

- (1) பக்கங்களின் எண்ணிக்கை 26
 (2) புதுக்கித் திருப்பிய நாள் 6. 7. 88
 (3) ஆதாரங்குறிப்பவர் சுருக்கொப்பம் 6. 7. 88

தமிழ்நாடு ஆவணக் காப்பகம்.

தமிழ்நாடு அரசு

P. W. D. துறை

அரசாணை எண். மு. கோப்புத் தாள் எண்.	2151 JS2 W	அச்சகம் பலவகை
நாள் : 16- 7. 1888		

சு. ப. ர.

மடிக்கவேண்டிய கையாளவோ கூடாது

2151/52

GOVERNMENT OF MADRAS.
PUBLIC WORKS DEPARTMENT.

General.
Account.

Read—the following paper :—

G.O., dated 23rd June 1888, No. 3674, Revenue.

Read—the following Proceedings of the Board of Revenue (Separate Revenue), dated 24th March 1888, No. 193.

C. A. GALTON, Esq.

Resolution—dated 24th March 1888, No. 193.

The steam launch "Beatrice," which was supplied by the Secretary of State in October 1883, is not quite suited to the Buckingham Canal, on which she is now running, as she draws too much water for fast work on the canal. The Board therefore request sanction to transfer her to the Manikpatna Circle, where a steam launch is required, to enable the Inspector to visit the outlying factories which are separated from his head-quarters, Satpara, by channels, the crossing of which during the high winds which frequently blow is a very tedious process. As the "Beatrice" is built on life-boat principles and was, in fact, intended for use on the open sea as a yacht's launch, she would be able to stand the rough water of the Chilka lake. The price paid for the boat was £278. If the proposal is sanctioned, its present cost, after allowing for depreciation, will be adjusted to the credit of the Madras Presidency and debit of the Lower Provinces, Bengal. The scheme of re-organization has been sanctioned by the Bengal Government.

Vide paragraph 5 of the Board's Proceedings, dated 27th August 1887, No. 419.

2. The transfer cannot, however, be carried out until a new launch is provided for the Buckingham Canal. The Board therefore request, with reference to G.O., dated 27th March 1884, No. 440, Revenue, that the question of the construction of a steam launch at the Government dockyard at Kidderpore, to take the place of the "Beatrice," may be taken into consideration. The experiment of converting the Salt Department gig into a steam launch has, as Government are already aware, proved a failure (*vide* G.O., dated 22nd February 1887, No. 192, Revenue). The points to be attended to in the provision of launches required for the Salt Department are set forth in the memorandum which accompanied Colonel Sankey's letter to the Superintendent of Marine, Calcutta, printed in G.O., dated 11th January 1883, No. 107 W. It is requested that a design and specification of a launch answering to that description may be obtained for consideration.

(A true Extract.)

(Signed)

HERBERT BRADLEY,
Acting Secretary.

Order—dated 23rd June 1888, No. 3674, Revenue.

The transfer of the steam launch "Beatrice" to the Salt Department in Orissa is sanctioned on the understanding that the Bengal Government will have no objection to the arrangement.

2. The Board's Proceedings read above, together with the Honorable Member's notes (copy attached), will be transferred to the Public Works Department in view to a design and specification being obtained from the Indian Marine Department for a launch to be built at the Kidderpore dockyard.

(True Extract.)

(Signed) J. F. PRICE,
Secretary to Government.

ORDER—dated 16th July 1888, No. 2151 W., Public Works.

Ordered that the Indian Marine Department be addressed.

(Here enter No. 2152 W., dated 16th July 1888.)

(True Extract.)

Captain, R.E.,
Under-Secy. to Govt., P.W.D.

To the Revenue Department, with copy of letter.

Exd. S. T. Pereira.
Spare Copies

GENERAL.
ACCOUNT.

Gobt. of (1888) Madras.
PUBLIC WORKS.

Dated July, 16th.

Recd.

Encl.

G.O., 16th July 1888, No. 2151 W.

JULY.

Steam Launch

Ordered that the Indian Marine Department be addressed on the subject of the construction of a — for the Madras Salt Department to ply on the Buckingham Canal.

16TH JULY 1888, No. 2152 W., PUBLIC WORKS. *

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PUBLIC WORKS DEPARTMENT.

General.
Account.

LETTER—from

COLONEL J. O. HASTED, R.E.,

Secretary to the Government of Madras,
Public Works Department,

To

THE DEPUTY DIRECTOR OF THE INDIAN MARINE,
CALCUTTA.

SIR,

I am directed to inquire whether a steam launch for the Madras Salt Department to ply on the Buckingham Canal can be constructed at the Kidderpore dockyard in accordance with the particulars given in para. 2 of your letter No. 2464, dated 3rd November 1882, but with the following modifications:—

- Item.—2. Substitute "length 20 to 25 feet."
3. As the beam must depend upon the length, this must be left to the builder.
4. Substitute "draft 21 inches."
7. Add "engine to be fitted with surface condenser".

2. If the above be feasible, I am to request that a design, specification and estimate may be furnished to this department at an early date.

I have the honor to be,
Sir,

Your most obedient servant,

Colonel, R.E.,
Secretary to Government, P.W.D.

OOTACAMUND,
16th July 1888.

Exd. S. T. Pereira
Spare Copies

GENERAL.
ACCOUNT.

Govt. of (1888) Madras.
PUBLIC WORKS.

Dated July, 16th.

Recd.

Encl.

16th July 1888, No. 2152 W.

JULY.

Steam Launch

Inquiring whether a — for the Madras Salt Department to ply on the Buckingham Canal can be constructed at the Kidderpore dockyard, and, if so, requesting the early submission of a design, specification and estimate for the same.

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

2151852

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

General.
Account.

No. 100.

READ—the following papers:—

From Colonel R. B. 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 to 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 21 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 18 to 25.
2. Beam, from 5 to 6' 6".
3. Draught, not to exceed 21".
4. Propeller, twin screws 18" diameter (2), 250 revolutions per minute (2).

[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 rated at 150 lb. per square inch, and to work at 100 lb.
 7. Fire-box, to be of hard wood if necessary.
 8. Frame, steel.
 9. Planking, teak, carvel built, coppered to water line.
 10. Steering gear, wheel forward and tiller aft.
 11. Availing and cushions 16 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 2 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:—

1. To be of steel.
2. Length, 30 feet.
3. Breadth, 7 feet.
4. Draught, 20 inches (at 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.

Hull.

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 Commissioner 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 21 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.

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

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.
Spars Copies.

57
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GENERAL
ACCOUNT

Govt. of (1883)
PUBLIC WORKS

Dated January, 11th.

Read

G.O., 11th Jan. 1888

JANUARY
Nos. 100-

Steam Launch

Regarding the — require-
ment Canal.

8
2151852
REVENUE DEPARTMENT.

Current No. 2771 of 1888.

From The Board of Revenue (Separate Revenue)
Dated 24th March 1888.

FOR ORDERS.

The history of the Beatrice
will be found in G.O. Nos.
877 and 877 A dated July
21st 1884.

It is submitted that her
transfer to the Salt Depart-
ment in Calcutta may be
sanctioned on the under-
standing that the Bengal
Government accept the
arrangement.

As regards the concluding
portion of para 2 of the cur-
rent, I have spoken to Mr.
Gatton pointing out to him
that the Deputy Director of
Indian Marine has already
(Vide ^{para 2 of his letter on} G.O. No. 107 W dated
11th January 1888) stated
that a launch of the di-
mensions &c given in col. San-
key's specification embodied
in that order could not be
constructed

constructed at Kidderpore
so as to have a maximum
draft of only 21 inches.

He has informed me that
so long as the design of the
launch does not involve a
length of more than 25 feet,
and a draft of more than 21
inches and provided that the
engine has a surface con-
denser so as to allow of the
boilers being supplied with
fresh water he is content
to leave other points to the
designer.

It is submitted that ap-
plication may be made to
the Director, Indian Marine,
for plans and an estimate.

It is suggested that the
particulars given in para 2 of
the letter of the Deputy Di-
rector, Indian Marine, quoted
above, would meet re-
quirements if the following
alterations and additions were
made to it.

Item 2. Substitute "Length 20 to 25 ft"
Item 3. To be left blank as the
beam must depend upon the
length and draft and is a
builder's matter.

Item 4. Substitute "Draft 21 inches".

Item 7. Add "Engine to be fitted
with

with surface condenser".

(Initialed) T. F. P.

21/5/32 12/June.

The Honorable Member's
notes on the above.

The transfer can be sanc-
tioned and address Indian
Marine as proposed. Mr.
Gatton should see the letter
to Indian Marine as he must
be held responsible for the
indent.

(Initialed) P. P. H.

14 June

(True copy)

Redhieshree

Secretary to Govt.

CR

FOR ORDERS.

BOARD OF REVENUE (SEPARATE REVENUE), 24TH MARCH 1888, No. 193.

10
2151852

PROCEEDINGS OF THE BOARD OF REVENUE
(SEPARATE REVENUE).

C. A. GALTON, Esq.

RESOLUTION—dated 24th March 1888, No. 193.

The steam launch "Beatrice," which was supplied by the Secretary of State in October 1883, is not quite suited to the Buckingham Canal on which she is now running, as she draws too much water for fast work on the canal. The Board therefore request sanction to transfer her to the Manikpatna Circle, where a steam launch is required, to enable the Inspector to visit the outlying factories which are separated from his head-quarters, Satpara, by channels, the crossing of which, during the high winds which frequently blow, is a very tedious process. As the "Beatrice" is built on life-boat principles and was, in fact, intended for use on the open sea as a yacht's launch, she would be able to stand the rough water of the Chilka Lake. The price paid for the boat was £278. If the proposal is sanctioned its present cost, after allowing for depreciation, will be adjusted to the credit of the Madras Presidency and debit of the Lower Provinces, Bengal. The scheme of reorganization has been sanctioned by the Bengal Government.

2. The transfer cannot, however, be carried out until a new launch is provided for the Buckingham Canal. The Board therefore request, with reference to G.O., dated 27th March 1884, No. 440, Revenue, that the question of the construction of a steam launch at the Government dockyard at Kidderpore, to take the place of the "Beatrice," may be taken into consideration. The experiment of converting the Salt Department gig into a steam launch has, as Government are already aware, proved a failure (*vide* G.O., dated 22nd February 1887, No. 192, Revenue). The points to be attended to in the provision of launches required for the Salt Department are set forth in the memorandum which accompanied Colonel Sankey's letter to the Superintendent of Marine, Calcutta, printed in G.O., dated 11th January 1883, No. 107 W. It is requested that a design and specification of a launch answering to that description may be obtained for consideration.

(A true Extract.)

(Signed)

HERBERT BRADLEY,
Acting Secretary.

To the Secretary to Government, Revenue Department.

Exd. J. Henricus.

154
11
84

REVENUE DEPARTMENT.

1888.

Board of Revenue

(Separate Revenue),

MADRAS.

Printed April 24th.

Proceedings, 24th March 1888, No. 193.

Requesting Government to sanction the transfer of the steam launch "Beatrice" to the Manikpatna Circle to enable the Inspector to visit the outlying factories, which are separated from his head-quarters, Satpara, by channels, and to take into consideration the question of the construction of a steam launch at the Government dockyard at Kidderpore to take the place of the "Beatrice."

REVENUE DEPARTMENT.

PROCEEDINGS OF THE MADRAS GOVERNMENT.

Read Proceedings of the Board of Revenue (Separate Revenue) dated 24th March 1888, No. 193.

Order thereon, 23rd June 1888, No. 3674.

The transfer of the steam launch "Beatrice" to the salt Department in Orissa is sanctioned on the understanding that the Bengal Government will have no objection to the arrangement.

2. The Board's Proceedings read along with the Honorable Member's notes, will be transferred to the Public Works Department in view to a design and specification being obtained from the Indian Marine Department for a launch to be built at the Kidderpore dockyard.

(True Extract)

Reddish

Secretary to Government

To The Secy. of Salt, Alkali & Sep. Reven. P. W. Dept. with copy of the Note for order and of the Honorable Member's remarks

G. B. No 1074 of 11. 1.83
 23. No 194540 of 9.8.84
 Rev. orig. No. 3674 of 23.6.84
 " 6708 4.11.07
 " 5490. 13.9.07
 Rev. No. 479. 16.5.07
 " 2325. 22.4.07
 " 192. 22.2.07
 " 877-877A. 21.7.04
 " 440. 27.3.04

R.W.C. 1006.

Recd. 28 July/8

154
 11
 88
 107/88
 Rev. Secy 5.7.88

PUBLIC WORKS DEPARTMENT.

12/51823P

PROCEEDINGS OF THE MADRAS GOVERNMENT.

UNDER date the 11th July 1888

Read the following

Process designating the Revenue Dept. H.E. No 3674 of June 23rd 1888
 10/51823P

Ordered that the
 Indian Marine Department
 be addressed:—

1. Madras. Dept. 10/51823P (H.E. No 3674 of June 23rd 1888)
 with copy of letter

PPH

To, The Deputy Director of the
 Indian Marine,
 (Calcutta).

Sir, I am directed to inquire
 whether a steam launch for the
 Madras Salt Department
 to ply on the Buckingham
 Canal can be constructed
 at the Madras Dockyard

in accordance with the particulars
given in para 2 of your letter
No 24624 dated 3rd November
1882, but with the following
modifications:—

Item 2- Substitute "Length 20
to 25 feet."

Item 3- As the beam must
depend upon the —
length, this must be left
to the builder.

Item 4. Substitute "Draft
21 inches."

Item 7. Add "Engine to be
fitted with surface
condenser."

2. If the above be feasible,
I am to request that a design,
specification and estimate
may be furnished to this Dept
at an early date. —

Wm

3.7.88

25/7

On 3.7.88

3/7/88

3/7/88

The letter to Mr. [unclear]
Dep. Comr. [unclear] [unclear]
[unclear] of the [unclear]
[unclear] [unclear] [unclear]

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Govt. of (1888) Madras.
PUBLIC WORKS.

17/7

Date

o

Recd.

Encl.

G.O. 16 July 1888, No. ²¹⁵⁷/₂₁₅₂ W

Steam Launch

Ordered that the Indian
Marine Department be
addressed on the subject of
the construction of a — for
the Madras Salt Department
to ply on the Buckingham
Canal.

Steam - Launch

Inquiring whether a — further
Madras Salt Department
to ply on the Buckingham
Canal can be constructed
at the Kidderpore dockyard,
and if so, requesting the early
submission of a design, spec-
ification and estimate for
the same.

W

30/7 as per letter

13/7 508 7-7