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TAMIL NADU ARCHIVES

GOVERNMENT OF TAMIL NADU

P. W DEPARTMENT

G.O. No.	4757(W)	Press.
B.P. No.		~~Min.~~
Dated	14-12-1878	~~197~~

Not to be folded or roughly handled

Army

GOVERNMENT OF MADRAS.
PUBLIC WORKS DEPARTMENT.

14th December 1878, No. 4,757 W.

Buildings and Roads.
Civil Works.

Read the following paper:—

No. 147. From G. T. WALCH, Esq., Acting District Engineer, Godavari District, to the Chief Engineer, Public Works Department, dated Dowlaishvaram, 26th November 1878, No. 2,328.

I HAVE the honor to enclose copies of correspondence detailed in the margin, from which you will see that the Upper Godavari steamer has not been able to continue her running after the 16th October, having since her last arrival at Dumagudem been occupied in scraping the silt out of the Dumagudem Tail Lock and its lower approach.

2. Mr. Vanstavern states that never before has he seen at the place anything approaching such an accumulation of silt as in this year. And as till it was removed traffic through the canal would be entirely suspended, the steamer was as usual deputed to assist in the work. When this was done it was never contemplated that it would occupy her more than two or three weeks at the outside.

From G. T. WALCH, Esq., Acting District Engineer, Godavari, to the Officer in charge Dumagudem Division, dated Dowlaishvaram, 13th November 1878, No. 2,612.

WHEN I left Dumagudem on 12th ultimo I believe you told me that all would be ready for the steamer *Godavari* to commence clearing silt from the tail locks on her return.

2. I shall feel obliged by your informing me whether when the steamer arrived it was evident work could not then be commenced and that it could not be taken in hand for some time; and if so whether you informed Captain Barber of the probable time that would elapse before the work could be commenced.

3. The very long delay of the steamer is causing serious inconvenience.

From T. VANSTAVERN, Esq., Executive Engineer, Dumagudem Division, Godavari District, to the District Engineer, Godavari, dated Dumagudem, 19th November 1878, No. 270.

I HAVE the honor to acknowledge receipt of your letter, No. 2,612, dated 13th last, and in reply to inform you—

1. After the arrival of the steamer here there was a delay of a few days before she commenced work.

2. Since the steamer has been at work she has done very well.

3. The quantity of silt to be removed is very large; whatever part is cleared in the day is found filled in again in the morning, and so the same work has to be done over for days before any length cleared is actually gained.

4. The silt near the lock is soft on the top, where that is once cleared the lower stuff is found so hard that the scraper will not sink into it and the stuff has to be loosened with sand spades before the scraper can have any effect.

5. The winds from the north and north-west since the steamer has been here have been fresh; this interferes with her working; she no sooner gets out of the entrance than the wind catches her broadside on, and presenting such a large surface with little draft of water she is blown about like a cork, and a great deal of time is lost in getting her in a fair position to enter the entrance to the locks.

6. One day through a land slip in the entrance the steamer was drove against the wall and she sustained some damage which had to be repaired, and on other occasions there has been delay through breakages.

7. The entrance walls for 350 feet in length are only 8 feet high and just enough under water and mud now not to be seen; one of the steamer iron rudders was caught against the wall when she was going astern through which it was bent and some damage done to the rudder tube; this accident was unavoidable as the wall could not be seen.

8. You state in your letter that the absence of the steamer is a serious want in the lower district; in this case as the river is getting low it would be as well if the steamer went down then at once so as to make certain that she will get down all right.

9. Should one of the small steamers be available she might be sent up, and I would complete the work with her; if this is not possible I should have to wait till the river fall somewhat and then do the best I can to clear the lock.

10. I have sent Captain Barber a copy of this letter, and in an endorsement have drawn his attention to paragraph 8, and to see his own judgment to go down with the steamer when he considers it necessary by the state of the river as I suppose it is of great importance that you should have the steamer there.

11. The steamer will take down her scraper in case it should be required by you; should any of the small steamer be sent I shall feel obliged if you would return the small scraper; if not arrived inquiry might be made to passing boats; it was sent down in Nucka Penttiah's boat.

From the same Officer, dated Dumagudem, 20th November 1878, No. 271.

With reference to my letter, No. 270, of yesterday's date, I have the honor to inform you that Captain Barber requested me to come on board and look at the injuries the steamer had received.

2. This morning I went on board, and the injuries to the iron rudder, fittings, tubes, and the steamer bottom near the place are serious, both rudders are disabled and cannot be made use of, and only the wooden one to trust to.

3. These iron rudders, by their peculiar construction and fittings, cannot be unshipped like any ordinary fitted rudder, but the steamer has to be put in dock to take off the fastenings to the vessel's bottom.

4. Through the injury the rudders have received, principally the twisting of the main pin and bending of the feather, they cannot be placed in any position so as not to interfere with the storage by the wooden rudder.

5. Captain Barber told me that the river between here and Bhadrachalam is in a very bad state, the channel running in between rocks where there would not be sufficient width for the steamer; this statement has been confirmed through inquiries made among the crews of the native boats. There is a large number of these boats now at the tail locks getting loaded, and as they get ready they have to take a double crew to Bhadrachalam and then ever run great risks.

6. Under the circumstances the Captain of the steamer does not think it advisable to run the risk to take down the steamer in her present unmanageable state, and I think he is quite justified in his opinion.

7. The matter to be considered is this: is there anything to be gained by running the risk of damage or loss to the steamer. I think not. Should she after dropping down river arrive safe she could not be made use of but would have to be docked for repairs, which would take a long time, down at Dowlaisvaram; she would have to be docked, then the rudder fastenings removed, floated out of the dock into deep water, and then the rudder to be unshipped, there again docked and repaired, and then placed in deep water to ship the rudder.

8. She will have to work here for some time yet; it has generally taken me to remove the silt from one to two months under ordinary circumstances with the usual amount of silt. I shall, however, stop her working as soon as possible as the expresses are very heavy.

9. Whenever she has completed what is required she can be docked here; this will only cost a trifle, simply the men to move her from one place to another, as by the different levels of water on the works she can be put on the dry and again easily removed, the repairs would not amount to a large sum.

10. The steamer running or not running does not interfere in the slightest with the trade when the accident occurred in the lower district, and there was not any prospect of the steamer continuing to run; orders were sent down by the merchants here for boats and they came under contract; in fact plenty of boats came up on speculation which could obtain but little freight; when the steamer stopped running, there were some 15,378 bags of palnuts besides other produce to take down; these have all left and other also been sent down with some thousand of bags; palnuts and other produce is daily coming in and being sent down now; in fact there is a brisk trade.

The merchants and boatmen are anxiously looking to the time that the boat canal will be finished as now they run great risks as in accident happening to boats or cargo the loss falls on them.

11. Should you however wish the steamer to be sent down it will be tried by Captain Barber; should any accident occur he could hardly be blamed. I much regret that those accidents should have occurred, as the steamer must be a serious want to you.

From G. T. WALCH, Esq., Acting District Engineer, Godavari, to the Executive Engineer in charge Damagudem Division, dated Dowlaisvaram, 26th November 1878, No. 2,827.

With reference to paragraphs 6 and 9 of your letter, No. 271, of 20th instant, it is hardly necessary to state that the risk, which both you and Captain Barber believe to be great, of sending the steamer down must not be run. She must be docked at Dumagudem and repairs to her must be carried out there.

2. With reference to paragraph 7 of your No. 270, dated 19th instant, I do not see how the accident which has caused so much injury can be said to have been "unavoidable as the wall could not be seen." It would surely have been very easy to mark out the position of the wall with a few bamboos.

No. 148. ORDER THEREON, 14th December 1878, No. 4,757 W.

ORDERED to be recorded.

(True Extract.)

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

To the Superintending Engineer, First Circle,
" Revenue Department.

Encl. C. Howarth.
Spare Copies

BUILDINGS AND ROADS
CIVIL WORKS.

Govt. of (1878) Madras
PUBLIC WORKS.

THE SUPERINTENDING ENGINEER,
FIRST CIRCLE
To, Secy.

Dated December 1878.

Forwarded

Recd.

Encl.

G. O., 1401 Dated 1878, No. 1401 W

RECORDED.

No. 140-140.

Upper Godavari Steamer.—It was reported that the steamer was unable to continue her running since the 15th October 1878, recorded.

No. 2028

General.

FROM,

2nd District
THE OFFG-SUPERINTENDING ENGINEER

GODAVARI DISTRICT.

TO,

THE CHIEF ENGINEER

PUBLIC WORKS DEPARTMENT

MADRAS.

SIR,

CAMP DOWLAISHIRAM, 26th November 1878

22nd December

*Letter No 2612
d/18th Nov 1878
to Dumagudem D. Office
Mr. Vanstavern's
letters No 270 & 271
d/19th & 20th Nov 1878
No 2827 d/26th Nov 78
to Mr. Vanstavern.*

I have the honor to enclose copies of correspondence detailed in the margin from which you will see that the Upper Godavari steamer has not been able to continue her running after the 16th October having since her last arrival at Dumagudem been occupied in scraping the silt out of the Dumagudem Tail Lock and its lower approach.

2. Mr. Vanstavern states that never before has he seen at the place anything approaching such an accumulation of silt as in this year. And as till it was removed traffic through the Canal would be entirely suspended the steamer was as usual deputed to

to assist in the work. When this was
done it was never contemplated that it
would occupy her more than two or
three weeks at the outside.

I have the honor to be,
Sir,

Your most obedient Servant

O. Sewall

General.

FROM,

13674
Ag. District
THE OFFG. SUPERINTENDING ENGINEER

GOLAVERY DISTRICT.

TO,

THE CHIEF ENGINEER

PUBLIC WORKS DEPARTMENT.

MADRAS.

DATED 26th November 1878.
RECEIVED

No. 2020

ENCLOSURE. 4

Upper Godavari Steamer
Reporting that the - has
not been able to continue
her running after the 16th
October 1878 for certain
reasons stated within
N^o 4757 of 16th Dec 1878.

Recorded

S. S. First Class
Per. Dept
Recd. 25-12-78

No. 2612

FROM

Ag.
THE DISTRICT ENGINEER

GODAVARI.

TO

THE Officer in charge
Dumagudem Division.

Encls.

as
DOWLAISHWARAM, 13th November 1878.

SIR,

When I left Dumagudem on
the 11th ultimo, I believe you told me
that all would be ready for the Steamer
Godavari to commence clearing silt
from the Tail Locks on her return.
2. I shall feel obliged by your
informing me whether when the
Steamer arrived it was evident work
could not then be commenced and
that it could not be taken in hand
for some time and if so whether you
informed Captain Parker of the pro-
-bable time that would elapse be-
-fore the work could be commenced.
3. The very long delay of the Steamer
is causing serious inconvenience.

P

I have Rec Rec Rec
Signed J. P. Walsh
Ar. District Engineer Godavari
(True Copy)

J. P. Walsh
Ar. District Engineer Godavari

No 270

Dumagudem

19th December 1878.

From

The Executive Engineer
Dumagudem Division G.D.

To

The District Engineer
Godavari

Sir

I have the honor to acknowledge receipt of your letter No 2,612 dated 13th last and in reply to inform you.

1/- After the arrival of the Steamer here there was a delay of a few days before she commenced work.

2/- Since the steamer has been at work she has done very well.

3/- The quantity of silt to be removed is very large whatever part is cleared in the day it found filled in again in the morning and so the same work has to be done over for days before any length cleared is actually gained.

4/- The silt near the Lock is soft on the top.

top where that it once cleared the lower stuff is found so hard that the scraper will not sink into it and the stuff has to be loosened with sand spades before the scraper can have any effect.

8/- The winds from the North and S.W. since the steamer has been here have been fresh this interferes with her working she no sooner gets out of the entrance than the wind catches her broadside on and preventing such a large surface with little draft of water she is blown about like a cork and a great deal of time is lost in getting her in a fair position to enter the entrance to the Locks.

6/- One day through a land slip in the entrance the steamer was driven against the wall and she sustained some damage which had to be repaired and on other occasions there has been delay through breakages.

7/- The entrance walls for 350 feet in length only 3 feet high and not enough under water and mud now not to be seen one of the steamer's rudders was caught against the wall when she was going astern through which it was bent and some damage done

done to the rudder tube this accident was unavoidable as the wall could not be seen.

5/- You state in your letter that the absence of the steamer is a serious want in the lower District, in the case as the river is getting low it would be as well if the steamer went down there at once so as to make certain that she will get down all right.

9/- Should one of the small steamers be available she might be sent up and I would complete the work with her if this is not possible. I should have to wait till the river falls somewhat and then do the best I am to clear the Lock.

10/- I have sent Captain Darber a copy of this letter and in an endorsement have drawn his attention to para 8. and to see his own judgment to go down with the steamer when he considers it necessary by the state of the river as I suppose it is of great importance that you should have the steamer there.

11/- The steamer will take down her scraper in case it should be required by you should any of the small steamers be sent I shall feel obliged if you would return the

the small scrapper if not arrived enquiring -
might be made to passing boats it was sent
down in Nicka Penttala's boat.

Thence
(Signed) J. Vanstancro
Executive Engineer
Damagudem Division G.D.

(True Copy)

Jm

Sd District Engineer Godavari

compd by 22

No 271

Damagudem

20th. November 1878

From

The Executive Engineer

Damagudem Division G.D.

To

The District Engineer
Godavari

Sir

With reference to my letter No 270
yesterdays date. I have the honor to inform you
that Captain Barber requested me to come on
board and look at the injuries the Steamer
had received.

2/- This morning I went on board and
the injuries to the iron rudder, fittings, tubes
and the steamer bottom near the place are -
serious both rudders are disabled and cannot
be made use of and only the wooden one to trust to

3/- These iron rudders by their peculiar
Construction - and - fittings cannot be
unshipped like any ordinary fitted rudder
but the Steamer has to be put in dock to take
of the fastenings to the vessels' bottom.

Through

4/- Through the injury the rudder have received principally the twisting of the main pin and bending of the feather they cannot be placed in any position so as not to interfere with the storage by the wooden rudder.

5/- Captain Barber told me that the river between here and Phadrachellam is in a very bad state the channel running in between rocks were then would not be sufficient width for the steamer this statement has been confirmed through enquiry made among the Crew of the native boats. There is a large number of these boats now at the Tail Locks getting loaded and as they got ready they have to take a double crew to Phadrachellam and then ever run great risks.

6/- Under the circumstances the Captain of the steamer does not think it advisable to run the risk to take down the steamer in her present unmanageable state, and I think he is quite justified in his opinion.

7/- The matter to be considered is this is there any thing to be gained by running the risk of damage or loss to the steamer. I think not - should she after dropping down

down river arrive safe she could not be made use of but would have to be docked for repairs which would take a long time, down at Dowlaicharam she would have to be docked then the rudder fastenings removed floated out of the dock into deep water and then the rudder to be unshipped there again docked and repaired and then placed in deep water to ship the rudder.

8/- She will have to work here for some time yet it has generally taken one to remove the silt from one to two months under ordinary circumstances with the usual amount of silt I shall however stop her working as soon as possible as the Expresses are very heavy.

9/- Whenever she has completed what is required she can be docked here this will only cost a trifle simply the men to move her from one place to another, as by the different levels of water on the work, she can be put on the dry and again easily removed, the repairs would not amount to a large sum.

10/- The steamer running or not running does not interfere in the slightest with the trade when the accident occurred in the lower district

district and there was not any prospect of the steamer continuing to run - orders were sent down by the Merchants here for boats and they came under contract - in fact plenty of boats came up on speculation which could obtain but little freight when the steamer stopped running there were some 15,378 bags of Galinto besides other produce to take down; these have all left and other also been sent down with some thousand of bags Galinto and other produce is daily coming in and being sent down now in fact there is a brisk trade.

The Merchants and boat men are anxiously looking to the time that the boat Canal will be finished as now they run great risks as in accident happening to boats or cargo the loss falls on them

11/- Should you however wish the steamer to be sent down it will be tried by Captain Barber should any accident occur he could hardly be blamed, I much regret that these accidents should have occurred, as the steamer must be a serious want to you.

I have &c
(Signed) J. Vanstavern
Executive Engineer
Dumaguete Division G. D.

(True Copy)

J. Vanstavern

Ag. District Engineer Godavari

No. 2027

FROM

THE DISTRICT ENGINEER

GODAVERY

TO

THE Executive Engineer

In charge Damagudem Division

Encls.

26th November 1878.

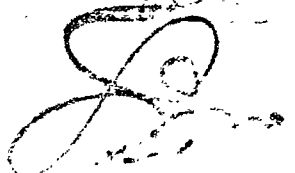
SIR,

1. With reference to Para 6 and 9 of your letter No 271 of 20th Inst and it is hardly necessary to state that the risk, which both you and Captain Barber believe to be great, of sending the Steamer down must not be run. She must be docked at Damagudem and repairs to her must be carried out there.

2. With reference to Para 7 of your No 270 dated 19th Inst and, I do not see how the accident which has caused so much injury can be said to have been "unavoidable" as the wall could not be seen. It would surely have been very easy to mark out the position of the wall with a few bamboos.

Enclosures in a letter
No 2020 dated 26th Inst
from the District
Engineer Godavari

I have her see
Signed J. L. Salch.
Mr. District Engineer
True Copy


Mr. District Engineer

1875

1875
12/2

copy 1/2

1384

PUBLIC WORKS

The Capt. Engr - Two Cards

7:12:42

1. 1. 1.

4. 6. 5

154

Q. S. 16 Dec 1874 No. 4757 W

1706,

Upper Kodavari Steamer.

Report of the — not being
able to continue her
running after the 16th
Feb 1878, recorded

129

2000