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TAMIL NADU ARCHIVES

GOVERNMENT OF TAMIL NADU

P.W

DEPARTMENT

G.O. No.	1135	Press.
B.P. No.		Mis.
Dated	16-4-1883	198

Not to be jolded or roughly handled.

16TH APRIL 1883, No. 1135 W., PUBLIC WORKS.

1135

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

General
Account.

READ—the following letter from J. E. O'CONNOR, Esq., Assistant Secretary to the Government of India, Department of Finance and Commerce, to the Secretary to the Government of Madras, Public Works Department, dated Simla, 4th April 1883, No. 79:—

With reference to the despatch, No. 4-107, dated 11th January 1883, addressed by the Government of Madras to the Secretary of State for India, asking for the supply of a steam launch from England for the Salt Department, I am directed to forward, for the information of His Excellency the Governor in Council, copy of a letter from the Deputy Director of the Indian Marine, No. 3751, dated 28th February 1883, regarding the practicability of constructing a steam launch of the dimensions and draught indicated by Mr. Bliss.

2. I am to request that, in the event of the Secretary of State replying in a sense showing the impossibility of constructing in England a launch of the dimensions and with the draught stated, application either to the Calcutta or Bombay Dockyard may again be made for the construction of a launch.

ENCLOSURE.

From Captain G. O. W. CAREW, I.M., Deputy Director of the Indian Marine, to the Secretary to the Government of India, Military (Marine) Department, dated Calcutta, 28th February 1883, No. 3751.

With reference to your office No. 192 (Ships), of the 6th February 1883, I have the honor to report that a paddle steamer of such limited dimensions fitted with a vertical boiler would be top-heavy, and on account of material required in the construction of paddle boxes, wheels, spars, beam, &c., would necessarily have a greater draught than a screw steamer of similar dimensions.

2. A composite launch sheathed with copper (as suggested by Colonel Sankey) would have a greater displacement than if she were made entirely of steel.

3. After a careful reconsideration of the whole matter, I see no reason to differ from my former opinion, that with the material available in our Marine Stores, it would be impracticable to build a steam launch of such limited dimensions capable of withstanding the rough usage she would most likely be subjected to in the work required of her, and also to fulfil all the conditions laid down in Colonel Sankey's memorandum of 2nd September 1882.

4. Taking into consideration that there are salt boats plying on the canal having a draught of 2½ feet, *vide* Commissioner of Salt Revenue's letter, No. 14945, of 15th December 1882, the proposed small steamer, dimensions of which were forwarded with this office No. 2464 of 3rd November 1882, would appear to be just the kind of vessel that is required.

5. A steam launch, however, could be constructed in this dockyard to meet the requirements of this special case by still further increasing the size of the vessel (the exact length and beam must be left to be fixed by the builders) to the following dimensions, *viz.*, length 35 feet, breadth 7 feet.

ORDER—dated 16th April 1883, No. 1135 W., Public Works.

Recorded with reference to G.O., No. 107 W., dated 11th January 1883, and despatch to the Secretary of State, the reply to which will be awaited.

(True Extract.)

Major, R.E.,
Under Secy. to Govt., P.W.D.

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

Exd. A. Aubert.
Spare Copies

2

GENERAL
ACCOUNT.

Govt. of (1883) Madras.

PUBLIC WORKS.

Dated April, 16th.

Recd.

Encl.

G.O., 16th April 1883, No. 1135 W.

APRIL.

Steam Launch for the Salt
Department.

Letter from the Government of India forwarding letter from the Director of Indian Marine re the construction of a —, recorded with remarks.

No. 79.

GOVERNMENT OF INDIA.

DEPARTMENT OF FINANCE AND COMMERCE.

To

The Secretary to the Government of Madras,
Public Works Department.

Simla, the 4th April 1883

SIR,

With reference to the Despatch No. 4-107 dated 11th January 1883, addressed by the Government of Madras to the Secretary of State for India, asking for the supply of a steam launch from England for the Salt Department, I am directed to forward for the information of His Excellency the Governor in Council. Copy of a letter from the Deputy Director of the Indian Marine No. 3751 dated 28th February 1883, regarding the practicability of constructing a steam launch of the dimensions and draught indicated by Mr. Bliss.

2. I am to request that, in the event of the Secretary of State replying in a sense showing the impossibility of constructing in England a launch of the dimensions and with the draught stated, application either to the Calcutta

at Bombay Dockyard may again be made
for the construction of a launch.

I have the honour to be,
Sir,

Your most obedient servant,

J E O'Connor

Asst Secy to the Govt of India.

3/4

No 1135 W d 16th April 1883

Recorded with
reference to G.O. 107 W d 11th January 1883 and
despatch to the Secretary
of State, the reply to
which will be
awaited.

Attt

The Commissioner of the
Board of Revenue
Revenue Department

Indian Government Dockyard
Calcutta, the 28th Febry. 1883

1135
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No 3751
From

The Deputy Director of the Indian Marine,
To
The Secretary to the Government of India,
Military (Marine) Department.

Sir,

With reference to your Office No 192,
-ships- of the 6th February 1883, I have the honor
to report that a Paddle steamer of such limited
dimensions fitted with a vertical boiler would
be too heavy and on account of material required
in the construction of paddle boxes, wheels, spokes,
-sons, beam, &c would necessarily have a
greater draught than a screw steamer of similar
dimensions.

2. A composite launch sheathed with
Copper (as suggested by Colonel Pankey) would
have a greater displacement than if she were
made entirely of steel.

3. After a careful reconsideration of the
whole matter I see no reason to differ from
my former opinion that with the material avail-

-able

= available in our marine stores it would be
impracticable to build a steam launch of such
limited dimensions capable of withstanding the rough
usage she would most likely be subjected to in the
work required of her and also to fulfil all the con-
ditions laid down in Colonel Sankar's Memo No. of
2^d September 1882.

4. Taking into consideration that there
are salt boats plying on the canal having a
draught of $2\frac{1}{2}$ feet, vide Commissioner of Salt in
Revenue's letter No. 14045 of 15th December 1882, the
proposed small steamer, dimensions of which
were forwarded with this Office No. 2464 of 3^d Nov
1882 would appear to be just the kind of vessel
that is required.

5. A steam launch however could be con-
structed in this Dockyard to meet the re-
quirements of this special case by still
further increasing the size of the vessel (the
exact length and beam must be left to be
fixed by the builders) to the following dimen-
sions, viz Length 35 feet, breadth 7 feet.

I have &c
Sd/ J. W. Carey
Capt. M.
By: Director of the Indian Marine

(True copy)

W. Carey

Registrar Dept of Finance
and Commerce.

P.W. Sum 1
3174/83

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376.

Govt. of [1881] Madras.
PUBLIC WORKS.

To

19.14.

Dated

Issued

Recd.

Encl.

G. O. 16 April 1883, No. 1135 W

Nos.

Steam Launch for the Salt
Department

Letter from the Govt. of India
forwarding letter from the
Director of S. & M. in Mysore
re: the construction of a
accredited with remarks.

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1078/4

Entered in Receipt Register