

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

13th October 1877, No. 1,017 W.

Buildings and Roads.

Civil Works.

Read the following papers:—

No. 141. From Major J. BEATTY, R.E., Officiating Superintending Engineer, Godavery District, to the Chief Engineer, Public Works Department, Buildings and Roads, dated Camp at Dowlaishweram, 28th August 1877, No. 1,701.

I VERY much regret having to report the loss about noon on the 22nd instant of the Steamer *Wynegunga*, one of the three steamers of a peculiar pattern which Colonel Haig got out from England in 1867 for the navigation of the Godavery.

One report by Captain Barber, dated 26th August 1877.

One copy of demi-official by Mr. Vanstavern.

2. This *Wynegunga* was the steamer that had been brought into use again last year, after lying idle for two or three years, in consequence of the other two, the *Godavery* and the *Wurda*, being very much out of repair. The *Wurda* was in dock under repair last dry season, and the *Godavery* will be put into dock for thorough repairs at the close of the present freshes.

3. Captain Barber started with the *Wynegunga* on her last trip up the river on the 14th instant, and made the voyage up safely to Tarlagudem, which is at the foot of second barrier, 196 miles above Dowlaishweram. It was on her return, as she was coming down the river and had arrived within half a mile of Bhadrachellam, *i.e.*, about 14½ miles below Dumagudem, that the accident occurred.

4. The navigable passage through the barrier is very circuitous, and, as it passes between some of the rocks is not more than 100 feet broad or even less, and this was the case at the particular spot where the accident occurred.

The steamer had just (going "easy") passed one mass of rocks lying to her right as she came down the stream, and had put on full steam to counteract the strong cross current as she passed another mass of rocks on her left, when a strong gust of wind struck the vessel sideways and drove her stern against the mass of rocks which she had been going full steam to avoid. This caused her to swerve considerably from the course it was intended she should take. The engines were therefore immediately reversed at full steam astern; but, as she was in a current of about six miles an hour and had much way on, she ran on one of the rocks she had been trying to avoid. The bow stuck fast on the rock; the seams between the plates separating and forming a large hole by which she rapidly filled and the stern sunk.

5. The vessel struck on the rock near the bow; but as she had so much way on, and was also driven forward by the current, the rock was forced through her

bottom to about one-third of her length from the bow. As she has now settled on the rock, her bow and stern have both sunk; the latter into about 15 feet of water. All this occurred in a very few minutes, and it was at once seen that she was irretrievably lost. The passengers about seventy in number took refuge on the barges, which as usual were alongside heavily laden with cargo; but they fortunately escaped injury. The barges, being surrounded by rocks, had to wait until the Steamer *Wurda* sent for from Dumagudem came to their assistance; consequently the passengers were landed in the steamer's jolly-boat, and what luggage they abandoned in the steamer was recovered subsequently by the crew diving for it.

6. As the *Wynegunga* had been so much bent and cracked that there was no hope of her recovery, the Steamer *Wurda* remained by her until all valuable stores that could be got at were taken out of her, and then started to bring the barges and passengers to Rajahmundry, where she arrived safely yesterday.

7. There is no possibility of removing the steamer bodily from her present position; but when the water in the river falls, after the freshes, the greater part of the materials may be recovered by taking her to pieces.

8. I may also mention further, for explanation to those who do not know the locality, that the first barrier consists of the formidable mass of rocks which stud the river bed from Golagudem* to Parnasala,† a distance of 30 miles; and the worst part of that barrier commences at Bhadrachellam, which is 105 miles above Dowlaisweram. The accident occurred about half a mile above Bhadrachellam.

9. When these steamers were ordered by Colonel Haig, he expected that the long canal from Dumagudem to Golagudem (25 miles) would have been constructed, and this would have saved these exceedingly flimsy steamers (formed as they are of only one-eighth inch steel plates, with rivets counter sunk) from the great dangers of the river passage through the barrier.

10. As their hulls only rise 18 inches above water-level, with no transverse beams or angle irons to strengthen them, no water-tight compartments and no deck, they are peculiarly liable to collapse on the occurrence of such an accident as has just happened.

It is the great framework, resting on the light hull and forming the cabins below and above, which acts in strong wind like a great sail to the vessel.

11. As explanation may be desired of how it was that the *Wurda* was able to come safely to the assistance of the wreck, I may observe that she was of course not hampered by having full cargo boats alongside, as in the case of the *Wynegunga*, but she was nevertheless in her turn driven out of her course by the wind in the opposite direction and fortunately without actually meeting with rock.

12. It may also be mentioned as regards the state of the river at the time of the accident that though low (only 2' 6" above crest of the Dumagudem anicut), it was not particularly low, or as low as it has often been when the voyage has been made with safety.

13. I have only further to state that I am decidedly of opinion that Captain Barber and the crew are in no way to blame for this unfortunate accident. Every one who has travelled on these steamers knows the great dangers from rocks in that barrier passage, and that only the greatest care and good management, combined with good luck, could have brought them safely through it on the 100 or 150 voyages they have made that way. Even the native cargo boats, which owing to their size, &c., are much more easily handled than one of these bulky steamers, frequently meet with accidents on these rocks. The season before last a cargo boat laden with gall-nuts became a total wreck with loss of cargo on the same rock, and it has always been surprising to me that the steamers have so long escaped injury.

No. 141-A. From the Offg. Supg. Engr., Godavery, dated 1st Sept. 1877, No. 1,829.

No. 141-B. " " " " 24th " " " 2,108.

No. 142. ORDER THEREON, 13th October 1877, No. 1,017 W.

THE Government have heard with much regret of the total wreck of this valuable steamer which reports of the Commander and the District Engineer show no precaution could have prevented. Looking to the circumstances of the navigation and the amount of the receipts realized by the trips to Dumagudem, it is desirable that the results of the traffic and the extent of its development from the commencement should be carefully collected and reported to Government in order that the future policy to be pursued in connection therewith may be fully arrived at, and especially how far by judicious arrangement private enterprise may be brought to aid the future development of the trade.

2. The steamer should be written off the books of the Public Works Department.

3. All claims in connection with the vessel or her loss should be promptly settled and reported together with the value of any material recovered.

(True Extract.)

(Signed) E. A. FOORD, Colonel, R.E.,
Secretary to Government, P.W.D.

To the Superintending Engineer, Godavery.

" " Kistna.
" Examiner of Public Works Accounts.
" Chief Engineer for Irrigation.
" Financial Department.
" Revenue "

Exd. E. C. Shunker.
Spare Copies

BUILDINGS AND ROADS
CIVIL WORKS.

Govt. of Madras.

PUBLIC WORKS.

THE SUPERINTENDING ENGINEER,

GODAVARI.

Godavari.

Dated October 13th.

Signed

Read

Encl.

G. O., 13th October 1877, No. 1,017 W.

OCTOBER.

Nos. 141-142.

Amount Wynegunga. Orders on papers
reporting the loss of the—

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

25th November 1878, No. 4,495 W.

General.

Account.

Read the following paper :—

No. 286. From G. T. WALCH, Esq., Acting District Engineer, Godavari, to the Chief Engineer, Public Works Department, dated Dowlaisvaram, 13th November 1878, No. 2,611.

WITH reference to paragraph 3 of G.O., No. 1,017 W, of the 13th October 1877, I have the honor to forward, herewith, a statement showing the nature and value of the materials recovered from the wrecked steamer *Wynegunga*.

List showing the Number or Quantity of Machinery and other Materials recovered from the Wrecked Steamer *Wynegunga*.

No.	Description of Materials.	Quantity.	Rate.			Amount.		
<i>Copper.</i>		LBS.	RS.	A.	P.	RS.	A.	P.
3	Large steam copper pipes with one joint ...	624						
2	Elbow copper pipes with two cocks fitted ...	203						
2	Small copper pipes with two brass cocks fitted.	11						
5	Copper pipes, small	102						
1	Do. do. do.	1						
1	Do. tube, small, with two nuts ...	12						
2	Do. pipes	190						
1	Do. tube thin	5						
3	Do. flanges	22						
		1,170	0	7	0	511	14	0
<i>Brass.</i>								
2	Brass injectors	150						
1	Do. pipe, large, with three flanges ...	56						
1	Do. stop valve with iron wheel	19						
1	Do. boiler doom cover with brass vessel ...	73						
1	Steam stop brass valve	39						
3	Brass wheels, small	6						
6	Do. plugs	5						
1	Do. cock, small	1						
1	Do. pipe, small	3						
1	Do. rubber pipe	7						
1	Do. bell	18						
4	Do. nuts	24						
4	Do. hooks	8						
1	Do. signal quadrant	14						
1	Do. cock	38						
1	Do. signal bell (metal)	3						
		463½	0	6	0	173	13	0

List showing the Number or Quantity of Machinery and other Materials recovered from the Wrecked Steamer *Wynegunga*—continued.

No.	Description of Materials.	Quantity.	Rate.	Amount.
	<i>Cast Iron.</i>	LBS.	RS. A. P.	RS. A. P.
6	Cast iron brackets	145		
2	Do. weights	398		
6	Do. steam pipes	576		
61	Do. brackets	183		
		1,302	Ton 14	8 2 2
1	Cast iron plate of platform scale	...	1 0 0	1 0 0
	<i>Iron.</i>			
12	Iron stanchions	260		
13	Do. rail bars, large and small	430		
1	Do. stanchion, large	73		
1	Do. ladder	79		
2	Do. brackets with two brass bearings	129		
1	One and a quarter inch rod iron	42		
4	Iron levers	30		
2	Do. handles	5		
1	Wrought iron pipe	65		
4	Sheet iron plates	755		
1	Cover plate	49		
2	Small sheet iron plate for boiler	20		
1	Iron spark-catcher	19		
5	Hoop iron straps	6		
1	Iron bracket, small	12		
1	Do. do. 1 1/4"	12		
1	Do. do. 1 1/8"	6		
1	Iron funnel pipe	32		
1	Do. hoop	5		
1	Do. plate	5		
1	Chimney	958		
1	Iron scraper	2		
22	Do. stanchions, large and small	271		
52	Do. flanges	220		
182	Angle irons, large and small	8,567	0 1 0	535 7 0
7	Galvanized sheets, large	506		
26	Do. do. small pieces	1,328		
15	Do. do.	1,550		
		3,384	0 1 0	211 8 0
	<i>Wood.</i>			
3	Pieces of wood unserviceable	...	0 4 0	0 4 0
2	Large wooden ladders	Each.	1 8 0	3 0 0
2	Small do.	...	0 12 0	1 8 0
26	Old planks	C. ft. 8 1/2	0 4 0	2 2 0
10	Do. unserviceable	...	...	0 4 0
1	Do. plank with five eye bolts fitted	Each.	0 12 0	0 12 0
3 1/2	Pairs venetian shutters	Do.	1 0 0	3 8 0
1/2	Do. door shutters	...	0 12 0	0 6 0
1	Batten shutter	...	1 0 0	1 0 0
2	Rubber hoes (unserviceable)	...	...	...
1	Steam gauge	Each.	20 0 0	20 0 0
1	Steering wheel	...	7 0 0	7 0 0

List showing the Number or Quantity of Machinery and other Materials recovered from the Wrecked Steamer *Wynegunga*—continued.

No.	Description of Materials.	Quantity.	Rate.	Amount.
	<i>Wood—continued.</i>	LBS.	RS. A. P.	RS. A. P.
2	Balance springs	...	10 0 0	20 0 0
6	Brass lanterns	...	10 0 0	60 0 0
	Total ...	...	...	1,670 6 8
3 1/2	Galvanized iron sheets, 1,449 } 2,389 lbs. ...	...	0 1 0	149 5 0
9	Angle irons, large, 940 }	...	...	1,819 11 8
	Total ...	...	...	...

(Signed) G. T. WALCH,
Ag. District Engineer, Godavari.

No. 287. ORDER THEREON, 25th November 1878, No. 4,495 W.

ORDERED to be recorded.

(True Extract.)

(Signed) E. A. FOORD, Colonel, R.E.,
Secretary to Govt., P.W.D.To the Superintending Engineer, First Circle.
„ Examiner of Public Works Accounts.

Exd. C. Howarth.

Spare Copies

437 W
100

PUBLIC WORKS DEPARTMENT.

GOVERNMENT

date the 8th June 1882

Read the following:—

of 4th June 1882

ed that the
telegram be

App. Eng. 1st Circle

Wreck of Wyne-
gyuga as proposed.

R.S.

Att

9/6/82

GENERAL
ACCOUNT.

Govt. of (1878) Madras.

PUBLIC WORKS.

The SUPERINTENDING ENGINEER

FIRST CIRCLE

25, 30, 40.

Dated November 25th.

Issued

Recd.

Encl

G. O., 25th November 1878, No. 4,495 W.

NOVEMBER

No. 288-297.

Wrecked Steamer "Wynegunga"
Statement showing value of material
recovered from the —, recorded.

Madras 2.6.82
Telegraph Master.

To (Person)		To (Station)		To (Person)		To (Station)		To (Person)		To (Station)	
Words	Minutes	Words	Minutes	Words	Minutes	Words	Minutes	Words	Minutes	Words	Minutes
1. Madras to Wynegunga via ... 2. Wynegunga to Madras via ... 3. Madras to Wynegunga via ... 4. Wynegunga to Madras via ... 5. Madras to Wynegunga via ... 6. Wynegunga to Madras via ... 7. Madras to Wynegunga via ... 8. Wynegunga to Madras via ... 9. Madras to Wynegunga via ... 10. Wynegunga to Madras via ...											

No 1437 W
100

PUBLIC WORKS DEPARTMENT.

PROCEEDINGS OF THE MADRAS GOVERNMENT

Under date the 8th June 1887

Read the following:—

Telegram.
From

The Supg. Eng^r. 1st Circle (H.C. No. — of 4th June 1887)

Ordered that the
following telegram be
sent

To, The Supg. Eng^r. 1st Circle

"Tell wreck of Wyne-
gunga as proposed."

R.S.

Att

9/6/82

A.C. No. 1017 W. of 12-10-77.
" 1421 W. of 19-2-78.
" 4495 W. of 25-11-78

Memo 3587

Recd 8/6/82

When
his
the
M

ALS. 13/6
D. 18/6/16. Re 12/6

NOVEMBER

No. 286-287.

Wrecked Steamer "Wyngunga"
Statement showing value of materials
recovered from the —, recorded.

143711248/6/82
A

10/7/6

Encl. in Receipt Regr.

B5

A4