

(1) Number of pages 20

(2) Date of repair

(3) Initials of the Referencer lms

TAMIL NADU ARCHIVES

GOVERNMENT OF TAMIL NADU

P.W DEPARTMENT

G.O. No.	107 W	Press.
B.P. No.	$\frac{9}{107}$ W	Mis.
Dated	11 — 1 — 1883	1983

N.S.M

Not to be folded or roughly handled

107 W

1

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

General.
Account.

No. 100.

Read—the following papers:—

From Colonel R. H. SANKEY, R.E., Secretary to Government, Public Works Department, Madras, to the Superintendent of Marine, Calcutta, dated 14th September 1882, No. 743 E.

In letter No. 4197 S., dated 7th October 1881, from the Government of India, Military (Marine) Department, it is suggested that you should be furnished with a clear specification of a steam launch for use on the Buckingham Canal, Madras, with a view to your framing a design and estimate for the approval of the Madras Government.

2. I am accordingly directed to supply you with the accompanying memorandum of the points to be attended to in making up a vessel of the required description.

3. If the speed mentioned in the annexed note can be obtained by using twin screws with a maximum draught of water when laden of 15 inches, then the estimate may be based on this, but should this only be attainable by paddles, the breadth over the wheels should be kept within 13 feet as a maximum.

4. As the lowest bridge on the canal has a * headway of only 6 feet 3 inches above the water line, all masts, funnels, and upper gear must be made to unship so as to pass within this limit of height.

5. The passenger portion of the barge with the awning will necessarily be placed forward. Vertical tube boilers are proposed, as it may at times be necessary to use salt water. At the same time tanks for holding a supply of fresh water for a distance of, say, 20 miles should be fitted in the bottom of the launch for ordinary use.

6. Three launches in all being required, it may perhaps be feasible to make a reduction in price. It is desired to have one of the launches delivered in Madras by Christmas, if practicable.

7. Should any further particulars be necessary they will be supplied on your indicating the nature of the information required.

* The smallest bridge can pass a boat with rectangular section 13 feet wide by 6 feet high in the clear; immediately at centre there may be a few inches more to spare, but this should not be calculated on.

ENCLOSURE.

Memorandum of points to be attended to in the provision of the small steam launch required by the Salt Department.

1. Length, from 20' to 25'.
2. Beam, from 5' to 5' 6".
3. Draught, not to exceed 21".
4. Propeller, twin screws 18" diameter (H), 250 revolutions per minute (V).

[N.B.—The exact length and beam must be left to be fixed by the builder as in his judgment necessary to secure the draught of 21", which is the maximum that can be allowed when the launch is fully loaded. But it is desired to have the launch as small as possible so as to save expense.]

5. Speed, 8 miles per hour in still open water.
6. Boiler, suitable for use with salt water (vertical tubes), to be tested to 150 lb. per square inch, and to work at 60 lb.
7. Fire-box, to burn wood if necessary.
8. Frame, steel.
9. Planking, teak, carvel built, coppered to water line.
10. Steering gear, wheel forward and tiller aft.
11. Awning and cushions to seats to be fitted forward of the boiler.
12. A mast and good big square or big sail with galvanized wire standing rigging required so that the wind can be taken advantage of when favorable, as it generally is one way.
13. Mast and funnel to lower down as low as possible so as to go under bridges.
14. Port and starboard side lights, mast head light, riding light and engineer's lamp required.
15. Pair of sweeps with crutches required.
16. Injector required to boiler and ejector to clear bilge.
17. Silent exhaust box required to engines.
18. Anchor and chain to be fitted.
19. The space under the floors to be utilized as far as possible for fresh-water tanks.

N.B.—As regards items 2, 3, and 4 above, please see accompanying letter.

2nd September 1882.

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

No. 100-A.

From the Deputy Director of the Indian Marine, to the Secretary to the Government of Madras, Public Works Department, dated Calcutta, 3rd November 1882, No. 2464.

With reference to your letter, No. 743 E., dated 14th September 1882, I have the honor to state, for the information of the Madras Government, that in paragraph 3 of your letter the maximum draught allowed for the steam launch is 15 inches, whereas in item 3 of the detailed description a maximum draught of 21 inches is allowed.

2. In anything like the dimensions given it is impracticable to construct a vessel fitted with engines, boiler, water tanks (filled), and sufficient fuel to last 20 hours on a maximum draught of 21 inches.

The following are particulars of a steam launch which can be constructed in this department, and if approved of, plan and estimates will be prepared:—

1. To be of steel.
2. Length, 20 feet.
3. Breadth, 7 feet.
4. Draught, fore 20 inches aft 2 feet 2 inches.
5. Propeller, single.
6. Speed, per hour 8 miles.
7. Boiler, horizontal return tubes.
8. All other items to be as per detailed description accompanying your letter.

Hull.

No. 2007 C.

Copy of the above forwarded to the Commissioner of Salt Revenue for any remarks he may wish to offer in connection with the correspondence ending with his letter to the Board of Revenue, No. 9202, dated 22nd November 1881.

(Signed) J. SHAW-STEWART, Colonel, R.E.,
Ag. Secy. to Govt., P.W.D.

8th November 1882.

To the Commissioner of Salt Revenue.

No. 101.

From H. W. BLISS, Esq., Commissioner of Salt Revenue, to the Chief Engineer, Public Works Department, dated Madras, 16th December 1882, No. 14045.

In reply to your memorandum, No. 2007 C., dated 8th November 1882, to which I have been prevented by press of business from replying earlier, I have the honor to remark that the Dockyard authorities at Calcutta appear entirely to have ignored the desire expressed that, in order to ensure as small a draught as possible, the proposed steam launch should be propelled by paddle wheels. This appears to show that their examination of the proposal has been of the most perfunctory character. They might easily have used the telegraph to clear up the obviously accidental discrepancy as to the draught between paragraph 3 of your letter and item 3 of the detailed description; and they should then, in my humble opinion, have set themselves to study the problem of how to satisfy the condition (frequently, I believe, imposed in other parts of the world) that a draught of 15 inches was not to be exceeded, instead of furnishing particulars for a steam launch which, on the face of it, was larger than was at all required. Not only so, but having been, as I understand, informed that the launch is required to ply in salt water, they propose to put in a horizontal return tube boiler, which, if I am not mistaken, would be absolutely useless in such a situation, if the supply of fresh water, which is of course always preferable, should happen to run out.

2. Under the circumstances, it appears to me that it will be a waste of time to write again to Calcutta, where they either will not or cannot supply what is wanted. I therefore recommend that some good builder like Mr. White, of Cowes, be written to and told what is required, when I have no doubt that he would turn out a launch that would afford satisfaction. At the same time I beg to point out that if the vessel can be allowed to be propelled by a screw, or by twin screws, there would be no need to go to a builder, who, though certainly good, is also notoriously expensive; and to state that I am unable to see any reason why a launch thus propelled and with a draught of (say) 21 inches aft should not suit my purposes. I have now supervised the transport of salt for five successive years, and have never known the salt boats, many of which draw as much as 2½ feet, prevented from plying by want of water in the canal, save this year for about three weeks. Even this detention would not have occurred had the sandbag lock north of Vayalur been put in earlier, as it doubtless will be another year after the experience now gained. Launches with a draught of 21 inches are commonly built from 15 to 21 feet in length. Messrs. Miller and Tupp (*vide* page 3 of enclosed price list, to be returned) advertise launches 21 feet in length, the cost of which free on board (taking the items I have marked) would be £193. Such a launch would suit perfectly. Other firms advertise steam canoes with a draught of 18 inches, but I doubt if a steam canoe would be a safe craft in a gale of wind on open water like the Pulicat Lake. I am quite sure that if allowed to make my own arrangements, I could do so without difficulty and have a suitable launch afloat in the Buckingham Canal in three or four months. It would be against rule, however, for a launch to be ordered out except through the Secretary of State; but the officers on his establishment at home could doubtless execute such a trifling commission as the purchase of a small steam launch like the hundreds or thousands which are in daily use at home, without the least difficulty. The essentials are, (1) the draught must not exceed 21 inches, and (2) the boiler must be fit for use with salt water. The method of propulsion and the length (up to 25 feet) are not material, but I would keep the latter down as much as possible to save expense.

ENCLOSURE.

Memorandum of points to be attended to in the provision of the small steam launches required by the Salt Department.

1. Length, from 20' to 25'.
2. Beam, from 5' to 5' 6".
3. Draught, not to exceed 21".
4. Propeller, twin screws 18" diameter (21, 250 revolutions per minute (2)).

[N.B.—The exact length and beam must be left to be fixed by the builder as in his judgment necessary to secure the draught of 21", which is the maximum that can be allowed when the launch is fully loaded. But it is desired to have the launch as small as possible so as to save expense.]

5. Speed, 8 miles per hour in still open water.
6. Boiler, suitable for use with salt water (vertical tubes), to be tested to 150 lb. per square inch, and to work at 10 lb.
7. Fire-box, to burn wood if necessary.
8. Frame, steel.
9. Planking, teak, carvel built, coppered to water line.
10. Steering gear, wheel forward and tiller aft.
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12. A mast and good big square or lug sail with galvanized wire standing rigging required so that the wind can be taken advantage of when favorable, as it generally is one way.
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The following are particulars of a steam launch which can be constructed in this department, and if approved of, plan and estimates will be prepared:—

1. To be of steel.
2. Length, 30 feet.
3. Breadth, 7 feet.
4. Draught, fore 20 inches aft 2 feet 2 inches.
5. Propeller, single.
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4

11th JANUARY 1883, No. 107 W., PUBLIC WORKS.

No. 101-A.

ORDER—dated 11th January 1883, No. 107 W., Public Works.

Ordered that the Secretary of State be addressed.

(Here enter No. 4/107 W., dated 11th January 1883.)

(True Extract.)

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

To the Revenue Department.
Board of Revenue.
Commissioner of Salt Revenue.

Ed. A. F. Goodall.
Spare Copies.

107W
3

GENERAL
ACCOUNT.

Gobt. of (1883) Madras.
PUBLIC WORKS.

Dated January, 11th.

Recd.

Encl.

G.O., 11th Jan. 1883, No. 107 W.

JANUARY.
Nos. 100-101.

Steam Launches.

Regarding the -- required for the Buckingham
Canal.

107
11
11TH JANUARY 1883, No. 107 W., PUBLIC WORKS.

PUBLIC WORKS DEPARTMENT.

LETTER—TO

THE MOST HONORABLE THE SECRETARY OF STATE FOR INDIA.

MY LORD MARQUIS,

Adverting to the correspondence ending with your Lordship's despatch to the Government of India, No. 42, Public Works, dated 25th August 1881, on the subject of the provision of a steam launch for use on the Buckingham Canal in this Presidency, we have the honor to forward the accompanying copy of our Proceedings, from which it will be observed that the Marine Department at Calcutta are unable to meet our requirements. We have therefore to request that your Lordship will cause inquiries to be made in England as suggested in letter No. 14045, dated 16th December 1882, from the Commissioner of Salt Revenue, and that if a launch of the description mentioned by Mr. Bliss can be procured, it may at once be forwarded to Madras.

2. It will be seen that three launches in all are required, but as only one is wanted immediately, a further communication will be addressed to your Lordship in regard to the remaining two on receipt of a reply to this despatch.

We have the honor to be,

My Lord Marquis,

Your Lordship's most obedient, humble servants,

(Signed)	M. E. GRANT DUFF.
(")	FRED. ROBERTS.
(")	DAVID F. CARMICHAEL.
(")	H. E. SULLIVAN.

FORT ST. GEORGE,
11th January 1883.

Edw. C. Howarth.

GENERAL
ACCOUNT.

Gobt. of (1883) Madras.
PUBLIC WORKS.

Dated January, 11th.

Recd.

Encl.

G.O., 11th Jan. 1883, No. 107 W.

JANUARY.
Nos. 100-191.

Steam Launches.

Regarding the -- required for the Buckingham
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107
11
11TH JANUARY 1883, No. 107 W., PUBLIC WORKS.

PUBLIC WORKS DEPARTMENT.

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(") DAVID F. CARMICHAEL.
(") H. E. SULLIVAN.

FORT ST. GEORGE,
11th January 1883.

Edw. C. Howarth.

10710
5

GOVT. OF MADRAS.
PUBLIC WORKS DEPARTMENT.

LETTER to the Most Honorable
the Secretary of State for
India.

No. 107 W., dated 11th Jan. 1883.

Steam Launches.

REGARDING the — required for the Bucking-
ham Canal.

No. 107
Sept 11/82
No. 743 E. of 11th September 1882

To,
The Superintendent of Marine,
Calcutta.

Sir,
107 W
6

In letter No. 1197 S. of
7th Octr 1881 from the
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No 743 E of H. 9.52

R.H.H.

1/9/82

Recd. 14/9.

R.S.
H.R.S.

Memorandum of points to be attended to in the
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107/V

8

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- 1070
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N.B. as regards items 2 3 & 4 above
please see accompanying letter to ...

2/7/1912

Attch

No 743 C after 9.32.

No. 2464

Indian Government Dockyard.
Calcutta, the 3rd November 1892.

FROM

THE DEPUTY DIRECTOR OF THE INDIAN MARINE,

TO

The Secretary
Government of Madras
Public Works Department

Sir,

With reference to your letter

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107
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5. Propeller, single
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8. All other items to be as per
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I have the honor to be,

Sir,

Your obedient Servant,

W. J. Farrow.
Captain, R.N.

By: Director of the Indian Marine

No 743 E of 14-9-82
 " 226 C of 27-1-82
 C.E. No 126 of 20-1-82
 C.E. Nos 125 & 126 of 17-1-82
 Invoice No 3059 of 16-12-81
 C.E. No 2983 of 9-12-81
 C.E. No 2714 of 17-11-81
 C.E. No 2636 of 10-11-81
 B. No 1258 W of 18-5-81
 B. " 1216 W of 14-5-81
 A. " 595 W of 11-3-80.
 A. " 2739 A.W. of 31-10-79
 G.O. Rev: 575 of 7-3-79
 A. " 735 J of 25-9-78

No 2,007 C of 8 Nov/82

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 9202 of 22 Nov 1881

To The Commissioner Salt Rev:

Correspondence Department.

No 14045

OFFICE OF THE COMM. OF SALT REVENUE,
Madras.

Dated December 16, 1882

H. W. BLISS, Esq.,
Commissioner of Salt Revenue.

The Chief Engineer,
Public Works Department,
Madras.

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 Memo No 3059 of 16-12-81
 C.E. No 2983 of 9-12-81
 C.E. No 2714 of 17-11-81
 C.E. No 2636 of 10-11-81
 B. No 1258 w of 18-5-81
 B. " 1216 w of 14-5-81
 A. " 595 w of 11-3-80.
 A. " 2739 A.M. of 31-10-79
 G.O. Rev: 575 of 7-3-79
 A. No 735 I of 25-9-78

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To The Commissioner Salt Rev.
 Salt & Receipt Dept. 11/12

Correspondence Department.

No. 14045

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inches was not to be exceeded, in-
stead of furnishing particulars
for a steam launch which, on the
face of it, was larger than was at
all required. Not only so, but having
been

been, as I understand, informed
that the launch is required to ply
in salt water, they propose to put in
a horizontal return tube boiler, which,
if I am not mistaken, would be ab-
solutely useless in such a situation,
if the supply of fresh water, which
is of course always preferable, should
happen to run out.

2. Under the circumstances, it
appears to me that it will be a
waste of time to write again to Calcutta
where they either will not or cannot
supply what is wanted. I therefore
recommend that some good builder
like Mr. White of Cowes be written
to and told what is required, when
I have no doubt that he would turn
out a launch that would afford
satisfaction. At the same time
I

1. I beg to point out that if the vessel
can be allowed to be propelled
by a screw, or by twin screws, there
would be no need to go to a builder,
who, though certainly good, is also
notoriously expensive; and to state
that I am unable to see any reason
why a launch thus propelled and
with a draught of (say) 21 inches
aft should not suit my purposes.
I have now supervised the transport
of Salt for five successive years, and
have never known the salt boats,
many of which draw as much as
2½ feet, prevented from flying
by want of water in the Canal,
save this year for about three weeks.
Even this detention would not
have occurred had the sand bag

lock north of Talyahur been put in
earlier, as it doubtless will be in
another year after the experience
now gained. Launches with a
draught of 21 inches are commonly
built from 15 to 21 feet in length.
Messrs Miller and Stepp (vide page
3 of enclosed price list, to be returned)
advertise launches 21 feet in length,
the cost of which free on board (taking
the items I have marked) would
be £193. Such a launch would
suit perfectly. Other firms advertise
steam canoes with a draught of
18 inches, but I doubt if a steam
Canoe would be a safe craft in a
gale of wind on open water like
the Pelicat Lake. I am quite sure
that if allowed to make my own
arrangement

arrangements I could do so without
difficulty and have a suitable
launch afloat in the Buckingham
Canal in three or four months. It
would be against rule however
for a launch to be ordered out or
except through the Secretary of
State, but the officers on his
establishment at home could
doubtless execute such a trifling
commission as the purchase of
a small steam launch like the
hundreds or thousands which are
in daily use at home, without
the least difficulty. The essentials
are (1) the draught must not exceed
21 inches, and (2) the boiler must
be fit for use with salt water.

The

108
The method of propulsion and the
length (up to 25 feet) are not material,
but I would keep the latter down
as much as possible to save expense.

I have the honour to be,
Sir,
Your most obedient servant,

R. W. Nichol
Commissioner of Salt Revenue

20/11

PUBLIC WORKS DEPARTMENT.

UNDER date the 11th Jan'y/83
Read the following:

10714

Ordered, that the
Secretary of State be
addressed.

My Lord Marquis.

Sept 17-1-83-

At meeting to the
commemoration ending
with your Landships
despatch to the group.

1852.

To
The Chief Engineer,
Public Works Department,
Madras.

Dated December 6, 1895

No 14045
Enclosure 1

Subject.

Rebulet.
Answering on the letter from the
Deputy Director of the Indian Service
stating that it is impracticable
to construct a vessel fitted with
Engines & our immediate thought
of 21 inches and recommending
that a Mr. White of Chicago be
written to and to let what is

of India No 42 Public
 Works dated 25 August
 1881, on the subject of the
 provision of a steam
 launch for use on the
 Buckingham Canal
 in this Presidency, we
 have the honour to
 forward the accompanying
 drawing copy of our
 proceedings from which
 it will be observed that
 the Marine Department
 at Calcutta are unable
 to meet our requirements.
 We have therefore to
 request that your Lordship
 will cause inquiries
 to be made in England
 as suggested in letter
 No 14048 dated 16 Decr
 1882 from the Commissioners
 of Salt Revenues and that
 if a launch of the

+ Price List
 sent to you

1071
 of the description men-
 tioned by Mr. Bliss
 can be procured, it
 may at once be for-
 warded to Madras.

2. It will be seen
 that three launches in
 all are required, but
 as only one is wanted
 immediately, a further
 communication will
 be addressed to your
 Lordship in regard
 to the remaining two
 on receipt of a reply
 to this despatch.

Recd. with Co
 Price List 17/1/82

Cur

20/12/82

do.
C2
C2
Mr.
C.
C.
B.
B.
A.
A.
A.

From H.S. [illegible]

F.C.

Ac. No. 107 W. 11-1-82.

107 W.
18

8705 4

CHIEF OF (1682) ENGINEERS.
PUBLIC WORKS.

Wagon

n/1

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201

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60. 11. 1893 107-17

Dec. 100 101 101.17
101.8

Steam launches

*Reperding requir
for the Buckingham
Canal.*

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4
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See to it that the