

2365W-2-9-87

No. 848W of 14th March/88

B.

Communicated to
Communicated to
the Supty. Engrs. Circle
with reference to G.O.
2365 W of 2nd September
1887.

recd
13.3.88

WMA
13/3/88

with order

LS
Sd/- I Circle
15/3
25/3

P.M.C. No. 2418

Gobt. of 1888 Madras.

MARINE.

13-88

Issued

Recd.

12.3.88

Encl.

G.O., 5th March 1888, No. 71.

No. 848W of 14th March/88

MARCH.

Cocanada.

Passing orders on proposals in connection with
dredging operations at —.

2 Copies to be

with order

with order



Official Memorandum.

Dated the

April 1886

The Secretary to Government,
Public Works Department, is requested
to be good enough to arrange that one
of the Under Secretaries of that Depart-
ment remaining at Madras shall
sign such papers as may be sent to
him from this office during the stay
of Government on the Hills. The papers
sent for signature will be ^{few only.} ~~principally~~
those of an urgent character.

J. H. W. W. W.

Chief Secretary

J. H. W. W. W.

The Secretary to Government
Public Works Department.

with order

Public 2874

(17)

Recd 19/4/86

No 1538 B of 19th April 1886

Recorded.


19/4/86

To S. J. Aul 19.4.86

D. R.

HW
20/4/86 For Note.

Asst. 25/4 - 25/4 - W. 21/4
12.1.86

Public DEPARTMENT.

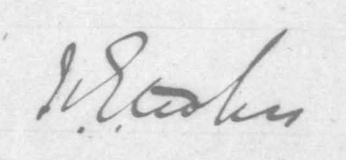


C No. 1430

Official Memorandum.

Dated the 31 March 1887.

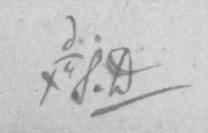
The Secretary to Government, Public Works Department, is requested to be so good as to arrange, during the stay of the Government on the Hills, for such urgent papers of the Departments under the Chief Secretary as may require signature at Madras being signed by one of the Under Secretaries of the Public Works Department.



Asst. Chief Secretary

To

The Secretary to Government,
Public Works Department.



P.W.C. No 2652

No 1538 of 19-4-86.



PROCEEDINGS OF THE MADRAS GOVERNMENT.

Read the following paper

Order, 12 March 1888 No 266.

During the absence of Government on the Hills, all papers in the departments under the Chief Secretary which may have to be issued at Madras, whether urgent or otherwise, will be signed for Chief Secretary by one of the Under Secretaries to Government in the Public Works Department.

(True Extract)

H. E. Cohen

Chief Secretary.

To, The Secretary to Government, Public Works Department.

R. 1.4.87

No 1278 of 4-4-87

Recorded.

1.4.87
D.H.

For note.

to 47

C. S. M.

2.1.87

No. 844 W of 14th March/88

[6]

Gobt. of (188) Madras.

To

The Secy to Govt
PMD

Recorded.
Recorded.

Wm
14.3.88

M.H.
14/3/88

Proceedings, dated

No. 266

1888

Subject.

No. 844 W of 14th March/88

Regarding signing
of the papers by PM
under, during the
absence of Govt
on the Hills.

To
for information
for information
RR
C.H.

25
24/3

22/3

with order.

5TH MARCH 1888, No. 71, MARINE.

GOVERNMENT OF MADRAS.

MARINE DEPARTMENT.

READ—the following papers :—

From the Chairman, Groynes Extension Committee, to the Chief Secretary to Government, dated Cocanada, 21st November 1887.

I have the honor to draw your attention to G.O., No. 355, Marine, dated 3rd August 1887, in which it is written that the question of altering the designation and extending the sphere of operations of the Groynes Committee may lie over pending submission of Mr. Cockburn's report on the present dredger, and the decision which will then have to be come to regarding the fresh dredgers proposed.

2. The Committee feel that there has been an unnecessary delay, caused primarily by the somewhat misleading letter of the Acting Port Officer, Madras, No. 4470, dated 20th May 1887, in so far as he ought to have known that although our Priestman dredger had, when first received, not been properly understood by those placed in charge of it, it had for many months previous to May last, and long before the arrival of Mr. Cockburn, been doing most excellent service. In connection with this I would draw your attention to Vice-Chairman's letter, dated 21st September, to Executive Officer, and reply of latter, dated 22nd September 1887, copies of both of which are enclosed herewith.

3. I am given to understand that, up to the present time, say, nearly four months, since date of Government Order under reference, Mr. Cockburn has not received any instructions to make the report on the result of which depends the sanctioning or otherwise of proposals made in letter from Vice-Chairman to the Chief Engineer and Secretary to Government, Public Works Department, dated Cocanada, 24th March 1887.

ENCLOSURES.

From J. M. BRYCE, Esq., Vice-Chairman, Groynes Extension Committee, to the Port Officer in executive charge of Groynes Extension Works, dated Cocanada, 21st September 1887.

I have the honor to hand you herewith, for perusal and return, Proceedings of Government of Madras, dated 3rd August 1887, No. 355, Marine, and would refer you particularly to paragraph 5 of letter, dated 20th May 1887, No. 4470, from Acting Port Officer, Madras, to Chief Secretary to Government, from which it would appear that the writer of the letter in question was not aware that the Priestman's dredger at this port had been doing very good work for a long time.

It seems to me that the effect of the remarks in paragraph referred to has been to postpone further the already rather delayed sanction to carrying out suggestions of the committee with reference to alteration in scheme for improving our means of communication with the shipping.

Might I therefore ask you to be good enough to furnish me, for information of committee, with particulars as to when the dredger arrived, when she commenced work, the work she has done, and what she is capable of doing, were she properly supplied with punts.

From T. H. BAKER, Esq., Port Officer, in charge, Groynes Extension Works, Cocanada, to the Vice-Chairman, Groynes Extension Committee, dated Cocanada, 22nd September 1887.

With reference to yours, dated 21st instant, I have the honor to inform you that the Priestman's dredger was landed at this port during the month of March 1884, and that she commenced working on the 26th May 1886, from which time up to the end of last month 33,706 cubic yards of silt were removed. A punt of 22 cubic yards capacity can be loaded in 15 minutes

when working in soft silt; it takes from 40 to 45 minutes when working in hard sand, such as forms the upper crest of the bar, after the end of the North-east monsoon.

I consider the Priestman's type of dredger the best I have ever had charge of; my experience of dredging extends over a period of ten years, during which time I have superintended the working of side ladder and centre ladder steam, centre ladder hand, and have had nearly three years' experience of the Priestman's dredger here, which I put together after taking charge of the port.

The difficulties that occurred when work first commenced were, first, want of beam in the boat, and inexperience of the handling of the machinery, but both these defects are now removed.

The dredger could fill on an average 3 punts of 24 cubic yards capacity per hour. The unloading of these punts takes a longer or shorter time proportionately to the distance the silt has to be carried; also during the prevalence of flood water in the river, it is a hard job to pole up against the current.

I am of opinion that each dredger should have at least six punts to carry away the silt.

From Captain H. A. STREET, Her Majesty's Indian Marine, Port Officer, Madras, to the Chief Secretary to Government, dated Madras, 4th January 1888, No. 19.

In continuation of my letter, No. 11438, dated 15th December 1887, I have the honor to acquaint you, for the information of Government, that a report on the Priestman's dredger at Cocanada has been received from Mr. Cockburn, copy of which I append, to the effect that since the 11th November 1886, the dredger has worked satisfactorily, but that owing to want of a sufficient number of punts, it cannot be worked up to anything like its full power, and that as the dredging work cannot consequently be carried on continuously, the consumption of fuel is high per cubic yard of mud raised. Mr. Cockburn, in conclusion, draws attention to various points which should be borne in mind in case of another dredger of a similar type being obtained from England.

2. As Mr. Cockburn's report on the working power of the dredger can, I submit, be taken as satisfactory, the proposals contained in clauses (c) and (d) of paragraph 2 of Mr. Bryce's letter, No. C., 24th March 1887, Government Proceedings, No. 355, 3rd August 1887, will now have to be considered, and with reference thereto I submit the following remarks:—

1st, as regards (c).—As it seems to be generally acknowledged that a system of permanent dredging is required to keep open the communication across the bar, extra dredging plant apparently is necessary; but as the dredger now in use has not been worked up to its full power, it seems to me that all that is requisite at present is to sanction (a) the construction of four additional punts, the cost of which may be taken at (Rs. 6,800) six thousand eight hundred approximately, and (b) one additional dredger with eight punts, the new dredger to be of a type to be fixed on by the Groynes Committee in communication with the Port Officer at Coconada and Mr. Cockburn.

2ndly.—The cost of a new dredger of Priestman's type and of the extra dredging plant required, which may be taken approximately at Rs. (32,000) thirty-two thousand, will apparently have to be met from the General Port Fund, but the sum which will have to be advanced for this purpose should, I submit, be recovered from the Cocanada Landing and Shipping Dues Fund.

3rdly.—For the reasons given by Mr. Marshall in paragraph 6 of his letter, No. 4470, 20th May 1887, and which reasons met with the approval of Government, I submit that no change be made in the designation of the Groyne Committee.

4thly.—With respect to the desire of the committee to be invested with the whole control of the dredging work, I submit that, as there appears no immediate necessity to pass orders on this point, it should be held over till I have had an opportunity of visiting Cocanada, and ascertaining personally how the arrangement would answer, especially as the Committee propose to place the Port Officer in executive charge of the work.

5thly.—With regard to the request contained in clause (b) for a portion of the advance originally sanctioned for the extension of the groynes, I would point out that the committee have not shown that the local landing and shipping dues are insufficient to meet the expenditure on account of the groynes, nor do they state for what purpose the advance asked for is required, and until the committee have clearly shown that an advance is actually necessary, I submit that their request should not be complied with.

ENCLOSURE.

From S. M. COCKBURN, Esq., Superintendent, Dredging Operations, to the Port Officer, Madras, dated Cocanada, 17th December 1887.

In answer to your instructions communicated in your wire, dated 15th instant, I have the honor to report on the working of the dredger here as follows:—

2. I inspected the dredger for the first time on 21st September 1886. It had ceased to work satisfactorily then for a short time owing to certain parts of the machinery having worn in a manner in which they should not have done, probably due to these certain parts not having been set properly after being moved for overhauling.

The dredger was repaired under my instructions, and set to work again on 11th November 1886. From that time it has worked without intermission up to the present; no trouble of any sort has been experienced, nor do I think any further trouble will arise; that which at first presented itself was due to the driver not understanding the machinery, and not to any fault in the dredger.

3. The dredger is sold by the manufacturers as capable of raising 500 tons of mud per day of 10 hours; as it raises mud at the rate of 600 tons per day easily, it is quite satisfactory in point of work done.

4. As reported by me on the 11th November 1886, the dredger cannot work up to anything like its full power for want of punts. Further, the consumption of fuel is high per cubic yard of mud raised, as the dredger is not able to work continuously. The dredger requires at least 8 punts of the size in use to keep it at work.

5. The following are the only points in which improvement could be made:—

1stly.—The barge should be of the beam arranged by the manufacturers for this size of dredge, 19'-0".

2ndly.—No reversing gear should be fitted to the engines; it is a useless complication, and not recommended by the manufacturers.

3rdly.—No steam lifting and lowering gear on the jib; this under the circumstances is also a useless complication and very much encumbers the machinery.

4thly.—The pulleys of the head of the jib should be bushed with steel. The friction wheel guard plates should be of stouter material, and a hood of corrugated iron should be arranged in the dredge to cover in the machinery as much as possible.

5thly.—Spare gear to the following extent should have been supplied:—

1 Spare lifting chain.	1 Spare set of brasses throughout.
1 „ lowering chain.	1 Spare set firebars.
1 Set of pulleys at jib head.	Half-dry spare gauge glasses.
1 Piston ring with fittings.	

In future orders being sent home for dredgers, I would suggest that I am allowed to submit a specification of what is required. When having Government orders through my hands in England, I have often experienced the greatest difficulty on account of scarcity of information being sent from this country, and much work is sent out in an unsatisfactory state in consequence.

From the Chairman, Groynes Extension Committee, dated Cocanada, 8th February 1888.

Telegram from the Chairman, Groynes Extension Committee, Cocanada, to the Chief Secretary to Government, Madras, dated 23rd February 1888.

My letter 8th. The little dredger now here quite inadequate for work required of it; state of our bar becoming very unsatisfactory. Hope definite orders will soon be passed.

ORDER—dated 5th March 1888, No. 71, Marine.

The Port Officer's letter read above, and Mr. Cockburn's report, will be communicated to the Groynes Extension Committee.

2. The Government are prepared at once to sanction for the present dredger the number of punts necessary to make up the full complement of eight. But a proper estimate must be submitted, and it should also be stated whether the old stone boats referred to in Mr. A. H. Deane's minute of the 17th January 1887, printed in G.O., 3rd August 1887, No. 355, cannot be converted into punts as Mr. Deane suggested. One or more punts may be put in hand in anticipation of formal sanction.

3. No new dredger can be sanctioned until the revision of Port Fund accounts ordered in paragraph 16 of G.O., 17th January 1887, No. 15, has been made and the correct financial position of the Cocanada port ascertained. The Government must also be in a position to judge of the ability of the Cocanada Landing and Shipping Dues Fund to repay with interest in a reasonable time such an advance as is recommended by Captain Street in his letter. For this purpose they must have a detailed account of the sums realized under Act III of 1883, and of the charges which have to be met therefrom.

4. Advantage should, however, be taken of Mr. Cockburn's presence to prepare a complete specification of the new dredger and other articles judged necessary. A separate specification of the spare fittings which Mr. Cockburn thinks the present dredger requires should also be made out.

5. Captain Street's suggestion, that orders on the committee's request for the extension of their sphere of operations should be deferred until he has had an opportunity of personally visiting the port, is approved.

6. The request made in paragraph 2 (d) of the Vice-Chairman's letter of 24th March 1887, No. C (G.O., 3rd August 1887, No. 355), will be further considered on receipt of the information referred to in paragraph 3 above.

(True Extract.)

W. R. Cockburn

Chief Secretary.

To the Chairman, Cocanada Groynes Extension Committee,
with copy of G.O., 17th January 1888, No. 15.

„ Port Officer, Madras.

„ Public Works Department.

Copy to the Collector of Godáviri.