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(3) Initials of the Referencer bus

TAMIL NADU ARCHIVES

GOVERNMENT OF TAMIL NADU

PW

DEPARTMENT

G.O. No.	2469(M)	Press.
B.P. No.		Mis.
Dated	3. 9. 1883	198.

Not to be folded or roughly handled

2469
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GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

General
Account.

READ—the following letter from G T WALCH, Esq., Officiating Superintending Engineer, First Circle, to the Chief Engineer, Public Works Department, dated Dowlaishweram, 7th August 1883, No 1336 G D —

As ordered in your telegram of 1st, the Steamer *Godavari* was not put up for sale; but the order was not received in time to enable notices to be published so as to prevent inconvenience to intending purchasers

2 The date for the sale, 6th instant, was settled in consultation with the Collector on the 21st of April last, and a considerable sum has been expended in advertising the sale, which now at the last moment is stopped

3 The steamer has been thoroughly examined, and I send a copy of the report on her I have myself inspected her and find the report correct; and it will be a long time, even if the estimate for repairs, which will be large, be sanctioned, before she can run again.

ENCLOSURE.

From W JOPP, Esq., Assistant Engineer in charge Head Works Sub-division, to the Executive Engineer, Eastern Division, dated 4th August 1883, No 301

The Steamer *Godavari* was returned to the Boat Office on the afternoon of the 1st August from the Rajahmundry Ferry Work

2 As the machinery and steamer generally was in a bad state of repairs, I put her under steam and inspected her this morning, and I beg to report as follows —

Boiler and belongings — The means of feeding the boiler is very precarious, the feed is intended to be made either by a donkey engine or by two injectors. I was unable to get the donkey engine into motion at all, and was told that even then it would not pump water up into the boiler. One of the two injectors is out of order and will not work at all, the other only when there is more than 60 lb of steam pressure, this last cannot be depended on. A hole about 2 inches square has been burnt in the bottom of the smoke box

The Steam Pipes — The flange joints of the steam-pipes, with a few exceptions, leak excessively, the connection with the steam reservoir of the boiler being the worst. The Engine Driver reports that they cannot be kept steam-tight by packing, and in this case the flanges all require "graining". All the lagging has come off the steam-pipes, and the pipes themselves much corroded on the outside

Machinery — There is a serious crack in the slide valve steam-chest, through which steam escapes. The steam-chest may at any time burst, leaving the steamer powerless. An entirely new casting is the only way of remedying this. There is something radically wrong with the star-board piston, the nature of which cannot be ascertained until the cylinder is opened out, both pistons require new rings, and the petcocks of the cylinder are out of order. A part of the wooden lagging of the cylinder has been destroyed. All the brasses of the moving parts are out of order, and either require rebushing or renewing, those of the link motion and the fitting to the piston rod slides being quite worn out

The Steam Capston—The two cylinders are quite loose on their bedding, and when at work the whole machine shakes backwards and forwards through perhaps 2 or 3 inches. This, however, could not be closely examined, as there was so violent a rush of steam from the leaky connections with the steam-pipes that it was impossible to stay in the confined space in which the engine lies.

Paddle Wheels—In the star-board wheel there is not a single tie-rod in position. These are all hanging by one end, flying about in all directions as the wheel revolves. The port wheel is nearly as bad. The arms of the paddles are in both wheels loose on the shafts, and some of the floats are broken. All the bolts and bushes of paddle arms and eccentrics require renewal. The hull of the steamer leaks in several places.

3 The steamer is not in a fit state to work, and in my opinion should have been laid up for repairs months ago. I am informed that during the last twelve months she has absolutely not had a single day's rest, nor have the indents of the Engine Driver for sundry repairs from time to time been complied with, hence the unsatisfactory state in which she now is. It would have been well had the condition been made, when hiring her to the ferry, that the steamer should be periodically (say once in a fortnight) sent to Dowlashweram for inspection and repair if necessary.

ORDER—dated 3rd September 1883, No 2469 W, Public Works

The Collector will be called on, in the Revenue Department, for a report as to the circumstances under which the Steamer *Godavari* has been allowed to fall into the condition described in these papers, and as to the person responsible for the neglect of timely repairs.

2 The sale of the steamer by auction has already been ordered in separate Proceedings,* conditionally on the ferry not being prepared to meet all expenses of repair and working, which will now necessarily be very heavy. An estimate of the cost of repairs should be made as quickly as possible, and the length of time during which such repairs may be expected to keep the vessel serviceable reported. On receipt of this information, a decision can be come to as to whether the Steamer *Godavari* should be bought for the ferry or not. Even if a new steamer is purchased, it may be advantageous to have a second vessel for use when the new one is taken off for repair.

3 These papers indicate the necessity for better arrangements being made for the care of the new steamer which it is proposed to purchase (G O, No 2294 W, dated 16th August 1883). In addition to the responsibility which will devolve on the Master and Engineer for the condition of the vessel, periodical inspections at Dowlashweram should be arranged for.

(True Extract.)

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

To the Superintending Engineer, First Circle
Revenue Department.

Exd A F Goodall
Spare Copy

Govt. of (1883) Madras.
PUBLIC WORKS.

Encl

SEPTEMBER.

Passing orders on a report by the Superintending Engineer, First Circle, on the present condition of the —.

[illegible]

Please see this check-
book report of the an-
ditors of the Goddard
Streamers and say if
you seriously think there
is any use in exhibiting
the useful volumes
before sale.

would it not be best
to see ~~to~~ sell our big
American, pocket the loss,
and make arrangements
for obtaining a new
vessel, especially built
for the service at Calcutta.

Please let me have the
file back as soon as
possible to pass in to
the Revenue Dept: for
information

7/10

OFFICE NOTE.

Station Port date 29 Aug. 1883.From The Ag. Rev. SecyTo Secy to Govt P.W.D.

With reference to Mr. Mac-
be's note, on P.W.D. C. No. 694,
it appears to me that it
is not worth while to buy the
Saddam for the Ferry Fund
at present. The chief reason
why it was
proposed to buy
her was that she might be
be available for use until
a new one is procured; but
she will not be fit for use
for months, if ever. But I think
final decision cannot be
come to until we know what
the repairs are estimated to
cost, and for how long, sup-
posing a given sum expended
on her, she might be expected
to be serviceable. Even if a

W.

I certainly do not think
it is worth while to buy the
Saddam for the Ferry Fund.
He should be able to get a new
steamer for the Ferry by next
Flood season, if ordered at once,
but during the whole the unhappy
flood season has been "redoubled to",
it is a question whether under
existing management it is right
that a steamer should be used
at all. I should say certainly
not unless provision is made
for periodical examination by
a competent professional Engineer
and the issue of a certificate of
fitness for work.

I think the Collector should be
called up as to say who is
responsible for allowing the
steamer to sit in such a
disgusting state before sending
her to the workshops for repairs,
and that if she is not sold,
as I think she must be,
Annual Ferry Fund should com-
pensate us for the loss we must
suffer in consequence of the

neglect of their officers.

It should further be clearly stated
that this neglect will result in
the Ferry being left without a
steamer for, at all events, many
months to come.

J. M.
18/8/83.

H. C. L.

For order

Please forward the
Saddam to the
and Col. Huet's
note - There has
been some
very discreditable
neglect in the case
concerning the early
examination

18/8/83

C. 10/8/83

3. The steamer has been thoroughly examined & I send a copy of the report on her - I have myself inspected her & find the report correct and it will be a long time even if the estimate for repair, which will be ^{correctly} mentioned, before she can run again.

[illegible]

FROM, THE SUPERINTENDING ENGINEER
FIRST CIRCLE.
TO, THE CHIEF ENGINEER
P. W. Department
FOR IRRIGATION.

DOWLAISHWARA, 7th August 1883

Mr. S. M.
Chief Engineer
SIT,

As ordered in your telegram of 1st the steamer "Godavari" was not put up for sale but the order was not received in time to enable notices to be published so as prevent inconvenience to intending purchasers.

The date for the sale 6th instant was settled in consultation with the Collector on the 21st of April last & a considerable sum has been expended in advertising the sale which now at the last moment is stopped.

The steamer has been thoroughly examined & I send a copy of the report on her - I have myself inspected her & find the report correct and it will be a long time even if the estimate for repairs, which will be ^{large} as mentioned, before she can run again.

new steamer is purchased, it will be advantageous to have a second vessel put on during repairs of the new one; if the Godavari can be made reasonably serviceable we might buy her as a present valuation & pay for her repairs.

I then suggest that an addition be made to the order drafted calling for an estimate of the cost of repairs as can be quickly made, and a statement of the time for which such proposed repairs will keep her serviceable. We can then decide whether to buy her or not.

It seems quite right that enquiry should be made as to who is responsible for the alleged repairs of the Godavari; but I think that Mr. Popp's letter shows that the defects are for the most part due to the vessel being completely worn out & old, & could not have been remedied had she, during the last year, not been sent to Dowlaishwaram for repairs or whenever the Engineer demanded that this should be done.

W. S. M.

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Ch 10/8 27/8

I have the honor to be,
Sir,
your most obedient^t

C. S. P. W. A. S.

Offg. Sup. Eng. 1st Circle.

2469

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B 2049 m 30. 8. 50
B. 3172 m 2. 12 82
A. 818 m 13. 3. 83 (mjt)
- 1292 m 2. 5. 83
Current no 552/83.
No. 258 E. 1. 8 83.

From
The Supr Engineer
1st Div

To
The Chief Engineer
D. W. Department

Dated 7th
Despd 10th
Recd } August/83

No 1331/83
Enclosure One

Steamer "Godavari"
- Submits a report
on the -

22/8/83
27/8/83
27/8/83

No 301
Head Works Sub Div Office
4th August 1883

From
The Officer in charge
Head Works Sub Division
To
The Executive Engineer
Eastern Division.

Sir,
The Steamer "Godavari" was re-
turned to the Boat Office on the after-
noon of the 1st August from the Rajahmundry Ferry work.

2. As the machinery & steamer generally
was in a bad state of repairs I put her
under steam and inspected her this morning
and I beg to report as follows.

Boiler and belongings-

The means of feeding the boiler is very pre-
carious the feed is intended to be made
either by a Donkey Engine or by two injectors.
I was unable to get the Donkey Engine into
motion at all and was told that even
then it would not pump water up into the
boiler. One of the two injectors is out of
order and will not work at all, the other
only when there is more than 60 lbs of steam
pressure this last cannot be depended
on. A hole about 2" square has been
burnt in the bottom of the smoke box.

The Steam pipes-

The flange joints of the steam pipes with a
few exceptions leak excessively. The con-
nections with the steam reservoir of the

water being the worst. The Engine Driver reports that they cannot be kept steam tight by packing & in this case the flanges all require "graining". All the lagging has come off the steam pipes and the pipes themselves much corroded on the outside.

Machinery.

There is a serious crack in the slide valve steam chest through which steam escapes. The steam chest may at any time burst leaving the steamer powerless. An entirely new casting is the only way of remedying this. There is something radically wrong with the star-board piston the nature of which cannot be ascertained until the cylinder is opened out; both pistons require new rings and the petcocks of the Cylinder are out of order. A part of the wooden lagging of the Cylinder has been destroyed. All the Bearings of the moving parts are out of order and either require re-bushing or renewing. Those of the link motion and the facing to the piston rod slides being quite worn out.

The steam Capiston.

The two Cylinders are quite loose on their bedding and when at work the whole machine shakes backwards & forwards through perhaps 2 or 3 inches. This however could not be closely examined as

there was so violent a rush of steam from the leaky connections with the steam pipes, that it was impossible to stay in the confined space in which the Engines

Paddle Wheels. 2469

In the star-board wheel there is not a single tiered in position. These are all hanging by one end, flying about in all directions as the wheel revolves. The port wheel is nearly as bad. The arms of the paddles are in both wheels loose on the shafts and some of the floats are broken. All the bolts & bushes of paddle arms and eccentrics require renewal.

The hull of the steamer leaks in several places.

3. The steamer is not in a fit state to work & in my opinion should have been laid up for repairs months ago. I am informed that during the last 12 months she has absolutely not had a single day's rest nor have the indents of the Engine driver for sundry repairs from time to time been complied with, hence the unsatisfactory state in which she now is. It would have been well had the condition been made when hiring her to the ferry that the steamer should be periodically (say once in a fortnight) sent to Dowlaisheram for inspection and repair if necessary.

Shane & Co
134 W. 40th St
Asst Eng in the H^d Works Sub St

(True Copy)

C. P. Walsh

Offg Supr Eng 1st Circle

No 2469W

Public Works Department

Proceedings of the Madras Government

Under date the 3rd Sept 1883

Read the following:—

Letter from the S.E. First Circle (H.E. No 1336 G.O. dt. Aug 17/83)

The Collector will be
called on in the Revenue
Department for a report
as to the circumstances
under which the steamer
"Godavari" has been
allowed to fall into the
condition described in
these papers, and as to

the person responsible
for the neglect of timely
repairs.

2. The sale of the
steamer by auction has
already been ordered, in
separate Proceedings,
conditionally on the
Ferry not being prepared
to meet all expenses of
repair and working, which
will now necessarily be

very heavy. An estimate of the cost of repairs should be
made as quickly as possible, and
3. These papers indicate the length of time during which
such repairs may be expected
the necessity for better
to keep the vessel serviceable
arrangements being made
reported. On receipt of this
for the care of the new
information, a decision can be
steamer, which it is proposed
come to as to whether the
to purchase - (G.O. No 2294 W
steamer "Godavari" should
be bought for the Ferry or
not. Even if a new

G.O. No 2325 Wd/18th Aug 1883

steamer is purchased, it
may be advantageous
to have a second vessel
for use when the new one
is taken off for repair.
the Master and Engineer
for the condition of the
vessel, periodical inspec-
tions at Bowbaisheram
should be ^{arranged for} ~~made out~~.

S.E. Spirit Circle 7 pccw
Revenue Dept 21 9/9

The Revenue Secretary
for counterminerals

E. Ed

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R.S.

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P. 12.5

Oct 30.8
Cis 24/8 R27/8

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3 Sept 2469

Steamer "Gusman"

Passing orders on a
report by the Supply Eng
first class in the
present condition
of the _____