Archives I—10,006—16-8 77.

(1) Number of pages 10

(2) Date of repair Septr 1986

(3) Initials of the Referencer bvg

TAMIL NADU ARCHIVES

GOVERNMENT OF TAMIL NADU

PW DEPARTMENT

G.O. No. / B.P. No.	954(W)	Press. / Mis.
Dated	28 · 3 · 1879	19~~7~~ .

VB

Not to be folded or roughly handled

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

959

28th March 1879, No. 954 W.

Buildings and Roads.
Civil Works.

Read the following paper :—

No. 331. Endorsement of the Acting Chief Engineer for Irrigation, dated Fort St. George, 25th March 1879, No. 16 E.W.

From the Acting Superintending Engineer, First Circle, to the Chief Engineer for Irrigation, dated Dowlaishvaram, 17th March 1879, No. 622 G.D.

In continuation of this Office No. 17 G.D. of the 14th December 1878, I have the honor to forward herewith copy of an endorsement by the Officer in charge, Eastern and Central Delta Division, Godavari, on Captain Barber's letter, dated 23rd January 1879, giving further information on the injury to the Upper Godavari Steamer.

One copy of endorsement, No. 688, of 29th January 1879.

From Captain J. W. BARBER, Commanding, *Godavari*, to the Executive Engineer, Eastern and and Central Deltas, Dowlaishvaram, dated Dumagudem, 23rd January 1879.

In acknowledging receipt of your letter No. 1,244, I have the honor to bring to your notice that the Acting District Engineer in his letter No. 2,827, dated 26th November 1878, to the Chief Engineer, Madras, has done me great injustice in accusing me of neglect in not taking the necessary precautions for guarding against the training wall at the entrance of the tail locks.

I stated distinctly in my official letter to you dated 24th November 1878, also in a private one to the Officiating Superintending Engineer, and in one to the Executive Engineer, Dumagudem, that the accident was caused solely by the sudden parting of the rudder chains when going full steam astern; at the time of the accident a channel of sufficient width for the steamer was being scraped so as to reach the tail lock gates, and when the chains parted the steamer instantly sheered into the hard silt twisting the rudders at right angles with the keel in opposite direction.

When the occurrence took place it was impossible to get near the wall, but when the water was two or three feet higher a few days previously I not only had a lot of bamboos but several planks also were driven into the mud round the corners to prevent an accident occurring. Had the Executive Engineer, Dumagudem, sent me a copy of his letter before posting the original, the mistake could have been rectified at the time, but I did not receive it for some days after the original was sent. I then pointed out the mistake to him; his reply was "I will make it all right."

I enclose portions of the broken shackles for your inspection and hope you will please be good enough to request the Officiating Superintending Engineer to state the true cause of the accident to the Chief Engineer, Madras, as a case of gross neglect being recorded in his office against me might prove very serious at a future time.

No. 688.

FORWARDED for the information and consideration of the Superintending Engineer.

29th January 1879.

(Signed) G. D. WYBROW,
Executive Engineer.

TRANSFERRED to the Chief Engineer, Public Works Department, for disposal.

(Signed) J. O. HASTED, Lt.-Col., R.E.,
Ag. Chief Engr. for Irrigation.

No. 332. ORDER THEREON, 28th March 1879, No. 954 W.

RECORDED, in continuation of G.O., No. 23 W., dated 6th January 1879.

(True Extract.)

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

To the Superintending Engineer, First Circle.
" Chief Engineer for Irrigation.
" Revenue Department.

Exd E. C. Shunker
Spare Copies

BUILDINGS AND ROADS.
CIVIL WORKS.

Govt. of (1879) Madras.

PUBLIC WORKS.

To

THE SUPERINTENDING ENGINEER,
FIFTH CIRCLE,
&c., &c., &c.

Dated March 28th.

Issued

Read. Encl.

G. O., 25th March 1879, No. 934 W.

MARCH.

Nos. 331-332.

Upper Godavari Steamer.—Further report on the injury to the —, recorded.

NO. 622 GD Irrigation.

Endorse. Herewith

FROM,

THE ~~OFFG.~~ SUPERINTENDING ENGINEER
1st Circle
GODAVERY DISTRICT.

954

TO,

THE CHIEF ENGINEER
FOR IRRIGATION
MADRAS.

Enclo.

CAMP DOWLAISHWERAM, 17th March 1879

SIR,

In continuation of this Officer the 1st G.D of the 14th December 1878 I have the honor to forward herewith copy of an endorsement by the Officer in charge Eastern & Central Delta Division Godavari, on Captain Barber's letter No — dated 28th January 1879, giving further information on the injury to the Upper Godavari steamer.

I have the honor to be,
Sir,
Your Most Obedient Servt
Illegible Asst Engr
Asst to Supt Engr 1st Circle
For Ag Supt Engineer

Copy
Illegible

Irrigation.

No 16 E.W.

Transferred to the Chief Engineer, P.W.D. for disposal

Asst Engr 25 March 79

Endt

Secretariat

Under Secy to Govt

Actg Chief Engineer for Irrigation.

No. 954 W. dt 28th March 79

Recorded in continuation of G.O. No. 23 W dated 6th January 1879

FROM,

THE OFFG. SUPERINTENDING ENGINEER
1st Circle
GODAVERY DISTRICT.

TO,

THE CHIEF ENGINEER

FOR IRRIGATION

MADRAS.

DATED 17 } March 1879
RECEIVED

No. 622 G.D.

ENCLOSURE

Steamer Upper Godavari

Forwards further information on the injury to the

Fd 16-12-78 No 675 W
6-1-79 23 W.

S.E. First Circle
Chief Engr for Irrig
Revenue Depr
Cir 26/3.

Draft 17-4-1879

Wetterssen

Dummugudem 16.3.79

January 22nd 1879

To

Executive Engineer

E & C. Dollar. Dowlaiswaram.

954

Sir

I do acknowledge the receipt of your letter No 12 dated 16th inst and have the honor to bring to your notice that the Ag. District Engineer in his letter No 1099 dated November 26/78 to the Chief Engineer Madras, has done me great injustice in accusing me of neglect in not taking the necessary precautions for guarding against the Training wall at the entrance of the Sail Cooly.

I stated distinctly in my official letter to you dated November 24th 78 and in a private one to the Offg. Supdg. Engr. and in one to the Executive Engineer Dummugudem that the accident was caused solely by the sudden parting of the Rudder chain when going full steam astern at the time of the accident a channel of sufficient width for the Steamer was being scraped so as to reach the Sail Cooly gate and when the chains parted the Steamer instantly shewed into the hard silt twisting the rudder at right angles with the keel in opposite direction.

When the occurrence took place it was impossible to get near the wall but when the water was 2 or 3 feet higher a few days previously I not only had a lot of bamboos but several planks also were driven into the mud round the corners to prevent an accident.

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I enclose portions of the broken chamber for your inspection and hope you will please to good enough to request the Offg. Superintending Engineer to state the true cause of the accident to the Chief Engineer Madras, as a case of gross neglect being recorded in his office against me might prove very serious at a future time.

I have the honor to be
Sir
Your most obedient Servant
(Signed) J. W. Kirkee
Commanding Godavery

No 688

True Copy
Forwarded for the information & consideration of the Superintending Engineer
(Signed) G. A. Hayborne
Executive Engr.
29th January 177

True Copy
W. Lyons Asst Engineer
Asst to the Chief Engineer

22-12-13 ✓

Cr 2577

Govt. of {1879} Madras.

PUBLIC WORKS.

To ✓

Dated 29-3-79

Rcvd. (5)

Encl.

G. O., 28 Mar 1879, No. 4 W

Nos. 331-332

Upper Godavari steamer

Further report on the inspn
& Rly — recmdd

Archives I—10,006—16-8 77.

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When the occurrence took place it was impossible to get near the wall, but when the water was two or three feet higher a few days previously I not only had a lot of bamboos but several planks also were driven into the mud round the corners to prevent an accident occurring. Had the Executive Engineer, Dumagudem, sent me a copy of his letter before posting the original, the mistake could have been rectified at the time, but I did not receive it for some days after the original was sent. I then pointed out the mistake to him; his reply was "I will make it all right."

I enclose portions of the broken shackles for your inspection and hope you will please be good enough to request the Officiating Superintending Engineer to state the true cause of the accident to the Chief Engineer, Madras, as a case of gross neglect being recorded in his office against me might prove very serious at a future time.

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29th January 1879.

(Signed) G. D. WYBROW,
Executive Engineer.

TRANSFERRED to the Chief Engineer, Public Works Department, for disposal.

(Signed) J. O. HASTED, Lt.-Col., R.E.,
Ag. Chief Engr. for Irrigation.

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(True Extract.)

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

To the Superintending Engineer, First Circle.
" Chief Engineer for Irrigation.
" Revenue Department.

Exd E. C. Shunker
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BUILDINGS AND ROADS.
CIVIL WORKS.

Govt. of (1879) Madras.

PUBLIC WORKS.

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FIFTH CIRCLE,
&c., &c., &c.

Dated March 28th.

Issued

Read. Encl.

G. O., 25th March 1879, No. 934 W.

MARCH.

Nos. 331-332.

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Endorse. Herewith

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1st Circle
GODAVERY DISTRICT.

954

TO,

THE CHIEF ENGINEER
FOR IRRIGATION
MADRAS.

Enclo.

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Asst to Supt Engr 1st Circle
For Ag Supt Engineer

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