	3	100	4	4	Common mill	100	100	100	100
Harvey	1862		300	24	8	3	100	4	4	Common mill	100	100	100	100
Class XXXIV.														
Pease	1862		300	24	8	3	100	4	4	Common mill	100	100	100	100
Harvey	1862		300	24	8	3	100	4	4	Common mill	100	100	100	100
Class XXXV.														
Pease	1862		300	24	8	3	100	4	4	Common mill	100	100	100	100
Harvey	1862		300	24	8	3	100	4	4	Common mill	100	100	100	100
Class XXXVI.														
Pease	1862		300	24	8	3	100	4	4	Common mill	100	100	100	100
Harvey	1862		300	24	8	3	100	4	4	Common mill	100	100	100	100
Class XXXVII.														
Pease	1862		300	24	8	3	100	4	4	Common mill	100	100	100	100
Harvey	1862		300	24	8	3	100	4	4	Common mill	100	100	100	100
Class XXXVIII.														
Pease	1862		300	24	8	3	100	4	4	Common mill	100	100	100	100
Harvey	1862		300	24	8	3	100	4	4	Common mill	100	100	100	100
Class XXXIX.														
Pease	1862		300	24	8	3	100	4	4	Common mill	100	100	100	100
Harvey	1862		300	24	8	3	100	4	4	Common mill	100	100	100	100
Class XL.														
Pease	1862		300	24	8	3	100	4	4	Common mill	100	100	100	100
Harvey	1862		300	24	8	3	100	4	4	Common mill	100	100	100	100
Class XLI.														
Pease	1862		300	24	8	3	100	4	4	Common mill	100	100	100	100
Harvey	1862		300	24	8	3	100	4	4	Common mill	100	100	100	

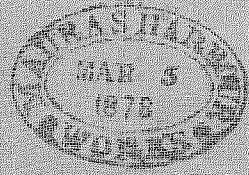
1. *Phragmites australis* (Cav.) Trin. ex Steud.

[illegible]

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86	4.0
87	4.0
88	4.0
89	4.0
90	4.0
91	4.0
92	4.0
93	4.0
94	4.0
95	4.0
96	4.0
97	4.0
98	4.0
99	4.0
100	4.0

Figure 1. The structure of the proposed model.

[illegible]



Enclosure to P. W. Dept. Nos. 529—35 R of 1878.

SIND SECTION OF THE SIND PUNJAB AND DELHI RAILWAY.

Details in respect to Barges.

Name.			Dates.		Tonnage.		Dimensions in feet.			Draft in feet.		Structure of		Cost in rupees.	Remarks.
Name.	Date.	Year.	Builders.	Carrying capacity.	Length.	Breadth.	Depth.	Light.	Loaded.	Hull.	Deck.				
Class 1.															
Sind	...	...	...	...	...	...	...	...	...	...	...	...	...	85,688	Converted from Richardson and Duck Co's steamers.
Bahawalpur	...	...	...	...	...	...	...	...	...	...	...	...	...	82,347	
(1) Kangra	...	...	...	...	...	...	...	...	...	...	...	...	...	84,081	
Cashmir	...	...	...	...	...	...	...	...	...	...	...	...	...	88,793	
Alamwahan	...	...	...	...	...	...	...	...	...	...	...	...	...	70,684	
Surlej	...	...	...	...	...	...	...	...	...	...	...	...	...	71,641	
Delhi	...	...	...	...	...	...	...	...	...	...	...	...	...	82,183	
Mecrut	...	...	...	...	...	...	...	...	...	...	...	...	...	60,711	
Jadhun	...	...	...	...	...	...	...	...	...	...	...	...	...	67,005	
Beas	...	...	...	...	...	...	...	...	...	...	...	...	...	66,308	
Chansab	...	...	...	...	...	...	...	...	...	...	...	...	...	53,145	
Janna	...	...	...	...	...	...	...	...	...	...	...	...	...	66,333	
Class 2.															
(2) Siulla	...	...	...	...	...	...	...	...	...	...	...	...	...	84,664	
Karachi	...	...	...	...	...	...	...	...	...	...	...	...	...	34,943	
Umrisar	...	...	...	...	...	...	...	...	...	...	...	...	...	77,506	

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BARGE	NAME			Tonnage	DIMENSIONS IN FEET			DRAFT IN FEET	STRUCTURE OF		Cost in rupees	REMARKS	
	Name	Age			Length	Breadth	Depth		Hull	Deck			
		Date	Year										
Class 2.—(continued)													
(1) Lahore	..	Unknown	..	1862	192	150	25 0	8 0	0 11 1/2	2 9	7/8" frames 2' apart, deck beam 4' apart.	Teak	1,02,510
(2) Madan	..	"	..	"	"	130	"	8 0	0 15"	"	Ditto	"	78,570
(3) Ch. Karim	..	"	..	"	"	"	"	"	"	"	Ditto	"	78,952
(4) Hyderabad	..	"	..	"	"	150	"	8 0	0 11 1/2	"	Ditto	"	1,03,402
(5) Enkhar	..	1st October	..	"	132	143	25 0	"	1 0	3 0	Ditto	"	30,166
(6) Borne	..	Unknown	..	1868	"	"	"	"	"	"	Ditto	"	44,527
(7) Pakhar	..	"	..	"	"	"	"	"	"	"	Ditto	"	45,521
(8) Tatta	..	22nd August	..	1865	"	"	"	"	"	"	Ditto	Deal	16,040
(9) Kotra	..	25th March	..	1869	195	150	28 9	8 0	0 11 1/2	2 9	3/4" and 7/8" plate, frames 1' 6" apart, deck beam 3'.	Iron plate	5,053
(10) Alahabad	..	"	..	"	400	200	30 0	6 5	1 0	"	Light steel plate, corrugated	"	7,803
(11) Mithun	..	Unknown	..	1868	160	133	24 0	6 0	"	3 2	3/4" iron plate	Deal	20,000
(12) Khampur	..	"	..	1862	162	"	25 0	"	"	3 0	"	"	20,000
Class 3.													
(13) Ellersoy	..	22nd August	..	1862	124	100	22 9	7 6	1 9	3 0	2 1/2" teak	Teak	22,641
(14) Curstjee	..	"	..	"	39	60	21 6	6 3	1 10	"	"	"	15,601
(15) Akabana	..	Unknown	..	1863	150	100	33 0	5 10	1 1 1/2	2 0	Frames 23" apart, deck beams 4' apart.	"	2,222
Class 4.													
(16) No. 1 of 54 tons	..	Unknown	..	1862	64	80	19' 9"	5' 7"	1' 1"	3' 9"	3/4" corrugated plate, frames 3' 5" apart, deck beams 10', 3 1/2' and few more.	Iron plate	
(17) 2 " "	..	"	..	"	"	"	"	"	"	"	Ditto	Teak	

(18) 3 " "	...	1863	"	"	"	"	"	"	"	Ditto	"		
(19) 4 " "	...	"	"	"	"	"	"	"	"	Ditto	"		
(20) 5 " "	...	"	"	"	"	"	"	"	"	Ditto	"		
(21) 6 " "	...	"	"	"	"	"	"	"	"	Ditto	"		
(22) 7 " "	...	"	"	"	"	"	"	"	"	Ditto	"		
Class 5.													
(23) No. 1 of 48 tons	...	Unknown	1862	48	109	12' 3"	4' 5"	0 10"	2' 0"	3/4" corrugated plate, frames 3' apart, deck beams in the middle 5', and other 4' apart.	Iron plate Deal Teak	2,85,178	
(24) 2 " "	...	"	"	"	"	"	"	"	"	"	"		
(25) 3 " "	...	"	"	"	"	"	"	"	"	"	"		
(26) 4 " "	...	"	"	"	"	"	"	"	"	"	"		
Class 6.													
(27) No. 10 of 35 tons	...	Unknown	1862	35	86	12' 3"	4' 3"	0 9"	1' 6"	3/4" corrugated plate, frames 3' 5" apart, deck beam 4' apart.	Deal		
(28) 2 " "	...	"	"	"	"	"	"	"	"	"	"		
(29) 3 " "	...	"	"	"	"	"	"	"	"	"	"		
(30) 4 " "	...	"	"	"	"	"	"	"	"	"	"		

(1).—These Barges "Kangra" to "Jumna" were new built.

(2).—Barges "Simla" to "Hyderabad" were new built for Richardson and Duck's steamers.

(3).—Barges "Sukkur" to "Tatta" were purchased from Government, 1st year, and since 1870 all 24 class flats from "Simla" to "Tatta" have been thoroughly repaired with new bottoms, new decks, etc. The "Karachi" has only had new teak deck put in.

(4).—The Barge "Tatta" was sunk in the River Indus off Laki on 18th September 1876, and has since been recovered, and now in dock, being repaired.

(5).—Barges "Makhar" and "Khangur" were bought from Bahawalpur State, 20th March 1877.

(6).—The "Ellersoy" and "Curstjee" are larks.

(7).—The "Akabana" is fitted up as an office, and used at Dock Bunder.

(8).—Barges of classes 4, 5, and 6 were built in connection with the tug by Richardson and Duck.

(9).—Fuel boat at Kotra.

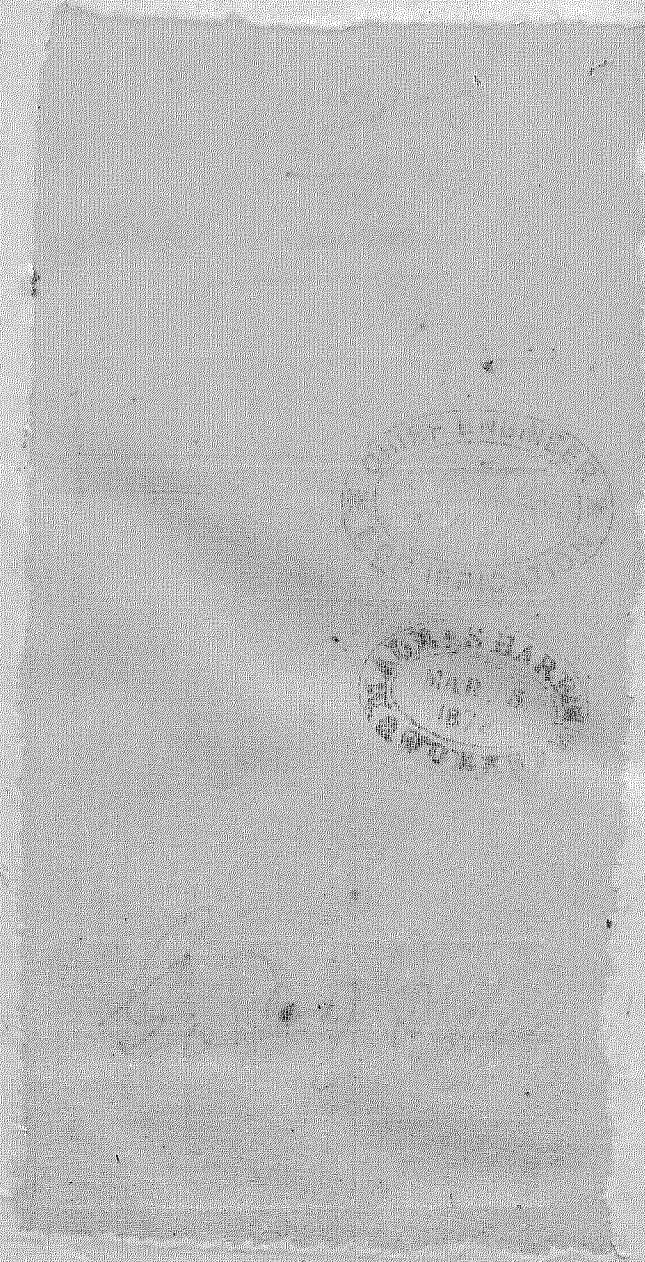
(10).—The Barges, class 6, are used as fuel boats at the northern end of the River Indus.

1st October 1877.

F. G. NEWNHAM,
Chief Engineer to Sindh.

RICHARD DICKNER,
Superintendent, Workshops.

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No 2853
 29/11/1871
 1871

PUBLIC WORKS.

The Ch. Engineer's Department

11 Mar 1236/1237 W

Nos 130-131
 132

Indus Flotilla The Ch. E.
 informed that none of the
 steamers of the — are sent
 to the works of the Engin Dept
 in the Madras Harbour

States that none of the
 steamers of the Indus
 Flotilla are sent to the
 works of the Engin Dept or
 the Madras Harbour

24/12/1871
 24/12/1871