

No 818.

Superintendent of works Office,
Kistna, Camp Bezawada.

2nd August 1881.

From

Resp^d 3^d — Dr

The Superintendent of works,
Kistna.

To

The Chief Engineer,
Public Works Department.

Sir,

I have the honor, with reference to G.O.
No 2831 W of the 8th December 1880, calling on
me to report on the proposal to establish a
Steam Ferry at Bezawada, to state that Statistics
regarding the traffic to be provided for are very
meagre.

2. The only information I have been able to
obtain regarding the existing Ferry, relates to a short
period when this has been under Government manage-
ment, from May 1880 to February 1881.

3 In previous years the Ferry was leased. The
accounts furnished to me, show that the average
sum annually realised from 1866/67 to 1879/80
inclusive, was Rs 3,465. under Government —

management only Rs 1664 were received during the 10 months that crossing by boat is a necessity. Perhaps I am hardly called on to remark on this falling off, beyond noting that if a Government Steam Ferry is established efficient means of collecting the receipts will be necessary.

4 It seems probable that the average traffic is in excess of that for which Rs 1664 was received. This represents 532 laden Carts, 1060 Tons of goods 63,260 adults, 5,500 Children, and a few Palanquins and empty Carts ferried across the River.

5 Even if the higher sum shown by the average of several previous years be reckoned on, this alone could not make a steam Ferry a financial success.

6. There are however constant demands for the services of the Public Works Steamer 'Charles' to tow boats between Bezwada and Sitnagarum and vice versa, and Boat owners make no objection to pay somewhat high fees for this service. From June 1880 to July 31st/81, 264 private boats, with an aggregate tonnage of 4,818 tons, were towed across and payment amounting to Rs 1500

7. During heavy freshes, with strong westerly winds prevailing, it is next to impossible for boats to cross from Bezwada to Sitnagarum without a Steamer. Thus though towing private boats is hardly the legitimate work of the Public Works Steamer, the refusal to take private boats, would be almost equivalent, at certain times, to stopping the through communication between Madras and Cocanada for several days together. We have therefore endeavoured, as far as possible, to assist private enterprise in this way.

8 As the traffic along the Buckingham Canal becomes more developed and more regular, the need for a steamer for crossing the Kistna will be more felt, and the better of course the prospect of a steam Ferry proving a financial success. It is better that there should not be only the Public Works Steamer to depend on.

9. If a steam Ferry is established, it would be better for many reasons to work it above the Anicut. If worked below, the Steamer could not be used for the towing of Boats from Bezwada

to Sitnagarum. Convenient wharves available

at all states of the river, could be constructed clear of our works along side the Quarry Hill at Bezamada, and in the Undanilly reach above the Sitangaram Lock on the right bank. If the Ferry is worked below the Anicut, the construction of wharves would be a difficulty, especially on the left bank.

10 As regards the kind of Steamer required, I would recommend an iron Paddle Steamer. She should be designed not to draw more than 2-6 of water, with fuel and say 10 tons of goods and passengers on board. The Kistna having a powerful current at Bezamada, a powerful Steamer is essential, and I should say the Ferry Steamer should be capable of steaming 12 miles an hour with the above draught of water. She should also be provided with anchors and heavy Capstans or lifting gear, and with the requisite tackle and arrangements for towing boats of 40 to 50 tons burthen. The Ferry Steamer should have space for 80 deck passengers, at 4 square feet per head, or 320 sq. feet, and say 240 sq. feet for goods, handies, or palanquins.

No Cabins would be necessary. a Canopy to screen the passengers from sun, rain, or sparks, would be all the fittings required. The above requirements would indicate the dimensions of the steamer as about 80' in length by 13' or 13½' in breadth. Whether this would have to be increased to keep the draft to 2½'. I am not sure. A Paddle Steamer of 13' beam could not be much less than 20 from outside to outside of the spousons, and could not be made to pass through the Head Locks here, which are only 15'. If kept within 20' she would be able to pass all our New Locks.

11 I am unable to state the cost, but think it is unlikely that a Steamer such as I have specified could be purchased and erected at Bezamada for less than Rs 25,000. It might cost Rs 30,000. Wharves would cost Rs 5,000 more. Hence the Ferry could hardly be started for less than Rs 30,000 to Rs 35,000. The working expenses would probably be Rs 350 to 400 per mensem.

12. I regret the delay in replying to the reference, but the statistics relating to the existing Ferry were not received before I went

...at the river could be constructed

away on leave in April last.

I have the honor to be,

Sir,

Your most obedient servant.

J. W. Randall
Superintendent of works,
Hinton.

27-4-80 to 1038 m
8.12- 2836 m
9-3-81- 611 m

No 1992 N of 13th Aug 1881

Communicated to the
Fwd Dept with reference
to S in that Dept No
2209 of 28 Nov 1880

S 10/8

Go NO

1992

N 818

Perwada Steam
Ferry at. Reports on
the proposal to establish
a -

To The Fwd Dept

Recd.
13-8-81

Encl. in Receipt Regr

With order
with order

N 1992 N

From P. W. C. No 4306
P. W. C. August
The Superintendent of Works
Kutna

J
The Chief Engineer
P. W. Dept

Dated 2nd August 1881
Recd: 9 -