(1) Number of pages 36

(2) Date of repair

(3) Initials of the Referencer

TAMIL NADU ARCHIVES

GOVERNMENT OF TAMIL NADU

P.W DEPARTME

G.O. No. 107 W
B.P. No:

Press.
Mis.

9 W
107

Dated 11 — 1 — 1883 ~~198~~.

V.S.M

Not to be folded or roughly handled

Archives I--10,006 1 -80.

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

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. 1197 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 6¼ 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 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 (?), 250 revolutions per minute (?).

[*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 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.
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:—

Hull.

1. To be of steel.
2. Length, 30 feet.
3. Breadth, 7 feet.
4. Draft, 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.

107W
2

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 Commissionner 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.

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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

Exd. A. F. Goodall.
Spare Copies.

107W
3

GENERAL.
ACCOUNT.

Govt. of (1883) Madras.
PUBLIC WORKS.

Dated January, 11th.

Encl.

Recd.

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

JANUARY.
Nos. 100-101.

Steam Launches.

Regarding the — required for the Buckingham Canal.

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107 W
11

11TH JANUARY 1883, No. $\frac{4}{107}$ 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.

Exd. C. Howarth.

GENERAL.
ACCOUNT.

Govt. of (1883) Madras.
PUBLIC WORKS.

Dated January, 11th.

Encl.

Recd.

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

JANUARY.
Nos. 100-101.

Steam Launches.

Regarding the — required for the Buckingham Canal.

11th January 1883, No. $\frac{4}{107}$ W., Public Works.

PUBLIC WORKS DEPARTMENT.

Letter—to

The Most Honorable the SECRETARY of STATE for INDIA.

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Fort St. George,
11th January 1883.

Exd. C. Howarth.

107 ii
5

GOVT. OF MADRAS.

PUBLIC WORKS DEPARTMENT.

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

No. $\frac{4}{107}$ W., dated 11th Jan. 1883.

Steam Launches.

REGARDING the — required for the Buckingham Canal.

No. 100

[illegible]

P.W. Dept

No. 743 E. d/ 14th September 1882

To,

The Superintendent of Marine,

Calcutta.

107 W
6

Sir,

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107W
7

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In foot note

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* NB The smallest bridge can pass a boat with rectangular section 13 ft wide by 6¼ ft high in the clear; immediately at centre there may be a few inches more to spare, but this should not be calculated on

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No. 743 Ed/ 14. 9. 82

1/9/82

Despd. 14/9.

C. A. W.

To be faired for issue

2/9/82

R. S.

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107 W
8

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N.B. as regards items 2 3 & 4 above please see accompanying letter B.A.]

2/9/82

107
9

No. 743 E d/14 9 82

Indian Government Dockyard.

No. 2464 Calcutta, the 3rd November 1882.

107/10

FROM

THE DEPUTY DIRECTOR OF THE INDIAN MARINE,

TO

The Secretary
Government of Madras
Public Works Department

Sir,

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I have the honor to be,

Sir,

Your obedient Servant,

C. D. Carew.
Captain, I.M.

Dy. Director of the Indian Marine

No 743 E of 14-9-82
" 226 C of 27.1.82
C.E. No 126/I of 26-1-82
C.E. Nos 125 & 126 of 17.1.82
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.W of 31.10.79
G.O. Rev: 575 of 7.3.79
A. No 735 I of 25-9.78

M.C. No 7675

P 5

No 2,007 C d/8 Nov/82

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 d/ 22d Novr 1881.

To
The Commissioner Salt Rev:

Correspondence Department.

No. 14045

OFFICE OF THE COMMR. OF SALT REVENUE,
Madras,
Dated December 16, 1882

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

To
The Chief Engineer,
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" 226 C of 27-1-82
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C.E. Nos 125 & 126 of 17-1-82
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.W of 31-10-79
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Sent in Receipt Regr 8/11/82

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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 Sand bag

lock

lock North of Vayalur been put in
earlier, as it doubtless will be a
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 pag
3 of enclosed price list, to be returned,
advertise launches 21 feet in length,
the cost of which free on board (takin
the items I have marked) would
be £193. Such a launch would
suit perfectly. Other firms advertis
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 sur
that if allowed to make my ow

arrangemen

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

15

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,

Commissioner of Salt Revenue

G.O. 1351 28.9.78
293 / Rd. 31.10.79
595 W 11.3.80
Sec. No. 18 of 1880
G.O. 671 21.4.81
Ch. 2536 10.11.81
Memo 274 17.11.81
" 3059. 16.12.81
Ch. 256 7.1.82
" 226 C. 27.1.82
No 743 E. 14.9.82
No 2007 C 8.11.82
No 2076 C 24.11.82

Correspondence Department.

1882

From

The Commissioner of Salt Revenue, Madras.

To

The Chief Engineer, Public Works Department, Madras.

Dated December 6, 1882

No. 14045

Enclosure 1

Subject

Remarking on the letter from the Deputy Director of the Indian Marine stating that it is impracticable to construct a vessel fitted with Engines & on a maximum draught of 2½ inches and recommending that Mr White of Cowes be written to and told what is

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No 107 W 10 Genl Sect

PUBLIC WORKS DEPARTMENT.

PROCEEDINGS OF THE MADRAS GOVERNMENT.

UNDER date the 17th Jany/83

Read the following: 4

107 W / 16

To The Supdt of Marine Calcutta. } (P.W. No: 743 E. d/14th Sept/82)

From the Dy Director of the Indian Marine } (" " 2464 d/3rd Novr/82.

Memo to the Commr of Salt Revenue } (" " 2007 C " 8th Novr/82.

From Do Do (" " 14045 " 6th Decr/82.

Ordered that the Secretary of State be addressed.

(P.W. No: 4/107 W d/17 Jany/83)

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 Govt

To the Rev Deptt. ✓
" Bd of Rev. ✓
" Commr of Salt Rev. ✓

Despd 17-1-83.

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 honour 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 enquiries to be made in England as suggested in letter No 14045 dated 16th Decr 1882 from the Commissioner of Salt Revenue and that if a launch of the

P.11 * 107W/17

* Price list to be sent to England

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.

Recd: with Co & Price List 17/1/82

Cu

20/12/82

Hon. H. G. Sullivan

F.C.

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

Urgent

107 W.
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Govt. of (1882) Madras.
PUBLIC WORKS.

Urgent

17/11

Dated

Recd. Encl.

G. O. 11 Jany 1883 No. 107-W

4/107.W

Nos. 100 101
101A

Steam launches

Regarding the — required for the Buckingham Canal.

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108/4

[illegible]

30/11

Entd. in Receipt Regr