Mch 7759

B. No 2256 W. d/ 13th Septr. 1884
G. O. Marine No 80 d/ 26. 2. 85
B. No 114 W. " 13. 1. 85
No 568 C. " 18. 3. 85
" 633 C. " 25. 3. 85
" 705 C. " 1. 4. 85

No. 2077 Wdf. 5th September 1885

Recorded.

2. The attention of the S. E. V Circle will be directed to para 2 in view to the required arrangements being made when necessary.

CB.
1.9.85

3.9.85

S.E. V Circle
S.E. VI Circle

5/9/85

3/9.

Mch 7595

Govt. of (1885) Madras.

MARINE.

8 S C.

Issued

Recd. 31/8/85. Encl.

G.O., 15th August 1885, No. 340.

No. 2077 Wdf. 5th Septr 1885

AUGUST.

Dredgers.

Directing that, as suggested by the Master Attendant, the Secretary of State be requested to send out a properly qualified mechanic to remedy the defects brought to notice in the — sent out from England, but declining to sanction the permanent engagement of a Mechanical Engineer to supervise the — in the presidency.

With disposal

132/8

GOVERNMENT OF MADRAS.

MARINE DEPARTMENT.

Read—the following papers:—

Despatch from the Right Honorable the EARL OF KIMBERLEY, Her Majesty's Secretary of State for India, to His Excellency the Right Honorable the Governor in Council, Fort St. George, dated India office, London, 14th May 1885, No. 32 (Military).

In reply to your Excellency's Marine letter, No. 10, of the 29th December 1884, Dated 12th March 1885. I forward, for the information of your Government, copy of a report by General Hyde, and other papers, on the subject of the defect brought to notice in the working of the Bruce and Batho dredger shipped to Madras for Negapatam in February 1884.

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Enclosure.

Copy report by General Hyde, dated 12th March 1885, No. S.B.-2804.

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I cannot help thinking that if some Engineer from the canal workshops who had been accustomed to deal with dredger work had been asked to look into the question of this dredger, the blunder would have easily been set right.

No. 3098.

Transferred to the Marine department.

(By order.)

OOTACAMUND, *8th June* 1885.

(Signed) A. KENNEY-HERBERT, Lt.-Col.,
Offg. Secy. to Govt., Mily. Dept.

From J. H. TAYLOR, Esq., Lieutenant, R.N.R., Master Attendant, Madras, to the Chief Secretary to Government, dated Madras, 28th July 1885, No. 6173.

Administrative department.

I have the honor to report, for the information of Government, that all the efforts of the Marine department, combined with the engineering skill afforded by the Locomotive Superintendent at Negapatam and the Public Works department at Dowlaishweram, Cocanada, have proved unsuccessful in remedying the defects of the Priestman and Bruce's dredgers supplied from England, and strongly to urge that, before further expenses are incurred in carrying out alterations, the most advisable plan is to move the Secretary of State for India to send out a specialist, say from Priestman, to examine the vessels on the spot, and determine on what should be done. I am the more induced to recommend this course because, in the correspondence (herewith returned) from England referring to the defects of the dredgers for the Marine department, it is stated "it will be observed that the dredger was restricted to 14 feet beam to enable it to pass through the locks, that dimension being given by Colonel Mullins." This is inapplicable to the dredgers for the Marine department, as they are not required to pass any locks, but is no doubt intended for the dredgers ordered for the Public Works department, Dowlaishweram. I am informed by the Engineer in charge, Dowlaishweram, that the Priestman's dredgers sent out for that department at the same time as ours are in no more satisfactory condition than those forwarded for the Marine department. The knowledge possessed by a specialist will at once grasp at the defects which render the vessels useless, and remedial measures can be adopted with a certainty of success.

2. In applying for a specialist, I would suggest that the Secretary of State for India be requested to endeavour to engage a person permanently for service in this

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ORDER—dated 15th August 1885, No. 340, Marine.

The Secretary of State will accordingly be requested to send out a qualified mechanic to remedy the defects in question. The Government are not, however, satisfied as to the necessity for the permanent engagement of a Mechanical Engineer for the purpose of supervising dredges in the Madras presidency. The proposal cannot, at all events, be entertained while existing restrictions on expenditure continue.

2. On arrival of the specialist from England for the work now in question, arrangements will be made in the Public Works department for the appointment of a mechanic from the Public Works Workshops at Madras to assist in executing the required alterations. He will thus acquire practical experience which should be of use in the future.

(True Extract.)

E. F. WEBSTER,
Chief Secretary.

To the Master Attendant, Madras.
" Public Works department.

Exd. W. J. Lewis.

No. 2077 Mdy. 5th Septr 1885

Recorded.

The attention of the S.E V Circle will be directed to para 2 in view to the required arrangements being made when necessary.

(Sgnd) J.S.W

To The Supdtg Engineer V Circle
" Supdtg Engineer VI Circle.

Govt. of {1885} Madras.

MARINE.

Issued

Recd. *Encl.*

G.O., 15th August 1885, No. 340.

No. 2077 May 5th Septr 1885.

AUGUST.

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„ Public Works department.

Exd. W. J. Lewis.

No. 2077 W.D. 5th Septr 1885

Recorded.

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(True Extract)

(Signed) [illegible]

W

To

Supdg Engineer V Circle

Supdg Engineer VI Circle

Govt. of {1885} Madras.

MARINE.

Issued

Recd. *Encl.*

G.O., 15th August 1885, No. 340.

No. 2077 W.D. 5th Septr. 1885

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(True Extract.)

Chief Secretary.

To the Master Attendant, Madras.
" Public Works department.

Exd. W. J. Lewis.

B. No 2256 W. of 13th Septr. 1884
G. O. Marine No 80 of 26. 2. 85
R. No 114 W. " 13. 1. 85
No 568 C. " 18. 3. 85
" 633 C. " 25. 3. 85
" 705 C. " 1. 4. 85

No. 2077 Wdj. 5th September 1885

Recorded

Recorded.

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of the S. E. V. C.

of the S. E. V Circle

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when necessary

CB.
1.9.85

3.9.85

S.E. V Circle
S.E. V C.
S.E. VI Circle
S.E. VI C.

5/9/85

Agd. 3/9.

(8) Inl 7595

Govt. of {1885} Madras.

MARINE.

8 S.C.

Issued

Recd. 31/8/85 Encl.

G.O., 15th August 1885, No. 340.

No. 2077 Wdj. 5th Septr 1885

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With disposal

No. 705 Ca/1st April/85

C

Recorded

Recorded

CB.
31.3.85

31-3-85

No. 633 Ca/25-3-85
" 568 Ca/18-3-85
G.O. Marine No. 80 of 26-2-85
G.O. B 114 W a/13-1-85

To

The Master Attendant

To the Master Attendant

for information

From

The Superintending Engineer,

5th Circle,

To

The Chief Engineer P. W. D.

28 MAR 85

Dated 27th } March 1885.
Recd.

Enclosures.

No. 705 Ca/1-4-85

No. 4929

Priestman Dredgers—

Stating that the Genl. Supdt. P. W. Stores reports that both the — were landed at Cocanada.

With disposal

without trial

SUPERINTENDING ENGINEER'S OFFICE,
5TH CIRCLE, MADRAS,
Chepauk, 27th March 1885.

No. 4929

From
THE SUPERINTENDING ENGINEER,
5TH CIRCLE,

To
THE Chief Engineer P. W. D.

SIR,

Enclosures.

With reference to your Memorandum No. 568 C dated 18th Instant, I have the honor to state that the General Superintendent P. W. Stores now reports, that both the Priestman Dredgers which came out in the "S. S. Ganges" were landed at Cocanada.

I have the honor to be
Sir
Your Most Obedt. Servant

Hewl Prendergast Hall R.E.
Superintendg. Engr.
5th Circle

No. 568 Ca / 18-3-85
G.O. Marine No. 808 / 26-2-85
" B/114 W a / 13-1-85

Mch 2575

SECRETARY TO GOVERNMENT P.W. DEPARTMENT MADRAS 21 MAR 85

Rec 21/3/85

From
THE MASTER ATTENDANT,
ADMINISTRATIVE DEPARTMENT,
Madras,

To
THE

Dated 20th March 1885
Received

No. 2494

States that Genl. Supdt. India Office has written to say that the Rance and [illegible] the Dredgers [illegible] shipped, requires certain alterations

No. 633 Ca / 25th March /85
C

Recorded
Recorded

C.S.
21. 3. 85

W.S.
21. 3. 85

[illegible]

[illegible]

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Chepauk, 27th March 1885.

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THE Chief Engineer
P.W.D.

SIR,

With reference to your Memorandum No. 568 C, dated 18th Instant, I have the honor to state that the General Superintendent P.W. Stores now reports, that both the Priestman Dredgers which came out in the S.S. "Ganges" were landed at Cocanada.

Enclosures.

I have the honor to be
Sir
Your Most Obedt Servant

Hen. L. Prendergast Hall R.E.
Superintending Engr
5th Circle

Administrative Department

MADRAS,
Marine Office,
20th March 1885.

No. 2494

From

THE MASTER ATTENDANT,
ADMINISTRATIVE DEPARTMENT,
Madras,

To

The Chief Engineer
Public Works Department
Madras

SIR,

With reference to your office Memorandum No. 568 C, dated 18th instant, relating to Major General Hoyle's surmise as to the probable interchange of parts belonging to the Brunt and Batts Dredges with the Priestman Dredges, I have the honor to inform you that, in a letter lately received from him, it is stated that the Contractors admit the faulty construction of the Brunt and Batts Dredges, and request certain alterations to be carried out at their expense. This is now receiving attention in this Department.

I have the honor to be
Sir
your most Obedt Servant

W. Taylor
Master Attendant
Administrative Department

MM

No. 568 Ca/ 18-3-85
G.O. Marine No. 800/ 26-2-85
" B/114 Wa/ 13-1-85

Dis. 2575

21 MAR 85

From
The Master Attendant,
Administrative Department,
Madras,

To
The

Dated 20 } March 1885
Received

No. 2494

States that Genl.
Hyde, India Office,
has written to say
that the Bruce and
Batho Dredger engs.
pieces, requires
alterations

No. 633 Ca/ 25th March/85

C

Recorded

C.S.
21.3.85

W.S.
21.3.85

[illegible]

No. 568 Ca/ 18th March/85

Copy of the above forwarded to the Master Attendant, with advertence to his letter No. 1857 dated 6 March 1885, the enclos: of which are herewith returned—

It now appears that the Priestman Dredger landed at Madras in February 1884, per S.S. "Ganges" belongs to the Marine Dept., & it would be well to ascertain whether any exchange of parts was effected between that machine & the Bruce & Baths dredger now at Negapatam.

C.S.
17.3.85

F.C.
633 C. 25/3/85

W.S.
17.3.85

G.O. Marine No. 800/ 26-2-85
" P.W.D. 114 Wa/ 13-1-85

To The Master Attendant
" S.E. V Circle.

[illegible] 19/3

From
The Superintending Engineer,
5th Circle,

To
The Chief Engr. P.W.D.

16 MAR 85

Dated 14th } March 1885.
Recd.

Enclosures. 4

No. 568 Ca/ 18-3-85

No. 4667.

Priestman Dredger

Reports that the only ———— consigned to the P.W.D. was not landed at Madras but taken on direct to Cocanada by the S.S. Ganges

With disposal

No. 568 Ca/ 18-3-85
G.O. Marine No. 80 of 26-2-85
" B/114 Wa/ 13-1-85

Inch 2575

From
The Master Attendant,
Administrative Department,
Madras,

To
The

Dated 20 March 1885
Received

No. 2494

States that Genl. Hyde, India Office, has written to say that the Dredger and Barge ... engines, ... alterations

21 MAR 85

No. 633 Ca/ 25th March/85

Recorded

GOVERNMENT OF MADRAS.

MARINE DEPARTMENT.

Read—the following papers:—

From Lieutenant-Colonel H. R. MEAD, R.E., Superintending Engineer, VI Circle, to the Chief Engineer, Public Works department, dated Trichinopoly, 25th July 1884, No. 660 T.J.

With reference to G.O., No. 1439 W., dated 9th June 1884, I have the honor to forward the estimate called for in paragraph 2, and I send two other estimates with my report on the matter.

One report with enclosures.

2. I think it right to state that Mr. Wilks reports that he saw Captain Taylor for about ten minutes; as this is the case Captain Taylor is hardly justified in saying that he "went carefully into all detail" with him. Neither Mr. Wilks nor myself agree with Captain Taylor in his sketch proposals.

3. As the dredging, &c., is to be carried out by the Marine department, I would strongly urge that the work of repairing the jetties, boat basin, &c., should be done by that department.

No. 475-E.

MEMORANDUM.

Forwarded to the Marine department for consideration.

2. The Chief Engineer concurs generally in the Superintending Engineer's views.

Ootacamund, 14th August 1884. (Signed) J. SHAW-STEWART, Col., R.E., *Chief Engineer, P.W.D.*

To the Marine department, with papers in original.

No. 3461.

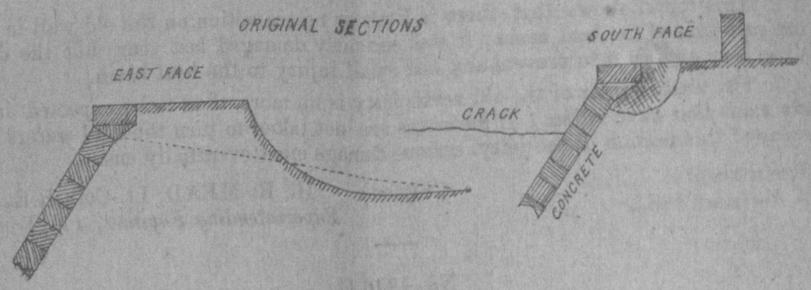
MEMORANDUM.

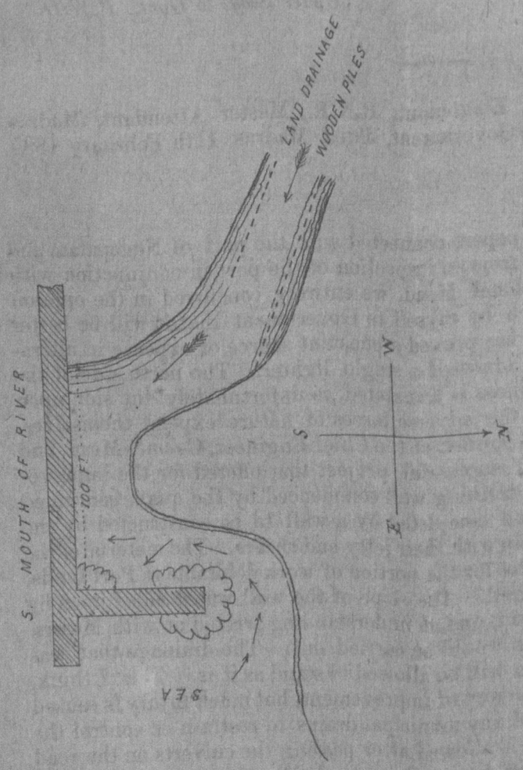
Inspection Notes of C. H. Wilks, Esq., Executive Engineer, Negapatam division, for the 7th November 1884.

Harbour Work.

Having heard that the outer wall of the boat basin was being injured, I inspected it and found that the top blocks for about 80 feet have been moved by the action of the

sea in rear. The backing has been washed down and is taking a long slope. As it was considered emergent I ordered some pieces of the old masonry to be placed along the top as a protection.





2. The south wall of the basin which was solid concrete has cracked along three-fourths of its length. This was owing to the backing having been washed away. This will be filled and rammed and covered on the top with six inches of the debris of old masonry and broken bricks.

3. The end of the *jetty wall* is in the same state as last year, the backing in the last 100 feet has been cleared away, and the wall is exposed to the alternate action of land floods and high tides. The small arrows show the action of the tide. The wall is thus exposed considerably and must eventually be damaged I fear.

(Signed) C. H. WILKS,
Executive Engineer.

8th November 1884.

No. 1230-T.J.

Endorsement on the above.

Copy forwarded to the Chief Engineer, Public Works department, for information. The Superintending Engineer has often brought to notice the state of the Negapatam jetty, &c., but the Marine department take no action.

2. This report shows that there is little or no sea action on the old wall in front of the east side of the boat basin; it was seriously damaged last year, but the debris left has been sufficient to prevent any but small injury to the boat basin.

3. The wash in rear of the old north jetty is no more than to be expected in the heavy rains that have fallen. If measures are not taken to turn the land waters from the rear of this portion of the jetty, serious damage must eventually ensue.

TRICHINOPOLY,
13*th November* 1884.

(Signed) H. R. MEAD, Lt.-Col., R.E.,
Superintending Engineer, IV Circle.

No. 1916 C.

Copy of the above forwarded to the Marine department for such action as may be considered necessary on the Superintending Engineer's remarks.

(By order.)

CHEPAK,
21*st November* 1884.

(Signed) C. BOWEN, Major, R.E.,
Under Secy. to Govt., P.W.D.

To the Marine department.

From J. H. TAYLOR, Esq., Lieutenant, R.N.R., Master Attendant, Madras, to the Chief Secretary to Government, dated Madras, 11th February 1885, No. 1129.

Administrative department.

I have the honor to return the papers connected with the port of Negapatam and to report that, having just returned from an inspection of the port in conjunction with Hon. Colonel Shaw-Stewart and Colonel Mead, we entirely concurred in the opinion suggested in previous correspondence by myself to Government that it will be better to abandon the boat harbour, which has proved a constant source of expense in alterations and repairs and has never yet admitted a single lighter. The north side of the Negapatam river, on which all business is transacted, is unfortunately the side upon which all silt accumulates, and all the adverse forces of nature expend themselves. At the same time it was the universal opinion of the Chief Engineer, Colonel Mead, and the railway authorities that the most successful project that offered for the improvement of the river was to continue the training wall commenced by the quay, continued by the outer wall of the boat basin, and completed by a wall to be constructed by the South Indian Railway authorities to join with their jetty and shears. The material of the inner walls of the boat basin will suffice for the portion of work debitable to Port funds, so that simple labor only will be required. The slope of the wall was decided upon by Colonel Shaw-Stewart and Colonel Mead, and an understanding arrived at with Messrs. Logan and Crighton that their portion would be carried out. The drainage that was intercepted and carried round the basin will be allowed to stand as it is. This, I think, comprises all that suggested itself in the way of improvement, but much injury is caused to the quay wall by the utter absence of any municipal drains to restrain or control the flow of sewage and storm water which is allowed after passing the culverts on the road (which runs almost parallel to the beach for a mile and-a-half) to spread over the low level ground between the road and the sea, and unfortunately from the nature of the ground to attack and injure the sea end and the returning north arm of the quay. The Vice-President of the municipality and one of its influential members kindly

attended, but pleaded the want of funds as the reason why no attempts were made to remedy a state of things that must operate most prejudicially on the health of the town. The mixture of storm water and sewage brought down by rains is allowed to seek its own way to the sea, but as a large timber depôt is formed on the beach, and the drift sand gathers round it, the only disposition of the storm water is by evaporation. The stench at each culvert is very great, and the sea breeze, instead of being a source of health and pleasure to the inhabitants of the town, is no doubt one of the causes of its extreme unhealthiness, and another is the deficient water-supply. I have had the water supplied to the ships from the town well and the canal water analysed with the following results:—

	A. Well water supplied to steamers and English vessels.	B. Canal water used by the Native shipping.
Total solids, Grms. per litre	2·35	0·12
Volatile solids do.	0·31	0·05
Chlorine do.	0·866	0·022
Total hardness, Clark's scale	29°·75	2°·1
Permanent hardness do.	7°	1°·4
Free ammonia, Mlgrms. per litre	0·16	0·01
Albumenoid ammonia do.	0·12	0·24
Nitric acid do. (as ammonia)	45·0	9·0
Apparent quality of the water as inferred from the results obtained on examination	Bad.	Usable.

After inspecting the basin and port lighthouse, &c., we proceeded to the dredge, the machinery of which was set up ready for a careful observation. The boat is not wide enough for the crane to swing round and deposit the contents of the grab in lighters, or return the grab after use into the body of the vessel. The vessel, moreover, is very weak, and is severely strained when experiment is made of the lifting powers of the machinery. We can by cutting off a portion of the ballast-box arrange for the swinging round of the jib head, and we can ballast the boat by cementing or concreting the entire length of the bottom, and even strengthen her frame with beams and tie rods; but it is very hard measure, after indenting for a perfect machine, to have such an imperfect one thrown upon us, and the expense already incurred, and to be yet defrayed in getting her ready for work is a serious addition to her cost. When in working order I would recommend that her spoil should first be utilized, to make a large permanent slope to the quay wall from the end of the arm nearest the sea to the lighthouse, so as to divert the town water from port property, and then used in filling up the boat basin, which will become valuable ground for warehouse or other building in connection with the prosperity of the port.

2. The sand spit on the sea side of the river, though it has suffered some little damage in the heavy rains, is still in fair order; the trees and binding plants are exercising their proper influence. The tide gauge at the entrance has been attacked, and for a period of some months the machinery, &c., had to be withdrawn to avoid destruction, but I do not attach much importance to that from a marine point of view; the rise and fall is so small that it cannot enter into the calculations of shipmasters visiting the port, and from a scientific point of view the fact that during all freshes the sea level is quite removed from consideration, and a false equation given to tide observations, renders the establishment of doubtful value.

Order—dated 26th February 1885, No. 80, Marine.

The proposals of the Master Attendant commend themselves as a whole to the Government, and the papers will be transferred to the Public Works department for preparation of the necessary plans and estimates.

2. The special attention of the President of the Municipal Commission will be invited to the remarks relating to the drainage of the foreshore. The Government consider that no time should be lost in applying a remedy to the present deplorable deficiencies.

(True Extract.)

E. F. WEBSTER,
Chief Secretary.

To the Master Attendant, Madras.
" Public Works department, with plan and estimates, &c.
" President, Municipal Commission, Negapatam.

Exd. A. F. Aaron.

Govt. of {1885} Madras.

MARINE.

Issued

Recd. *Encl.*

G.O., 26th February 1885, No. 80.

FEBRUARY.

Negapatam Port.

Passing orders on proposals relating to the improvement of the Negapatam jetty.

19TH DECEMBER 1884, No. 559, MARINE.

GOVERNMENT OF MADRAS.

MARINE DEPARTMENT.

READ—again the following paper:—

G.O., dated 23rd August 1884, No. 369, Marine.

ABSTRACT.—Directing that the matter regarding the new dredge intended to work in the Negapatam river do lie over until Captain Taylor has returned.

READ—also the following papers:—

Endorsement from the Public Works department, dated 14th August 1884, No. 475-E.

From J. H. TAYLOR, Esq., Lieutenant, R.N.R., Master Attendant, Madras, to the Chief Secretary to Government, dated Madras, 18th November 1884, No. 10593.

Administrative department.

In returning the papers regarding the Negapatam jetty, forwarded to me for remarks under endorsement, No. 2041, dated 9th September 1884, I have the honor to state that proceedings regarding Negapatam have been retarded in the hope that the new dredge would be able to work after the rains, but there has been a mistake in the article supplied, which could not have occurred if the indent for two *Priestman's dredger* had been complied with. The store department thought fit to send one Priestman and one Bruce, and unfortunately the latter does not comply with the indent. Either the wrong barge or wrong machinery has been sent, and the Director-General of the Indian Store department should be called upon for explanation. In the meanwhile, the dredger is useless at Negapatam and much valuable time is lost. I enclose copy of letter from the Locomotive Superintendent of the South Indian Railway, who kindly examined the dredge at the request of the Port Officer of Negapatam and again after having had an interview with me, when I furnished him with the plans sent out with it, so that he might compare them with the dredge itself.

2. The Priestman dredger for Cocanada came out in a different ship and was not landed here at all, so that no complication of the two was possible. The Priestman was delivered direct at Cocanada, and is perfect in all its details as shown in specification.

ENCLOSURE.

From C. E. CRIGHTON, Esq., Locomotive and Carriage Superintendent, Negapatam, to the Master Attendent, Madras, dated Negapatam, 15th September 1884, No. 478-M.

I have the honor to acknowledge receipt of your letter, No. 8790 of the 11th instant, also plans of the two dredger barges at Negapatam and Cocanada, and, in reply to your remarks, I beg to state that it is my opinion that the barges sent to this port and Cocanada are all right, but that, with regard to the boilers, machinery and grabs, there has been some mistake made at the port of destination in picking out the cases containing the machinery intended for the barges, and that the machinery for Negapatam has been sent to Cocanada and that intended for the barge at Cocanada has been sent here.

2. It is evident to me that such is the case, as the dimensions you have supplied me respecting the crane and boiler at Cocanada appear so suitable for the barge at Negapatam.

3. In order to rectify the mistake, I would suggest that the boiler, steam pipes, crane and grab, all complete, should be despatched from Cocanada to this port; and on their arrival, I will, with your approval, have same fitted into the barge here, and, if found to be correct and suitable, the transfer can be made of the machinery which is here to Cocanada.

4. As things are at present, the barge here is utterly useless in consequence of the crane and grab being too heavy and unable to turn on its centre without coming foul of the side beams of the barge.

5. I have returned by packet post the plans of the dredgers.

Order—dated 19th December 1884, No. 559, Marine.

The Secretary of State will be addressed.

(True Extract.)

E. F. WEBSTER,
Chief Secretary.

To the Master Attendant, Madras
„ Public Works department, with copy of despatch.

Exd. A. F. Aaron.

P. W. D.

No - 114. Rdy 13 Jany/85

Recorded.

(Signed)

Govt. of {1884} Madras.

MARINE.

Issued

Recd. Encl.

G.O., 19th December 1884, No. 559.

No 114 Rdy 13 Jany/85

DECEMBER.

S. E. VI Circle

Negapatam Jetty.

Requesting the Right Honorable the Secretary of State to ask Messrs. Alley and Maclellan, of Glasgow, who furnished the Bruce and Batho's dredger, to send out a mechanic to put it in working order.

With Ords

Administrative Department.

No 857.

Madras Marine Office
8th March 1885.

From

The Master Attendant,
Madras.

To

The Secretary to Government
Public Works Department,
Chepāk

Sir,

Under instructions from the Chief Secretary to Government, Marine Department, I have the honor to transfer to your department the accompanying letter from Major General H. Hyde R.E., Inspector General of Railway Stores, India Office, Westminster, dated January 30th 1885, relative to the Bruce's dredger at Negapatam.

I have the honor to be
Sir,
Your Most Obedient Servant

Master Attendant
Administrative Department.

MM

Rx: 6318
10-3-85

No. 481C of 9th March/85

From
The Master Attendant
Madras

Referred to the
Supg: Engr. V Circle, for very
early report whether
the Priestman dredger
landed at Madras in
February 1884, per S.S.
"Ganges" was complete
and correct in all
its parts
(By order)

C. Unwin, Major R.E.
under Secy to Govt. P.W.D.

11
7.3.85

for Babu.

RECD 11 MAR 85

To
The Supt. Engr. V Circle
with Copy of G.O. No 1140
dated 13-1-85

SECRETARY TO GOVERNMENT
7 MAR 85
MADRAS

Dated 6
Recd } March. 1885

No. 1857

Transferring letter
from Major General
Hyde regarding the
Brunes Dredger at
Negapatam.

Referred

No. 4667

SUPERINTENDING ENGINEER'S OFFICE,
5TH CIRCLE, MADRAS,
Chepauk, 14th March 1885.

From

THE SUPERINTENDING ENGINEER,
5TH CIRCLE,

To

THE Chief Engineer
P.W. Deptt.

SIR,

Enclosures. 4

In returning your Endorsement No. 481C dated 9th Instant, I have the honor to report, that the only Priestman Dredger consigned to the P.W. Department came out in the S.S. "Ganges". It was not landed at Madras, but taken on direct to Cocanada, and, as certified by the Executive Engineer in charge of the Dowlaiswaram Workshops, all correctly delivered. There is no record

R.V. 6318

Record in the R.Ds. Stores
of the Receipt of any other
Dredger.

I have the honor to be
Sir
Your Most Obed.t Serv.t
Wm Saunders Jun.r
Lieut. R.E.
Superintending Engr.
5th Circle

No. 568 Cy 18th March 85

From

THE SUPERINTENDING ENGINEER,

5TH CIRCLE,

To

THE Chief Engr
P.W.D.

Dated 14th March 1885.
Recd. 16 MAR 85

ENCLOSURES. 4

No. 568 Cy 18-3-85

No. 4667.

Priestman Dredge

Reports that the only consigned to the P.W.D was not landed at Madras but taken on direct to Cocanada by the S.S. Ganges

With disposal

Copy of the above forwarded to the Master Attendant, with reference to his letter No. 1857 dated 6 March 1885, the Enclos: of which are herewith returned.

It now appears that the Priestman Dredger landed at Madras in January 1884, for S.S. "Ganges" belongs to the Marine Dept, & it would be well to ascertain whether any exchange of ports was effected between that machine & the Bruce + Baths dredger now at Negapatam.

Cl.
RC. 17.3.85
633C. 25/2/85

Ws. 17-3-85

P.O. Marine No 808 26-2-85
" P.W.D 114 Wy 13-1-85

To The Master Attendant
" S.E. V Circle.

No 2256 Wy 13th Septr 84

Communicated to the Supdg: Engr: VI Circle.

(Signed)

S.E. VI Circle

Gobt. of {1884} Madras.

MARINE.

Issued

Recd. Encl.

G.O., 23rd August 1884, No. 369.

No 2256 Wy 13th Septr 1884

AUGUST.

Dredge at Negapatam.

Directing that the matter regarding the new dredge intended to work in the Negapatam river do lie over until Captain Taylor has returned.

With Order

No. 568 Cy 18th March 85

From

THE SUPERINTENDING ENGINEER,

5TH CIRCLE,

To

THE Chief Engr

P.W.D.

16 MAR 85

Dated 14th } March 1885.
Recd.

ENCLOSURES. 4

No. 568 Cy 18-3-85

No. 4667.

Priestman Dredge

Copy of the above forwarded to the Master Attendant, with reference to his letter No. 1857 dated 6 March 1885, the Enclos: of which are herewith returned—

It now appears that the Priestman Dredger landed at Madras in February 1884, for S.S. "Gayes" belongs to the Marine Dept, & it would be well to ascertain whether any exchange of ports was effected between that machine & the Bruce & Baths dredger now at Negapatam.

Report that the only ——— consigned to the P.W.D. was not landed at Madras but taken on direct to Cocanada by the S.S. Gayes

With disposal

CH.
17.3.85

RC. 17.3.85
633C. 20/3/85

17.3.85

D.O. Marine No. 800 26-2-85
to P.W.D 114 Cy 13-1-85

To The Master Attendant
S. & V. Circle.

20/3/85

23RD AUGUST 1884, No. 369, MARINE.

GOVERNMENT OF MADRAS.

MARINE DEPARTMENT.

READ—the following papers:—

Notes of inspection by the Superintending Engineer, VI Circle, dated 20th June 1884.

Negapatam Division—Negapatam Harbour.

* * * * *

2. The Marine department have sent down a dredge (without buckets, the new pattern, with a grub), this is now being put up.

3. It is a good one, but as it is sent with only one grub and withno spoil boats, I fear, unless extra grubs of different patterns are sent and spoil boats supplied at once, that it will be useless for some time, and, unless Government are prepared to allot large sums from Marine funds for dredging Negapatam harbour, that this new dredge will share same fate as the two formerly sent down to Negapatam. This dredge is to be worked by the Marine department, and therefore it is not necessary for me to give any opinion as to where it should work; as far as I can learn, the Marine department have made no definite proposals. I think it would be as well if they were called on to state what they proposed to do, and also what will be the probable cost of their proposals.

* * * * *

TIRUVALUR,
23*rd June* 1884.

(Signed) H. R. MEAD, Lt.-Col., R.E.,
Suptg. Engineer, VI Circle.

No. 1221-C.

These remarks will be communicated to the Marine department.

(By order.)

(Signed) C. BOWEN, Major, R.E.,
Dy. Chief Engineer, P.W.D.

5*th July* 1884.

From T. E. MARSHALL, Esq., Acting Master Attendant, Madras, to the Chief Secretary to Government, dated Madras, 6th August 1884, No. 7541.

Administrative department.

Reference No. 1573, dated 16th July 1884.

In returning the papers marginally noted containing extracts from the notes of inspection of the Superintending Engineer, VI Circle, relative to the new dredge intended to work in the Negapatam river, and received under your endorsement, No. 1573, bearing date 16th July 1884, I have the honor to inform you that having no personal knowledge of the subject, I called upon the port officer of Negapatam for a report, a copy of which I submit herewith for the information of Government, pending Captain Taylor's return, when doubtless he will enter more fully into the matter and meet the objections mooted by the Superintending Engineer, VI Circle.

Enclosure.

From J. H. DENNISON, Esq., Port Officer, Negapatam, to the Master Attendant, Administrative department, Madras, dated Negapatam, 29th July 1884, No. 402.

I have the honor, as requested in your No. 7013, of 21st July 1884, foot-note on Superintending Engineer, VI Circle, "notes of inspection," dated camp Tirválúr, 23rd June 1884, and endorsement No. 1221-C of 5th July by Deputy Chief Engineer, Public Works department, to remark as follows:—

(1) The dredger being admitted to be a good one, I have nothing to say on the point.
(2) It, however, requires another grip for working sand, the grip sent with it being intended for mud. Low flats for receiving the spoil are necessary, but pending their being supplied, there is nothing to prevent the dredger working.
(3) I would propose to set the dredger to work opposite the custom-house to begin with, where the unloading and loading of cargo boats is carried on under great inconvenience for want of depth; the spoil may be emptied on a rough portable platform or stage and carried away easily to a short distance and thrown in the hollow to the north of the light-house, where the spoil from the boat basin has already been put. The place is of large area and will take a large quantity to fill in.
(4) There are other parts of the river where the dredger might be moved to and worked to advantage. I would say, for instance, the place allotted for mooring boats, which I find it so difficult to get the boatmen to use for want of depth. The spoil there can be put into a large low cocoanut tope adjoining, which I have reasons to know the owner will not object to. The South Indian Railway landing place near the coal-shed and further up at their jetty might also be deepened, and then the dredger moved about the river where mostly required to facilitate boats' traffic.
(5) The plantation side of the river would also receive a large portion of the river dredging to fill in hollows, and therefore I see nothing to apprehend as to the disposal of the spoil at least for the present. The dredger being quite of a new style and model, I am unable to say at present whether it could be used to deepen the bar and river mouth. It may, however, be tried in due time, when the sand grip is received and then reported on.
(6) The fate of the former dredgers at Negapatam brought to light is no reason that the present one should share the same. It is, however, satisfactory to know that the former dredgers were in charge of the Department of Public Works.

2. The dredger barge will require a small jolly boat, as the port boat is too large and heavy to attend her. I have therefore to request that such a boat may be supplied, if available, at any of the other ports, or sanction accorded to purchase one here for Rs. 100.

3. I furnish an approximate estimate as called for for the cost of establishment, maintenance, and keep of the dredger, as also working expenses. Actual cost of dredging, &c., can only be ascertained after the dredger is set to work steadily for some time.

Approximate estimate for maintenance, keep and working dredger at Negapatam for one month.

Establishment.

	Rs.
One driver, at Rs. 50 per month	50
Two firemen—one at Rs. 15 and one at Rs. 12 per month	27
Four lascars, at Rs. 8 each	32

Contingency.

One gallon castor-oil for engine	2
Two gallons cocoanut-oil for engine	3
Five pounds tallow for engine	1
Four pounds waste for engine	1
Paint, chalk, linseed-oil, lamp cotton for joints	3
Fuel wood, 150 billets per day, for 26 days, at Rs. 5 per day	130

Labor.

Coolies—four men and twenty-one women—for 26 days, at Rs. 5 per day carrying spoil away	130
Total ..	379

Order—dated 23rd August 1884, No. 369, Marine.

The matter will lie over until Captain Taylor has returned.

(True Extract.)

E. F. WEBSTER,
Chief Secretary.

To the Master Attendant, Madras.
" the Public Works department.
" Captain J. H. Taylor (on return).

Exd. T. O'Connor.