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TAMIL NADU ARCHIVES

GOVERNMENT OF TAMIL NADU

P.W.D. DEPARTMENT

G.O. No. 1895 - w Press.
B.P. No. 1895 - w Mis.

Dated 9-8-1880 197.

Not to be folded or roughly handled

A. Alavi

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

9th August 1880, No. 1,895 W.

Buildings and Roads.
Civil Works.

Read the following paper :—

No. 26. From Captain A. AWDRY, R.E., Superintendent of Works, Buckingham Canal, to the Chief Engineer, Public Works Department, dated Chepauk, 10th July 1880, No. 1,057.

THE following are the revised draft rules for the Buckingham Canal which I have the honor to recommend with reference to G.O., No. 1,388 W., of the 14th June 1880. Marginal notes in red ink have been put to facilitate observation of the changes.

2. With reference to Bye-law XIV, I have the honor to suggest that between the words "three months" and "for any" it would be well to insert the words "or levy a fine not exceeding five rupees in each case," as there is now no other way whatever for the Executive Engineer to punish than by the very serious penalty of suspension of license, which is too heavy for ordinary offences against the rules and bye-laws.

3. I find that applications are constantly made for duplicates of licenses lost through carelessness, and I therefore recommend the addition of the following to Schedule A :—"The fee for a duplicate license will be two rupees."

The amount of fee is the same as in the Kistna, where the levy of it has had the effect of making the boatmen keep their licenses in little tin boxes which cost perhaps 2 or 3 annas, but save them from being lost and from becoming so dirty as to be almost illegible as some of the Buckingham Canal ones have become.

RULE VII.—The maximum dimensions of vessels brought on the Canal hereafter will be limited to 90 feet in length, 13 feet beam, and 2½ feet draft; vessels of greater length and beam that may be now on the Canal will be allowed to remain upon it at the Owner's risk until they are worn out or renewed, but the draft of water will be limited in all cases to 2½ feet, which draft will be marked by a painted band or water line round the outside of the hull, provided that the painted band or water line thus arrived at shall not allow less free-board than 12 inches, or, in other words, be less than 12 inches below the lowest point in the gunwale; and no vessel shall be laden so as entirely to submerge this painted band. The height of fixed fittings, such as the roofs of boats, mast partners, funnel sockets, &c., shall be limited to 6½ feet above the deep load-line. The height of piled cargo, such as firewood, cotton, leaves, &c., will be limited to the same dimensions and in a similar manner.

RULE VIII.—The gross tonnage of all vessels will be obtained by the following Rule :—

$$\frac{L \times B \times D}{50}$$

L being equal to the length of the vessel, measured at half the midship depth, from the afterpart of the stem to the forepart of the stern post.

B is equal to the sum of five widths taken from the inner side of the planking on one side to the rib on the other side, at equal distances of one-sixth of the above length, divided by 6.

D is the midship depth taken from the upper surface of the limber strake (the bottom plank next the keelson, or the centre bottom plank when there is no keelson) to the under surface of the deck planking in decked vessels, or to the top of the upper strake or gunwale in open vessels.

The net or registered tonnage will be for—

Steamers, the gross tonnage less one-third; and for

Other vessels, the gross tonnage less 15 per cent.;

but the carrying capacity of any vessel to the load-line painted round the hull as laid down in Rule VII will be actually tested by weight on the Owner of the vessel or his Agent bringing it to the Basin at Madras and making written application to the Executive Engineer to have it so tested, and the result arrived at by such testing shall be the registered tonnage of the vessel and be painted on it and adopted as the registered tonnage of the vessel, with effect retrospective to the commencement of the license under which the vessel is plying, i.e., all excess license fees and tolls collected from the commencement of the calendar year for which the vessel is licensed will be refunded, and *vice versa*. In the case of a vessel being tested which is found to have had its tonnage correctly or under-estimated by the method of measurement in this Rule, the Boat-owner or his Agent who applies for the testing will pay a fee for testing of eight annas per ton of the tonnage arrived at by the testing.

RULE IX.—Vessels adapted to carry passengers, i.e., having a covered space for their protection, may be registered as passenger vessels, and will then be licensed to carry one passenger for every 5 square feet of deck surface under cover to be measured as follows:—Length, from stem to stern at the deck level; breadth, the sum of five widths taken at equal distances of one-sixth the length and divided by 6; then length and breadth divided by 5 will give the number of passengers a vessel will be licensed to carry, including 40 lbs. of luggage for each passenger. When passenger vessels carry cargo as well as passengers, the quantity of cargo allowable will be the registered tonnage less 40 lbs. for each passenger on board.

First-class passenger vessels (such as budgerows) plying for hire and not carrying cargo will be licensed at the commencement of the year at the option of the Owners, either like other vessels by a license fee of Rs. 2 per ton for one section and tolls at 4 annas per ton, or by a license fee at Rs. 4 per ton for the whole Buckingham Canal for the year. In the calculation of the tonnage of such boats the free-board will be taken as at 18 inches and the load-line marked accordingly, the tonnage being determined by testing.

Vessels, the private property of individuals, making use of the Canals, but not carrying passengers or goods or plying for hire, will be licensed for a calendar year for the whole Buckingham Canal on payment of a fee of Rs. 15.

(Signed) A. AWDRY, Captain, R.E.,
Superintendent of Works,
Buckingham Canal.

No. 27. ORDER THEREON, 9th August 1880, No. 1,895 W.

THE revised rules submitted with the foregoing letter, as also the additions to Bye-law XIV and to Schedule A suggested by the Superintendent, are approved, and will be published in the Fort St. George and Local Gazettes.

(True Extract.)

for Under Secy. to Govt., F.W.D.

To the Superintendent of Works, Buckingham Canal.
" Superintendent, Government Press.
" Revenue Department.
" Board of Revenue.
" Superintendent of Works, Kistna.
" " " Godavari.

Exd. A. F. Goodall.

Spare Copies

BUILDINGS AND ROADS.
CIVIL WORKS.

Govt. of (1830) Madras.
PUBLIC WORKS.

To
THE SUPERINTENDENT OF WORKS,
BUCKINGHAM CANAL,
do., do., do.

Dated August, 9th.

Issued

Recd.

Encl.

G. O., 9th August 1880, No. 1,895 W.

AUGUST.
Nos. 26-27.

Buckingham Canal.—The revised rules
for the — submitted by the Superintendent,
approved and ordered to be published in the
Fort St. George Gazette.

No 1057

Office of the Superintendent of Works
Buckingham Canal
Chepauk 10th July 1880.
Despatched 12th —

From

The Superintendent of Works
Buckingham Canal

To

The Chief Engineer
Public Works Department
Madras

Sir

The following are the revised draft Rules for
the Buckingham Canal which I have the honor to recommend
with reference to G. O. No 1888 W of the 14th June 1880. Marginal
Notes in red ink have been put to facilitate observation of the changes.
2. With reference to Bye law **XIV** I have the honor
to suggest that between the words "three months" and "for any"
it would be well to insert the words "or levy a fine, not exceeding
five Rupees in each case" as there is now no other way
whatever for the Executive Engineer to punish them by the
very serious penalty of suspension of license which is too heavy
for ordinary offences against the rules and bye laws.

3. I find that applications are constantly made for
duplicates of licenses lost through carelessness and I therefore
recommend the addition of the following to Schedule **A**.
"The fee for a duplicate license will be two Rupees"

The amount of fee is the same as in the Potna where the levy of it has had the effect of making the Boatmen keep their licenses in little tin boxes which cost perhaps 201 & annas but save them from being lost and from becoming so dirty as to be almost illegible as some of the Buckingham Canal ones have become.

I have the honor to be

Sir

Your Most Obedient Servant

A. A. A. Captain R. E.

Superintendent of Works
Buckingham Canal

Rule VII. The maximum dimensions of vessels brought on the canal hereafter will be limited to 90 feet in length, 13 feet beam, and $2\frac{1}{2}$ feet draft; vessels of greater length and beam that may be now on the canal will be allowed to remain upon it at the owner's risk until they are worn out or renewed, but the draft of water will be limited in all cases to $2\frac{1}{2}$ feet which draft will be marked by a painted band or water line round the outside of the hull provided that the painted band or water line thus arrived at shall not allow less freeboard than 12 inches

or in other words less than 12 inches below the lowest point in the gunwale, and no vessel shall be laden so as entirely to submerge this painted band. The height of fixed fittings, such as the masts of boats, masts, patib, funnel, rockets, &c., shall be limited to $6\frac{1}{2}$ feet above the deep load line. The height of piled cargo, such as firewood, cotton, &c., shall be limited to the same dimensions and in a similar manner.

Rule VIII. The gross tonnage of all vessels will be obtained by the following Rule:

L x B x D
50

L being equal to the length of the vessel, measured at half the midship depth, from the after part of the stem to the forepart of the stern post.

B is equal to the sum of five widths taken from the inner side of the planking on one side to the rib on the other side, at equal distances of one sixth of the above length, divided by 6.

D is the midship depth taken from the upper surface of the timber stake (the bottom plank next the keelson or the centre bottom plank when there is no keelson) to the undersurface of the deck planking in decked vessels or to the top of the upper

strake or gunwale in open vessels.

The net or registered tonnage will be for—

Steamers the gross tonnage less one-third, and for

Others the gross tonnage less 15 per cent, but the carrying

capacity of any vessel to the load-line ^{measured round the hull as laid down in Rule VII} will be actually tested

by weight on the Owner of the vessel or his Agent bringing it to

the Survey at Madras and making written application to the

Executive Engineer to have it so tested, and the result arrived

at by such testing shall be the Registered tonnage of the

vessel and be painted on it and adopted as the Registered tonnage

of the vessel with effect retrospective to the commencement of the

License under which the vessel is plying i.e. all excess License

fees and tolls collected from the commencement of the calendar

year for which the vessel is licensed will be refunded, and

Vice versa. In the case of a vessel being tested which is found

to have had its tonnage correctly or underestimated by the method

of measurement in this rule the Boatowner or his Agent who

applies for the testing will pay a fee for testing of eight annas

per ton of the tonnage arrived at by the testing.

Rule II Vessels adapted to carry passengers, i.e. having
a covered space for their protection, may be registered as passenger

vessels, and will then be licensed to carry one passenger

for every five square feet of deck surface under cover to be

measured as follows:—Length from stem to stern at the

deck level; breadth, the sum of five widths taken at equal

distances of one sixth the length and divided by 6, then length

x breadth divided by 5 will give the number of passengers a

vessel will be licensed to carry, including 40 lbs of luggage for

each passenger. When passenger vessels carry cargo as well

as passengers, the quantity of cargo allowable will be the

registered tonnage less 400 lbs for each passenger on board.

First class Passenger vessels (such as Budgerig)

plying for hire and not carrying cargo will be licensed

at the commencement of the year at the option of the

Owners either like other vessels by a license fee of Rs 2

per ton for one section and tolls at 4 annas per ton, or

by a license fee at Rs 4 per ton for the whole Buckingham

kanal for the year. In the calculation of the tonnage

of such boats the freeboard will be taken as at 18 inches

and the load line marked accordingly the tonnage

being determined by testing.

Vessels the private property of individuals making
use of the canal, but not carrying passengers or goods
or plying for hire, will be licensed for a calendar year
for the whole Buckingham Canal on payment of a
fee of Rupees 15.

A. Awan.
Capt. R. R.
Sup. of Works
Buckingham Canal.

G. C. 16 June 1880 No 1388W.
" 8 July 1879 No 1881CW.
" 10 Sept 79 No 1881S.

P.W.D. +

From

1880

The Superintendent of Works
Buckingham Canal.

To

The Chief Engineer
P.W. Department

Dated 10th July 1880
Despatched 12th do

No 1057.

Enclosure.

Revised draft Rules for
the Buckingham
Canal—

Recommends the—

Cir 2.8.80. Rtd 3.8.80.
@ 30.7.80.

No. 358

E. I.

With reference to
the proposed revised
Rules for the Buckingham
Canal, please let me
have your opinion as
to the advisability of
5 Sec. II. for passenger
Rule IX - Is this
the clause provided
in regard to passenger
boats in the Godavari
and Krishna Canals?

28/7/80 Rtd

E. W. No 254.

Please see G. O.
No 2011 dated
1st September 1879.
For the Godavari
& Krishna Canals

revised rules
were therein used
which allowed 5
square feet of space
in passenger boats
for each passenger,
together with one
coolie - load of baggage,
which would be
about equivalent
to the 40 lbs mentioned
by Capt Andrey.

29/7. C

C.A.W

Consulate to the
to be d this place with
draft order approving
the revised rules

2/8/80. Stt

With draft
1/8

1895W

No. 1895-71

PUBLIC WORKS DEPARTMENT.

PROCEEDINGS OF THE MADRAS GOVERNMENT.

Under date the 9th Aug. 80

Read the following:—

From

The Supt^g of Works

Buckingham Canal

(No. 1057 of 10th July 1880)

The revised rules
submitted with the foregoing
letter, as also the additions
to bye law XIV and to
schedule A suggested by
the Supt^g, are approved,
and will be published
in the Fort St. George
and Local Gazettes.

Supt^g of Works Buckingham Canal. ✓

Supt^g Government Seps. ✓

Revenue Dept. ✓

Board of Revenue. ✓

Supt^g of Works District
do Godavari. ✓

Des 100
18-8-80

Pres.

1/8/80

20.7.80

Cir 2.8.88. Ret 6.8.88
30.7.88 C. 9. 5

4486

Govt. of (1880) Madras

PUBLIC WORKS.

Dated

Issued

Recd.

Dist.

G. O., of the Secy. 1880, No. 109545.

Nos.

Bullingham Canal

The revised rule
for the
drawn by the Supt.
apportioned to be put in the
Foot of group by the

75