

2. It now appears that the design for the boat which proved a failure was approved by the Late Lieut. Col. Morant, but this fact, without further explanation from Mr. Grant, does not lead the Government to modify the terms of the g.o. above quoted.

11.10.87

John
18/10/87

S. E. II circle

Rev. Dept. Washn 25. 10. 87 M
J. D. Grant Esq. and per
Overland mail 26. 10. 87 24. 11

circ 19-10-87 R.22-10-87

From,

The Suptg. Engineer,
2nd Div Circle

To,

The Chief Engineer,
D. W. DePitt

Dated 4th October 1887.

198.10.87

No. 2860 w a/24th October

№ 1096 К.

Encls: +

Sydney Ferry Boat -
Plan for the — Forwarding
with certain information —

With order

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

General.
Account.

READ—the following papers :—

Proceedings of the Board of Revenue (Land Revenue), dated 21st May 1887, Mis. No. 822.

Read—the following letter from R. SEWELL, Esq., Acting Collector of the Kistna District, to the Secretary of the Board in the Department of Land Revenue, dated Masulipatam, 30th April 1887, No. 1974.

I have the honor to call attention to this office letter, No. 2360, dated 6th July 1886, and Board's Proceedings, Mis. No. 6663, dated 6th September 1886. The circular ballacut, constructed in the Bezváda Public Works Department workshop at a cost of Rs. 2,715 for the use of the Iyalur ferry, was first used at Bezváda. But it was found unfit owing to its unsuitable shape and the force of the current; it was therefore sent to Iyalur for trial, but fared no better, being leaky and ill-shaped, &c.

2. The Head Assistant Collector now submits plan and estimate, enclosed, received from the Executive Engineer, Eastern division, for breaking up the ballacut and utilising its materials for the construction of a new one of better shape. The amount is large, viz., Rs. 2,915, but I fear there is nothing else to be done, and I request that the estimate may be sanctioned.

Resolution—dated 21st May 1887, Mis. No. 822.

Submitted to Government.

2. Under the circumstances reported, the Board consider that the estimate, amounting to Rs. 2,915, should be sanctioned.

3. The amount may be met from the sum of Rs. 5,000 provided for construction and repair of ferry boats in the Canal and Ferry Fund budget for 1887-88.

4. The Board suggest that the Bezváda Public Works Department workshop's officers be called on by Government to explain why they constructed a "ballacut."

(True Extract.)

(Signed) M. HAMMICK,
Acting Secretary.

Mis. No. 3332, Revenue.

Forwarded to the Public Works Department for favor of remarks as to the suitability of the new ballacut proposed to be constructed.

2. Paragraph 4 of the Board's Proceedings will also be considered in that department.

OOTACAMUND,
9th June 1887.

(Signed) J. F. PRICE,
Ag. Secy. to Government.

No. 225 D.

Referred to the Superintending Engineer, II Circle, for favor of remarks, with respect to the design now submitted, and for report on the subject of paragraph 4 of the Revenue Board's Proceedings.

14th June 1887.

(Signed) J. O. HASTED, Colonel, R.E.,
Secretary to Govt., P.W.D.

From J. W. RUNDALL, Esq., Superintending Engineer, II Circle, to the Chief Engineer, Public Works Department, dated 14th September 1887, No. 976 K.S.

I have the honor, with reference to your memorandum, No. 225-D., of the 14th June last, to report that I think the design for a river ferry boat for the Kistna at Iyalur is a suitable one, and the estimate suitable, except that for the reasons hereafter stated. I do not think it is safe to calculate on any definite sum being recovered from the ferry boat which has been condemned as useless. The whole estimate, Rs. 3,515, should receive sanction, and should it be possible to get the condemned boat to Bezvada and use up any portion of the material in the construction of the new boat, due credit will be given for the same.

2. I have gone through the correspondence regarding the useless boat and find that, under date the 31st May 1884, Mr. R. W. Frazer, then Acting Head Assistant Collector, forwarded to Mr. Grant, as Executive Engineer, Kistna Eastern division, an arzi from the Tahsildar of Bezvada prescribing dimensions for a ferry boat, and asking him to have a plan and estimate for the same made out. These were prepared, and Mr. Grant forwarded them to the Head Assistant Collector with his No. 3059, of the 7th October 1884. As a tracing from this plan is before me, I have no hesitation in stating that a professional officer should, when forwarding a design in accordance with the Tahsildar's dimensions, have pointed out that such a boat would be a certain failure. As Mr. Grant did not object to the design, the Revenue officers (I suppose) considered it to be all right, and in April 1885 the then Head Assistant Collector, Mr. F. E. Robinson, requested that the work might be put in hand. I am informed that it was started in the workshops on the 18th June 1885. I consider that on its construction being ordered, the Executive Engineer should have reported the unsuitability of the design, but I cannot find that he ever did address the Revenue officers to this effect, and he certainly did not address the Superintending Engineer.

3. I was at Bezvada on the 18th and 19th June 1885, but I do not remember hearing anything about this ferry boat, and I never then saw the design, the correspondence being conducted wholly between the Executive Engineer and the Head Assistant Collector.

4. In January 1886 the Collector, Mr. Weld, seems to have ascertained that the boat was of an unwieldy size, and asked *

* President's No. 14 of 16th January 1886. work to be stopped on it. * Mr. Grant, under date the 22nd, replied that it was

so nearly completed that no alteration could be made. He further stated that the boat was built on dimensions furnished to him officially by Mr. Frazer, which dimensions he believed were those of the existing Iyalur ferry boat. Mr. Grant proceeds to state—"It looks most unwieldy, its breadth being very great, but possibly it will look better in the water, and I hope will answer its purpose." Considering that its breadth is 24' 0" and the length 36' 7", and that it is perfectly flat-bottomed, it is not surprising to learn that when completed and sent to the ferry the contractor refused to work it. It is, I am informed, lying sunk in the river.

5. I conclude Mr. Grant considered that, having been furnished officially with the dimensions to which the boat was to be built, he was relieved of responsibility, but his usually sound judgment was certainly at fault here and a lamentable waste of public money has occurred.

6. As the boat is lying sunk, it may be difficult to get it to Bezvada. Its position, present condition, and the possibility and cost of getting it to Bezvada, must be ascertained before a deduction is made from the estimate of Rs. 3,515. I will ask the Collector to get the old boat sent up to Bezvada if it can be done at reasonable cost. The original papers received with your endorsement are herewith returned.

ORDER—dated 27th September 1887, No. 2559 W., Public Works.

The Superintending Engineer's letter will be communicated to the Revenue Department.

2. It appears that the Executive Engineer, Mr. Grant, constructed a ballacut on the requisition of the Head Assistant Collector, from dimensions furnished by that officer, and it was not until the ballacut was nearly completed that Mr. Grant expressed doubts as to the suitability of the design.

3. The Government must express their surprise that an officer of Mr. Grant's experience and judgment should have allowed the work to be commenced without calling attention to the defects in the design, which it was clearly his duty to do.

(True Extract.)

(Signed) J. O. HASTED, Colonel, R.E.,
Secretary to Govt., P.W.D.

To the Revenue Department, with plan and estimate.
Superintending Engineer, II Circle.
To J. D. Grant, Esq., (on return from furlough).

* Exd. J. Moses.
Spare Copies

GENERAL.
ACCOUNT.

Govt. of 1887 Madras.
PUBLIC WORKS.

Dated September, 27th.

Recd.

Encl.

G.O., 27th Sept. 1887, No. 2559 W.

SEPTEMBER.

Ballacut for use at Iyalur,
Kistna District

Orders on correspondence regarding the
construction of a —.

No. 1096. Ks.

Supy Engineers Office
2^d mile
Camp Pennamudi
4th October 1887

From,

J. H. Randall Esquire
Supy Engineer
2^d mile

To,

The Chief Engineer
Public Works Department
Madras.

Sir,

In my No 976 Ks of the 14th
telling, I reported (para 3) that the
plan for the Iyalur Ferry Boat had
not been passed by the Supy Engineer.

2 Subsequently, I received
the original plan for the Boat
which proved a failure, from the Collector,
and I find that it bears the Commis-
sioner's signature of the late Lieut Colonel
Morant R.E.

3 On making enquiries, I
find that the design and Estimate
were forwarded by the Collector
to

BA
LACUT.FO
AN
KISTNA

PLAN

DECK

Bottom

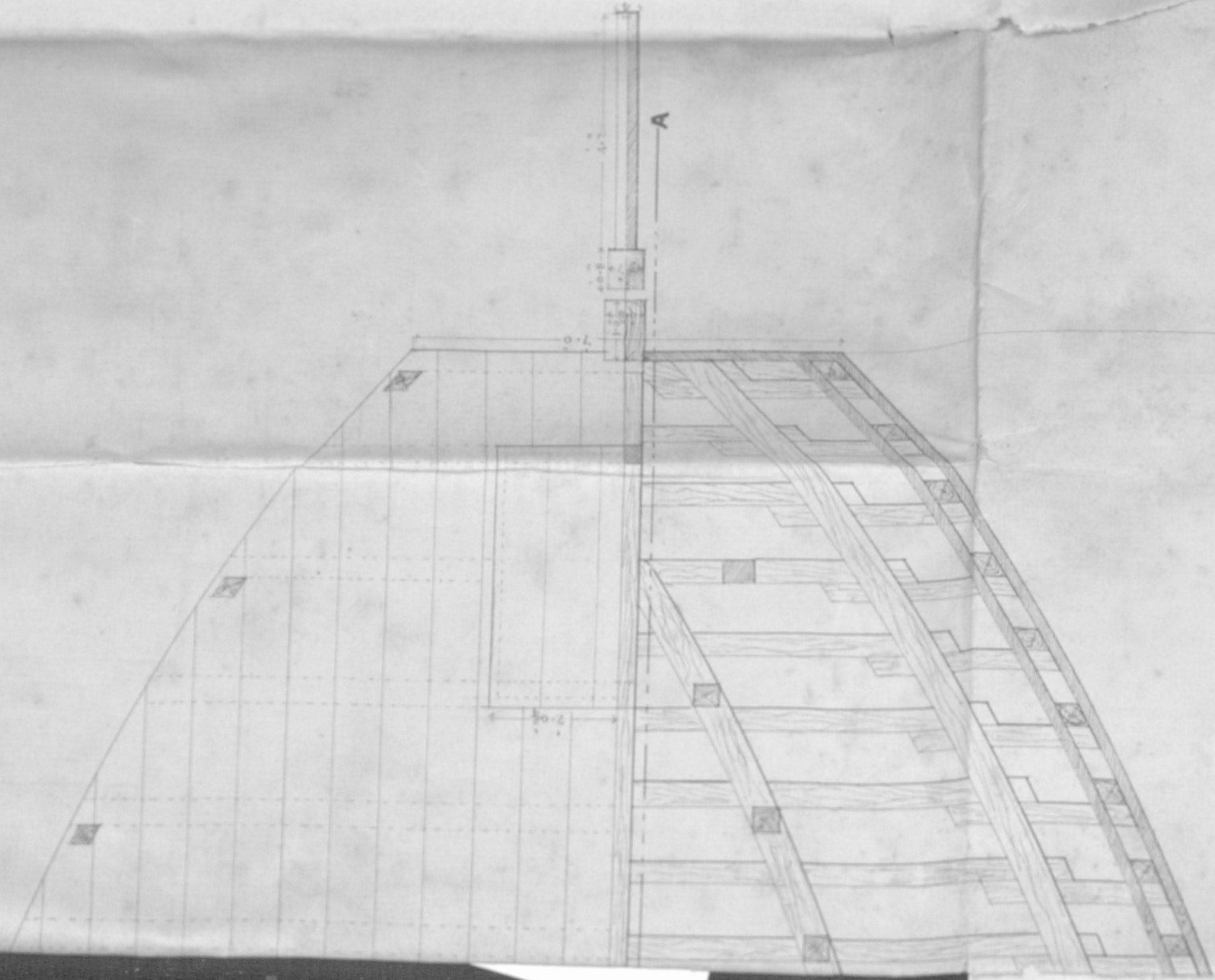
SECTION. A.A.

Bezvadah
22^d October 1884

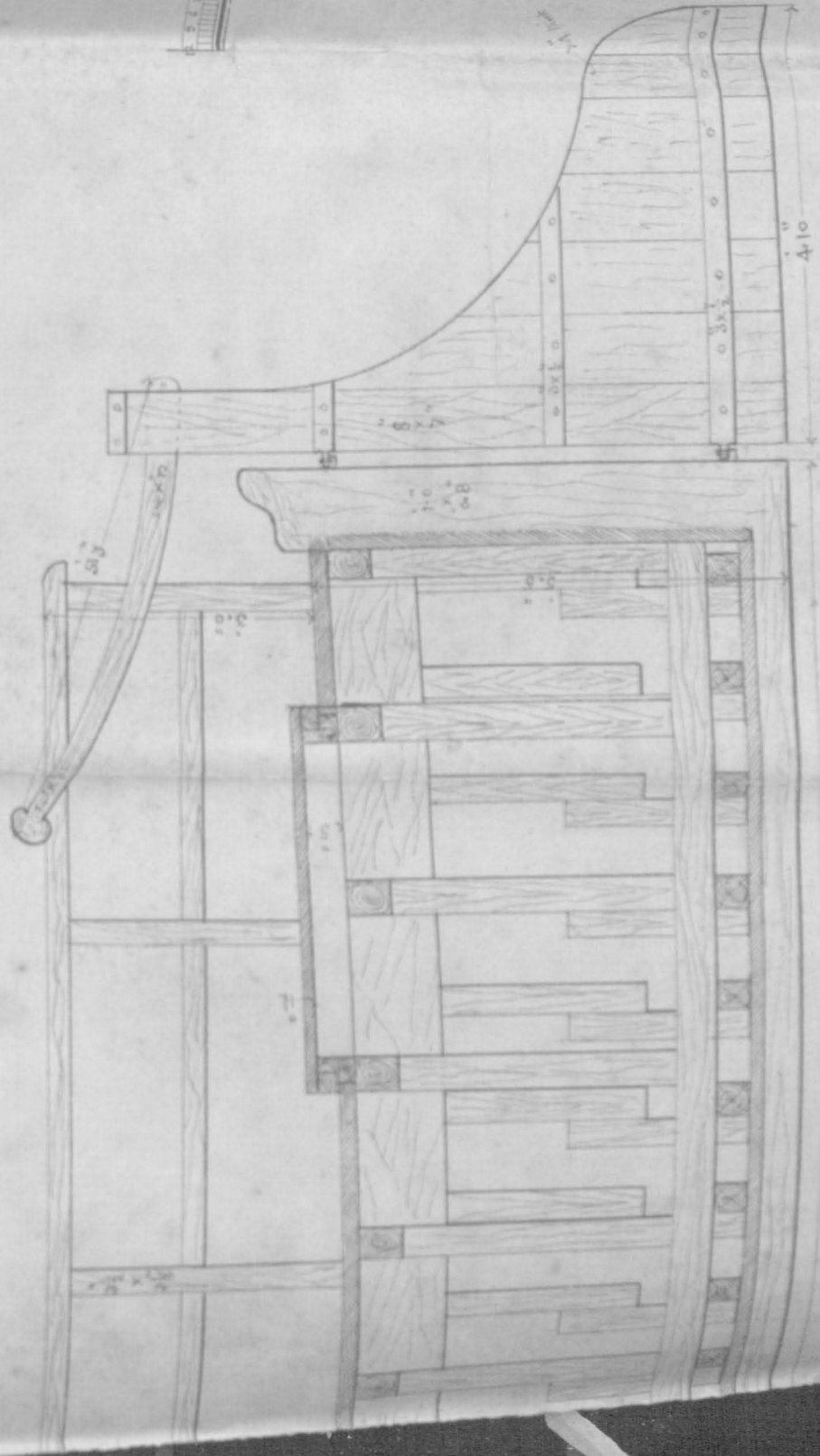
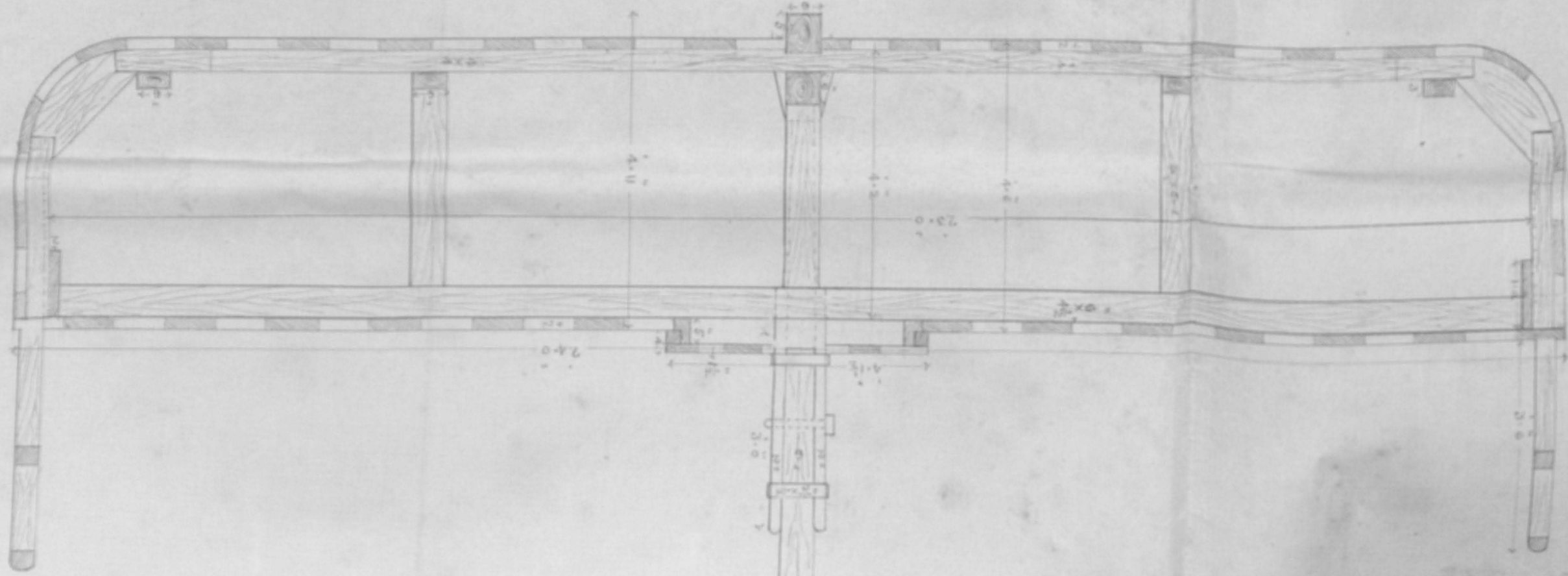
R.ILOOR.FERRY.

RIVER.

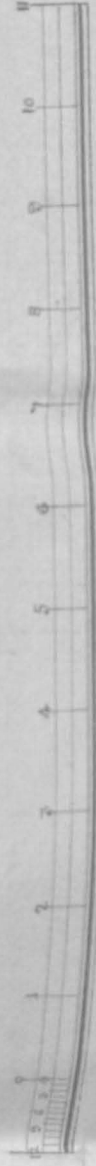
Edwards, Ryerson, 2718.



SECTION .B.B.



SCALE $\frac{1}{4}'' = 1'$



John Morant.

Lieut. Col. R. E.
Superintendent of Works in charge.
H Circle.

J. D. H.
6-10-82

Chas. H.
Assistant Engineer 1st Cl. Sub Dir.

to Lieut. Colonel Morant on the
30th November 1885 and countersigned
and returned on the 11th January 1886.

Lieut. Colonel Morant does not
remark on the strangeness of the
dimensions, and the probability
that the Boat would prove a failure.
The plan I had before me when
writing my previous letter, was the
workshop copy, from which the Boat
was built.

4. I have forwarded the
plan, as after so much discussion,
you may like to see it.

5. The error I have the honor to be
pardon me between Sir
the folw: & the Supy Your Most Obedt Servant
Engineer had not
been put in the
file, hence I was
not, when writing Supy Engineer
my previous letter, aware that the Est
design had been sent
to the Supy Engineer.

J. W. Remdall

Supy Engineer

2 B. B. B.

Ampt. W.

G.O. 2559W - 27-9-87

Ballaent for use at Sylhet
- Krishna Dist. 2 Oct 1887
No 2860 W of 24th Oct 1887
H. W. 2 Oct 1887

Recorded, with
reference to G.O. No 2559W
dated 27 September 1887

2. It now appears that
the design for the boat
which proved a failure
was approved by the
Late Lieut. Col. Morant,
but this fact, without
further explanation
from Mr. Grant, does
not lead the Government
to modify the terms
of the G.O. above
quoted.

W. W. 11.10.87

J. D. 18/10/87

S. S. II circle

Rev. Dept. Secy 25.10.87
J. D. Grant Esq. Secy for
Circulation 26.10.87

Circ 19-10-87 R. 22-10-87

P. W. 794

From,

The Suptg. Engineer,
2nd Circle.

To,

The Chief Engineer,
P. W. Deptt.

Dated 4th October 1887.

R. 8.10.87

No 2860 W of 24th October 1887

No 1096 No.

Enclos^{ure} 1 (H. W.)

Sylhet Ferry Boat -
Plan for the Forwarding
with certain information -

With order