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TAMIL NADU ARCHIVES

GOVERNMENT OF TAMIL NADU

PUBLIC WORKS DEPARTMENT

G.O. No.	1698.W.	Press.
B.P. No.		Mis.
Dated	6-7-1882.	197.

K-m-K.

Not to be folded or roughly handled

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

Buildings and Roads.
Civil Works.

No. 38.

READ—the following papers :—

From D. C. GORDON, Esq., Examiner of Public Works Accounts, to the Secretary to Government, Public Works Department, dated Madras, 23th April 1882, No. 16 W.

With reference to paragraph 3 of G.O., No. 712 W., dated 16th March 1881, I have the honor to submit an estimate received from the Acting Superintendent, Madras Harbour Works, amounting to Rs. 2,20,752, for screw mooring and buoys for the Madras Harbour.

2. I beg to invite attention to the following points :—

I. In the revised estimate for the Harbour Works the lump sum assignment for "Mooring" has been fixed at Rs. 2,00,000, while the estimate now submitted amounts to Rs. 2,20,752.

II. The accounts for January show the following excesses of expenditure over estimated sub-heads :—

	As estimated.	As executed.	Excess.
	RS.	RS.	RS.
12 lengths of 1½" stud bridle chain, each 4½ fathoms, &c. ...	640	3,975	3,335
12 wrought-iron buoys 6 × 5 ...	4,308	6,950	2,642
Screwing machinery ...	7,385	10,740	3,355
Freight ...	22,154	23,195	1,041

3. The estimate excludes the probable amount of expenditure on "Repairs" consequent on the late cyclone.

4. I take this opportunity of stating that the Acting Superintendent points out, with regard to the estimate for lighthouses, that as the design has not yet been fixed on, a detailed estimate cannot be framed.

ENCLOSURE.

ESTIMATE for Screw Mooring and Buoys.

No. 2 Open System.

	£
134 screws, 4' diameter, with 21' of 2½" open link chain, at £22 each...	2,948
96 lengths of 2½" stud ground chain, each 24½ fathoms, 300 tons, at £17 ...	5,100
29 lengths of 1½" stud ground chain for Harbour side moorings of lines A and G, each 24½ fathoms, 29½ tons, at £16 ...	472
29 lengths of 2½" stud bridle chain, from 3 to 6½ fathoms, 23 tons, at £17 ...	374

12 lengths of 1½" stud bridle chain, each 4½ fathoms for inner line of buoys, 3½ tons, at £16	52
Shackles for connections, 12 tons, at £35	420
29 wrought-iron buoys 10' x 9', 68 tons, at £35	2,380
12 do. do. 6' x 5', 8½ tons, at £40	350
Screwing machinery	600
Portable engine and boiler	290
Contingencies and extra 5 per cent.	7650
Total cost of materials shipped f. o. b. on the Tyne	13,636
Freight for 600 tons at 60s.	1,800
Local materials and labor, say	2,000
Special superintendence	500
	17,936

or Rs. at 1/7½ = Rs. 2,20,752.

10th March 1882.

(Signed) N. Sr. B. BEARDMORE, C.E.,
Ag. Supdt., Madras Harbour Works.

No. 977 C.

Referred to the Superintendent, Madras Harbour Works, for any remarks he may have to offer as to the excesses pointed out in paragraph 2 of the Examiner's letter.

(By Order.)

2nd May 1882.

(Signed) ROSS THOMPSON, Lieut.-Col., R.E.,
Acting Under Secy. to Govt., P.W.D.

No. 38-A.

From N. Sr. B. BEARDMORE, Esq., C.E., Acting Superintendent, Madras Harbour Works, to the Secretary to Government, Public Works Department, dated Madras, 3rd June 1882, No. 9 W.

With regard to endorsement No. 977 C. of the 2nd May 1882, I have the honor to offer the following remarks and explanation of the difference observed by the Examiner of Public Works Accounts in his letter to you, No. 16 W., of the 28th April 1882, in the estimated cost of screw moorings and buoys and the actual cost as incurred.

2. In the first place I may observe that the lump sum of Rs. 2,00,000 was assigned for screw moorings because it was that sum which was added to the grand estimate of the Harbour by General Walker, R.E., formerly Chief Engineer, Public Works Department of this Presidency, for extra rubble stone which he considered necessary, and which Mr. Parkes subsequently proved was not required nor used for that purpose, and, as I understand, obtained permission from the Madras Government to expend the sum in moorings and buoys, but without intending that it should be the exact sum of the estimate.

3. With regard to the first item, which it is noticed is in excess of the estimate, viz.:-

Estimated.	Actual Cost.
Rs.	Rs.
12 lengths 1½" stud bridle chain, 4½ fathoms each	640
	3,975

I find that some mistake has occurred in the invoice, and that both the weight and the cost of these chains are put down very much higher than they should be. There are other chains in the same invoice, however, which are entered in weight and cost much less than they should be.

Thus, according to Invoice No. 78, dated 3rd June 1881, these chains are entered—

	CWT.	QRS.	L.B.	£	s.	d.
30 lengths 2½" stud chain, 24½ fathoms each	1,798	1	14	at 14s. 3d. =	1,281	6 10
20 lengths 1½" stud chain, 24½ fathoms each						
12 lengths 1½" bridle chain, 4½ fathoms each	600	0	0	at 13s. 3d. =	397	10 0
					1,678	16 10

According to the actual weight ascertained lately by weighing one of each chain, the weight is, and the cost should be—

	CWT.	£	s.	d.
30 lengths 2½" stud chain, 24½ fathoms each, at 61½ cwt. =	1,845			
20 lengths 1½" stud chain, 24½ fathoms each, at 29½ cwt. =	630			
	2,375 at 14s. 3d. =	1,692	3	9
12 lengths 1½" bridle chain, 4½ fathoms each, at 5 cwt. =	60 at 13s. 3d. =	59	15	0
		1,751	18	9

The estimated cost of these chains is about £2,118.

On discovering the discrepancy above noted I addressed Mr. Parkes, but sufficient time has not yet elapsed for me to have his reply.

4. The next item in the Examiner's letter is—

Estimated.	Actual Cost.
Rs.	Rs.
12 wrought-iron buoys 6 x 5	4,908
	6,950

I find this difference is from an error in the way in which the total sum as shown in the statement of payments made in England for 41 buoys has been divided: 12 being nearly the half of 29, a third of the total sum was apparently taken for the cost of 12 buoys and two-thirds for the cost of 29 buoys, the Accountant being probably unaware that the 12 buoys were of a smaller size, and consequently of less cost each, than the 29 buoys.

The actual statement per Invoice No. 43, dated 6th May 1881, is thus:—

	CWT.	QRS.	L.B.	£	s.	d.
12 wrought-iron buoys capable of supporting 5 cwt. cable	163	2	14	at 36s. 6d. =	298	12 4

The estimated cost of these buoys is £350, so there is an actual saving on their cost.

5. As to screwing machinery, the statement in Examiner's letter is—

	As estimated.	As ascertained.
Rs.	Rs.	Rs.
Screwing machinery	7,385	10,740

but he has apparently omitted from the sum as estimated the value of the portable screwing engine, £200.

According to Invoice No. 43, dated 6th May 1881, the statement is—

	£
Screwing machinery and plant consisting of 1 length wrought-iron shafting 20 feet long, 4 lengths do. each 16 feet long, 1 wrought-iron capstan head, 24 feet ash-croft bars, each 9 feet long, 8 with chain swiflers, 1 portable screwing engine with boiler complete	900
The estimated cost for all of the above-named machinery	860

6. With regard to the excess noted with respect to freight, viz.:-

	Estimated.	Actual Cost.
Rs.	Rs.	Rs.
Freight	22,154	23,135

I have little remark to offer, as I presume freight of goods is a little difficult to estimate, as it often varies at different times of the year. It may have been estimated at one time, and the goods may have been shipped when the cost of freight had altered.

Moreover, it is somewhat difficult to estimate the weight and size, on which freight is based, of machinery and such like articles. The excess is not very much on such an uncertain sum.

No. 38-B.

Office Note from D. C. GORDON, Esq., Examiner of Public Works Accounts, to the Secretary to Government, Public Works Department, dated 23rd June 1882, No. 246.

Paragraph 2 of Superintendent's letter.—As stated, the sum of Rs. 2,00,000 in the estimate for the Harbour Works is a *lump sum* provision for "Mooring." Nothing is known in this office as to why that particular amount was fixed upon.

Paragraphs 3 and 4.—The errors should be adjusted as soon as possible. The detailed cost of the buoys should have been taken from the "Invoice," as only lump sums are shown in the "Statement of Payments."

Paragraph 5.—The error is due to Superintendent having provided for the engine as a *separate item* in his accounts, while he has charged the cost to "Screwing Machinery."

Paragraph 6.—The Superintendent's explanation is not understood. The actual charges against "Freight" to end of January aggregate Rs. 23,195, and yet in the estimate which is submitted on a subsequent date he estimates the *total* charges at only Rs. 22,154.

No. 39.

ORDER—dated 6th July 1882, No. 1698 W., Public Works.

The concluding note by the Examiner of Public Works Accounts will be communicated to the Superintendent, Madras Harbour Works, for information and guidance, and in view to the necessary steps being taken to have the errors referred to adjusted as soon as possible.

2. The estimate for moorings will be included in detail in the general revised estimate for the Harbour Works which will be drawn up on sanction being received to the restoration of the Harbour.

(True Extract.)

(Signed) R. H. SANKEY, Colonel, R.E.,
Secretary to Govt., P.W.D.

To the Superintendent, Madras Harbour Works.
" Examiner of Public Works Accounts.
" Engineer-in-Chief, Madras Harbour Works.
" Marine Department.

BUILDINGS AND ROADS.
CIVIL WORKS.

Govt. of [1882] Madras.
PUBLIC WORKS.

Dated July, 6th.

Recd.

Encl.

G.O., 6th July 1882, No. 1698 W.

JULY.

Nos. 38-39.

Madras Harbour.

Screw Moorings and Buoys for the —.
Orders on correspondence relative to the
estimate for —.

FROM THE EXAMINER P. & ACCOUNTS,

MADRAS.

TO THE SECRETARY TO GOVERNMENT,

PUBLIC WORKS DEPARTMENT.

NO. 16 W

MADRAS, 28th APRIL 1882.

SIR,

WITH REFERENCE TO PARA 3 OF G.O. NO. 712 W. DATED
16TH MARCH 1881, I HAVE THE HONOR TO SUBMIT AN ESTIMATE
RECEIVED FROM THE ACTING SUPERINTENDENT MADRAS HARBOR
WORKS, AMOUNTING TO RS. 2,20,752 FOR SCREW MOORING AND
BUOYS FOR THE MADRAS HARBOR.

2. I BEG TO INVITE ATTENTION TO THE FOLLOWING POINTS:—

I. IN THE REVISED ESTIMATE FOR THE HARBOR WORKS THE
LUMP SUM ASSIGNMENT FOR 'MOORINGS' HAS BEEN FIXED
AT RS. 2,00,000, WHILE THE ESTIMATE NOW SUBMITTED
AMOUNTS TO RS. 2,20,752.

II. THE ACCOUNTS FOR JANUARY SHOW THE FOLLOWING EXCESSES
OF EXPENDITURE OVER ESTIMATED SUB HEADS:—

	Actual	Revised	Excess
12 LENGTHS OF 1 1/2" STEEL BRIDLE CHAIN, EACH 4 1/2 FATHOMS			
ETC.....	RS. 640	RS. 3,975	RS. 3,335
12 WROUGHT IRON BUOYS 6X5.....	RS. 4,300	RS. 6,950	RS. 2,650
SCREWING MACHINERY.....	RS. 7,385	RS. 10,740	RS. 3,355
FREIGHT.....	RS. 22,154	RS. 23,195	RS. 1,041

3. THE ESTIMATE EXCLUDES THE PROBABLE AMOUNT OF
EXPENDITURE ON 'REPAIRS' CONSEQUENT ON THE LATE CYCLONE.

4. I TAKE THIS OPPORTUNITY OF STATING THAT THE ACTING

SUPERINTENDENT POINTS OUT, WITH REGARD TO THE ESTIMATE
FOR LIGHTHOUSES, THAT AS THE DESIGN HAS NOT YET BEEN
FIXED ON, A DETAILED ESTIMATE CANNOT BE FRAMED.

I HAVE THE HONOR TO BE,

SIR,

YOUR MOST OBEYIENT SERVANT.

D. P. L. L. L.

EXAMINER P. N. ACCOUNTS.

No 977.C d/2nd May/82

Referred to the
Supt Madras Harbor
works for any re-
marks he may have
to offer as to the
excesses pointed out
in para 2 of the Examiner's
letter

(By order)

R. Thompson

As undersecy to Govt P.W.D.

FROM THE EXAMINER P.W. ACCOUNTS,
MADRAS,
TO THE SECRETARY TO GOVERNMENT,
P.W. DEPARTMENT.

NO. 16W

DATED 28th APRIL 1882.

RECD.

ENCLO. 1.

SUBMITS WITH REMARKS ESTIMATE
FOR SCREW MOORINGS AND BUOYS FOR
THE MADRAS HARBOR WORKS.

Referred

Madras Harbour Works
Estimate for Screw Moorings & Buoys.
No 2 Open System

134 screws 4 feet diameter with 21 feet of	
2 1/4 open link chain at \$22 each	£ 2948
46 lengths of 2 1/2" stud ground chain each	
24 1/4 fathoms 300 tons at \$17	5100
20 lengths of 1 1/2" stud ground chain for	
Harbour side moorings of lines A + C	
each 24 1/4 fathoms 29 1/2 tons at \$16	472
24 lengths of 2 1/2" stud bridle chain from	
3 to 6 1/2 fathoms 22 tons at \$17	374
12 lengths of 1 1/2" stud bridle chain each	
4 1/2 fathoms for inner line of buoys	
3 1/4 tons at \$16	52
Shackles for connections 12 tons at \$36	432
24 wrought iron buoys 16' x 9' 60 tons at \$35	2100
12 " " " 6' x 4' 80 lbs at \$40	350

Screwing Machinery	£ 600
Portable engine & boiler	290
Contingencies and extra 5 per cent.	650

Total cost of materials shipped	
f.o.b. on the Tyne	£ 13656
Freight for 600 tons at 60p	1800
Local material and labour	2800
Special superintendence	500
	£ 17956

or Rupees at 4 1/2% = Rs 220752.

10th March 1882.

Walter B. Beardonmore
Agent for Harbour Works

N^o 914

No. 914

FROM

THE SUPERINTENDENT,
MADRAS HARBOUR WORKS.

TO Colonel A. H. Stanley, C. B. V. C.
Secretary to Government P. W. D.
Buildings & Roads
MADRAS, 3rd June 1882

Sir, With regard to G. O. 977 c of the
2nd May 1882, I have the honor to offer
the following remarks and explanation
of the difference observed by the Ex-
aminer of P. W. Accounts in his
Letter to you No 16 W of the 28th April
1882 in the estimated cost of screw
moorings and Buys and the actual
cost as incurred

2. In the first place I may observe
that the sum of Rs 2,00,000 was as-
signed for screw moorings because it
was that sum which was added to
the grand Estimate of the Harbour
by General Walker V. C. formerly
Chief Engineer P. W. D. of this
Presidency

Mr. E. C.
3849/82

Presidency for Extra Rubble stone
which he considered necessary; and
which Mr. Parkes subsequently proved
was not required nor used for that
purpose, and as I understood obtained
permission from the Madras Government
to expend that sum in Moorings and
Buoys, but without intending that it
should be the exact sum of the estimate.

3 With regard to the first item which
it is noticed is in excess of the Estimate viz:

12 Lengths $1\frac{1}{2}$ " stud bridle chain.	Estimated cost	actual cost
$4\frac{1}{2}$ fathoms each	Rs 61.0.	Rs 39.75

I find that some mistake has occurred
in the Invoice and that both the weight
and the cost of these chains are put down
very much higher than they should be.
There are other chains in the same In-
voice however which are entered in
weight and cost much less than they
should be.

Thus

8th PS.

Thus according to Invoice No 78 dated
3 June 1881 these chains are entered

30 lengths $2\frac{1}{2}$ " Stud chains	} cost per lb. £ s d 1798. 1. 16 at $11\frac{1}{2}/3^d$	} = 1281. 6. 10
$2\frac{1}{2}$ fathoms each		
20 lengths $1\frac{1}{2}$ " Stud chain		
$4\frac{1}{2}$ fathoms each		
12 Lengths $1\frac{1}{2}$ " Bridle chain	} cost 600 at $13/3 =$	397. 10. -
$4\frac{1}{2}$ fathoms each		
		£ 1678. 16. 10

According to the actual weight ascertain-
ed lately by weighing one of each chain
the weight is, and the cost should be

30 Lengths $2\frac{1}{2}$ " Stud chains	cost.	£ s d
$2\frac{1}{2}$ fathoms each at $61\frac{1}{2}$ cwt =	184.5	
20 lengths $1\frac{1}{2}$ " Stud chain		
$4\frac{1}{2}$ fathoms each at $26\frac{1}{2}$ cwt =	530	
	$\frac{2375}{2375} @ 14.3 =$	1692. 3. 9
12 Lengths $1\frac{1}{2}$ " Bridle chain		
$4\frac{1}{2}$ fathoms each 5 cwt	60 @ $13/3 =$	39. 15. 0
		£ 1781. 18. 9

The Estimated Cost of these chains
is about £ 2118. - -

On discovering the discrepancy above
noted I addressed Mr. Parkes, but

sufficient time has not yet elapsed
for me to have his reply.

The next item in the Hammer's
Letter is

	Estimated	Actual Cost
12 Wrot Iron Buoys 6x5	Rs 43.08	Rs 69.50

I find this difference is from an error
in the way in which the total sum
as shown in the Statement of Payments
made in England for 41 buoys has
been divided: 12 being nearly the half
of 29, a third of the total sum was
apparently taken for the cost of 12 buoys
and two-thirds for the cost of 29 buoys,
the Accountant being probably unaware
that the 12 buoys were of a smaller
size and consequently of less cost each,
than the 29 buoys.

The actual Statement per Invoice
No. 43 dated 6th May 1881 is thus:-

12 Wrot Iron Buoys capable	costs of the supporting 5 cat cable } 163.2.14 @ 36% = £298.12.14
of supporting 5 cat cable	

The Estimated Cost of these buoys is £350
so there is an actual saving on their cost.

9 p6
5 As to screwing machinery, the Statement
in Hammer's Letter is
Screwing Machinery as estimated as executed
Rs 7385 Rs 10740
but he has apparently omitted from the
sum as estimated, the value of the
Portable screwing Engine £290.

According to Invoice No. 43 dated
6th May 1881 the Statement is

Screwing Machinery & Plant consisting of 1 Length Wrot Iron Shafting 20 ft long, 4 lengths ditto each 16 ft. long, 1 Wrot Iron Capstan head, 24 best Ash Capstan bars each 9 ft. long, 8 with chain swifters, 1 Portable screwing Engine with boiler Complete	} £895.0.0

The estimated cost for all of
the above named machinery £890.0.0

6 With regard to the excess noted with
respect to freight Viz:

	Estimated	Actual Cost
Freight	Rs 22,154	Rs 23,195

I have little remark to offer as I
presume Freight of goods is a little
difficult to estimate as it often
varies at different times of the year.

It may have been estimated at one time, and the goods may have been shipped when the cost of freight had altered.

Moreover it is somewhat difficult to estimate the weight and size, on which freight is based, of machinery and such like articles. The excess is not very much on such an uncertain sum.

I have the honor to be

Sir

Your most obedient servant

Wm. H. Beardmore

Acting Superintendent
Madras Harbour Works

A. No. 212 8/15.6.82.
No 754 D. 8/15/6/82

To C.

89

For remarks.

12.6.82

Dr. W.

C.

G. B. 206-26-1-76

P. B. No. 712 W. 16-3-81.

C. E. - 977 C. 2-5-82

Recd. 23rd June 1882

No 246 23rd June 1882

Para 2 of Superintendent's

letter- As stated the sum of Rs. 2,00,000 in the Estimate for the Harbor Works is a lump sum provision for "Mooring". Nothing is known in this Office as to why that particular amount was fixed upon.

Paras 3 and 4- The errors should be adjusted as soon as possible. The detailed cost of the Buoys should have been taken from the "Invoice", as only lump sums are shown in the "Statement of Payments".

Re 15/6 Receipts 8/6 Receipts

10-

Buildings & Roads.

From Mr. C. S. 3649

The Ag. Superintendent
Madras Harbour Works

No 974

Dated 3rd June 1882
Recd. 1st June 1882

No. of Enclosures Two

Mooring Fee
Submits explanation regarding excess in cost of

Dr. W.

To

Para 5- The error is due to Superintendent having provided for the Engine as a separate item in his accounts while he has charged the cost to "Screwing Machinery".

Para 6 - The Superintendent's explanation is not understood. The actual charges against "Freight" to end of January aggregate Rs. 23,195, and yet in the Estimate which is submitted on a subsequent date he estimates the total charges at only Rs. 22,154.

DC

C.

49.
22/6.

No. 1698 W *Public Works Department.*

PROCEEDINGS OF THE MADRAS GOVERNMENT

Under date the *6th July/82*
Read the following:

From the Examiner P.W. Accts H.E. No. 16 W d/28th April/82.
From the ag. Supt. Madras Harbour Works H.E. No. 9 W d/3rd June/82.
Officer Note from the Examiner P.W. Accts H.E. No. 246 d/23rd June/82.

80

The Concluding note by the Examiner P.W. Accounts will be communicated to the Supt. Madras Harbour Works for information & guidance and in view to the necessary steps being taken to have the errors referred to adjusted as soon as possible.

2. The estimate for moorings will be included in detail in the general revised estimate for the Harbour Works which will be drawn up on sanction.

being

being received to the
restoration of the Harbour.

Cu

W.H.

3/7/82

12

The Supt. W. H. Works
Examines P. W. Scott
Engineer-in-Chief W. H. J.
Marine Dept.

Recd

12/7/82

W.H. 19/6 Re 6/7

3549.

G.O. (1882) Madras.
PUBLIC WORKS

Dated

Recd.

Per

7/7/82
4-30M
a. 6. 5 July 1882, No. 1698

No. 33439

Madras Harbour

Rever moorings and buoys

for the — Orders in

Correspondence relating to the

estimate for —

209/7