(1) பக்கங்களின் எண்ணிக்கை 328

(2) புதுக்கித் திருப்பிய நாள் 2/90

(3) ஆதாரங்குறிப்பவர் சுருக்கொப்பம் Venk

தமிழ்நாடு ஆவணக் காப்பகம்.

தமிழ்நாடு அரசு

18

PWD துறை

அரசாணை எண். 404
மு. கோப்புத் தாள் எண்.

அச்சகம்
பலவகை

நாள் : 27 · 3 · 1889 198 .

வோ கண்டபடி கையாளவோ கூடாது

(158+6)

164 sheets

-1—18,000—15-6-87.

RB

27th March 1889, No. 909 W., Public Works.

909

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

General.
Account.

909

Read—the following paper :—

From J. E. PAUL, Esq., Executive Engineer, Godávari Eastern Division, to the Superintending Engineer, I Circle, dated Dowlaishweram, 18th February 1889, No. 732 S.

With reference to your No. 2054 G.D., of 26th October 1888, on G.O., No. 3176 W., of 9th October 1888, I have the honor to forward, herewith, a complete estimate for constructing ferry steamer for Godávari river, including dock-yard and all other charges, and to request that you will be good enough to obtain the sanction of Government for the same at your earliest convenience.

2. The detailed estimate of the Marine Department for Rs. 48,573 was sent to your office with this office No. 387 S., of 6th September 1888.

3. If it includes any provision for fitting the steamer together at Dowlaishweram, transport charges, and the like, please have the necessary correction made in the amount of Rs. 48,573 entered by this office in the accompanying estimate.

No. 3251 G.D.

Copy submitted to the Chief Engineer, Public Works Department, with a complete estimate (in duplicate), amounting to Rs. 62,000, for the Godávari ferry steamer, with reference to para. 2 of G.O., No. 3176 W., dated 9th October 1888, with the request that he will be good enough to obtain the sanction of Government to the same.

2. The original estimate * (Rs. 48,573) of the steamer was returned to the Chief Engineer with this office letter No. 1649 G. D., dated 11th September 1888.

* Sanctioned in G.O., No. 663 I., dated 26th October 1887.

10th March 1889.

(Signed) R. R. E. DRAKE-BROCKMAN, Lieut.-Col., R.E.,
Superintending Engineer, I Circle.

Order—dated 27th March 1889, No. 909 W., Public Works.

The estimate, amounting to Rs. 62,000, for the construction of a ferry steamer to ply on the Godávari river at Rajahmundry, is sanctioned.

2. The current year's grant for the steamer is Rs. 57,540, and a sum of Rs. 25,000 has been provided for it in the preliminary issue of the Incorporated Local funds budget estimate for 1889-90. On receipt of information from the Superintending Engineer as to the exact amount that will be required for expenditure during 1889-90, the balance of the grant of Rs. 25,000 will be replaced at the disposal of the Revenue Department.

3. This sanction has been registered as Incorporated Local No. 25 W. of 1888-89, and classified as Tools and Plant.

(True Extract.)

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

To the Superintending Engineer, I Circle, with 2 enclosures.
" Examiner, Public Works Accounts, with the duplicate abstract estimate.
" Revenue Department.

Exd. J. Henricus.
Spare Copies

160

GENERAL.
ACCOUNT.

Govt. of {1889} Madras.

PUBLIC WORKS.

Dated March, 27th.

Recd. *Encl.*

G.O., 27th Mar. 1889, No. 909 W.

MARCH.

Ferry Steamer

Estimate for a — to ply on the Godávari river at Rajahmundry, sanctioned with remarks.

16th August 1883, No. 2294 W., Public Works.

909 909

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

General.
Account.

Read—the following papers :—

G.O., dated 26th July 1883, No. 914, Revenue.

Read—the following Proceedings of the Board of Revenue, dated 11th July 1883, No. 1980.

Read—the following G.O., dated 24th March 1883, No. 403, Revenue :—

Read—the following G.O., dated 13th March 1883, No. 818 W., Public Works :—

Read—the following letter from G. T. WALCH, Esq., Officiating Superintending Engineer, First Circle, to the Chief Engineer, Public Works Department, dated Dowlaishweram, 17th February 1883, No. 2783 G.D.

With reference to G.O., No. 3172 W., 2nd December 1882, I have the honor to ask a reference to paragraph 3 of G.O., Revenue Department, No. 921, 4th August 1880, in which it is distinctly said that, in addition to the rent, the Canal and Ferry Fund should provide for current repairs.

2. The steamer and her engines are old, and if Government consents to keep her in repairs, the rent will probably be almost all swallowed up.

3. It would be better to sell the steamer to the ferry for a small sum, say Rs. 8,000, than to hire her out at the present rate and keep her in repair.

Order—dated 13th March 1883, No. 818 W., Public Works.

The Government are of opinion that it would be better to sell the steamer. She will accordingly be put up to auction, when she can be purchased for the ferry if considered desirable.

(True Extract.)
(Signed) R. H. SANKEY, Colonel, R.E.,
Secretary to Govt., P.W.D.

Order—dated 24th March 1883, No. 403, Revenue.

Communicated to the Board of Revenue, who will consider the desirability of purchasing the steamer for the Godávari Ferry, and instruct the Collector as to the action he should take in the matter.

(True Extract.)
(Signed) E. F. WEBSTER,
Secretary to Government.

Reference, dated 6th April 1883.

Communicated to the Collector of Godávari for early report.

(Signed) J. A. DAVIES,
Acting Sub-Secretary.

From C. L. B. CUMMING, Esq., Acting Sub-Collector, to the Acting Collector of the Godávari District, dated Rajahmundry, 4th May 1883, No. 207; and Endorsement by W. A. HAPPELL, Esq., Acting Collector of the Godávari District, dated 11th June 1883.

In reply to your letter, No. 239, dated the 18th ultimo, I have the honor to state that I have inspected the Steamer *Godávari*, now used for the steam ferry. By appearance she is old, and Mr. Gaitane, the Head Engine Driver, reports that the engines are nearly worn out, and will probably be useless in a short time. The hull also needs repair, and is said to be full of holes. Mr. Gaitane says that the steamer is useful in the flood season, as, from her size and weight, she can make head against a strong current, but she burns a great deal of wood, and is consequently an expensive boat. He advises the purchase of a lighter boat for all seasons, except the flood season, when the *Godávari* might be used if purchased at a cheap rate from the Department of Public Works.

2. I am no judge of boats, but she does not appear to me to be worth the 8,000 rupees named, but if put up to auction, I think we might bid as far as 5,000 rupees. If the engines, however, give way entirely in a short time, I do not see who is to repair them; and I would, on the whole, advise the purchase of a new steamer built on a somewhat similar model, but of lighter make, and to burn less wood, and with similar stowage room for passengers. The upper deck of the *Godávari* is covered with iron plates, which make it very heavy, and the object of which is not clear.

No. 283.

Submitted to the Board of Revenue in reply to their reference on Government Register No. 1321, dated 6th April last.

2. The *Godávari* is hardly worth purchasing, as she is nearly worn out and very expensive to work; but if she goes cheap, it may be worth while to buy her for use when the new steamer which the ferry requires is laid up for repairs.

3. The experience already gained shows that a steam ferry will nearly, if not quite, pay its way, but it ought to be maintained even if the tolls levied fall short of the expenditure, the deficit being met from the Canal and Ferry or other Local Fund. It does not seem necessary to prove at length that general funds may justly be made chargeable for providing facilities for crossing passengers and goods over a river like the Godávari.

4. The steamer recommended by Mr. Foster, in his letter, dated 1st December 1879, No. 334, and approved by the Board in their Proceedings, Mis. No. 12194, dated the 24th idem, would be of very little use. The ferry steamer must have power and weight as well as large accommodation for passengers. Carts horses, and cattle have to be taken across in great numbers. Economical working requires that the steamer should not make more than two or three trips a day. She must have, therefore, size and power enough to carry half the passengers and tow the flat boats carrying half the carts and goods likely to be passed across in a single day. For this a steamer like the *Godávari* is required; but she should have some simple form of high pressures engines so as to burn as little wood as possible.

5. The Public Works Department of the Government should be asked to provide a new steamer of a suitable description. The Canal and Ferry Fund of this district can afford to pay 50,000 or even 60,000 rupees, if necessary, for a suitable boat. The undersigned would prefer to leave the details to Engineers who understand them.

6. The *Godávari* is to be sold by auction on the 6th August. If a new steamer cannot be provided by 1st August, and it is not thought advisable to buy the *Godávari*, the steam ferry cannot be worked after that date. If the Board think the *Godávari* should be bought, the figure up to which permission is given to bid should be communicated confidentially. A private purchaser would break her up and sell the materials.

Resolution—dated 11th July 1883, No. 1980.

The Board have no means of forming an independent judgment of the value of the Steamer *Godávari*; but if the Collector is satisfied, by local professional opinion, that the steamer will serve as a ferry-boat for another year or two, without undue risk to the public, he is authorised to bid up to one thousand rupees beyond the figure named by the Sub-Collector. It is noted that the engines are said to be "nearly worn out," and that the hull is said to be "full of holes."

2. With regard to the purchase of a new steamer, the Board would leave to the professional advisers of Government both the selection of a vessel of the type thought most suitable and the question as to whether the hull should be built at Dowlaishweram, as suggested by the Chief Engineer for Irrigation in paragraph 4 of the office note, printed with G.O., dated 4th August 1880, No. 921, Revenue Department.

The Board accordingly request that Government will be pleased again to refer this matter to the Public Works Department for final settlement.

The Board would suggest that a limit of Rs. 50,000 might be named as the highest figure that should be sanctioned for the new steamer, delivered at Rajahmundry in working order.

The Collector's remarks in paragraph 4 *supra* appear to deserve particular consideration.

(True Copies and Extract.)

(Signed) H. M. WINTERBOTHAM,
Acting Sub-Secretary.

Order—dated 26th July 1883, No. 914, Revenue.

The Board's Proceedings are approved.

2. The subject of paragraph 2 will be referred for consideration in the Public Works Department as suggested.

(True Extract.)

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

Order—dated 16th August 1883, No. 2294 W., Public Works.

Communicated to the Superintending Engineer, First Circle, who will, in communication with the Collector, draw up a specification for a new steamer for the Godávari Ferry, which should be sent to the Calcutta Dockyard for plans and estimates.

2. It would appear from the letter of the Superintending Engineer, First Circle, recorded with G.O., No. 921, dated 4th August 1880 (Revenue Department), that plans and specifications for two steamers were obtained from the Secretary of State. These documents are now probably with the Collector, and may be referred to. The smaller of the two steamers was considered suitable by the Board of Revenue.

3. The Superintending Engineer should specially consider whether a wooden hull would not be more suitable than a steel one.

(True Extract.)

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

To the Superintending Engineer, First Circle.
" Chief Engineer for Irrigation.
" Revenue Department.
" Board of Revenue.
Exd. E. Fernandez.
Spare Copies

GENERAL.
ACCOUNT.

Govt. of (1883) Madras.

PUBLIC WORKS.

Dated August, 16th.

Recd. *Encl.*

G.O., 16th Aug. 1883, No. 2294 W.

AUGUST.

Steamer for the Godavari Ferry

The Superintending Engineer, First Circle, ordered, with remarks, to draw up a specification for a new—.

23rd September 1884, No. 2348 W., Public Works.

929

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

General.
Account.

Read—the following paper:—

Proceedings of the Board of Revenue, dated 20th August 1884, No. 2907.

Read—the following letter from Lieutenant-Colonel P. MONTGOMERIE, R.E., Superintending Engineer, I Circle, to the Collector of Godávari, dated Dowlaishweram, 21st July 1884, No. 1078 G.D.:—

In returning to you the correspondence regarding the new steamer required for the Godávari ferry at Rajahmundry, which I received with your letter, No. 74, dated 27th May 1884, asking my opinion on certain points connected with the subject, I have the honor to inform you that, from my own personal experience of the river, I concur with Mr. Walch and am decidedly of opinion that 2 feet draught is the outside that would be permissible for a steamer to be useful on this ferry or for any other purpose on the river Godávari, excepting during the freshes of the south-west monsoon. But I fail to perceive any reason whatever why your river steamer should be limited to such dimensions as would enable her to pass through the locks in the delta canals even when she is dismantled; on the contrary there are probably many political and administrative reasons even more cogent than those stated in proceedings of Madras Government, Revenue Department, No. 921, dated 4th August 1880, why she should be of light draught and of sufficient power to proceed up by the river at all seasons, necessitating a length and breadth of beam that would quite preclude her from passing through the delta locks. She might, however, be passed over the anicut during floods, if necessary.

2. The Acting Collector, Mr. W. A. Happell, stated in his endorsement printed with proceedings of Madras Government, No. 1223, dated 10th November 1882, that the steamer *Godávari* has answered the purposes of the ferry very well, and I fully agree with this gentleman and with the Sub-Collector, as stated in their communications printed with Proceedings of Madras Government, No. 2294, Public Works Department, dated 16th August 1883, that a steamer for the ferry should be built on a similar model to that of the steamer *Godávari.*

3. The designs of the steamer *Godávari* and its two sister vessels are, as you may not perhaps be aware, the result of the matured experience of Colonel F. Haig, R.E., and the other engineers and nautical men who were for several years engaged on the improvement and development of the navigation of the Godávari river; and I am unable to furnish you with a specification for a steamer that would answer your purpose better. I would therefore suggest that the Inspector of Machinery, Kidderpore (if you have determined to have your steamer built there), be requested to depute some intelligent workman to visit this district and prepare a design for a new steamer from the present *Godávari*; he would thus have an opportunity of personally consulting the local officials in suggesting improvements on the design of that vessel, and would see for himself the requirements of the case.

4. The steamer *Godávari* was designed to pass through the Upper Godávari locks, which are 200′ × 30′, and to draw 18 inches of water, and was built by Messrs. Rondolph, Elder and Company of Glasgow; if you think of getting a boat like her, I shall be glad to send you a drawing of her with a descriptive memorandum.

5. With regard to the utility of a smaller vessel, capable of passing through the locks of the delta, I have the honor to observe that such a vessel would be limited to about 95′ × 14′ over all; and with a draught of about 2 feet she is not likely to have sufficient power to stem the high floods or to tow heavy boats against stream, but she would be very useful in taking the place of the larger vessel when laid up during low stages of the river, and would be invaluable in acting as her tender on occasions such as those referred to in paragraph 1 when she has to proceed up river.

6. I would also suggest that the agent from Kidderpore be requested to prepare design and estimate for a vessel of the smaller as well as the larger size; but instead of a screw launch, which cannot be designed to draw less than 2 feet of water, if so little, I would strongly recommend that the smaller be the counterpart of the larger steamer on a smaller scale, viz., a flat-bottomed stern wheel steamer. She could be built to draw from 14 to 16 inches at most, and would be invaluable for your Political Agent up river.

7. Both vessels should be made of thin steel plates, not wood.

8. With reference to the use of screw propellers in this district, I have the honor to observe that, although small screw steamers may be admissible for canal work, the use of the screw is prohibitory for work on the Godávari river where the two essentials are light draft and power. The only screw steamers at present employed in this district are the *Arthur Cotton* and the *Victoria*, and both these vessels have to be laid up so far as river-work is concerned during the most valuable months of the working season.

No. 367.

Submitted to the Board of Revenue for orders, with reference to their proceedings, Mis. No. 8199, dated 28th September 1883. As regards the dimensions of the steamer, Mr. Walch wrote in his specification as follows:—

"The steamer will have, in order to get to Rajamundry, and may have afterwards at rare intervals, to pass along canals and through locks, and the dimensions of her hull, exclusive of the paddles and paddle boxes (which must be removable) *must not exceed* 90 feet by 30 feet, and *should* not be more than necessary to meet the other requirements."

The opinion now expressed by Lieutenant-Colonel Montgomerie is entirely opposed to this, and I must therefore recommend, for the consideration of the Board, Colonel Montgomerie's suggestion that the Inspector of Machinery, Kidderpore, be requested to depute an intelligent workman to visit this district.

COCANADA,
4th August 1884.

(Signed) W. S. FOSTER,
Collector of Godávari.

Resolution—dated 20th August 1884, No. 2907.

Submitted for the orders of Government, with reference to the correspondence ending with G.O., No. 2294 W., dated 16th August 1883.

2. Mr. Walch says that the steamer, in order to get to Rajahmundry, must pass through locks, which limit its dimensions to 90 feet by 30 feet, but Colonel Montgomerie considers that a much larger steamer, more suitable for work in times of flood, could be brought over the anicut, if necessary, and is in favor of a flat-bottomed boat with a paddle wheel at the stern. Colonel Montgomerie further suggests that the Inspector of Machinery at Kidderpore be asked to send an intelligent man to Rajahmundry to see the steamers there and ascertain exactly what is wanted.

(True Copies and Extract.)

(Signed) G. MACKENZIE,
Acting Sub-Secretary.

To the Secretary to Government, Public Works Department.

ORDER—dated 23rd September 1884, No. 2348 W., Public Works.

The following letter will be addressed to the Director of Indian Marine, Calcutta:—

(Here enter No. $\frac{2348\text{ W.}}{\text{A}}$, dated 23rd September 1884.)

(True Extract.)

(Signed) J. SHAW-STEWART, Colonel,, R.E.,
Secretary to Govt., P.W.D.

To the Superintending Engineer, I Circle.
" Revenue Department.
" Chief Engineer for Irrigation.

3A

Exd. E. Fernandez.
Spare Copies

GENERAL.
ACCOUNT.

Govt. of {1884} Madras.

PUBLIC WORKS.

Dated September, 23rd.

Recd. *Enc*

G.O., 23rd Sept. 1884, No. 2348 W.

SEPTEMBER.

Steamer for Rajahmundry Ferry

Orders on proceedings of the Board o
Revenue submitting correspondence regard
ing the —.

6

23RD SEPTEMBER 1884, No. $\frac{2348\ W.}{A}$, PUBLIC WORKS.

909

PUBLIC WORKS DEPARTMENT.

General.
Account.

LETTER—from
COLONEL J. SHAW-STEWART, R.E.,
Secretary to the Government of Madras,
Public Works Department.

To
THE DIRECTOR OF INDIAN MARINE, CALCUTTA.

SIR,

In forwarding copy of the proceedings of this Government marginally noted, I am directed to inquire whether an intelligent workman can be deputed from the Kidderpore dock-yard to visit the Godávari district and to consult local officials with a view to designs and estimates being ultimately prepared for steamers required as ferry boats on the Godávari river.

No. 2294 W., dated 16th August 1883.
„ 2348 W., „ 23rd September 1884.

I have the honor to be,
Sir,
Your most obedient servant,

(Signed) J. SHAW-STEWART, Colonel, R.E.,
Secretary to Govt., P.W.D.

OOTACAMUND,
23rd September 1884.

4

Exd. E. Fernandez.
Spare Copies

GENERAL.
ACCOUNT.

Govt. of (1884) Madras.

PUBLIC WORKS.

Dated September, 23rd.

Recd. *Encl.*

23rd Sept. 1884, No. $\frac{2348\ W.}{A}$

SEPTEMBER.

Steamers and Ferry Boats for the Godavari

Inquiring whether an intelligent workman can be deputed to Rajahmundry to consult the local officials in regard to designs and estimates for steamers and ferry boats required on the Godávari river.

7

27th October 1884, No. 2633 W., Public Works.

909

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

General.
Account.

Read—the following letter from the Officiating Deputy Director, Indian Marine, to the Secretary to the Government of Madras, Public Works Department, dated Kidderpore, 14th October 1884, No. 1668 :—

With reference to your letter, No. $\frac{2348\ W.}{A.}$, dated the 23rd September 1884, I have the honor to inform you that the only intelligent workman (the native workmen being illiterate) capable of being consulted and expressing an opinion on the subject is the Foreman of the Factory of this Dockyard, but his services cannot be spared.

2. From the copy of the proceedings accompanied your letter, it would appear that the old steamer *Godávari* has been successful in performing all the duties required of her and is specially adapted for plying on the Godávari river. I therefore beg to suggest that plans and specifications of this boat and her machinery be forwarded to this office, so that estimates may be prepared for the construction of similar steamers, but with a more modern type of engines for greater economy in fuel.

3. With regard to the smaller steamer required to pass through the locks of the delta, the dimensions of which should not exceed 95 feet × 14 feet with a draught of 2 feet, such a boat could be built in this department on the same principle as the larger vessel if desired.

4. Stern wheel steamers, as a rule, are not economical in fuel owing to the great distance the boiler is required to be placed from the engines to keep the vessel on an even keel. Vessels of this class are not recommended where those of the usual type can be used.

Order—dated 27th October 1884, No. 2633 W., Public Works.

Communicated to the Superintending Engineer, I Circle, with reference to G.O., No. 2348 W., dated 23rd September 1884.

2. The required plans and specifications of the steamer *Godávari*, and of her machinery, should be forwarded as soon as practicable.

(True Extract.)
(Signed) J. SHAW-STEWART, Colonel, R.E.,
Secretary to Govt., P.W.D.

To the Superintending Engineer, I Circle.
" Chief Engineer for Irrigation.
" Revenue Department.

5

Exd. A. Grubert.
Spare Copies

GENERAL.
ACCOUNT.

Govt. of (1884) Madras.

PUBLIC WORKS.

Dated October, 27th.

Recd.

Encl

G.O., 27th Oct. 1884, No. 2633 W.

OCTOBER.

Steamers and Ferry Boats for the Godavari

Letter from the Director of Indian Marine, stating that the services of the Foreman of the Kidderpore Dockyard cannot be spared for deputation to Rajahmundry, and requesting plans and specifications of certain vessels with a view to estimates for new — being prepared, communicated to the Superintending Engineer.

3rd October 1885, No. 1133, Revenue.

909

GOVERNMENT OF MADRAS.

REVENUE DEPARTMENT.

Read—the following telegram from Captain G. CAREW, Deputy Director of Indian Marine, Calcutta, to the Secretary to Government of Madras, Public Works Department, dated 24th September 1885:—

Yours 2060-W., dated 4th September. Services of dockyard draftsman be spared now. Would recommend he be sent to prepare plans you paying all expenses. Please reply.

No. 676-E.

Referred, with advertence to G.O., No. 2633-W., dated 27th October 1884, to the Revenue Department for favor of report whether that department is prepared to accept the cost of the dockyard draftsman's travelling expenses, &c., as a charge against the proposed new steamer.

Ootacamund,
30th September 1885.

(Signed) J. SHAW STUART, Colonel, R.E.,
Secretary to Government, P.W.D.

Read—the following note from Captain G. CAREW, Deputy Director of Indian Marine, Calcutta, No. 359.

After having carefully examined the accompanying sketch and papers regarding the construction of a new steamer for the Godávari ferry begs to state that the drawing and specification sent to this office are too meagre for preparing a correct estimate for the class of boat required.

Since the authorities at Rajahmundry are satisfied with the working of the present steamer *Godávari*, it would be advisable to depute Mr. Cantopher, the draftsman of this office, to visit Rajahmundry without any further delay, and there prepare detailed working drawings of the hull, engines, boilers and fittings of the present *Godávari* with any alterations and improvements that might be considered necessary after consultation with the proper authorities there. A proper estimate in detail could then be prepared and forwarded for sanction.

A steamer similar to the present *Godávari* could be constructed in this dockyard after detailed drawings have been made out, but would suggest that plain steel sheets be substituted for the galvanised sheets in the construction of the hull as latter could not be properly manipulated by the workmen here. Information also as to whether the vessel would have to be completely finished in this dockyard, or to be taken to pieces and re-erected at Rajahmundry, and by whom, is also to be furnished to this office.

Previous papers herewith returned, and sketch retained in this office for further reference.

Forwarded to the Chief Builder.

21st September 1885.

(Signed) J. FERGUSON,
Offg. Inspector of Machinery, I. G. Dockyard.

No. 1496.

Copy of the foregoing forwarded to the Under-Secretary to the Government of Madras, Public Works Department, with reference to his No. 2060-W., dated 4th September 1885, and in continuation of this office telegram of the 24th September 1885.

CALCUTTA,
25th September 1885.
(Signed) G. CAREW, Captain, I.M.,
Deputy Director, Indian Marine.

No. 691-E.

Copy forwarded to the Revenue Department for information, in continuation of No. 676-E., dated 30th September 1885, a reply to which is awaited.

2. This report will be communicated to the Superintending Engineer, I Circle, with advertence to G.O., No. 2059-W., dated 4th September 1885, for remarks on the suggestion to substitute plain steel for galvanised sheets in the construction of the hull and for reply to the question whether the vessel should be completely finished at the dockyard, or be taken to pieces and re-erected at Rajahmundry.

OOTACAMUND,
3rd October 1885.
(Signed) J. SHAW STUART, Colonel, R.E.,
Secretary to Government, P.W.D.

To the Revenue Department.
,, the Superintending Engineer, I Circle.

ORDER—dated 3rd October 1885, No. 1133, Revenue.

Miscellaneous.

The enquiry of the Public Works Department will be answered in the affirmative.

(True Extract.)

Ag. Secretary to Government.

To the Public Works Department. ✓
,, the Board of Revenue.

Exd. W. H. French.

70 Copies.

Diel 8823.

Govt. of 1885 Madras.

REVENUE.

20 C

Issued

Recd. 9/10/85 *Encl.*

G.O., 3rd October 1885, No. 1133.

OCTOBER.

Steamer for the Godavari ferry.

Enquiry of the Public Works Department whether this department is prepared to accept the cost of the dockyard draftsman's travelling expenses, &c., as a charge against the new steamer, answered in the affirmative.

8th August 1887, Nos. 477, 478 I., Public Works.

909

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

Irrigation.
Account.

Read—the following paper:—

No. 86 I.

Note by the Chief Engineer for Irrigation.

In paragraph 4 of the notes of inspection of the Godávari delta, printed with G.O., No. 187 I., dated 20th February 1885, Colonel Hasted, R.E., points out that the old steamers are not powerful enough to tow during freshes, and consequently the steam launch *Victoria* had been used as a tug to tow boats carrying stone for the delta works, and he suggests that, if funds be available, the construction, at the Kidderpore dockyard, of a powerful steam tug should be ordered.

Such a vessel would not only be most useful for the purpose abovementioned, but would be invaluable in the event of a disaster similar to that which occurred in 1878 to the central delta head-sluice again taking place. On that occasion one of the Godávari steamers, now no longer available, did very good service. Of the existing steamers belonging to the delta the steam launch *Victoria* is not suitable for towing. Once, when so used, she was a good deal knocked about, and, if constantly utilised as a tug, she will be strained and her complicated engines damaged. The *Cotton* is an efficient canal inspection launch, but not fit for use as a tug, and the old steamers *Thistle* and *Shamrock* are not, as already stated, powerful enough to tow during freshes. It is therefore most necessary that a tug of efficient towing power should be kept in readiness for use when the river comes down in freshes. The steamer *Thistle*, it is recommended, should be sold with a reserve price of Rs. 2,000, and, if she fails to fetch this price, she may be converted into a barge for the conveyance of light materials.

2. The Superintending Engineer, I Circle, has obtained, from the Kidderpore dockyard, a design, a specification, and an estimate, amounting to Rs. 45,553, for a steam tug. The total cost, including conveyance, fitting and other works required to be done at the Dowlaishweram workshops, is estimated at Rs. 50,600; but the balance available of the amount provided for tools and plant under Capital Account in the delta completion estimate is reported to be only Rs. 30,600, leaving Rs. 20,000 to be otherwise provided. The Superintending Engineer has suggested that this amount may be charged to the Revenue Account of the delta, Rs. 10,000 from the current year's grant under Tools and Plant and a similar amount in the budget estimates for next year; but the Examiner of Public Works Accounts states, in reply to a reference made to him, that the apportionment between Capital and Revenue is not correct, that the whole cost should be charged to Capital, and that, should the credit of Rs. 66,459 to Tools and Plant, Capital Account, resulting from the transfer of the Dowlaishweram workshop plant to Provincial, be finally approved by the Accountant-General, Public Works Department, who has questioned the correctness of the adjustment, there will be funds under Capital Account more than sufficient to meet the cost of the tug. If the credit is not allowed to stand, the sanction of the Government of India will be required for the excess, but it seems advisable to charge the whole cost to Revenue Account on the ground that the tug is required in lieu of an old steamer proposed to be disposed of so as to obviate the necessity of applying to the Government of India for additional sanction. An application for the necessary additional

109 ~~108~~

allotments will be submitted to the Government of India when the question of the adjustment of the value of the Dowlaishweram workshop plant and the incidence of the cost of the tug are settled on receipt of the Accountant-General's reply.

3. As it is desirable that early arrangements should be made for the construction and delivery of the tug before next April, so that she may be available for work after fitting before the flood of June 1888, it is suggested that the design, specification, and estimate received from the Kidderpore dockyard and the memoranda received from the Superintending Engineer, with his letter, No. 760 G.D., dated 22nd June 1887, may be submitted to the Government of India, in the Marine Department, with a request that this Government may be furnished, as soon as possible, with a revised estimate and design for constructing the tug, including the alterations proposed by the Superintending Engineer, and such other modifications as the dockyard authorities at Kidderpore may consider necessary to render the tug capable of doing the work required, and that the construction of the tug may be put in hand, in anticipation of sanction to the estimate, provided this does not exceed the amount of the original estimate, viz., Rs. 45,553, exclusive of the cost of conveyance to Cocanada and the work proposed to be done at the Dowlaishweram workshops, and provided also it can be guaranteed that the tug will be able to do the work required of her.

OOTACAMUND,
1st August 1887.

(Signed) H. R. MEAD, Col., R.E.,
Chief Engineer for Irrigation.

To the Joint Secretary to Government,
Public Works Department, Irrigation Branch.

ORDER—dated 8th August 1887, No. 477 I., Public Works.

The proposal to dispose of the steamer *Thistle* and to construct, at the Kidderpore dockyard, a steam tug required for use on the Godávari river in lieu of it is approved.

2. The Examiner of Public Works Accounts will report, in due course, the result of the reference to the Accountant-General, Public Works Department, regarding the adjustment of the value of the Dowlaishweram workshop plant.

3. The following letter will be sent to the Government of India, in the Marine Department:—

(Here enter No. 478 I., dated 8th August 1887.)

(True Extract.)

(Signed) H. R. MEAD, Colonel, R.E.,
Joint Secy. to Govt., P.W.D.,
Irrigation Branch.

To the Superintending Engineer, I Circle.
" Chief Engineer for Irrigation.
" Examiner, Public Works Accounts.
" Revenue Department.
" Marine "

LETTER—to the Secretary to the Government of India, Marine Department, dated Ootacamund, 8th August 1887, No. 478 I.

1 Design for a steam tug.
1 Specification for do.
1 Estimate for do.
1 Memo. of modification, &c., proposed.
1 General specification.

In forwarding, herewith, a copy of proceedings of Madras Government, No. 477 I., dated 8th August 1887, and the marginally noted original documents to be returned, I am directed to request that the Government of India will be pleased to arrange for this Government being furnished, at an early date, with a revised estimate for constructing a steam tug at the Kidderpore dockyard for use on the Godávari river, together with a revised design, if necessary. I am further to request that, if the revised estimate does not exceed the original estimate of Rs. 45,553 and the tug as designed will be capable of doing the work required, its construction may, to avoid delay, be ordered to be put in hand at once in anticipation of formal sanction to the revised estimate and an allotment of funds.

(Signed) H. R. MEAD, Colonel, R.E.,
Joint Secy. to Govt., P.W.D.,
Irrigation Branch.

209

1909

103

103

Exd. J. Moses.
Spare Copies

103

IRRIGATION.
ACCOUNT.

Govt. of {1887} Madras

PUBLIC WORKS.

Dated August, 8th.

Recd. *Encl.*

G.O., 8th Aug. 1887, Nos. 477, 478 I.

AUGUST.

Steam Tug for the Godavari River

Requesting the Government of India to furnish a revised estimate and design for constructing a —, at the Kidderpore dockyard, and desiring that the construction of the tug may be put in hand in anticipation of formal sanction and allotment of funds, if certain requirements are fulfilled.

12

5TH OCTOBER 1887, No. 593 I., PUBLIC WORKS.

909

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

Irrigation.
Account.

READ—the following paper :—

Office note from the Examiner of Public Works Accounts, dated Madras, 20th September 1887, No. 558.

With reference to paragraph 2 of the Proceedings of the Madras Government, No. 477 I., dated 8th August 1887, I beg to inform you that the credit of Rs. 66,459 to "Tools and Plant," Capital Account, Godávari Delta System, resulting from the adjustment of the Dowlaishweram Workshop plant, will not be disturbed.

2. There are therefore sufficient funds available under "Capital Account," and the cost of the steam tug, proposed to be built at Kidderpore dockyard, may be charged to that head, the sale-proceeds of the old steamer *Thistle* being credited thereto, as suggested by me in my office note No. 275, dated 30th June 1887.

ORDER—dated 5th October 1887, No. 593 I., Public Works.

The sale-proceeds of the steamer *Thistle* will be credited to the Capital Account of the Godávari Delta, and the estimate for a steam tug required in lieu thereof will, when received from the Kidderpore dockyard, be sanctioned against the lump sum provided for Tools and Plant in the Godávari Delta completion estimates.

(True Extract.)

(Signed) H. R. MEAD, Colonel, R.E.,
Joint Secy. to Govt., P.W.D.,
Irrigation Branch.

To the Chief Engineer for Irrigation.
" Superintending Engineer, I Circle.
" Examiner, Public Works Accounts.
" Revenue Department.
" Marine Department.

~~145~~ ~~146~~

Exd. J. Moses.
Spare Copies

IRRIGATION.
ACCOUNT.

Govt. of [1887] Madras

PUBLIC WORKS.

Dated October, 5th.

Recd. *Encl.*

G.O., 5th Oct. 1887, No. 593 I.

OCTOBER.

Steam Tug for the Godavari River

Orders regarding the adjustment of the sale-proceeds of the steamer *Thistle* and the sanction of the estimate for a —.

26th October 1887, No. 663 I., Public Works.

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

909

Irrigation.
Account.

a Ferry steamer.

Read—the following papers :—

G.O., dated 8th August 1887, No. 477 I., Public Works.
" " 5th October " " 593 I., "
" " 14th " " " 2727 W., "

Order—dated 26th October 1887, No. 663 I., Public Works.

The following estimate, amounting to Rs. 48,573, received from the Marine Department of the Government of India for constructing a steam-tug at the Kidderpore dockyard, for use on the Godávari river. is sanctioned from the credit of Rs. 66,459 to Tools and Plant, Capital Account, Godávari delta system, resulting from the transfer of the Dowlaishweram Workshop plant to Provincial; the balance of the credit, viz., Rs. 17,886, will be added to the balance of the lump sum provision for tools and plant, which will then be increased to Rs. 58,777.

2. This sanction has been registered as No. 86 I. of 1887-88, and classified as shown below—

Capital Expenditure on Public Works (not charged against Revenue).
48. Irrigation.
Godávari Delta System.
III. Tools and Plant.
9. Navigation Plant.
Constructing a steam-tug, Estimate ... ... Rs. 48,573.

(True Extract.)

Under Secy. to Govt., P.W.D.,
Irrigation Branch.

To the Chief Engineer for Irrigation.
" Superintending Engineer, I Circle.
" Examiner, Public Works Accounts, with original estimate for note and transmission to the Superintending Engineer, I Circle.
" Revenue Department.
" Marine Department.

120

1/20

Exd. E. Fernandez.
Spare Copies

IRRIGATION.
ACCOUNT.

Govt. of {1887} Madras.

PUBLIC WORKS.

Dated October, 26th.

Recd.

Encl.

G.O., 26th Oct. 1887, No. 663 I.

OCTOBER.

Steam-tug for the Godavari River

Estimate of Rs. 48,573, for constructing a — at the Kidderpore dockyard, sanctioned.

25th October 1888, Nos. 636, 637 I., Public Works.

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

989

Irrigation.
Account.

Read—the following papers:—

From the Officiating Director of the Indian Marine, to the Chief Engineer for Irrigation, dated Bombay, 3rd September 1888, No. 3172.

Forwarded * to the Chief Engineer for Irrigation, Madras, with reference to correspondence ending with his telegram, dated 21st August 1888, observing that a vessel according to plan and specification enclosed can be built for Rs. 29,500 and completed in about five months from date of order. The office memorandum gives the constructor's remarks on the chief points that were originally laid down regarding the construction of a tug and to which I had specially drawn his attention.

* Specification for a Tug steamer.
Plan for a Tug steamer.
Office memoranda by constructor, Kidderpore dockyard, dated 15th and 29th August 1888.
(To be returned).

2. I would now recommend a fresh start on these plans, and that early orders may be sent to me, if the work is to be taken in hand.

From G. T. WALCH, Esq., Superintending Engineer, I Circle, to the Chief Engineer for Irrigation, dated Dowlaishweram, 22nd September 1888, No. 1725 G.D.

With reference to your No. 1/83, dated 7th September 1888, and enclosures, herewith returned, I have the honor to say that I considered the design and specification for the "tug" suitable and I trust she may be put in hand and supplied soon.

2. I would, however, suggest for *decision by the Indian Marine Department*, whether considering the rough work the "tug" will have to do and the fact (mentioned in para. 10 of my remarks on the former design) that she "will be liable 'to take the ground' on sand banks occasionally," it will not be advisable to make her "bottom plating" somewhat thicker than the $\frac{1}{4}''$ and $\frac{3}{16}''$ provided in the specification; such extra thickness might be given without appreciably increasing her draught if the 14′ of the "breadth moulded" in the design be increased to 14′ 6″, which will be unobjectionable.

3. The "tug" should be completed in the dockyard and sent down to Cocanada under steam, as were the two much smaller launches supplied from the dockyard in 1878-79. The safest time for steaming down is between 1st January and end of March.

4. At Cocanada the paddle boxes, &c., would have to be taken off and total width *over all* reduced to *under* * 20′ as she would have to be towed up through the canal with locks only 20′ wide; at Dowlaishweram where she enters the river, the paddle boxes, &c., would be put on again.

* Requires particular attention.

No. 155 I.

Submitted to Government.

2. The amount of Rs. 29,500, as estimated by the Director of Indian Marine, is for the mere construction of the tug. There will, however, be considerable expenditure incurred in transporting her, when complete, to Dowlaishweram, and to meet the cost

130

180

of such transport it is recommended that Rs. 1,500 be added to the above estimate. In para. 2 of their letter, communicated with G.O., No. 2801 W., dated 10th September 1888, the Government of India in the Marine Department state with reference to the rules communicated in Marine Department No. 10 P.T., dated 4th June 1877, that after the details of construction of the tug have been settled, the matter should be submitted to them for final orders with information regarding cost and intended employment of the vessel, source from which cost is to be met, and any other particulars which will enable them to judge of the necessity for the vessel. With reference to this request it should be noted that the Government of India decided in their Public Works Department letter No. 194 A. I., dated 27th July 1877, communicated with G.O., No. 252 I., dated 27th August 1877, that their Financial resolution, No. 3665, dated 31st October 1876, printed with G.O., No. 1175, P. W D., dated 5th April 1877, on the subject of the control of steamers and other vessels by the Military (Marine) Department was not intended to apply to the floating plant required for irrigation works, although the Marine Department should, as a rule, be referred to for advice in regard to the construction of vessels required for such works. The construction of the tug, which is required for the Godávari delta, may, therefore, be sanctioned by this Government. As owing to a misunderstanding the commencement of the tug has been delayed rather over one year, orders for her immediate construction should now be given, so that she may without fail be available for work next season. The information required by the Government of India is contained in the note printed with G.O., No. 477 I., dated 8th August 1887, a copy of which was forwarded to them with letter No. 478 I. of the same date. It may here be noted that as the steamer "Thistle" has since ceased to exist, having been dismantled in accordance with the sanction given in the above Government Order, the steam tug is now all the more urgently required. The estimated cost of the tug is to be met from the amount sanctioned for tools and plant in the Godávari delta completion estimates.

CHEPÂK,
15th October 1888.

(Signed) G. T. WALCH,
Acting Chief Engineer for Irrigation.

To the Acting Joint Secretary to Government,
Public Works Department, Irrigation Branch.

ORDER—dated 25th October 1888, No. 636 I., Public Works.

The design for the steam "tug" required for the Godávari delta is approved and her construction in the Marine Dockyard at an estimated cost of Rs. 29,500 is sanctioned. A sum of Rs. 1,500 is also sanctioned to meet the probable expenses for her conveyance to Dowlaishweram when completed, making a total of Rs. 31,000. The estimate, amounting to Rs. 48,573, sanctioned in G.O., No. 663 I., dated 26th October 1887, is cancelled, and the difference of Rs. 17,573 between the present and former estimates will be credited to the balance available to meet unforeseen demands for the Godávari delta under Tools and Plant which will then be increased to Rs. 35,010.

2. This sanction has been registered as No. 122 I. of 1888-89, and classified as shown below—

Capital expenditure on Public Works (not charged against Revenue).
49. Irrigation.
Godávari delta system.
III. Tools and plant.
9. Navigation plant.

	RS.
Constructing a steam tug, Estimate	29,500
Cost of conveyance to Dowlaishweram	1,500
Total ...	31,000

3. Ordered that a copy of these Proceedings be forwarded to the Director of Indian Marine accompanied by the design, specification and official memoranda relating to the tug received from him, with the request that the suggestions contained in para. 2 of the Superintending Engineer's letter may be attended to during the construction of the vessel, and that, on completion, she be despatched to Cocanada under steam, very special attention being given to the remarks made by the Superintending Engineer in para. 4 of his letter.

4. Ordered that the following letter be sent to the Government of India :—

(Here enter No. 637 I., dated 25th October 1888.)

(True Extract.)

(Signed) G. T. WALCH,
Ag. Joint Secy. to Govt., P.W.D.,
Irrigation Branch.

To the Director of the Indian Marine, Bombay, with three enclosures.
" Superintending Engineer, I Circle.
" Chief Engineer for Irrigation.
" Examiner, Public Works Accounts.

LETTER—to the Secretary to the Government of India, Military (Marine) Department, dated Fort St. George, 25th October 1888, No. 637 I.

With reference to your letter No. 884, dated 16th August 1888, I am directed to forward herewith a copy of Proceedings of the Madras Government, No. 636 I., dated 25th October 1888, and to state that the estimate, amounting to Rs. 29,500, for constructing a steam tug for the Godávari delta according to the design received from the Director of Indian Marine, Bombay, has been sanctioned, the cost being met from the completion estimates of the Godávari delta as it is desirable that her construction should be commenced without further delay. I am also to observe that the rules, referred to by the Government of India regarding the control to be exercised over the construction of steamers by the Military (Marine) Department, are stated in their Public Works Department letter, No. 194 A.I., dated 27th July 1877, to be not applicable to vessels required for irrigation works. The note printed with Proceedings of the Madras Government, No. 477 I., dated 8th August 1887, a copy of which was forwarded with letter No. 478 I., of the same date, from this Government, specifies how the vessel is intended to be employed.

(Signed) G. T. WALCH,
Ag. Joint Secy. to Govt., P.W.D.,
Irrigation Branch.

131

137

Exd. W. H. French.
Spare Copies

IRRIGATION.
ACCOUNT.

Govt. of {1888} Madras.

PUBLIC WORKS.

Dated October, 25th.

Recd. Encl.

G.O., 25th Oct. 1888, Nos. 636 I,
637 I.

OCTOBER.

Steam Tug for the Godavari

Forwarding copy of Proceedings approving design for — and sanctioning its construction in the Marine Dockyard at a cost of Rs. 29,500.

909

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

Irrigation.

Read—the following papers :—

From the Officiating Director of the Indian Marine, to the Chief Engineer for Irrigation, dated Bombay, 13th July 1888, No. 2531.

With reference to your letter No. 158, dated 9th July 1888, I beg to inform you that there is only one vessel being built in the Kidderpore dockyard for the Madras Government, and that is the "*ferry steamer*" to ply on the Godávari river. The revised estimates submitted for Rs. 48,573 were for this vessel, and were headed "light draft steel ferry to ply on the Godávari river;" these estimates were intimated to you by telegram on the 2nd September 1887, and accepted by you on the 10th idem. The telegram from Madras Works on the 14th of October accepting estimates for Rs. 48,600 for the Godávari Delta steamer were taken as confirming previous acceptance, and the concluding portion of it as merely a reminder for the detailed estimates for the same vessel, which had been transmitted you through the Government of India. I am calling for the Calcutta file to ascertain where the separate demand for a tug steamer as well comes in, as there is no record of anything of the kind in this office. However, as I am afraid that this confusion in names has caused the misunderstanding and lost time, I think it would be well for you to send me a general idea of the size and style of the tug required, what work she has to do, and what kind of a river she is employed on, and I will at once have plans put in hand for your approval, and if the work is to be done, push it on as rapidly as possible. You might, on receipt of this, wire me the above particulars so as to save further delay. I will write you again on receipt of the papers from Calcutta.

No. 119 I.

Note by the Chief Engineer for Irrigation.

From letter No. 2531, dated 13th July 1888, from the Director of the Indian Marine, it now appears that the tug steamer for the Godávari, referred to in G.O. No. 477 I., dated 8th August 1887, and sanctioned in G.O. No. 663 I., dated 26th October 1887, has not been put in hand, but that the telegram of the 14th October, accepting the estimate of Rs. 48,600 for the Godávari tug steamer was taken as confirming the previous acceptance of the Godávari ferry steamer, and that no action was taken on it. It is much to be regretted that this misunderstanding has occurred.

Ootacamund,
26th July 1888.

(Signed) H. R. MEAD, Colonel, R.E.,
Chief Engineer for Irrigation.

To the Joint Secretary to Government,
Public Works Department, Irrigation Branch.

139

ORDER—dated 7th August 1888, No. 471 I., Public Works.

His Excellency the Right Honorable the Governor in Council regrets to learn that owing to a misunderstanding the tug steamer for the Godávari, sanctioned in G.O. No. 663 I., dated 26th October 1887, has not been put in hand.

2. The enclosures of letter No. 478 I., dated 8th August 1887, will be resubmitted to the Government of India in the Marine Department, with a request that a detailed estimate for the steamer with the modifications of the design suggested may be obtained as soon as possible, and that the work be put in hand.

3. A copy of these Proceedings will be sent to the Director of Indian Marine, with reference to his letter No. 2531, dated 13th July 1888.

4. The following letter will be sent to the Government of India :—

(Here enter No. 472 I., dated 7th August 1888.)

(True Extract.)

(Signed) H. R. MEAD, Colonel, R.E.,
Joint Secy. to Govt., P.W.D.
Irrigation Branch.

To the Superintending Engineer, I Circle.
" Chief Engineer for Irrigation.
" Examiner, Public Works Accounts.

LETTER—to the Secretary to the Government of India, Public Works Department, dated Ootacamund, 7th August 1888, No. 472 I.

In forwarding, herewith, a copy of Proceedings, Madras Government, No. 471 I., dated 7th August 1888, I am directed to inform you that the tug steamer for the Godávari, for which an estimate was applied for in my letter No. 478 I., dated 8th August 1887, is perfectly distinct from the *ferry* steamer now under construction for the Godávari river. The tug is required for towing boats carrying materials for the Delta works and the ferry steamer for passengers, &c., crossing the river at Rajahmundry.

2. In resubmitting the enclosures of my letter No. 478 I., dated 8th August 1887, returned with your memorandum No. 1284, dated 28th September 1887, I am to request that arrangements may be made as soon as possible for furnishing this department with a detailed estimate for the tug steamer, and that the steamer may be put in hand as soon as possible, care being taken that the modifications asked for are carried out.

3. As the steamer will be required early next year, I am to ask that, if possible, it may be delivered at Cocanada before the 1st February 1889.

(Signed) H. R. MEAD, Colonel, R.E.,
Joint Secy. to Govt., P.W.D.,
Irrigation Branch.

ENDORSEMENT—dated 7th August 1888, No. 473 I., Public Works.

Forwarded.

(Signed) H. R. MEAD, Colonel, R.E.,
Joint Secy. to Govt., P.W.D.,
Irrigation Branch.

Exd. F. R. Bantleman.
Spare Copies

909

~~134~~ ~~132~~ A

IRRIGATION.

Govt. of {1888} Madras.

PUBLIC WORKS.

Dated August, 7th.

Recd.

G.O., 7th Aug. 1888, Nos. 471, 472, 473 I.

AUGUST.

Tug steamer for the Godavari

Forwarding copy of Proceedings passing orders on correspondence relative to a misunderstanding with regard to the construction of the —.

9TH OCTOBER 1888, No. 3176 W., PUBLIC WORKS.

909

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

General.
Account.

909

READ—the following paper :—

From G. T. WALCH, Esq., Superintending Engineer, I Circle, to the Chief Engineer for Irrigation, dated Dowlaishweram, 22nd September 1888, No. 1738 G.D.

With reference to the correspondence ending with my No. 723, dated 17th June 1887, I have the honor to inform you that the Rajahmundry "ferry steamer" has now been sent down by the Indian Marine Department and has to be put together at the Public Works Department Workshops, Dowlaishweram, under the immediate direction of an officer of the Indian Marine who has been sent for the purpose.

2. It is quite impossible to now frame an estimate of the work to be done, and I have therefore the honor to request sanction of Government to the outlay in bringing the parts from Cocanada and going on with construction by the workshops without an estimate or previous payment till a somewhat trustworthy estimate can be framed.

No. 88 E.W.

Transferred to the Chief Engineer, Public Works Department, for disposal.

CHEPÂK,
3rd October 1888.
(Signed) H. R. MEAD, Colonel, R.E.,
Chief Engineer for Irrigation.

ORDER—dated 9th October 1888, No. 3176 W., Public Works.

The expenditure incurred in conveying the Godávari ferry steamer from Calcutta to Cocanada, and in putting the parts together at the Dowlaishweram Workshops, will be passed in anticipation of sanction to an estimate.

2. The Superintending Engineer will, as soon as practicable, submit a complete estimate for the steamer, including dockyard and all other charges from commencement to completion of the work.

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

To the Superintending Engineer, I Circle.
" Examiner, Public Works Accounts.
" Revenue Department.

Exd. J. Henricus.
Spare Copies

~~147~~ 138

GENERAL.
ACCOUNT.

Govt. of {1888} Madras.

PUBLIC WORKS.

Dated October, 9th.

Recd.

G.O., 9th Oct. 1888, No. 3176 W.

OCTOBER.

Godavari Ferry Steamer

Expenditure incurred in conveying the — from Calcutta to Cocanada and in putting the parts together at the Dowlaishweram Workshops, passed in anticipation of sanction to an estimate.

9TH OCTOBER 1888, No. 3177 W., PUBLIC WORKS.

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

General.
Account.

909

READ—the following paper:—

From G. T. WALCH, Esq., Superintending Engineer, I Circle, to the Chief Engineer for Irrigation, dated Dowlaishweram, 22nd September 1888, No. 1739 G.D.

I have the honor to forward herewith letter No. 2302, dated 12th September 1888, from office of Examiner, Marine Accounts, Calcutta, and enclosures.

2. I suppose the bills refer to the "*Ferry* steamer" and not the "Tug;" and, if so, I do not know what ought to be done with them.

3. I would point out that if the "Marine Department" still persist in calling the "*Ferry* steamer" the "Tug," confusion will become worse confounded now the "Tug" is really about to be ordered.

No. 89 E.W.

Transferred to the Chief Engineer, Public Works Department, for disposal.

CHEPÂK,
3rd October 1888.

(Signed) H. R. MEAD, Colonel, R.E.,
Chief Engineer for Irrigation.

ORDER—dated 9th October 1888, No. 3177 W., Public Works.

The Superintending Engineer, I Circle, will accept the bill forwarded by the Examiner, Marine Accounts, Calcutta, and adjust the amount against the provision in the Incorporated Local Funds budget for 1888-89, item 37, Canal and Ferry Fund, Tools and Plant (special).

2. The debits already erroneously accepted against the Irrigation tug steamer should be written back to Canal and Ferry funds against the Ferry steamer.

3. With reference to para. 3 of his letter above recorded, the attention of the Superintending Engineer is drawn to his letter No. 573 G.D., dated 22nd May 1888, in which he advised the Examiner, Marine Accounts, to alter the designation of the vessel from "Ferry steamer to ply on the Godávari river" to "Steam tug." He should now explain the mistake to the Examiner, Marine Accounts, in order that future bills may be correctly prepared.

(True Extract.)

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

To the Superintending Engineer, I Circle, with four enclosures.
" Examiner, Public Works Accounts.
" Revenue Department.

Exd. J. Henricus.
Spare Copies

GENERAL.
ACCOUNT.

Govt. of 1888 Madras.

PUBLIC WORKS.

Dated October, 9th.

Recd.

Encl.

G.O., 9th Oct. 1888, No. 3177 W.

OCTOBER.

Godavari Ferry Steamer

Orders on letter from the Superintending Engineer, I Circle, submitting bill from the Examiner, Marine Accounts, Calcutta, for the —.

15TH MARCH 1886, No. 693 W., PUBLIC WORKS.

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

General.
Account.

READ—the following papers:—

Telegram from the Secretary to the Government of India, Public Works Department, Calcutta, to the Secretary to the Government of Madras, Public Works Department, Triplicane, dated 1st March 1886.

Form D, after issue credits, March, shows probable outlay Imperial, Civil, 66,000, Provincial 16,97,000, Local 94,000; but revised estimate shows Imperial 89,000, Provincial 19,26,000, Local 1,61,000; wire if reduction in revised estimate probable.

Office note from D. C. GORDON, Esq., Examiner, Public Works Accounts, dated Madras, 6th March 1886, No. 904.

Your office note, No. 874 C., dated 3rd March 1886.

I herewith forward a statement showing the probable outlay in the current official year as per form D, referred to in Government of India telegram, made up of the booked outlay up to the end of December, with probable outlay in January, February and March, as taken from the divisional form D, and also known liabilities adjustable in the accounts before the close of the year.

2. The probable outlay under "Imperial, Civil Buildings, Roads, &c.," "Provincial" and "Local" amounts to Rs. 65,974, Rs. 16,97,441, and Rs. 94,149, respectively (*vide* figures entered in round numbers in the telegram), and these amounts have, in the statement, been distributed under Works, Establishment, and Tools and Plant, to show that the short outlay is not entirely due to the grant for works not having been utilised.

Imperial, Civil Buildings, Roads, &c.—The total amount of the revised estimate not utilised under this head is Rs. 22,489, of which Rs. 3,737 are on account of establishment and tools and plant. The difference of Rs. 18,752 is principally made up of the items noted in the margin, and information may be obtained from the officers concerned, by wire, whether the amounts should not be surrendered. A reduction in the grant for works will involve a proportionate reduction under Establishment and Tools and Plant.

	RS.
Reserve with the Director-General of Post Office	7,000
Reserve with the Director-General of Telegraphs	3,422
Reserve with Government	862
Unutilised grant for constructing signallers' quarters of the Telegraph Department, Cocanada	6,397
Total ...	17,681

Provincial.—The balance of revised estimate under this head amounts to Rs. 2,65,708, made up of Rs. 1,06,492 under Works, Rs. 61,285 under Establishment, and Rs. 97,931 under Tools and Plant. The balance under Works, exclusive of the amount held in reserve by Government, may be retained for the purpose of meeting supplemental letters of credit that may be applied for in the current month. The balances under Establishment and Tools and Plant, amounting to Rs. 1,59,216, include the sum of Rs. 35,000 surrendered in my office note, No. 895, dated the 3rd instant, and will be required for the purpose of meeting the adjustment referred to in my office note, No. 883, dated the 26th February 1886, which was not included in the preparation of the form D under reference. No surrender will therefore be necessary from the Provincial grant.

Local.—The balance of revised estimate under Local amounts to Rs. 66,438, of which Rs. 60,030 fall under Tools and Plant. This excessive balance is due to the grant of Rs. 60,000 provided in the budget for 1885-86, on account of the "purchase of steamer for the Rajahmundry ferry" not having been utilised, and if this amount is not required in the current official year, as may be ascertained from the Executive Engineer, Godávari Eastern division, by wire, it may be surrendered to Government in the Financial Department.

Telegram from the Superintending Engineer, I Circle, Dowlaishweram, to the Secretary to Government, Public Works Department, dated 10th March 1886.

Owing to rain, materials destroyed; must surrender three thousand of allotment for Cocanada telegraph clerks' quarters.

Telegram from the same officer, dated 12th March 1886.

Your telegram, eleventh. Nothing known about purchase of ferry steamer, Rajahmundry.

Telegram from the same officer, dated 13th March 1886.

Your telegram, eighth, reductions three thousand telegraph quarters. Have wired to Calcutta about ferry boat price.

Order—dated 15th March 1886, No. 693 W., Public Works.

The sum of Rs. 3,000, surrendered by the Superintending Engineer, I Circle, from the grant to the signallers' quarters of the telegraph office at Cocanada, is resumed and replaced at the disposal of the Government of India. Including the cost of establishment and tools and plant, the total amount surrendered will be Rs. 3,720.

2. As there is no likelihood of the steamer for the Rajahmundry ferry being supplied before the close of the official year, the balance, Rs. 59,540, of the grant provided for the purpose in the Incorporated Local Funds budget for 1885-86, will be resumed and replaced at the disposal of the Revenue Department.

3. The following telegram will be sent to the Government of India:—

"Your telegram, 1st March. Revised estimate, Imperial, Civil Buildings, reduced by Rs. 3,720; Rs. 5,000 with the Director-General of Telegraphs may also be reduced with his approval; Local reduced by Rs. 59,540."

(True Extract.)

(Signed) J. SHAW-STEWART, Colonel, R.E.,
Secretary to Govt., P.W.D.

To the Superintending Engineer, I Circle.
" Examiner, Public Works Accounts.
" Director-General of Telegraphs.
" Revenue Department.

Exd. E. Fernandez.
Spare Copies

909

27 ~~27~~

GENERAL.
ACCOUNT.

Govt. of {1886} Madras.

PUBLIC WORKS.

Dated March, 15th.

Recd, *Enc*

G.O., 15th March 1886, No. 693 W

MARCH.

Surrender of Funds

Orders on — by the Superintending Engineer, I Circle.

W. Reg 14 5th Aug 1886

1886. 909

P. W. DEPARTMENT. 27

Current No. 5761

From The S.E. I Circle 909

Enclos.— 7 7

No. 948 G.S.

Dated July 16. 1886

Received " 26. " E.A.

SUBJECT.

Steamer for Rajahm Ferry — Submitting an expression of his opinion regarding the construction of a — 49

DISPOSAL.

Note by E.I. d/4.8.86

No. D. Dated

suggesting that the S.E. I C. be asked to prepare an outline plan shewing dimensions of a steamer to pass the locks and tow a flat with carts &c, and send to the Calcutta dockyard for fresh estimate

with E.d.

1886.

P. W. DEPARTMENT.

Current No. 5761. ~~214~~

From The S. E. I Circle.

909

No. 948 G.D. Enclos.—7

Dated July 16. 1886.

Received " 26 "

SUBJECT.

Steamer for Rajahmundry Ferry. — Submitting an expression of his opinion regarding the construction of ~~the~~

Vide 482 D.

DISPOSAL.

No. 483 D. Dated Augt. 4. 1886.

E.I. ~~50~~

For favour of remarks, with advertence to your office note of 4. 6. 86.

(Sd.) J.S.

482 D 86

4830-4-8-86

Pre / 25 (1) 909

As these letters in reply to an Ooty reference it is proposed to forward it to Ooty for disposal.—

FB
26.7.6

Yes
26/7/86

~~5X~~

5X

CAW
26.7.6

ttation put the

6-27-7-86

Cur 5761.

Steamer for Rajahmundry ferry 26

IoW 909 908

for orders.

Mr Walsh appears to object on several grounds to the design submitted, & if his views be accepted, the plan specification & estimate will have to be recast.

The design apparently follows that of the old Steamer "Godavari", & appears to have been adopted on the strong representation of Col. Montgomerie, embodied in Pros. of 23.9.84. No 2348 W.

Please see also C.E. note of 20.6.86.

The S.E. does not appear to have returned the plan of the proposed steamer.

Ch
3.8.86

ultation with the

909 1886. 27

P. W. DEPARTMENT.

Current No. [illegible]

From The C. E. for I.
909

Enclos.—

No.
Dated June 4. 1886
Received

Subject.

Ferry Steamer to ply on the Godavari. — Sub^ng certain remarks on letter from the Dy. Director, Indian Marine Calcutta sub^ng plan & Est. for the constn of a —

Disposal.

~~53~~ ~~53~~

No. 210 D. Dated June 5 1886

Referred, with advertence to No. 1676 C d/21st October 1885 and previous correspondence to the S.E. I 54 Circle for favour of opinion, after consultation with the

Collector

(Sd.) J.S.S. Ed

No. 193 D dt 4.6.86
& file

To,

The S.E. I Circle

with Est. note & Cur. No. 3703 &

O.S.S. 24/81

188~~6~~6.

P. W. DEPARTMENT. 28

Current No. 3703.
9 D9

From

The Dy. Director, Indian Marine
Calcutta.

ENCLOS.—3
& pl.

No. 531

Dated May 11. 1886

Received " 17 "

SUBJECT.

Ferry Steamer to ply on the river Godavari —

Submitting plan and Est. for the construction of a — & Explaining cause of delay in the preparation of the Estimate

DISPOSAL.

No. 193 D. Dated June 4. 86

To E.S.

~~54~~ 54

With complete file

For favor of scrutiny and remarks

(Sd.) J.S.S.

Desp. 4.6.86.

No 2816 W d/ 25.11.85
~~C No 10281 of 1885~~
No 693 W d/ 15.3.86
" 236 I d/ 30.3.85
" 2753 D d/ 2.12.85
" 1258 C d/ 26.3.86

" 676 E d/ 30.9.85
" 1654 C d/ 19.10.85
" 1655 C d/ 19.10.85
" 1676 C d/ 21.10.85
" 1933 C d/ 23.11.85
1957 C d/ 25.11.85
2160 C d/ 15.12.85
848 D d/ 17.12.85
312 C d/ 23.1.86
086 C d/ 16.2.86
78 C d/ 23.3.86
1355 C d/ 3.4.86
181 W d/ 6.5.86
D d/ 15.4.86

Cav. 193 D - 4 - 6 - 86

No 12 D - 15 - 4 - 86 is the only paper we have here on the subject. I have just learnt that I office sent the whole file to Madras last evening with a Note from Coll Hasted to D.E.I.

909 D.P. 20-5-86

G.A.W.

Kindly see if the file can be obtained from G.E.I. office, if so please send it up with this.

I fancy [illegible] have to send the plan & estimate to C.E.I. for scrutiny before we can recommend it to the Rev. Depart. for acceptance

Ca [illegible]

---

ntending Engineer 1st Circle

3703

CAW (7)

I cannot do anything with this as the file is with the E.I. abroad

FB 18/5/86

He

Please enq if the file can be traced. Otherwise it is written a D memo. about the [illegible]

Lu

---

193 D - 4 - 6 - 86

30

RM 9/5

Please see if you can get the file from I Office

FB 9/09

Herewith the file required -

BR 25-5-86

~~58~~

File completed

25/5

~~56~~

173 D. 4-6-86
32

O.W. 909

It is proposed to forward the Estimate to E. I. for favor of scrutiny and remarks.

909 FB. 909
26. 5. 86.

58

Yes

26/5/86 5/6

Endorsed for W's initials.

FB
26/5/86

3703
35

To W 909

It may be consid desirable to forward to S.E.I for opinion, the accompanying plan & estimate for a steamer for the Rajahmundry Ferry.

If however it be considered sufficient to send the papers to E.I. the pencil endorsement on No 3703 is submitte for approval —

3.6.86

1.6.86

~~60~~ 59

59

31-8-87

504 D 31-8-87

No 39

909

The telegram has been despatched & fair copies of endt. are submitted for signature.

The Hon. has made a remark on the draft.

G.
31/8/87

110

110

ntending Engineer P. Wor

16/4/87

D. 31-8-87 (11) 35 2677

Rajahmundry Ferry Steamer

909

An Est. of the cost of the steamer on the general lines of the design furnished by the S.E., should be obtained from the Govt Dock Yard Calcutta.

The Supt of the Dock Yard should be consulted about the transport of the vessel to Cocanada, in the event of her being built at Calcutta –

The question of the re-movable parts is a most important one, and it will probably be found necessary to obtain the services of some of the foremen or leading hands that have worked on the vessel at Calcutta, to assist in the fitting up, which will amount almost to re-construction

FPB

Mcc
14. 4. 87

The design, after consultation with the S.E. & E.I. is approved. It can now be sent to [illegible] for Est. including cost of conveyance, attention being called to the S.E.'s remarks.

Jdo
15/4/87

5548
10-9-87

Godavari Ferry Steamer
36

For 909

For orders whether the estimate of Rs 48,600 may be approved -

The estimate previously sent amounted to Rs 53,052.

Ch
3/9/87

Carriage & fitting up at Dowlaishweram will have to be added - but apparently the funds can meet proposed expenditure.

Order.

The following telegram will be despatched to Director of the Indian Marine
"Your telegram 2nd. Government Godavari Ferry Steamer, Estimate forty eight thousand and six hundred approved".

183

Joll 113
3/9/87

F C¹ 37

Class D S

INDIAN TELEGRAPH.

Local No. 93

To (Station) Ootacamund

From (Station) Bombay

Words	Day.	Hour.	Minute.	Official Instructions.
32/3	2	14	57 d	909

3 SEP 87
P.W. DEPARTMENT MADRAS

To (Person) Madras

From (Person) Director Works Marine

Godavery steamer revised Estimate with improvements alterations forty eight thousand 600 + hull delivered may and Engines Boilers two months later ordered work commence please wire approval.

114 114

John Rodrigues
for

Recd. from L. N. At Hrs. Mts., By

Sent to L. N. At Hrs. Mts., By

Date 2-9-87

Telegraph Master.

B. [illegible] G P G I S F—No. 397 Tel.—[illegible]

RATES OF CHARGE FOR INLAND TELEGRAMS.

The address (including name of Sender, and name and residence of Addressee) is transmitted free.

		First 8 words.	Each additional word.	
Deferred Message		... 8 Annas	... 1 Anna.	A group of 3, or less figures, is reckoned as one word.
Ordinary	,,	... 1 Rupee	... 2 Annas.	
Urgent	,,	... 2 Rupees	... 4 Annas.	

No charge for delivery within a distance of 5 miles.

38

To W

Godavari Steamers

909

It seems evident from the documents now forwarded by India Marine Dept. with Endt. No. 1284 d/ 28 Sep. 87 that the Director's telegram d/ 2-9-87 was misunderstood. He referred in this telegram to the Irrigation Steamer in connection with which letter No. 478 I d/ 8 Aug. 87 (not found) was written, while his Estimate of Rs 48,600 was accepted under the impression that it was for the Ferry Steamer, the Estimate for which is still awaited. Vide No. 5080/1 d/ 31 Aug. 87.

A telegram to the following effect, to be approved by E.D. will perhaps set matters right.

To
Director Marine Dept
Bombay.

"My telegram 10 September. Revised Estimate of Rs 48600 accepted for Godavari Delta Steamer applied for in my letter 478 I d/ 8 August 1887 to Govt. of India Marine Dept. Estimate for Ferry Steamer promised

---

ntending Engineer 1st Circle

promised in your letter
d/26 August 1887 is still
awaited x Please expedite

C.S.
6-x-

Approved. Let send draft to
for [illegible] & to

Joe
7/10/07

FC 39 909

Class. DS	INDIAN TELEGRAPH.		Local No. 04842
To (Station) Triplicane			From (Station) Bombay
Words. 21-4	Day. 15	Hour. 14	Minute. 4
Official Instruction. Defd			
To (Person) Madras Works			From (Person) Director Of The Indian Marine

Yours 14. Estimate Godavery
Steamer forwarded to Government
India on 13 September

Recorded.

128

123

Recd. from		L. N.	Sent to		L. N.
At	Hrs.	Mts., By	At	Hrs.	Mts., By

Telegraph Master

Date MADRAS 15-10-0.

S. Ellis C. G. T. B. No. 638

P.W. No. 8196/

No. 2727 W. of 14-10-87
- 556 D - - 10-9-87
- 509 C - - 11-2-87
- 2633 W - 27-10-84
- 51 W - 8-1-87
- 505 D - 25-2-87
- 1258 C - 25-3/86
- 114 W - 6-5-86
- 617 D - 6-9-86
- 12 D - 15-4-86
- 193 D - 4-6-86
- 210 D - 5-6-86
- 367 D - 9-7-86
- 483 D - 4-8-86
- 482 D - 4-8-86

C 17-10-87

No. 3545 C of 17-10-87

Recorded.

MCB
17.10.87

17/10/87

S.D. 17/10.

17/10

2727 W of 14-10-87
3545 C of 17-10-87
577 C of 9-2-88

B.H.
1-8-88

909

~~128~~

128

To S.A.W. 9/9

The file about the Godavari Ferry Steamer is returned with thanks - 12/9

The following papers sent to E.I. will come to you with another file regarding the Godavari delta Steam ferry -

36D d/ 22-4-87
357D d/ 19-7-87
508D d/ 31-8-87
556D d/ 10-9-87

12/9

12/9

To S.A.W.

Please send me
the file of Godavari
Ferry steamer which
I returned to you
a few days ago.

Herewith

B.W.
16-7-88

16-7-88

F C³

INDIAN TELEGRAPH.

Local No. 01651

Class. D.S.

To (Station) Madras.

From (Station) Dowlaishweram.

Words.	Day.	Hour.	Minute.
36/3.	6.	11.	50

Official Instruction. Defd.

To (Person) Madras

From (Person) S. E. 1st Circle

Works.

your + telegram second + 2916.C 4-2-88
Send to Cocanada
care of port
officer + bombay marine
also notifies despatch
of machinery for
ferry steamer + which
is ferry steamer
and which is
tug.

~~136~~ 135

135

Recd. from L. N.
At Hrs. Mts., By

Sent to L. N.
At Hrs. Mts., By

Date MADRAS 6-8-88

Telegraph Master.

P.W-Cons 77/64

Recd 7-8-88.

Nos. 2998/2999 C 2/7 Augt 1888

---

al' 150.

No. 11399 D.

47

FROM,

55(G)/17-5-88

Military Accounts Department.

OFFICE OF EXAMINER, MARINE ACCOUNTS,

Calcutta, 8th May 1888.

No. 698

009

FROM
EXAMINER, MARINE ACCOUNTS,

TO The Superintending Engineer
16th Circle Dowlaishweram,
P.W.D., Madras

SIR,

× In forwarding the accompanying one bill on account of marine services and supplies, I have the honour to request that the triplicate copy may be duly countersigned and returned to this office without delay.

× No. 555 for R 12,981-9-7.

I have, &c.,

C A Palmer

Examiner of Marine Accounts.

140

No. 15 E. Mr. A.—30-8-87.—500.

P.W.-Co

45

GpT CN° 26004

M.S. 22/III

909

C

Please let
B take note
of the pencil
remarks, &
then enter them
out before sending
in

Noted M.a 22/3

Co
22/3

Pb Mar 87

4b Removes
& Sketches at 150,

No. 11399. D.
47

FROM,

THE SUPERINTENDING ENGINEER

FIRST CIRCLE.

909

TO,

THE CHIEF ENGINEER P. W. Department
FOR IRRIGATION

908

DOWLAISHWARAM, 21st August 1885.

Desp. 21st August/85

SIR, 908

As directed in G.O. No 2633 W dated 27th October 1884, I have the honor to submit plan and Specification of the Steamer Godavari and her engines.

2 This Steamer which was only guaranteed for 10 years has now been working for nearly twenty and altho she works regularly she cannot be said to be altogether safe and a new ferry boat should be supplied without delay.

I have the honor to be
Sir
Your most obedt. Servt.
P. Montgomerie Lieut Col RE
Superintending Engineer 1st Circle

JK

G.O. No 2794 W. 16.8.83
" " 2348 W. 23.9.84
" " 2348 W / d 23.9.84
" " 2633 W. 27.10.84.

Ordered to be comd with the enclos in original, to the Deputy Director, Indian Marine to whom the following letter will be despatched.

S.E.I.C. ✓
S.E. 2nd C. ✓
Rev. Dept. ✓
D 5/9

To The Deputy Director
Indian Marine
Kidderpore.

Sir,

With reference to para 2 of your No 1668 dd 14th Oct/84 I am directed to forward herewith a plan ~~& estimate~~ specification of the Steamer "Godavari", with the request that you will favor the Govt. of Madras in this Dept. with an estimate for the construction of a similar class of Steamer to ply on the Godavari river

C.S.
28.8.85

31.8.85

C. LWS. 129/8
C. 28.8.85

Desptd
with 2 Enclos
5/9

Nek 7532

FROM,

THE SUPERINTENDING ENGINEER
FIRST CIRCLE.

(9)

TO,

THE CHIEF ENGINEER
~~FOR IRRIGATION.~~
P.W. Department
Madras

DATED 21st
DESPATCHED 21st August 1885.
RECEIVED 28

No. 1139 D

ENCLOSURES. Two (1 plan)

No 2059 / 2060 W, 4-9-85

Steamer Godavari & her Engines.

Submits plan & Specification of the —

No. 359 909

After having carefully examined the accompanying sketch and papers regarding the construction of a new steamer for the Godavari Ferry begs to state that the drawing and specification sent to this Office are too meagre for preparing a correct Estimate for the class of boat required.

Since the authorities at Rajahmundry are satisfied with the working of the present Steamer "Godavari" it would be advisable to depute Mr. Cautopher the Draughtsman of this Office to visit Rajahmundry without any further delay, and there prepare detailed working drawings of the Hull, Engines, Boilers and Fittings of the present "Godavari" with any alterations and improvement that might be considered necessary after consultation with the proper authorities there. — A proper Estimate in detail could then be prepared and forwarded for sanction.

8

G 909

A Steamer similar to the present "Godavari" could be constructed in this Dockyard & after detailed drawings have been made out but would suggest that plain steel sheets be substituted for the galvanized sheets in the construction of the Hull as the latter could not be properly manipulated by the Workmen here. In-formation also as to whether the Veſsel would have to be completely finished in this Dockyard, or to be taken to pieces re-erected at Rajahmundry and by whom, is also to be furnished to this Office.

Previous papers herewith returned and sketch retained in this office for further reference.

Forwarded to the Chief Builder

21st September 1885} Sd/ J. Ferguson

Offg: Inspector of Machinery

I. G. Dockyard.

rd [illegible] 26/85

No. 1496

I. G. Dockyard

909 Calcutta, 25th September 1885

Copy of the foregoing forwarded to the Under Secretary to the Government of Madras, Public Works Department, with reference to his No. 2060 W dated 4th September 1885 and in continuation of this office telegram* of the 24th September 1885.

*With [illegible] copy. 28/9/5

C. D. Farrow.
Captain, I. M.

Dy: Director, Indian Marine

909

10

CO

Copy forwarded to the Revenue Dept for information in continuation of No 676 E dated 30th September 1885, a reply to which is awaited.

2. This report will be communicated to the Supply Engineer I Circle, with advertence to G.O. No 2059 W dated 4th Septr 1885, for remarks on the suggestion to substitute plain steel for galvanised sheets in the construction of the hull, and for reply to the question whether the vessel should be completed finished at the dockyard or be taken to pieces and reerected at Rajahmundry.

Rev Dept

Regr I Circle

2. 10. 85

desp'd 3/10/85

Q. 30. 9. 85.

(10) Ack 8526

No 30/9/85.

No 2294 W d/ 16. 8. 83.
" 2348 W d/ 23. 9. 84
" 2348 W/A d/ 23. 9. 84
" 2633 W d/ 27. 10. 84
" 2059. 60 W d/ 4. 9. 85
" 676 E d/ 30. 9. 85

With disposal

57

No 7-909

REVENUE DEPARTMENT.

PROCEEDINGS OF THE MADRAS GOVERNMENT.

Read the following papers:-

1. Endorsement of the Public Works Department, dated 29th September 1885, No 676 E, referring, for report, telegram from the Director of Indian Marine regarding deputation of a dockyard draftsman to take plans and specifications of the Old Steamer 'Godavari' and enquiring whether this Department is prepared to accept the cost of the draftsman's travelling expenses &c as a charge against the proposed new Steamer for the Godavari;

2. Endorsement of the Public Works Department dated 3rd October 1885, No 691 E, forwarding with remarks copy of note from the Deputy Director of Indian Marine, Calcutta, regarding the construction of a boat for the Godavari ferry.

—

Order thereon, 3rd October 1885, No 1133.

The enquiry of the Public Works Department will be answered in the affirmative.

(True Extract)

W. Wilson
Secy to Govt.

To the Public Works Department &c
" Board of Revenue.

GR

G.O. 2294 W d/ 16.8.83
" 2348 W d/ 23.9.84
" 2348 W d/ 23.9.84
A
" 2633 W d/ 27.10.84
" 2059-60 W d/ 4.9.85
Endt. 676 E d/ 30.9.85
" 691 E d/ 3.10.85

W.a. Mc [illegible] 923
7/10/85

D. 9/10/85

7 OCT 85

Regd 9/10

6/

53

Despd

P.W.D.

909 Telegram 909

To the Dir. Indian Marine
Calcutta

Your message twenty-fourth — Send dockyard draftsman to Rajahmundry. Expenses will be paid.

7.10.85

Telegram despd
7/10/85

C.

54

Ch

No. 1620

I. G. DOCKYARD,

Kidderpore, 12 October 1885.

909

TO

THE Master Attendant,
Madras

SIR,

At the request of the Under Secretary to the Government of Madras, Public Works Department, Mr. J. A. Cantopher, Mechanical Draftsma of this Yard is proceeding to Godavari District. He leaves Calcutta by the next steamer for Madras. I have therefore the honor to request you will be good enough to provide Mr. Cantopher with Railway Warrant, &ca, to reach his destination and to return to Calcutta after completion of the duty to which he has been deputed.

I have &ca
Sd/. G. O'B. Carew
Captn. In.
Dy: Director, Indian Marine

15

(Copy)

Head Assistant
Office of the Dy: Director, Indian Marine

P.W. E.1/3063/85.

56

Dockyard Order & 909 I.G. Dockyard,

No. 197. Calcutta 12th October 1885.

Mr. James Aloysius Cantopher, Draftsman of the Yard is directed to proceed to Madras, Godavari District, to consult local officials with a view to designs and Estimates being prepared for steamers required as Ferry Boats on the Godavari river.

Accountant Dockyard will advance Mr. Cantopher Rs 150/- for Contingent expenses, passage Tickets, &ca, being provided from this Office.

On arrival at Madras Mr. Cantopher will report himself to the Secretary Government of Madras, Public Works Department for further instructions.

17

P.T.O.

No 1621 989 The 12 October 1885

Copy of the foregoing with copy of letter to the (Port Officer) Master Attendant, Madras, forwarded for information with reference to his office Communications Nos 2348 W and 2059/2060 W dated the 23rd September 1884 and 4th September 1885 respectively 989

+ Ooty No 6766 + 30-9-85 –

G. D. D. Carew
Captn, I.M.
Dy: Director, Indian Marine

To
The Secretary to the
Government of Madras
Public Works Department

676 E " 30 · 9 · 85
728 E d/. 7 · 10 · 85

2294 W. 16 · 8 · 83
2348 W 23 · 9 · 84
2348 W / A 23 · 9 · 84

J. W. C. No. 9069

Recd. 19 Octr. 85.
E-1.

56

No. 1654 C d/. 19th October 1885

PUBLIC WORKS DEPARTMENT.

No. 1654 C.

MEMORANDUM.

909

1409

THE Master Attendant, Madras, is requested to arrange for passage~~s~~, as shown below, by the Steamer leaving Madras for Cocanada on the 21st October 1885.

First Class

Mr. J A Christopher – of Calcutta Dockyard

One servant. Deck

Sd/ A J F Major, R.E.,
Under Secy. to Govt., P.W.D.

CHEPAUK,
19th Octr 1885.

To
The Master Attendant,
Madras.

Copy to Mr. Christopher for information –

Desp 19/10/85

19

19

J.W. Ea 9069.

No 1654 C of 19th October 1885

Id 22/10

P.W.D.

Deferred

Telegram 909

909

To the S. E. I Circle
Dowlaishweram

My 691 E of third instant.

Mr Cantopher, Calcutta dockyard draftsman leaves for Coconada by steamer on twenty first.

Ctt

Oct. 20. 1885

Defer 20/10.

20

20

Cu

C/

No 1676 Ca, 21st October 18

P. W. D.

Memo

909 909

Pros. Rev. Dept. No 1133 of 3 Octr 1885.
Telegram to the Dir: Indian Marine No 728 E of 7.10.8
Endt from —— do —— No 1621 of 12.10.85
Memo. to the Master Attendant No 1655 C of 19.10.85

Copy of the above forwarded to the S. E. I Circle for information, in continuation of this office No 691 E of 3rd October 1885.

2. It will be noted that Mr Cantopher's travelling expenses will form a charge against the proposed new steamer. 21

21

To the S. E. I Circle

Despd 21.10.85. Cu

No. 1655 Ca/19-10-85.
" 1654 Ca/ do ——
" 728 E a/7-10-85
" 691 E a/3-10-85
" 676 E a/30-9-85
G.O. $\frac{B\ 2059}{A\ 2060}$ W a/4-9-85
" 2633 W a/27-10-84.
" $\frac{2348}{A}$ W a/23-9-84
" 2348 W a/23-9-84
" 2294 W a/16-8-83.

91
23/11

No. 1676 Ca/21-10-85

---

909 62
909 Rvd

909 41

Coll. 71,S

INDIAN TELEGRAPH.

L. No. 06142

To (Station) Madras

From (Station) Garden Reach

Words.	Day.	Hour.	Minute	Official Instruction.
18	21	11	52	defd

To (Person) Chief Secretary

From (Person) Marine East Calcutta

When may I expect Mr. Cantopher draftsman [illegible] of this department back.

Office

What?

Shap plan

4/21-11-85

22

Recd. from
at Hrs. L. N. Mts., By
Sent to
at Hrs. L. N. Mts., By
Date
Telegraph Master.

MADRAS 21-11-85

B. Ein., G P G 15 F—No 653—35,10,000—1-4-84.

No. 1655 C d/ 19-10-85
" 1654 C d/ to ——
" 728 E d/ 7-10-85

62

909

Deferred

Rcd.

No. 1933 C d/ 23rd November/85

Telegram

To the Supdg Engr I Circle
Dowlaishweram

When will Mr Cantopher, marine draftsman, be ~~free~~ free to return Calcutta.
Wire reply.

23-11-85

Despd. 23/11/85

24

Cn

No. 1676 C d/ 21-10-85
" 1655 C d/ 14-10-85
" 1654 C d/ do
" 728 E d/ 7-10-85
" 691 E d/ 3-10-85
" 676 E d/ 30-9-85
G.O. B/2059/2060 W d/ 4-9-85
G.O. A/2633 W d/ 27-10-84
" 2348/A W d/ 13-9-84
" 2348 W d/ do
" 2294 W d/ 16-8-83

Replied to
C. Eu. 10197 - 25/11/85

24/11

No. 1933 C d/ 23-11-85

909

23

[0] Public CURRENT NO.

Fuel. 1017

From G. S., Mily (Marine) Dt.

No. 1992

Transferred to the
P. W. Departt.

Fort St. George
23rd Nov/85

H A Stuart
Ag. Offg. Secretary

No. 1933 Cay 23-11-85

No.

Dated 21st Nov/85

Received 24 Nov 23

Enclosures 1

SUBJECT.

Enquiry when Mr. Cantopher, draftsman, may be expected

For Transferred

---

909 66

909 64

06923

INDIAN TELEGRAPH.

Class. D S	
To (Station) Madras	From (Station) Dowlaishweram

Words	Day	Hour	Minute	Official Instruction
16/3	24	12	15	defd

To (Person) Madras Works	From (Person) Supr Engineer 1st Circle

Mr Cantopher left for Calcutta a fortnight ago

25

Recd. from		L. N.	Sent to		L. N.
At	Hrs.	Mts., By	At	Hrs.	Mts., By

Date MADRAS 24-11-85 Telegraph Master

B. Hills, C P|G I S F—No. 581—4,00,000—6-5-85

[o] Public CURRENT No

Incl. 10197

No. 1933 Ca 23-11-85
" 1976 Ca 21-10-85
" 1655 Ca 19-10-85
" 1654 Ca Do
" 728 E a 17-10-85
" 691 E a 13-10-85
" 676 E a 30-9-85
G.O. $\frac{2059}{2060}$ B/A W a 4-8-85
" 2633 W a 27-10-84
" $\frac{2348}{A}$ W a 23-9-84
" 2348 W a Do
" 2294 W a 16-8-83

No. 1957 Ca 25 Nov 85
Recd 25/11/85

25 11

Deferred
Deferred

Telegram
Telegram

To
To Marine East
Marine East
Calcutta
Calcutta

Mr Cantopher
left Godavari for
Mr Cantopher
left Godavari
Calcutta a fortnight
for Calcutta
ago
fortnight ago

Despd 25/11/85
25/11/85

25.11.85

No. 1258 Ca 26 Mar 86 PWD

909 66

909 65

FC

Class. DS	INDIAN TELEGRAPH.	Local No. 07859

To (Station)				From (Station)
Madras				Dowlaishweram
Words.	Day.	Hour.	Minute.	Official Instruction.
40 . 3	24	14	45	defd.
To (Person)				From (Person)
Madras Works.				Suptg Engr 1st Circle

"Your Telegram anent steam
"ferry boat director marine
"department wires boat not
"commenced no orders given
"Estimate forty five thousand"
"five hundred fifty three"
"what should be done
"now please wire orders

28

Recd. from
At Hrs. L. N. Mts., By
Sent to
At Hrs. L. N. Mts., By
Date
Telegraph Master

MADRAS 24-3-86

[o] Public CURRENT NO

No. 1233 C 23-11-85

Publ. 2320

Rd 25/3/86

25 MAR 86

Rd 1258 Ca/ 26-3-86

No 909 1258 Ca/ 26th March/86 PWd

66

Deferred

Telegram

I

To the Supdg Engr III Circle

Dowlaishweram

Your telegram twenty-fourth + Refer Director Indian Marine to this office letter 2060 W of fourth Sept. 1885, and ask that detailed estimate may be forwarded without delay.

Telegram Despatched 26-3-86

25/3/86

26.3.86

29

Cr

No. 1178 C a/ 23-3-86
" 1086 C a/ 16-3-86
G.O. A/ 693 W a/ 15-3-86
No. 312 C a/ 23-1-86
" 2848 B a/ 17-12-85
27538/44/12/85 " 2160 C a/ 15-12-85
G.O. Rev 12-11-85 No. 1281-
G.O. A/ 2816 W a/ 25-11-85
No. 1957 C a/ 25-11-85
" 1933 C a/ 23-11-85
" 1676 C a/ 21-10-85
" 1655 C a/ 19-10-85
" 1654 C a/ do
" 728 E a/ 7-10-85
" 691 E d/ 3-10-85
" 676 E a/ 30-9-85
G.O. B/ 2059/2060 W a/ 4-9-85
G.O. A/ 336 I d/ 30-3-85
" 2633 W a/ 27-10-84
" 2348/A W d/ 23-9-84
" 2348 W a/ do
" 2294 W d/ 16-8-83

Refer Director Indian
Marine to this Office
letter 2060 W of [illegible]
Sept 85, and note
that detailed [illegible]
may be furnished
without delay

No. 1258 C a/ 26th March 86

Treasury Account DEPARTMENT.

904 Gi 9 67

Fort St. George,
Accountant-General's Office,
18 January 1886.

No. 125.

From
H. F. Clogstoun Esqre. 909
ACCOUNTANT-GENERAL
TO THE GOVERNMENT OF MADRAS,

To
THE Secretary to Government,
Public Works Department,
Chepauk.

SIR,

With reference to your endorsement No. 2160 C dated the 15th Ultimo transferring to the Revenue Department for the necessary action letter from the Dy. Director, Indian Marine, No. 2450 dated 8th Idem, forwarding a claim of Rs. 214.6 " from Mr. J. A. Cantopher, I have the honor to request that you will be so good as to furnish me with any papers bearing on Mr. J. A. Cantopher's deputation to Rajahmundry which may have been sent from Calcutta, in order that I may be in a position to scrutinize the claim as required by Government in the Revenue Department.

I have the honor to be
Sir
your obedient Servant

H F Clogstoun
Accountt. General.

30

50

P.W.C. No 462

(1886) DEPARTMENT.

From

THE ACCOUNTANT-GENERAL,
Madras,

19 JAN 86

To

THE Secretary to Government
Public Works Department
Chepak

No. 125

Dated 18 } January 1886.
Received }

No.

Subject.

Requests to be furnished with the papers bearing on Mr J. A. Cantopher's deputation to Rajahmundry.

No: 312 C d/ 23rd Jany/86

The enclosed file of original papers is forwarded for perusal, & favor of return.

D. Mr. Campbell
Capt R.E.
Under Secy to Govt
P.W.D.

22.1

To the Acct. General.
Madras.

Endorsed

71

No. 2450
1st R.

69 909

Indian Government Dockyard,
Calcutta, the 11 March 1886.

To The Secretary to Government of Madras
P. W. Department

Requests early attention and reply to this Office communication No. 2450 dated 8th December 1886

SUBJECT:

Mr. Cantopher's claim for Rupees 214-4-. for deputation allowance -

32

13 MAR 86

Captain, I. M.,
Depy. Director of the Indian Marine.

Government of India Central Printing Office.—No. 7 D. I. Mar.—29-9-85.—500.

Desp 23.3.86.

20.3

Incl. 2032

Red 2/86
2148/86

Red 16/3/86

16 MAR 86

Chepauk
16th March/86

No. 1086 C

Forwarded to the Accountant-General with request that the papers forwarded with this Office No. 312 C d/ 23-1-86 may be returned at very early con-venience

May

F. W. E. Campbell
Under Secy to Govt.

Sent back the papers borrowed

to the Acct. General.
Madras.

70

TREASURY ACCOUNT DEPARTMENT.

2/ EnclosureS
Papers bearing on M. J. A. Cantopher's deputation to Rajahmundry

No. A. B. V. / D 17 909

Fort St. George,
Accountant-General's Office,
18th March 1886.

19 MAR 86

FROM THE ACCOUNTANT-GENERAL
TO THE GOVERNMENT OF MADRAS,

TO THE Under Secretary to Govt.
Public Works Dept:
Chepák

909

W. Donald
Dy: Acct. Genl:

~~(By Order)~~

~~General Superintendent.~~

A. B. V. 33

Desp. 23-3-86.

20.3.86

Acct. 2128

Recd 19/3/86.

No. 1178 Cap 13-3-86

Madras.

71

No. 1178 Cap 23rd March/86 P.W.D.

909

Memo.

The undersigned has the honor to inquire what action has been taken on this office No 2160 C, dated 15th Decr 1885, relative to the travelling expenses of Mr J. A. Cantopher, Calcutta Dockyard draftsman – The Director of the Indian Marine has asked for an early reply to his letter on the subject, No 2450 dated 8th Dec 1885.

34

20/3/86

To The Rev. Dept.

Despd 23.3.86

20.3.

No. 1086 Ca/ 16-3-86
" 312 Ca/ 23-1-86
" 2848 Da/ 17-12-85
" 2160 Ca/ 15-12-85
G.O. Rev: 17-11-85 No. 1281
G.O. A 2816 Wa/ 25-11-85
No. 1957 Ca/ 25-11-85
" 1933 Ca/ 23-11-85
" 1676 Ca/ 21-10-85
" 1655 Ca/ 19-10-85
" 1654 Ca/ do
" 728 Ea/ 7-10-85
" 691 Ea/ 3-10-85
" 676 Ea/ 30-9-85
G.O. $\frac{2059}{2060}$ Wa/ 14-9-85
G.O. A 336 Ia/ 30-3-85
" 2633 Wa/ 27-10-83
" $\frac{2348}{A}$ Wa/ 23-9-83
" 2348 Wa/ do
" 2294 Wa/ 16-8-83

No. 1178 Ca/ 23-3-86

72

9 D/

Revenue Department.

PROCEEDINGS OF THE MADRAS GOVERNMENT.

G D/ READ the following letter from the Acct. Genl. d/ 15th March 1886, No. 738:

With reference to your Endt. No. 108 d/ 5th January 1886 and in continuation of my letter No. 388 dated the 6th February 1886, I have the honor to forward copy of letter No. 3,900 dated the 22nd idem from the Examiner of Marine Accounts, Calcutta, to whom the bill of Mr. J. A. Cantopher for Rs. 214-4-0 was referred by the Accountant General, Bengal, his pay being subject to the audit of the Examiner, from which it will be seen that Mr. Cantopher is entitled to Rs. 67-4-0 and to such deputation allowance as may be sanctioned by Government. The amount of this Deputation allowance per mensem should

should not, under Section 57 clause (d) Rule V of the Pay and Acting Allowance Code, exceed 1/5 of his actual pay.

2. The papers received are herewith returned.

ASSISTANT TO GOVERNMENT · 1 APL 86 · DEPARTMENT

Order thereon, 22nd March 1886, No 1850

The Accountant General is requested to state for what period Mr Cantopher is entitled to deputation allowance. It is observed that he claims it from 13th October to 24th November 1885, i.e., for a month and 12 days.

(True Extract)
(Signed) J. F. Price,
Ag. Secy. to Govt.
(True Copy)

Fredrick Price
Ag. Secy. to Govt.

909

Revenue Department.

PROCEEDINGS OF THE MADRAS GOVERNMENT.

READ Memo: from the P.W. Dept. dy 23rd March 1886, No 1178 C enquiring what action has been taken in regard to the travelling expenses of Mr J. A. Cantopher, Calcutta Dockyard draftsman.

Order thereon, 29th March 1886, No 2001.

The matter is still under reference to the Accountant General.

2. Copy of Mis. G.O. dated 22nd March 1886, No 1850 will be communicated to the Public Works Department.

(True Extract)

29 36

Fredrick Price
Ag. Secy. to Govt.

To the P.W.D. with copy of Mis. G.O. No 1850/86.

P.W. 2548

Rec 1/4/86

No. 1355 dd/ 3-4-1886

No. 1355 dd 3rd April 1886

P.W.D.

909

To the Director Indian Marine
Calcutta

Sir,

In reply to your reminder No $\frac{2450}{1R}$ of 11th March 1886, I am directed to state that the claim on account of the travelling & deputation allowance of Mr Cantopher, dockyard draftsman, is under adjustment by the Accountant General Madras.

37

~~38~~ 37

1/4/86

1·4·86

Despd 3-4-8

No. 1258 C d/ 26-3-86
" 1178 C d/ 16-3-86
" 1086 C d/ 16-3-86
G.O A No. 693 W d/ 15-3-86
No. 312 C d/ 23-1-86
" 2848 D d/ 17-12-85
" 2160 C d/ 15-12-85
" 2753 D d/ 4-12-85
G.O. 1281 " 17-11-85
G.O A No. 2816 W d/ 25-11-85
No. 1957 C - 25-11-85
- 1933 C - 23-11-85
1676 C - 21-10-85
1655 C - 19-10-85
1654 C - " -
728 E - 7-10-85
691 E - 3-10-85
676 E - 30-9-85
G.O $\frac{A\ 2059}{2060}$ W d/ 4-9-85
G.O. A 336 J d/ 30-3-85
- 2633 W - 27-10-84
- $\frac{2348}{A}$ W - 23-9-84
- 2348 W - do
2294 W - 16-8-83

---

909 75

PROCEEDINGS OF THE MADRAS GOVERNMENT.

READ the following:-

1. Letter from the Accountant General, dated 1st April 1886, No. 930.

With reference to the Proceedings of Government No. 1850 Rev: dated the 22nd March 1886, I have the honor to state that Mr. Cantopher may be granted, under Section 57 C. V. Pay and Acting allowance Code, a deputation allowance for the whole period claimed by him, viz: from 13th October to 24th November 1885, at a rate not exceeding one-fifth of his pay during the above period. The amount of his pay is not known to this office.

---

2. Telegram from the Marine Department, East Calcutta, dated 6th April 1886.

J. A. Cantopher draws actual pay two hundred thirty Rupees per month.

---

38 **Order thereon, 16th April 1886, No. 2339.** 38

The Government are pleased to grant

Mr.

Mr. Cantopher deputation allowance at 1/5th of his actual pay of Rs 230 per mensem for the period he was on the special duty, i.e. from 13th October 1885 to 24th November 1885 inclusive, in addition to travelling allowance specified below:-

	Rs. a. P.
Daily allowance for 10 days at Rs 2-8-„ per diem calculated on his maximum pay of Rs 250	25-„-„
Actual expenses as charged in his bill	42-4-„
	Rs 67-4-„

2. The Accountant General will arrange for the amount of the allowance sanctioned, being paid to Mr. Cantopher at the Treasury nearest to his place of employment.

(True Extract)

Ag: Secy: to Govt:-

To the Public Works Department.
„ Accountant General with bill.

(3)

2 APL 86
PUBLIC WORKS DEPARTMENT

A.G. 84/4
Resubmitted to Ex 20.1.86

76

Ex Railways

B/

PUBLIC WORKS DEPARTMENT.

PROCEEDINGS OF THE MADRAS GOVERNMENT.

READ the following

909

Pros: of Govt: in the Revenue Dept: H.G. No. 2339 d/ 16th April /86.

Communicated to the Director of Indian Marine, Calcutta in continuation of this departments No. 1355.C d/ 3rd April 1886.

23/4/86

39

39

40

3.5.86

Dr. of Indian Marine, Calcutta
Ex: P.W. Accts:
7/5/86

909

G.O. No 2294 W 16.8.83
" " 2348 W 23.9.84
" " 2348 W / A. 23.9.84
" " 2683 W 27.10.84
" " 336 J. 30.3.85
" " 2059 W / 2060 W 4.9.85
No 6766. 30.9.85
" 6916. 3.10.85
" 7286. 7.10.85
" 1654 C / 1655 C 19.10.85
" 1676 C. 21.10.85
" 1933 C. 23.11.85
" 1957 C. 26.11.85
G.O. 2816 W 25.11.85 Engl.
No 2753 D. 4.12.85
" 2160 C. 15.12.85
" 2848 D 17.12.85
G.O. 693 W 15.3.86
No 312 C. 23.1.86
" 1086 C. 16.3.86
" 1178 C. 23.3.86
" 1258 C. 26.3.86
" 1355 C. 3.4.86

G.O.

29

G-29.4.86

(3)

No. 1141 W of 6th May 1886

Entered

77

Revenue Department.

PROCEEDINGS OF THE MADRAS GOVERNMENT.

909

READ Proceedings of the Board of Revenue dated 9th August 1886, Mis. No. 5943 submitting to Government report from the Sub Collector of the Godavari District regarding the complaint made in the Vivékavardhani of Rajahmundry in connection with the working of the Ferry Steamer.

Order thereon, 6th September 1886, No. 5288

Recorded.

2. The Public Works Department will be requested to expedite the plans and estimates for the new steamer which is urgently needed.

(True Extract)

Secy. to Govt.

41

To The Board of Revenue
with ...
" Public Depart.
" Public Works Dept.

S. E.H. Co. No. 6...

7/9/86

D Communicated, in continuation of No. 602 D d/ 2d Septr. 1886, to the S.E.I Circle for favor of very early attention.

7.9.86

Desp. 7.9.86

2 SEP 86

No. 1358 C d/ 26.3.86 No. 483 D d/ 4.8.86.
" 1141 W d/ 6.5.86. " 482 D d/ 4.8.86.
" 617 D d/ 6.9.86. " 491 D d/ 5.8.86
" 2633 W d/ 27.10.84 " 521 D d/ 11.8.86
" 2142 W d/ 26.5.86 " 602 D d/ 2.9.86.
" 12 D d/ 15.4.86
" 193 D d/ 4.6.86

S.E.I Circle

No. 210 D d/ 5.6.86.
" 367 D d/ 9.7.86

O.H. 23/9.

Desp. 7.9.86

With order

T8

907

907

Proceedings of the Board of Revenue,

Dated 24th September 1886.

No. 3919 Routine

READ the following letter from the Acting Collector of Godavari District to the Secretary to the Board of Revenue Madras dated 14th September 1886. No. 394.

With reference to the Proceedings of the Board of Revenue Miscellaneous No. 6624 dated the 4th Instant, I have the honor to request that you will be so good as to return the estimate sent with my letter No. 304 dated the 2nd ultimo as requested therein.

Resolution

Transferred to the Secretary to Govt. (P.W.D) for favor of compliance with reference to Mis. G.O. Revenue Department No. 5138 dated 27th August 1886.

(True copy & extract)

43

42

42

Ag. Secretary

To The Secretary to Govt. P.W.D.
Copy to the Collector of Godavari

1655 C d/ ... do
1654 C d/19 do
676 E d/30 Sep. 85
1258 C d/26-3-86
728 E d/7-Oct. 85
691 E d/3 Oct. 85
2059/2060 W d/4-9-85
2633 W d/27 Oct. 84

836 B d/30-3-86
693 W d/15-3-86
2816 W d/25 Novr 85

No 33 58 C d/ 29-9-86

With advertence to the Rev. Boards Resolution No 3909 d/ 24th Septr 1886, the undersigned has the honor to state that the plans and estimates for the proposed new ferry steamer for the Godavari are with the Supg: Engr I Circle & to suggest that the Collector be instructed to apply to that officer for the documents.

27/9/86

BM/29/9/86 Jn 27/9/86

The Secy to the Board of Revenue } 5

Despd 29.9.86

No 40 JD

1886.
Board of Revenue,
MADRAS.

To

The Secretary to Government
Public Works
Department

SECRETARY TO GOVERNMENT P.W. DEPARTMENT 25 SEP 86

No 3358 C d/ 29-9-86
Recd: 27.9.86

Proceedings, dated 24th September 1886.
No. 3909 Routine

Subject.

Transferring to Govt P.W.D. for compliance letter from the Collr of Godavari requesting the return of the estimate for a Steamer

628 B d/7 Sept. 1886
602 B d/2 Sept. 1886
521 B d/11 Aug. 1886
491 B d/5 Aug. 1886
482 B d/4 Aug. 1886
483 B d/4 Aug. 1886
367 B d/9 July 1886
210 B d/5 June 1886
193 B d/4 June 1886
12 B d/15 April 1886
2142 W d/26-8-86
2633 W d/27 Oct. 84
2348/A W d/23 Sep. 84

2348 W d/23 Sep. 84
2294 W d/16 Aug. 83
617 B d/6 Sep. 86
1141 W d/6 May 86
1355 C d/3-4-86
1178 C d/23-3-86
1086 C d/16-3-86
312 C d/23-1-86
2848 B d/17-12-85
2160 C d/15-12-85
2753 B d/4-12-85
1957 C d/25-11-85
1933 C d/23-11-85
1676 C d/21-10-85

88

NO. 445

GODAVARI DISTRICT,
COLLECTOR'S OFFICE COCANADA,
14th October 1886.
Des 19/10/86

909

From

W. A. Happell Esq.
Collector, Godavari District.

909

To

The Secretary to the Board of Revenue,
Madras.

Sir,

Referring to Board's Proceedings Miscellaneous No 7333 dated 2nd Instant, I have the honor to state that I applied for the return of the Estimate for repairs to the Ferry Steamer forwarded with my letter No 304 dated 4th August 1886 and not of the plan and Estimate for the proposed new Steamer.

I have the honor to be
Sir,
Your most obedient Servant
W A Happell
Collector.

4H

4H

4H

909

Fil
Ph. 8743/

Proceedings of the Board of Revenue.

Dated 8th November 1886.

No. 4642 Routine

READ letter from the Collector of Godavari, dated 14th October 1886, No: 445.

Resolution

Transferred to the Secretary to Government P. W. D., for favor of compliance, in continuation of Boards' Proceedings, dated 24th September 1886, No: 3909, Routine Series.

7520

(True Extract)

Acting Secretary.

To

The Secy to Govt P. W. D. with letter in original

Copy to the Collector of Godavari.

45

45

45

No. 3358 d 29-9-86

No. 3985 C of 13-11-86

Memo

The estimate for repairs to the ferry steamer was forwarded with this office endorsement No. 602 D dated 2 Septr 1886; to the Subty Supt I Circle who will be requested to return the documents to the Collector without delay

MCR
10.11.86

Jon
10/11/86

S.E. I Circle
Secy to the Bd of Rev.
Despd 13.11.86

P.W.C. No. 8743

1886.
Board of Revenue,
MADRAS.

To

The Secretary to
Govt. P.W.D.

SECRETARY TO GOVERNMENT
9 NOV 86
P.W. DEPARTMENT MADRAS

No. 3985 C of 13-11-86

Ry 10-11-86

Proceedings, dated 8th November 1886.
No. 4642

Subject.

Transferring to the Secretary to Govt. P.W.D. for favor of compliance application of the Collector of Godavari for return of the Estimate for repairs to the Ferry Steamer.

83

No 482 D d/ [illegible]

Deferred

Pro. D

Telegram

909

To S.E. I Circle
Dowlaishweram

Your 948 G.D. sixteenth July. Please return dockyard plan of steamer

4.8.86

Despatched 1-45-P.M.
4-8-86
(Telephone)

60

60

No. 521 D d/ Aug: 11 1886 - 909

909 . 909

Plan of a ferry steamer to ply on the Godavari river prepared by the Kidderpore Dockyard returned by the S.E.I Circle with refce to telegram from this office d/4.8.86. 909

Retransmitted with reference to this office No. 491 D d/5.8.86.

(Sd.) J.S.L. 62

61

62

61

Circle

plan & Despd 11.8.86

Decr 11.886

Specification of proposed Ferry Steamer to ply on the river Godavari Madras Presidency.

Length — — — 130 ft

Breadth — — 18 ft

Depth — — 4 ft

Tonnage B.O.M. — —

Skin plating

The skin of the vessel is to be of 1/8" sheet steel (mild) the seams to be single rivetted with 3/8" inch rivets pitched about 1 3/4 inches apart and all the butts to be double rivetted to suitable steel fish plates on the inside.

Frames.

The frames of the vessel to be 2 1/2" × 2" × 3/16" angle steel (mild) spaced 2 ft 6 inches apart and firmly rivetted to the skin plating with 3/8"

3/8" rivets pitched about 3 inches apart.

Floors — The floors of the vessel to be 6 inches deep and of 1/8" sheet steel (mild) with a reverse angle steel 1½ × 1½ × 1/8" along the top edge and bent sufficiently at the sides of the vessel to admit of proper attachment to the frames, in the Engine and boiler space the floors are to be carried right up to the gunwale of the vessel—

Deck beams — The deck beams to be of angle steel 2½" × 2" × 3/16 firmly secured at the ends to the top of every frame by gusset steel plates 9" × 1/8" in the vicinity of the Hatches the ends of the short beams to be firmly rivetted to longitudinal angle steel 2½" × 2" × 3/16 and which in turn will be secured to the first continuous beam

Stringer — A plate steel stringer 12" × 3/16 to run all round the gunwale of the vessel on the top of the deck beams and secured to the top of the sheer strake by an outside angle steel 2" × 1½" × 3/16" also running right round the gunwale of the vessel the butts of the stringer to be double rivetted with ½ inch rivets—

90

Keelsons— The keelsons shewn in the Engine room are to be box beams 8" × 4" made with 3/16" plate steel & 2" × 1¾" × ¼" angle steel top and bottom and secured to the floors of the vessel with ½" inch rivets in either side, a T iron keelson 3" × 3" × 3/16 to run along the top of the floors in all holds fore and aft of the Engine space these will also be firmly rivetted to the floors on either side with ½" rivets—

Bulkheads— 63 63 The vessel to be divided into 3 5 water tight compartments by bulkheads of steel plate 1/8" thick as indicated in the plan to be suitably stiffened with vertical angle steels 1½" × 1½" × 1/8" at suitable

Suitable distance-

Coal bunkers

The bunkers to be arranged at the side of the Engine room as indicated in the plan to be of plate steel 1/8th of an inch thick suitably stiffened and supported by angle steel 2"×1½"×3/16 and fitted with the requisite sliding doors.

Stanchions

The decks to be supported in the centre with 1½ rod iron stanchion spaced about 7 feet apart, the awning stanchions for supporting the ridge pole to be of rod iron 1¼" diar. at bottom and 1" at top the side stanchions to be 1" at bottom and 3/4 inch at top all rail stanchions to have a ball head and to be bored to admit of a 5/8th rod passing through-

Paddle boxes

The Paddle boxes to be of 1/8"

mild-

347

87

Paddle boxes contd.

mild sheet steel stiffened and supported on the inside by 1¾"×2"×1/8 angle steel and at either end with paddle box beams, beams to be of 3/16 mild steel & double angle steels 2"×1¾"×3/16 top and bottom

Sponsons-

90

The paddle box sponsons to extend right forward and aft as shown in the plan with a view to increase the deck area, the outside edge of the sponsons to be bounded by an angle steel 2"×1½"×3/16" which will extend continuously from bow to stern and which is supported by sponson beams of angle steel 2"×1¾"×1/4" springing from opposite every alternate frame and which in turn are supported at the outer ends by struts of angle steel 2½"×2"× firmly rivetted to the ships side and secured by suitable steel gusset plates to the top angle steel

64

64

Decks & Fender

The decks to be of teak wood 6"x2" firmly bolted to each of the deck beams with 3/8" deck bolts and to be thoroughly caulked, a covering board to run right round the vessel and to be firmly secured to the gunwale stringer the periphery of the sponson deck to be bounded by a teak wood fender running right fore and aft the vessel firmly bolted to the sponson angle steels as shewn in the plan

Decks & Fender

The frame work to be of teak wood, the ridge pole to be 4"x2" and the side ledges to be 2"x1 1/2 with suitable intermediate battens to spring from every side stanchion the whole to be covered with suitable canvas awning

Awnings

The Cabins shewn forward and

Cabins

aft of the paddle boxes are intended for passenger & crew accomodation also for Cooking galley - W.C. Store rooms &c as may hereafter be decided on.

209

Hatches - The hatch combings to be of teak wood of the dimensions shewn in the plan to be fitted with covers those round the Engine room to be surmounted with polished iron stanchions and hand rail -

909

Deck fittings The deck fittings to be all that is necessary for the proper handling of a vessel of her class and will comprise mainly of the following -

1 C.I. Capstan - £9
4 Side bollards
2 Hawse pipes - £5
2 Chain - Do -
2 Fair leads
4 Towing bitts
6 Coal Scuttles

6 Coal scuttles -
1 Steering gear complete -

Rudder - To be of the size and shape indicated in the plan the frame to be forged in one solid piece of flat bar iron 3½ × 5/8" the neck of the rudder to be 2½" diar. and the side plating 3/16 sheet iron -

Equipment - The vessel to be provided with anchors, cables, water tanks, hawsers cooking galley and every thing that may be considered necessary for the safe and proper handling of a vessel of her class and the nature of the work she is intended to perform -

Painting - All parts of the hull and machinery to have two coats of lead paint and finally to have a

a

a finishing coat of approved colour -

Engines - The vessel to be fitted with a pair of Compound Non Condensing Engines with one high and one low pressure Cylinder the former being 20 inches and the latter 36½ inches diar. with a stroke of 2 ft 6 inches to both - the Engines to be completed as per detailed plans and are to be capable of propelling the vessel at a speed of about 10 miles an hour -

Boilers 2 in No. - The boilers to be circular tubular with return tubes, the outside shell will be of the best Staffordshire iron 7/16" inches thick and double rivetted the furnace to be of the Lowmoor iron 3/8 inch thick the tube plates will be of Lowmoor iron and 9/16" thick, the boilers to be constructed and stayed to withstand a safe working pressure of 90 lbs per

sq.

square inch and to be tested with water to double the working pressure the boilers will be surmounted with a suitable superheater as — shown in the detailed plans—

Generally

Generally the whole of the material to be of the best quality and the vessel to be complete in every respect with all the necessary fittings, and to have a draught of water not exceeding 2ft—

Engine Room outfit and Spare gear—

Slide rod complete	1 No.
Junk ring bolts	1/2 Set
Piston springs	1/2 Set
Paddle floats	2 Nos.
Do. Arms	1 "
Quadrant block	1 "

Fire bars

Fire bars	1/2 Set
Bolts & nuts of sizes	24 do
Packing screws	4 "
Firing shovels	2 "
Trimmers do	2 "
Hammer coal	1 "
Vice hand	1 "
Feeders oil tin	2 "
Syring brass	1 "
Lamp gauge glass	2 "
Spanners of sizes	1 set
Rakes prickers pokers &c	1 "
Bilge Ejector	1 No
Chipping hammer	1 "
Do. chisels	6 "
Files of sizes	6 "
Copper hammer 3lb	1 "
Screw driver small	1 "
Ratchet brace	1 "
Drills of sizes	6 "

Kidderpore
the 16th April/86

M. McArthur
Inspr. of Machinery
I. G. Dockyard

Encl. to 2869/7 86

2677/87

Enclosure to letter No. 2910 G.D. dated 23rd March 1887 from the Supdg. Engineer 1st Circle to the Chief Engr. Public Works Department.

No 38.

Godavari District
Collector's Office - Camp
Dummakonda - Nulakamaddi
15th March 1887.
Despd 21 — Do

From

W. A. Happell Esqre.
Collector, Godavari.

To

G. T. Walch Esquire
Superintending Engineer
1st Circle
Dowlaishweram

Sir,

With reference to your letter No. $\frac{C}{142}$ of the 2nd Instant, I have the honor to inform you that I approve of the general plan× and sketch specification× received therewith. I think such a steamer will meet every requirement of the Ferry Traffic.

×Herewith returned in a tin case

I have &c
(Sd) W. A. Happell
Collector

(True copy)

G. T. Walch
Suptg: Engineer 1st Circle

~~70~~ 68

68

D.S.

L:2
PW 2677/87

Enclosure to letter No. 2910 G. D. dated 23rd March 1887 from the Supdg. Engineer 1st Circle to the Chief Engineer Public Works Department.

No. 2910 G. D.

FROM
G. T. Walch Esquire
~~THE~~ SUPERINTENDING ENGINEER
FIRST CIRCLE.

TO
THE CHIEF ENGINEER
P. W. Department
~~FOR IRRIGATION~~.

DOWLAISHWERAM, 23rd March 1887
despd. 29th

Rajamandry Ferry Steamer

SIR,

With reference to your No. 491 dated 5th August /86 and to G. O. No. 628 dated 7th September /86, I have the honor to forward herewith a general plan* and "sketch*" Specification of such a Steamer as the Collector and myself consider likely to suit the Rajamandry Ferry; these have very kindly been prepared on general instructions from me by S. M. Cockburn Esquire Superintendent of Dredging operations

By Banghy.

2 The details of course will have to be worked out by the Calcutta Dockyard or by whoever the Construction of the Steamer may be entrusted to.

3. It will be noticed that the extremes "breadth moulded" of the hull

has been Kept down to 19'-6" and it is intended that everything which projects beyond that width it shall be possible to remove, so that the steamer hull may pass up through the Canal[x] from Cocanada to the River at Rajamandry; with the same object it is necessary that everything above 11' above water level shall be then removed.

4. Refiting the parts which have had to be so removed can be done at the Dowlaishweram Workshops, indeed if there be no way of getting the steamer hull sent whole to Cocanada she can be entirely put together at those Workshops if the ribs plates, and various parts be numbered and skeleton drawings with similar numbers be sent in the usual way to show how the parts are to be fitted together; in that case it will be probably advisable to have the whole wood work left

[x] all Locks now 20' wide

93

to be done at Dowlaishweram

5. The plan and Specification not approved, which were received from the Calcutta dockyard are herewith returned.

6. Copy of the Collector's letter[x] with reference to the now proposed design is enclosed.

[x] No. 38d/15-3-87

909

I have the honor to be

Sir

Your most obedt. Servt.

C. Twaler

Suptg: Engineer 1st Circle

909

D.P

70

70 70

No 3985 C. 13-11.86
" 3358 C. 29. 9. 86
" 628 D. 7. 9. 86
" 602 D. 2. 9. 86
" 521 D 11. 8. 86
" 491 D. 5. 8. 86
" 1182 D. 4. 8. 86
" 483 D 4. 8. 86
" 367 D. 9. 7. 86
" 210 D. 5. 6. 86
" 193 D. 4. 6. 86
" 12 D. 15. 4. 86
" 617 D. 6. 9. 86
B No 1141 W 6. 5. 86
No 1355 C. 3. 4. 86
" 1178 C. 23. 3. 86
" 1086 C. 16. 3. 86
" 312 C. 23. 1. 86
" 2848 D. 17. 12. 85
" 2160 C. 15. 12. 85
G.O. 1281 J 17. 11. 85
No 1258 C. 26. 3. 86
G.O. 336 J. 30. 3. 85
" 693 W 15. 3. 86
B No 2816 W 25. 11. 85
" 567 W 25. 2. 87
G.O. 505 J. 15. 7. 86
" 57 W 8. 1. 87
" 2633 W 27. 10. 84
" 2348 W 23. 9. 84
" 2348 W 23. 9. 84
" 2294 W 11. 8. 83
No 509 C. 11. 2. 87
G.O. 890 J. 15. 12. 86
" 330 J. 27. 4. 86
" 329 J. 27. 4. 86
" 1086 J. 19. 12. 85
" 1085 J. 19. 12. 85

C. 14. 4. 87

P.W.C. No 2677

(11)

FROM

THE SUPERINTENDING ENGINEER
FIRST CIRCLE.

TO

THE CHIEF ENGINEER
P.W. Deptt
~~FOR IRRIGATION~~.

DATED 23d
DESPATCHED 29th
RECEIVED 4.4.87
March 1887.

No. 2910 G.D.

~~No 368 of 22 April 1887~~

ENCLOSURES. 5 (+2 plans)

Rajahmundry Ferry Steamer.— Forwards plans &ca for constructing a—

Await receipt of plans
MW 9.4.87
DW

94

No —

No 368 of 22 April 1887

To
The Dy Director
Indian Marine
Calcutta

909

Sir,

I am directed to state that the plan for a ferry steamer to ply on the river Godavari received with your letter No 531 dated 11th May 1886, was found, after inspection by the Supdg Engr & the Collector of the district, to be unsuitable for the purposes of the Rajahmundry ferry, & the Supdg Engr has therefore, in consultation with the Collector

74

75

drawn up a revised design & sketch specification of such a steamer as they consider will suit the circumstances of the river. This design & specification I am now directed to forward, & to request that you will be good enough to furnish this dept with a detailed estimate of the cost of constructing such a steamer & of its conveyance to Coconada.

I am at the same time to forward copy of a letter No 2910 G.-D. of 23rd March 1887, from the Supdg Engr I Circle, & to invite

your particular attention to the remarks in paras 3 & 4 thereof.

I have &c

ad 9

Fou..
21/4/87 W

JV

JV

~~The Hon. P. P. Hutchins~~

1

No. 36 D [illegible]

Ferry Steamer

Despatched
22/4/87.

[illegible]

96

No. 572

H. M.'s I. M. DOCKYARD,
Calcutta, 4th May 1887.

9d/1

TO

THE Secretary to the
Government of Madras,
Public Works Department.

SIR,

I have the honor to inform you that your letter No. 36 D.+ dated the 22nd April 1887 has with all connected papers, been submitted to the Director of the Indian Marine Bombay for early orders. –

+at 00t

I have the honor to be
Sir,
Your Obedient Servant

A. W. Campbell
Captain I. M.
Deputy Director, Indian Marine

73

73

№ 36 D. of 22-4-87.
628 D of 7-9-86.
3985 C of 13-11-86.
602 D of 2-9-86
521 D of 11-8-86
491 D of 5-8-86
482 D of 4-8-86
483 D of 4-8-86
367 D of 9-7-86
210 D of 5-6-86
193 D of 4-6-86
12 D of 15-4-86
2142 D of 26-8-86
2633 W of 27-10-84.
2348/A W of 23-9-84.
2384 W of 23-9-84
2294 W of 16-8-83.
617 D of 6-9-86
1141 W of 6-5-86
1355 C of 3-4-87
1178 of 23-3-86
1086 D of 16-3-86
312 C of 23-1-86
2848 D of 17-12-85
2160 C of 15-12-85
2753 D of 4-12-85
1957 C of 25-11-85
1933 C of 23-11-85
1676 C of 21-10-85
1655 C of 19-10-85
1654 C of 19-10-85
1258 C of 26-3-86
728 E of 7-10-85.
691 E of 3-10-85
2059/2060 W of 4-9-85.
2633 W of 27-10-84.
330 G of 30-3-85
693 W of 15-2-87
2816 W of 25-11-85
3358 C of 29-3-86.
569 W of 25-2-87.

329 G of 27-4-86.
1086 G of 14-12-85.

505 G of 15-7-86
51 W of 8-1-87.
509 C of 11-2-87.
890 G of 15-12-86
330 G of 27-4-86.

No. 9.5.87

P W case 3506

Recd 9/5/87

№ 91 D. of 11th May 1887

Recorded, pending receipt of a further communication

J.C.
11/5/87

98

CURRENT NO. 508
(Form No. 5.)

Heading Ships Construction No. 1926

909

I. G. Dockyard,
Bombay, 30th May 1887.

From

The Director of the Indian Marine,

To

The Secretary to Government
Public Works Department
Madras.

Sir,

With reference to your letter dated the 22nd ultimo, No. 36 D, forwarding sketch, specification and plan for a ferry steamer to ply on the River Godavari, to the Deputy Director of the Indian Marine and which he has now referred to me I would like to point out.-

(S. 187).

(1)

11. That although both plan and
specification are exceedingly vague
for constructing purposes there
909 would be no difficulty in meeting
your requirements generally so far
as the Hull is concerned, with the
exception, perhaps, of guaranteeing
a perfect immunity from serious
damage in the event of stranding,
for to do this with a vessel of such a
length would necessitate a much
greater depth, thicker plates, frames
and longitudinal supports than can
possibly be put into such a light
draught structure; but as regards
Engines I must bring to your notice
that those proposed are of a most
expensive type in the matter of
78 7 fuel, and in my opinion will not
compare, either in working or eco-
nomy, with diagonal compound jet
76 76 condensing

specification states are to be driven by shafting from the circulating and Donkey Engines, this in my opinion is also objectionable as they should be entirely self contained as fitted by us in Torpedo Launches thus doing 909 away with the extensive use of shafting and gearing and necessitating steam pipes only.

(4). In summing up I would strongly recommend that a vessel be built from the plans submitted by Kidderpore, modified so far as practicable to conform with the tracing forwarded by you, and fitted with Engine and Boiler as described in para. 1, forced draught to be abandoned and the steam ~~88~~ 78 Capstans to be self contained; while in the matter of construction I would recommend that she be put

toget

together at Calcutta plainly marked, then taken to pieces and thus forwarded to the destination and put together again, as I feel assured that although the vessel could be navigated safely to Coconada the cost of stripping and clearing her sufficiently to admit of her passing the Canal to Rajamandry and again refitting would be much more than the freight of the several parts and their subsequent reerection.-

Awaiting your decision on the subject.-

I have the honor to be,
Sir!
your obedient servant

Director of the Indian Marine

255 G.L.
13/6/87

~~Current No.~~

Chief Engineer
No. 972
27 JUN. 87
For Irrigation.

En. one to No 7234 D
d/ 17th June 1887 to Chief
Engineer for Irrigation

Ootacamund.
No. 193 D. dated 6th June 1887.

Referred to the
Superintending Engineer,
I Circle, for favor of very
early remarks, with
reference to his letter
No. 2910 G.D. d/ 23rd March 1887.

[illegible] Colonel R.E.
Secretary to Govt. P.W.D.

Enc. 2
PW 4976/87

From
The Director, Indian Marine
D/ 30-5-87
R/ 3-6-87

Chief Secretary
3 JUN 87
Government of Madras

To be returned
with reply

Referred

---

(103)

No. 7234 D.

FROM,
THE SUPERINTENDING ENGINEER
FIRST CIRCLE.

TO,
THE Chief Engineer
for Irrigation

Enclosure one.

909

Dowlaishwaram, 17th June 1887.
Despd. 21st June 1887.

SIR,

Rajahmundry Ferry Steamer

With reference to your No 193 dated 6th June 1887 herewith returned, I have the honor to say that

(a) As regards "perfect immunity from serious damage in the event of stranding" it is only expected that as with all our Steamers here some of which draw less than the one now under consideration, the vessel should be able to stand going on a sand bank at slow speed and being worked off again.

(b) The recommendations of the Director of Indian Marine as to engines may be accepted provided of course those engines are of a fairly simple type easily understood and kept in order by Native Engine drivers who have never had the opportunity of learning the Management of Complicated Machinery rather than give them _such_ Machinery it would be better to have non-condensing engines.

(c) Forced draught may be abandoned

(d) The working of the steam Capstans may be arranged exactly as the Director of Indian Marine considers best provided it does not break up the deck space (In the old upper Godavari Steamers the machinery for such capstans was all below deck)

(e) The recommendations made in para 4 of the letter of the Director of Indian Marine may also be accepted, the remarks made in paras 7 & 8 of my No 94+8 of 16/7/86 on the former Kidderpore design should be borne in mind, the other parts of that letter are not applicable.

+ 482-3 Dy 4.8.86
491 Dy 5.8.86.
with 36 D of 29/4/87
at Ooty.

(2) I would point out the necessity for prompt action so that by next years season of floods at all events the Steamer may be working and to secure this all the parts should be here by end of March next, the canals will probably be closed in April.

(3) For this year the ferry has to be worked by old pon-boats.

I have the honor to be
Sir,
Your most obed^t Servant
C. Ewald
Superintending Engineer
First Circle

81

81

7k

CHIEF ENGINEER
No. 57/5
27 JUN 87
FOR IRRIGATION.

No. 4976

No. 17 W

Enclos.

FROM

G. T. Walch Engineer ~~THE~~ SUPERINTENDING ENGINEER
FIRST CIRCLE.

(2)

TO

THE CHIEF ENGINEER
FOR IRRIGATION.

Transferred to the Public Works Secretariat.

H. Davidson
for Chief Engr. for Irrigⁿ.

Madras
29th June 1887

DATED 17th
DESPATCHED
RECEIVED 21st
June 1887

No. 739 D.

ENCLOSURES. ~~One~~ 2

Rajamundry Ferry steamer —

Requests to arrange to send one steamer to be used as —

Transfer E.W.

H.D.
27/6.

with Endorsement

193 D of 6-6-87
91 D of 11-5-87
36 D of 22-4-87
628 D = 7-9-86
3985 C = 12-11-86
602 D .. 2-9-86
521 D = 11-8-86
491 D of 5-8-86
482 D = 4-8-86
483 D .. 4-8-86
369 D of 9-7-86
210 D = 5-6-86
193 D .. 4-6-86
12 D = 15-4-86
2142 D .. 26-8-86
2633 W of 27-10-84
2346/A W of 23-9-84
2384 W of 23-9-84
2294 W of 16-8-83
617 D of 6-9-86
1141 W of 1-5-86
1355 C of 3-4-86
1178 of 23-3-86
1083 C of 16-3-86
312 C of 23-1-86
2878 D of 17-12-85
2160 C of 15-12-85
2753 D of 4-12-85
1957 C of 25-11-85
1933 C of 23-11-85
1676 C of 21-10-85
1655 C of 19-10-85
1654 C of 19-10-85
1258 C of 26-3-85
728 D of 7-10-85
691 C of 3-10-85
2059/2060 W of 4-9-85
2633 W of 27-10-84
336 D of 30-3-85
693 W of 18-3-82
2516 W of 25-11-85
3358 C of 29-5-86
567 W of 25-3-87
505 D of 13-7-86
51 W of 8-1-87
509 C of 11-2-87
590 D of 15-12-86
330 D of 29-4-86
329 D of 29-4-86
1058 D of 19-12-85

C. 1.7.87.

No. 300 [illegible] 5 July 87

106

PWD

Deferred Telegram

To S. E. I Circle
Dowlaishweram

909

Your 723 G. D. seventeenth June — Ferry Steamer.

Return soon file sent with my 491 D. fifth August 1886.

5/7/87

Telegram

Despatched 5-7-87

No. 300 D. of 5th

No. 948 G.D.

FROM,

THE SUPERINTENDING ENGINEER
FIRST CIRCLE.

TO,

THE CHIEF ENGINEER
P. W. Department
FOR IRRIGATION

DOWLAISHWARAM, 16th July 1886.

Enclo:
1 Short History
1 Extract from General Specification
1 Copy of letter No. 3272 G.D. of 5-2-84
1 Chief Endorsement No. 210 D. of 5-6-86 with 3 enclosures

SIR,

With reference to your No. 210 D. 5-6-86. I have the honor to say that on 25th ultimo I met the Acting Collector & after discussing the subject of the Rajahmundry Ferry steamer he considered that there was no good reason for departing from the views entertained, as I informed him, by Mr. Happel* & myself when I drew up the Specification in November 1883 embodying these views.

*Then Collector

2. I was then under the impression that Mr. Happel & myself were in perfect accord about all I entered in that Specification but I have just obtained, & seen for the first time, a copy of Mr. Happel's remarks* in sending on to the Deputy Director Indian Marine my No. 3272 G.D. of 5-2-84 and I find that he did not then seem to have quite made up his mind that the proposed restriction in width of the steamer was wise; that width was I see by mistake

*Copy enclosed.

-tered in the Specification as 13' instead of 15' and by another mistake appears in P. M. G. 2348 W. 23-9-84 as 30'-

3. The Main object of the proposal for restriction of width, which seems to be have been so strangely misunderstood, was simply that the steamer whenever she came might be taken at once to Rajahmundry instead of having to wait an indefinite time, per-haps two or three years, before she could get there by passing over the Anicut- An incidental advantage of such restriction of width would be that the steamer could when necessary pass back through the Dowlaishwaram Head Lock to go into the dry dock, in the Canal, for repair-

4. Since the Specification above referred to was written the Dowlaishwaram Head Lock has been lengthened and the length limit of any craft to pass through the Canal might be now raised to 150', the breadth limit however would still be 15'- or to make all sure say 14'-9"- The hull of the steamer as now designed by the Calcutta Dockyard is 130' x 18'.

5. If the restriction of width to 14'-9" (of hull without paddle boxes or sponsons) would absolutely prevent a steamer being

108

designed of sufficient power with the draft permissable, then without further hesitation that restriction should be at once given up and the beam made just whatever the designer considers advisable the 14'-9" limit once past there is no further restriction whatever necessary-

909

209

6. The type of steamer best suited to the work depends chiefly on whether that work is to be towing flats as laid down in the General Specification or carrying Carts Cattle, as well as passengers, on board- It must be remembered that it is not on every trip that Carts and Cattle have to be taken across the River and I still think that a steamer to meet the conditions laid down in paras 1, 4- 5- & 6 of the General Specification may be designed so as to be more handy than would be possible were she to have to carry Carts & Cattle on board, whilst there is no doubt that Carts with their bullocks yoked in and droves of Cattle can be most conveniently driven on to, and carried on, special flats-

7 As regards the particular design sent for opinion with your endorsement× under reply I must say that it seems to me

×Returned with all its accompaniments

neither one thing nor the other. It provides much more deck space than necessary for carrying passengers alone, & does this partly× by making it next to impossible to tow any thing alongside, whilst it provides no convenient space for taking on board & carrying Carts & Cattle; they could not be driven on board over the bows, on account of the Capstan & other deck fittings, they would have to be taken in over the sponsons and then would have but inconvenient spaces for "parking", between the "stoke-hold" & forward hatch and surrounding the steering apparatus, unless they were taken in aft & mixed up with the passengers.

×Prolonga
of Spon

8. If it be determined to carry Carts & Cattle on board, arrangements must be made for enabling them to be easily driven on board & conveniently carried there in a large clear open space, or spaces, apart from the passengers.

9. I enclose a short history of the more recent stages of this long pending question which has got at times so strangely involved, and I also enclose the undermentioned documents for

ready reference. Viz:

(a) Copy of Mr Happel's remarks referred to in Para 2.

(b) Extracts from the General Specification referred to several times above with red ink remarks now made by me in its margin.

(c) Copy of my No. 3272 G.D. 5-2-84 to Mr Happel

I have the honor to be,
Sir,
Your most obedient Servt.

C. Ewald

Supg. Engineer 1st Circle.

524 G/C
12-8-86

Ootacamund, August 5. 1886.

No. 491 I.

The file is retransmitted to the Supdg Engineer I Circle with request that he will act in accordance with the suggestions of the Chief Engineer for Irrigation in his remarks

Colonel R.E.
Chief Engineer, P.W.D.

5-8-86

G. O. 2294 W 16.8.83
" 2633 W. 27.10.84
" 2348 W/ ct 23.9.84
" 2348 W 23.9.84

Ootacamund, August 4. 1886.

No 483 I.

To E. I.

For favor of remarks, with advertence to your office note of 4th June 1886.

4.8.86
W

To W.

All these difficulties have arisen, apparently from changes of officers. I presume the steamer as now designed would have been approved by Col. Montgomerie, who must have given directions to the man sent down from Calcutta. If the present S.E. & Collector are agreed, I would ask the former to prepare an outline plan showing dimensions of a steamer to pass the locks & tow a flat with cattle &c. & send it to the Calcutta Dock Yard for fresh Estimate.

4/8/86.

Ackd 13/7

Co. 27.7.86

No 7
54221/87

FROM,

THE SUPERINTENDING ENGINEER
FIRST CIRCLE.

TO,

THE CHIEF ENGINEER P. W. Dept.
~~FOR IRRIGATION.~~

DATED 16
DESPATCHED 20th } July 1886.
RECEIVED

No. 9489 D

ENCLOSURES. 7

Steamer for Rajamahendry Ferry:- Giving opinion of the Superintending Engineer on the Construction of.

To

110

909

Office Note

To W.

Your Office note No 193 D.
4th June 1886.

2. I see nothing to object to in plan & Estimate, but would suggest that the papers might be sent up to the S.E. I. for remarks after consultation with Collector.

3. In addition to the cost of steamer the charges incurred on account of Mr. Christopher, and the expense of bringing the steamer from Calcutta to Rajahmundry, which can be approximately estimated at Dowlaishweram, will have to be met.

Ootacamund.

4/8/86
E. I.

89

89

18/6

268 G/6
12-6-86

Ootacamund, June 5. 1886.

No. 210 D.

Referred, with advertence to No. 1676 C dated 21st October 1885 and previous correspondence, to the Supdg Engineer I Circle for favour of opinion, after consultation with the Collector.

Mars Mirant
5-6-86
Col R.E.
Chief Engineer, P.W.D.

O.S. 24/87

15-6-86

Co. 27-7-86

268 G/6
12-6-86

Enclos 6
P.W. ~~5764~~ 86
5422/87

Referred

111

No. 531

I. G. DOCKYARD,
Kidderpore, 11th May 1886.

909

909

To

The Secretary to the
Government of Madras
Public Works Department

Sir,

As requested in your office letter No. 2060 W, dated the 4th September 1885, I have the honor to forward herewith an estimate (with a plan) for the construction of a Steamer similar to the Str Godavari.

The delay in preparing the estimate was caused by the plan not being completed on account of the illness of the Draftsman, Mr Cantapher, after his return from Dowlaisheram, Rajahmundry, Madras.

I have the honor to be,
Sir,
Your obedient Servant,
Wm Downing
Captain

Re sent to E.I.
on the 3rd May/86
with specification

Encl to 268 G of 86

6
Encl 3

PWD ~~3771~~
~~5711~~
3422/87
(7)

Recd 17/5/86
Encl 3 (& Plans)

Ootacamund, June 4. 1886

No. 193 D.

To
E. I.

With complete file
For favour of scrutiny
and remarks

3.6.86

W

Co. 27.7.86

113

Encl to 268 G of 86

909

FORM No. 67—*(Outside Sheet).*
ADMIRALTY.

I. G. S. Light Draught Steel Ferry Steamer to ply on the Goda eri

(a) P. W. D. Madras Govt.

I. G. DOCKYARD, KIDDERPORE,

The 16th April 1886.

SIR,

WITH reference to your orders we beg leave to forward probable estimates for constructing a Light Draught Steel Ferry Steamer to ply on the River Goda eri Madras Residency So far as this Depart ent is Concerned.

The works required have been carefully examined, and the result of the examination is reported upon the accompanying Form No. 241.* The whole of the works proposed to be performed by the Dockyard, and included in these estimates, can be completed in 12 months — ______________, after receipt of the approval to undertake them.

We are,
SIR,
Your most obedient, humble Servants,

Captn I. M. *Staff Officer.*
J. McArthur *Inspector of Machinery.*
Chief Builder.
Mignon *Store-Keeper.*

TO THE DEPUTY DIRECTOR,
INDIAN MARINE.

For the Deputy Director's Remarks, see last page.

(a) Here insert whether I. G. Service, private, or for what Department to be prepared, and add the words "Supplementary Estimate," if it is one.

(b) Whenever, from any cause, the work has been taken in hand before this Statement is transmitted, the date of taking the work in hand, and the date when it will probably be completed, or was completed, are to be stated above.

* If the estimate is for a new work in the yard, Form No. 241 is not required, but the particulars of the work should be inserted in the first column of next page, or made the subject of a separate letter.

92 90

94

Government of India Central Printing Office.—No. 24 M. S. K. (2580)—27-8-84.—1,000.

Estimate of the Money, Time, and Men required.

	Number of each Item, being the same Numbers as those given on Form No. 241 herewith.	Number of the General Head in the Expense Accounts to which chargeable.	Hull.			Machinery. Engines.			Machinery. Boilers.			Mast and Yards.			Boats.			Rigging and Stores (except Engineer's Stores.			Engineer's Stores.			Totals.				Grand Total of Wages and Net Materials.	Time and Men required for completing the Work. Number of Days.	Average Number of Men.
			Wages.	Materials. Issue	Re-turns.	Wages.	Materials. Issues.	Re-turns.	Wages.	Materials. Issues.	Re-turns.	Wages.	Materials. Issues.	Re-turns.	Wages.	Materials. Issues.	Re-turns.	Wages.	Materials. Issues.	Re-turns.	Wages.	Materials. Issues.	Re-turns.	Wages.	Materials. Issues.	Returns.	Net.			
			R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R		
	Repairing defects and refitting, being the items numbered as follows, *vis.*:—																													
	For Constructing a light draught Steel Ferry Steamer to ply on the river Godaveri Madras Presidency —																													
Steam Factory	Hull & Deck Fittings —		6,900	79																				6,900	7,900	–	7,900	14,600	12 months	
	~~Additional fittings~~ Engines. –					5,300	6,200																	5,300	6,200	—	6,200	11,500		110
	Boilers –								4900	6900														4,900	6,900	—	6,900	11,800		
																												37,900		
Staff officer & Sail Loft Dept.	anchors, chains &c.																	~~1563~~	1,563	..				~~1563~~	1,563	.	1,563	1,563		
	~~Alterations~~ – Sails, awnings &c.																	105	1105	,,				105	1105	.	1105	1,210	15	Contract Work
Chief Builder's Dept.	Wood work including Caulking Painting & Launching & one new Jolly Boat		3,050	4,700		–	–		–	–		–	–		125	175	..				91	.	.	3,175	4,381	.	4,381	7,556	working days 90	56
			9,750	12,[illegible]6	.	5,300	6,200	.	4,900	6,900	.				125	175	.	105	2,668	.				20,180	28,049	.	28,049	48,229		
	Commission charges																											14,823		
	Estimates for the whole for the above																								Total Rupees			53,052		

N.B.—All the money columns are to be totall… both at the right hand and at the bottom.

NUMBER OF WORKMEN, calculated as for ONE DAY, required to perform the work estimated for.

N. B.—All the columns are to be totalled both at the right hand and at the bottom.	Shipwrights.	Caulkers.	Joiners.	Smiths.	Millwrights.	Fitters.	Boiler-makers.	Copper-smiths.						Other Artificers.	Labourers.	Total.
Hull																
Machinery																
Masts and Yards																
Boats																
Rigging and Stores (except Engineer's Stores)																
Engineer's Stores																
TOTAL																

KIDDERPORE DOCKYARD,

The 4th May 1886.

These estimates include the work proposed for this ship in the departments under my superintendence; the sum of them is as follows, *viz.*—

	Wages.	Materials.			Total Wages and Net Materials.
		Issues.	Returns.	Net.	
Hull	R 9750	R 12106	R "	R 12106	R 21856
Machinery { Engines	5300	6200	"	6200	11500
Machinery { Boilers	4900	6900	"	6900	11800
TOTAL for Hull and Machinery	19950	25206	"	25206	45156
Stores, &c.—					
Masts and Yards					
Boats					
Rigging and Stores (except Engineer's Stores)	125	175	"	175	300
Engineer's Stores	105	2668	"	2668	2773
GRAND TOTAL	20180	28049	"	28049	48229
Commn for charges					4820
					53052

and I consider it desirable that they should be approved.

2/D 37

The work now estimated for has not been taken in hand, observing

(*If work has been commenced, omit "not" and give reason for commencing*.)

The actual cost may be considered as subject to difference of 10 per cent either above or below estimate

No. 414 4 MAY. 86

Forwarded to the Examiner of Marine Accounts for check and countersignature. To be returned

Captain, I. M.
Dy. Director of the Indian Marine.

TO THE

with plans & specification

totals

Examined & found Correct
Examr. Marine Accounts.
Calcutta, No. 7
Date 8th May 1886

for Dy. Director.
Captain I. M.

115

Extracts from General Specification for steamer for Rajahmundry Ferry

1 General. The steamer is to ply across the River Godavari. Carrying passengers and when required taking carts & Cattle on separate flat or towing boats.

2. The river is for several months in the year so shallow in parts that a greater draught than 2 feet is not permissible, but during the rest of the year there are freshes rising sometimes to about 20 feet above summer level with a current of from 3 to 4 miles an hour against which the steamer must be prepared to tow. The passengers must be efficiently protected from sun and rain but need not be provided with separate Cabins or sleeping accommodation, it will however be well to have a Cabin for the use of any Officers who may have on any special occasions to use the steamer for a lengthy trip up the River with also a Cabin for the Crew & servants.

But see para 5 of No. 3272 - 5-2-84, to Collector.

92

3. Dimensions. The steamer will have in order to get to Rajahmundry & may have afterwards at rare intervals to pass along Canals and through locks & the dimensions of her hull - exclusive

ally" "a Canal"

of the paddles & paddle boxes (which must be removable) must not exceed 90 feet ×[×] 13[*] feet, & should not be more than necessary to meet the other requirements - The draught with (say) 60 persons on board and fuel for 24 hours steaming must not exceed 2[⊗] feet.

4. **Accommodation for passengers** -

Seats & Cover see para 1. for 90 passengers -

5. Towing power & speed. To be capable of towing two large "flats" with carts & cattle on them at a speed of at least 5 miles an hour against a stream of from 3 to 4 miles an hour (see para 1) & to work up to a speed of 10 miles an hour in still water when not towing.

6 Special provision for towing alongside in order that tows may be lashed alongside parallel to the line of the steamer; special fender struts (easily removable) to be fixed at about 1'-6" above water level in front of & abaft the paddle boxes on each side.

7. It will be advisable to have the bow made of the form which admits of running it close against a somewhat side shelving shore & the bows should be strengthened to admit such taking the shore frequently -

[×] seems that the Deck house or main deck is lengthened, may be 150'

[*] Should be 15 G.

+ [illegible] being built to the beam 6 20' wide

[⊗] See note in margin of para 1.
G.

True Extract -

G.

Supt. Engr. 1st Circle -

Short history of the more recent stages of the proposal for getting a steamer for the Rajahmundry Ferry, as far as traceable from the records of the Superintending Engineer's Office.

909

909

1. After discussion with the Collector (then Mr. Happell) the Acting Supg. Engineer (then Mr. Walch) embodied in a "General Specification"[x] what he considered to be their views as regards the kind of steamer required.

[x] Sent to Collector with No. 1648-3-12-83-

2. This the Collector appears to have sent without any remarks to the Supt of the Calcutta Dockyard.

3. The Supt of the Dockyard misunderstood one of the provisions of the specification and asked for further information.

4. This the Acting Supg. Engineer supplied[*] and the Collector sent it on to the Supt. of the Dockyard, not without remarks as was the case when originally forwarding the Specification, but with the following remarks.[x]

[*] See his letter 3272-5-2-84.

94

[x] Copy just obtained from Collector's office.

94

"The steamer if once on the river need
"not be taken through locks again. The
"paddles could be attached at the Dow-

"laishwaram Workshop. The under-
"signed would have preferred greater
"beam. It is believed the old Godavari
"River steamers went up the River and
"over the Anicut during high freshes
"and did not require to pass through
"locks at all, but as the Supt Engineer
"thinks it necessary that the new steamer
"should pass through the canal on the way
"to the River, he thinks it necessary to defer
"to professional judgment. A screw
"steam launch would be very useful &
"it is requested that plans &ca may be sent
"for one."

5. His mention of a "screw launch" evidently not intended to have anything to do with the ferry, was unfortunate; it resulted in thoroughly confusing the Supt of Dockyard & almost every one who afterwards dealt with the subject. and

6. In his letter 74 - 27/5/84 Mr Foster, who had then replaced Mr Happell, dealt with the question as one of two steamers & submitted the papers to Colonel Montgomerie R.E. who had then replaced Mr Walch, for his opinion.

7. Colonel Montgomerie R.E.× replied recommending that some one be sent from the Dockyard to design a steamer of the

× See his letter printed with P.M.G. 23-9-84.

118

type of the "Godavari" (the old Upper Godavari Steamer now working at the ferry) and he also dealt with the question as one of two steamers & of having a "smaller vessel" which could "act as a tender" to the larger vessel on certain times.

8. After much correspondence× Mr Cantopher was sent from the Dockyard to inspect the "Godavari" steamer. What suggestions he got from "local officers" about "improvements on the design of that vessel" cannot be now ascertained, but the plan &ca now submitted by the Deputy Director Indian Marine are the results of Mr Cantopher's visit.

× See amongst others P.M.G. 2633 ltr 27-10-84.

909

Supt Engineer 1st Circle.

95

Encl. 2
P.W. [illegible]
5722/37

119

No. 3272 G. D.

FROM,
THE SUPERINTENDING ENGINEER
FIRST CIRCLE.

TO,
THE Collector
Godavari Dist.

Dowlaishweram, 5th Feby. 1884.

909

SIR,

With reference to your No. 13-29/1/84 I have the honor to say that I would propose that the existing Upper Godavari flats× should be used & their dimensions are as shown on the accompanying sketch

× with deck somewhat altered & strengthened -
L. B. [illegible]
90. 14 - 2.

2. As stated in para 2 of my general specification the greatest dimensions that could pass through all locks would be 90' × 13', but it seems to me so unlikely that a side paddle wheel steamer of the required power could be constructed with a width over all including paddle boxes of only 13'+ that I stated the paddle boxes & paddles "must be removable"; I did not say "easily" removable.

+ Should be 15'

96

3. The steamer would have to pass through one of the canals with locks to get to Rajahmundry & as I said "may have afterwards at rare intervals" to again pass through locks and it is therefore

very advisable that it should be possible when necessary to remove all parts which would be more than 13' from outside to outside.

M. L. Lea 15

4. It is just possible that the designer might see his way out of this difficulty by making the propelling power a stern wheel instead of side wheels but judging from the old Upper Godavari steamers this leads to the boiler being at a most inconvenient distance from the Engines in order to keep the vessel on an even keel.

5. I consider that the limit of draught must be raised to 2' - 6".

I have &c.
&c.
(Sd) G. T. Walch
Offg Supg Engr 1st Circle

(True Copy)

C. Walch

Supg Engr 1st Circle

JK

120

209

97 ~~99~~ 97

No. 8599 D.

FROM

THE SUPERINTENDING ENGINEER

FIRST CIRCLE.

TO 909

THE CHIEF ENGINEER

P. W. Department.
~~FOR~~ IRRIGATION.

DOWLAISHWARAM, 7th July 1887

Despd 7th July 87

1 Supg. Engrs letter No 948 G.D. 16-7-86 with Chief Engrs endorsement No 491 D. 5-8-86 thereon.
1 Chief Engrs No 2108 of 5-6-86.
1 Letter from the Dy Director Indian Marine to the Secretary to the Govt of Madras P.W.D. No 531-11-5-86
1 Estimate.
1 Extract from General Specification.
1 Short History.
1 Letter No 327 L.G. 5-2-84 from S.E. 1st to the Collector Godavari.

7

SIR,

With reference to your telegram dated 5-7-87, I have the honor to return herewith the file connected with Rajahmundry ferry Steamer received with your endorsement No 491 D. dated 5th August 1886. I regret that owing to the carelessness of the manager of my Office it was not sent before.

I have the honor to be,
Sir,
your most obedient Servt.

C. Ewald

Supg. Engr. 1st Circle.

P.W.C. No. 5422

FROM

THE SUPERINTENDING ENGINEER
FIRST CIRCLE.

(4)

TO

THE CHIEF ENGINEER
~~FOR IRRIGATION.~~ P.W. Dept.

DATED 7th }
DESPATCHED 7th } July 1887
RECEIVED

No. 8599 B

ENCLOSURES. 7.

SUBJECT.

Rajamundry ferry steamer.

Returns the file connected with —

C. 15. 7. 87.

C.A.W. 15/7/87

123

Prod

909

To

The Director of the Indian Marine
Bombay

Sir,

I am directed to acknowledge the receipt of your letter No 1926 dated 30th May 1887, relative to the proposed ferry steamer to ply on the river Godavari, & to state that the proposals in your para (4) are accepted.

+ Ships Construction

2. I am at the same time to forward copy of a letter No 723 G. D. d. 17th June 1887

1887," from the Supdg
Engr I Circle, and
to invite your special
attention to the remarks
in paras 1 (b), (d), (e) &
(2) thereof – Also extract
paras 7 & 8 of a letter
from the same officer
No 948 G.D. of 16 July 1886,
with respect to this,
& remarks that the
design forwarded with
my letter No 36 D dated
22 April 1887 provided
for the conveyance of
Carts & cattle on board.

3. In conclusion,
I am to request that
a detailed estimate
of the cost of the proposed
steamer may be furnished
with the least possible
delay

909

delay, so that the
matter may be finally
settled, & the steamer
supplied before the
next year's season of
floods if possible.
Marcus

Fd
18/7/87

~~103~~

101

4

300 D. 5.7.87
No. 193 D 6.6.87
91 D. 11.5.87
36 D. 22.4.87
625 D. 7.9.86
3985 C. 13.11.86
602 D. 2.9.86
521 D. 11.8.86
491 D. 6.8.86
482. D. 4.8.86
483. D. 4.8.86.
367 D. 9.7.86
210. D. 5.6.86
193 D. 4.6.86.
12 D. 15.4.86
2142 D. 16.6.86
2683. W. 27.10.84.
2848/A W. 23.9.84.
2294 W. 11.8.83
6170 W. 6.9.86.
1141 W. 6.5.86.
1155 C. 3.4.86.
1178 C 23.3.86
1086 C. 16.3.86
312 C. 23.1.86.
2848 D. 17.12.85
2160 C. 15.12.85
2753 D. 4.12.85
1957 C. 25.11.85
1933 C. 23.11.85
1676 C. 21.10.85
1655 C. 19.10.85
1652 C. 19.10.85
1258 C. 26.3.86
738 E. 7.10.85
691 E. 3.10.85
2059/2060 W. 4.9.85
2683 W. 27.10.84
336 D. 30.3.85
693 W. 16.3.86
2426 W. 25.11.85
3358 C. 29.9.86
567 W. 25.2.87
505 J. 15.7.86
51 W. 8.1.87
509 C. 11.2.87
840 J. 15.12.86
330. J. 24.4.86
329 J. 27.4.86
1016 J. 19.12.85

despatched
19/7/87

125

No. 740 G.D.

FROM,

THE SUPERINTENDING ENGINEER
FIRST CIRCLE.

TO,

THE Collector
Godavari District

TD9

Dowlaishwaram, 17th June 1887.
Despd. 23/6/87

SIR,

Rajahmundry Ferry Steamer

(1) I have the honor to enclose Copy of letter No. 1926 dated 30th May 1887. from the Director of Indian Marine sent me with No. 193.D dated 6th June 1887 from Secretary to Government P.W. Department and of my reply thereto.

2. That reply I sent without previously consulting you in order to save time and I trust you will see nothing in it to object to.

I have &c &c

(Sd) G. T. Walch
Supdg. Engineer 1st Circle

(True Copy)

10th

Enclosure to letter No
1012 G.D. of 19th July 1887
to Chief Engineer for I.

329 J. 27.4.88
6369. 19.12.85

No. 113.

128 Godavari District Collector
Office
Cocanada. 30th June 1887.

From

W. A. Happell Esquire
Collector Godavari District

To

The Superintending Engineer
First Circle

909

Sir,

In reference to your letter of the 17th Ultimo No. 740 G.D. I have the honor to inform you that I approve of the answer given by you in reply to G.O dated 6th Instant No. 193. Public Works Department, but I believe the saving in fuel by having Condensing Engines of a good type would enable us if necessary to employ a Native Engineer who had learned to manage such machinery in Calcutta

I have &c &c &c

LO5

(Signed) W. A. Happell
LO5 Collector

(True Copy)

Stewart

7/8 Superintending Engineer 1st Cir.

Enclosure to letter No
10129 D d/19th July 1887
to the Chief Engr P.W.D

E.1
Dis 5799/87

127

NO. 10129 D

FROM

909

THE SUPERINTENDING ENGINEER
FIRST CIRCLE.

TO

THE CHIEF ENGINEER
PUBLIC WORKS DEPARTMENT.

Enclosure 2

DOWLAISHWARAM, 19th July 1887.

Desp. 20-7-87

SIR,

No 357 Dated 9/7/87
[illegible]
2005 D-5-7-87

In Continuation of my No 723 dated 17-6-87, I have the honor to enclose copy of my letter No 740 dated 17-6-87 to the Collector Godavari District and of his reply thereto (No 113 dated 30-6-87).

I have the honor to be
Sir
Your most obedient servt

106

106

C. Stewart

Supg Engineer 1st Circle

SK

PWCN No 5799

FROM G. T. Walch Esquire
~~THE~~ SUPERINTENDING ENGINEER
FIRST CIRCLE.

(2)

TO

THE CHIEF ENGINEER
PUBLIC WORKS DEPARTMENT.

DATED
DESPATCHED
RECEIVED 19th 22nd 27th } July 1887

Recorded, with reference to No 357 D dated 19th July 1887.

Joh
17/8/87.

No. 1012 G.D.

ENCLOSURES. Two

SUBJECT.

Rajamundry Ferry Steamer.

Forwards copy of Collector's letter approving of the suggestions made with regard to the —

Correspondence with 357 D of 19.7.87.

Write & inform

C. 27.7.87.

139

(Form No. 5.)

Heading Ships Construction No. 2943

SECRETARY TO GOVERNMENT P.W. DEPARTMENT MADRAS
30 AUG 87

H. M. I. M. Dockyard,
Bombay, 26th August 1887

409

From

909

The Director of the Indian Marine

To,

The Secretary to Government
Public Works Department
Madras

Sir,

With reference to correspondenc ending with your letter No 357 D. dated 19th July 1887, I have the honor to beg you will inform the Government of Madra that I think I shall be able to have the Hull of the Godavery steamer ready for shipment late in May next and the engines and boilers two months late

408 1

408

S.31)

It

It will probably take this time to put her together after frames and plating are delivered.

909

2. Owing to heavy press of work for Burma it is impossible to complete this work before the dates I now give: I should be glad to be favoured as soon as possible by wire with the views of the Government of Madras, upon receipt of which I will cause estimates to be prepared and sent.

I have the honor to be,
Sir,
your obedient servant.

109

pro Asst. Supt.
Director of the Indian Marine.

509

No. 431 D d/ 17-8-87
" 357 D d/ 19-7-87 & file

C. Whitehead
1.9.87

No. 5082 } 31st August 1887

2.9.87

131

Pwd

A

No. 5082 / 1 d/ 31st August 1887

Deferred Telegram

To Director Marine
Bombay

909

Your 2943, twenty sixth instant.

In circumstances stated dates accepted.

Please send estimate soon –

Telegram despatched 31-8-87

No. 5080 / 2 d/ 31st August 1887

Copy of the above, and of the Director's letter forwarded to the Rev. Dept for information, with reference to order in that Dept No 5288 / 87

MMa
31 Aug –
(as I didn't see the letter of 9 July before it went, it is hardly worth while sending me this)

112

6

~~The Hon P.P. Hu[illegible]~~

No. 509 C d/ 11.2.87
" 2633 W d/ 27.10.84
" 51 W d/ 8.1.87
" 505 D d/ 15.7/86
" 567 D d/ 25.2.87
" 1258 C d/ 25.3.86
" 1141 W d/ 6.5.86
" 617 D d/ 6.9.86
" 12 D d/ 15.4.86
" 193 D d/ 4.6.86
" 210 D d/ 5.6.86
" 367 D d/ 9.7.86
" 483 D d/ 4.8.86
" 482 D d/ 4.8.86
" 490.1 D d/ 5.8.86
" 521 D d/ 11.8.86
" 602 D d/ 2.9.86
" 3985 C d/ 13.11.86
" 3358 C d/ 29.9.86
" 628 D d/ 7.9.86

No. 36 D d/ 22.4.87
" 431 D d/ 17.8/87
" 508/142 D d/ 31.8/87

No. 556 D of 10th Sept

To
The Secretary, Rev. Dept
for favour of [illegible]
[illegible]

12/3

Public Works Dept.
133

No. 2727 W of 14th October 1887

Read Memorandum from the Marine Dept. of the Govt. of India No 1284 d/ 28th September 1887.

Ordered that the following telegram be sent to the Director of Indian Marine, Bombay.

"My telegram 10th September. Revised Estimate of Rupees 48,600 accepted for Godavari Delta Steamer applied for in letter 478 I dated 8th August 1887 to Govt. of India, Marine Dept. Estimate for Ferry Steamer promised in your letter 2943 dated 26th August 1887 is still awaited - Please expedite."

P.P.H.
12 Oct

Tel: Deferred
desp. 14-10-87

118

J.O.H.
7/10/87

Note

This telegram seems necessary owing to there having been a misunderstanding of the Director's telegram of the 2nd Septr. last. It was thought that the Director here referred to the

118

Ferry Steamer which is also under provision, but it is now Evident from the documents sent down by the Govt. of India that the Revised Estimate of Rs 48,600 is for the Delta Steamer the original Estimate for which was quoted at Rs 45,553—

7/10/87

17/10/87

13.10.87

Godavari Steamers

~~The Hon [illegible]~~

No. 2727 W/14th Oct/87

13 W 14/10

To

D 14/10

The Chief Engr. for I with original documents.

(~~To I for favour of counter~~ initials).

Cir. 12-10-87

18/10

17/10

M. D. H. 154

Heading— Ships Construction

No. 1284.

GOVERNMENT OF INDIA.

MARINE DEPARTMENT.

Simla, the 28th September 1887.

909

To

The Chief Secy. to the Govt. of Madras.

MEMORANDUM.

R/ 8 87

Forwarded with reference to his No. 4783, dated the 8th August 1887.

Enclosures of No. 4783, dated 8th August 1887 from Govt. of Madras.

Copy of letter from Director of Marine No. 3247, dated 13th Septr. '87 & Contr. of Mily. Accts., Bengal, No. 4267, dated 20th Septr. '87.

909

A. C. Toker

Dy. Secretary to the Government of India.

No. 556 D „ 10-9-87 G.O. 51 W „ 8-1-87
G.O. 477-78 „ 8-8-87 „ 2633 W „ 27-10-84
No. 36 D „ 22-4-87 „ $\frac{2348W}{A}$ „ 23-9-84
„ 431 D „ 17-8-87 „ 2348 W „ 23-9-84
„ 357 D „ 19-7-87 „ 2294 W „ 16-8-83
„ 91 D „ 11-5-87 No. 509 C „ 11-2-87
„ 193 D „ 6-6-87 „ 307 C „ 27-1-87
„ 300 D „ 5-7-87 G.O. 890 I „ 15-12-86
„ $\frac{508}{1}$ $\frac{508}{2}$ D „ 31-8-87 „ 330 I „ 27-4-86
„ 329 I „ 27-4-86
„ 628 D „ 7-9-86 „ 1086 I „ 19-12-85
„ 3358 C „ 29-9-86 „ 1085 I „ 19-12-85
„ 3985 C „ 13-11-86
„ 602 D „ 2-9-86
„ 521 D „ 11-8-86
„ 491 D „ 5-8-86
„ 482 D „ 4-8-86
„ 483 D „ 4-8-86
„ 367 D „ 9-7-86
„ 210 D „ 5-6-86
„ 193 D „ 4-6-86
„ 12 D „ 15-4-86
„ 617 D „ 6-9-86
B „ 1141 W „ 6-5-86
„ 1335 C „ 3-4-86
„ 1178 C „ 23-3-86
„ 1086 C „ 16-3-86
„ 312 C „ 23-1-86
„ 2848 D „ 17-12-85
„ 2160 C „ 15-12-85
„ 2753 D „ 4-12-85
„ 1957 C „ 25-11-85
„ 1933 C „ 23-11-85
„ 1676 C „ 21-10-85
„ 1655 C „ 19-10-85
„ 6768 „ 30-9-85
„ 1258 C „ 26-3-86
in file
G.O. 336 I „ 30-3-85
„ 693 W „ 15-3-86
B „ 567 W „ 25-2-87
G.O. 505 I „ 15-7-86

circ: 12-10-87

P.W.C. No. 8004

No 2727 W a/14th October 87

to 18-11-87

No. 663 I 135 Irrigation Excel

PUBLIC WORKS DEPARTMENT.

PROCEEDINGS OF THE MADRAS GOVERNMENT.

UNDER date the 26 Octr 1887

909

READ the following

Proceedings of the Madras Government }(Hr. No 477. I. d/8th Augt 87)
— do — do — }(Hr. No 593. I. d/5th Oct 87)
— do — do — }(Hr. No 2727. W. d/14th Oct 87)

The following estimate amounting to Rs 4,857 received from the Marine Department of the Govt of India for Constructing a steam tug, at the Kidderpore dockyard, for use on the Godavari river is sanctioned from the Credit of Rs 66,459 to Tools & Plant, Capital account, Godavari Delta system, resulting from the transfer of the Dowlaishweram Workshop plant to Provincial, the balance of the credit viz Rs 17886 will be added to the balance of the lump sum provision for Tools and Plant which will then be increased to Rs 58777. [2]

[2]

2 - This sanction has been registered as No. 86 I of 1887-88, and classified as shown below:—

Capital Expenditure on Public Works (not charged against Revenue)

48 - Irrigation

Godavari Delta System

III. Tools & Plant

9. Navigation Plant

Constructing a steam tug - Estimate - Rs 48,573

22/10/87

~~The Hon'ble L. L. [illegible]~~

M. E. I.

For registry of sanction

26/10

Draft

Received at 4.55 P.M.

SR 26/10/87

Registered & the plan within stamped

SR 27/10

[illegible]

25/10/87

D 31/10/87

Chief Engr for Irrign ✓

Supdg Engr I Circle ✓

Exe P. W. Accts with orig[l] Esta for note and transmission to the Supdg Engr ✓

Rev Dept I Circle ✓

Marine Dept ✓

circ. 24-10-87 R. 25-10-87

136

909

129

12

Govt. of (1887) Madras

PUBLIC WORKS.

28/10

Dated

Recd.

Recd.

G.O. 26 Octr. 1887. No. 663 I

Steam Tug for the Godavari river

=

Estimate of Rs 48,573 for constructing &c — at the Kidderpore dockyard, sanctioned.

90/8

95

H. M. Indian Marine Dockyard
Calcutta - 3 - 2 - 1888.

96

My dear Street

Have you got anything to do with the Ferry arrangements on the Godavery river. We are building a paddle steamer to run on that river, and I am exercised in my mind whether it will be better to rivet her hull here or send her down in pieces to be built at her destination. If built here she could not be completed as her paddle boxes and overhanging deck could not be put on because of her passage through the canal locks. Then there may be a difficulty in getting her towed down. What is the latest date that it would be safe to send her in tow to Coconada, and what is your opinion? Of course it would save no trouble to rivet her hull here and fit all machinery in its place, but I much fear if we do so the Godavery river won't get its ferry until after the monsoon. If we don't rivet I hope to send the hull by May, and the machinery two months later. These are the dates we calculated on when the order to build was given, but I understand the

12A

12B

canals

canals are closed in April on account of the floods. If so what is the object gained in sending the hull down before they open again? Can you give me any information on these points? × × ×

Yours sincerely

(Sd) Aug: Campbell.

~~No 577C d/~~

No 577C d/9th Feby 1888

No. 577C d/9th Feby 1888 138

P. W. D.

98

Memorandum 909

909

Copy of demi-official letter dated 3rd February 1888, from the Deputy Director of Marine at Calcutta is forwarded to the Superintending Engineer I Circle, who is requested to wire direct to that officer, the information he applies for.

9.2.88

DEW.

9/2/88

To DW

Captain Street asks or return of the original tter - Copies have been made for office use.

125

175

To

The Suptg: Engr. I Circle.
With Copy of letter.
Despd 9.2.88.

12

No. 477-78 D d/ 8-8-87 1676C 21-10-85
" 521 D " 11-8-86 1655C 19-10-85
" 491 D " 5-8-86 676 E 30-9-85
" 367 D " 9-7-86 505 D 15-7-86
" 483 D " 4-8-86 509C 11-2-87
" 210 D " 5-6-86 307C 27-1-87
" 193 D " 4-6-86 890 D 15-12-86
" 12 D " 15-4-86 330 D d/ 27-4-86
" 3358C " 29-9-86
" 617 D " 6-9-86 329 D d/ 27-4-86
" 628 D " 7-9-86 1085-6 D d/ 19-12-85
" 51 W " 8-1-87
" 431 D " 17-8-87 357 D 19-7-87
" 556 D " 10-9-87 36 D 22-4-87
" 508 D/1, 508 D/2 " 31-8-87
" 482 D " 4-8-86
" 3545 C " 17-10-87
" 2727 W " 14-10-87
" 602 D " 2-9-86
" 3985 C " 13-11-86
" 689 D " 7-11-87
" 3487 W " 20-12-87
" 2633 W " 27-10-84
" 2348 W/A " 23-9-84
" 2348 W " 23-9-84
" 2294 W " 16-8-83
" 1258 C " 26-3-86
" 336 D " 30-3-85
" 693 W " 15-3-86
" 2816 W " 25-11-85
" 1141 W " 6-5-86
" 1355 C " 3-4-86
" 1178 C " 23-3-86
" 1086 C " 16-3-86
" 312 C " 23-1-86
" 2848 D " 17-12-85
" 2160 C " 15-12-85
" 2753 D " 4-12-85
" 1957 C " 25-11-85
" 1933 C " 23-11-85

So 10/2.

No. 577C d/ 9th Feby 1888

B.F.
V
So 10/2.

No. 1337 139

H. M.'s I. M. Dockyard,
Calcutta, 27th July 1888.

4 D

To
The Secy: to the Government of
Madras. P.W.D.

Sir,

I have the honor to inform you that the Steamer constructed in this yard for the Godavari River is now being packed and I would ask early information as to the Port it would be most convenient to send the packages to; the heaviest piece to be sent from here measures about 1 ton (40 cubic feet) and weighs 2 tons.

I have the honor to be,
Sir,
Your Obedient Servant,
Arth. Tayl[illegible]
Captn. I.M.
Offg: Dy: Director of I. Marine

12B

12b

P.W.C. No 7531

Recd 1-8-88

No. 2916 C.1/ 2nd August 1888

2294 W.16.C.E.

No. 2916 C 1/2 August 1888

Recd

909

Deferred Telegram

To S. E. I Circle
Dowlaishweram

Calcutta dockyard reports Godavari ferry steamer being packed. ~~and~~ inquires which port most convenient send packages. Heaviest piece two tons forty cubic feet. Wire reply.

2/8/88.

Tel: despd
2/8/88

No. 3487 W.D. of 20-12-87
„ ~~6893~~ „ 7-11-87
„ 579 C „ 9-2-88
„ 1258 C „ 26-3-86
„ 3369 „ 30-3-85
„ 693 W „ 15-3-86
„ 2633 W „ 27-10-84
„ 2348 W / A „ 23-9-84
„ 2348 W „ 23-9-84
„ 431 D „ 17-8-87
„ 3985 C „ 13-11-86
„ 3358 C „ 29-9-86
„ 628 D „ 7-9-86
„ 617 D „ 6-9-86
„ 602 D „ 2-9-86
„ 521 D „ 11-8-86
„ 491 D „ 5-8-86
„ 483 D „ 4-8-86
„ 482 D „ 4-8-86
„ 367 D „ 9-7-86
„ 210 D „ 5-6-86
„ 193 D „ 4-6-86
„ 1141 W „ 6-5-86
„ 1355 C „ 3-4-86
„ 1178 C „ 23-3-86
„ 1086 C „ 16-3-86
„ 312 C „ 23-1-86
„ 2160 C „ 15-12-85
„ 2848 D „ 17-12-85
„ 2753 D „ 4-12-85
„ 1957 C „ 25-11-85
„ 1933 C „ 23-11-85
„ 1676 C „ 21-10-85
„ 1655 C „ 19-10-85
„ 1654 C „ 19-10-85
„ 676 E „ 30-9-85
„ 12 D „ 15-4-86

D 3/8

Telegram

No. 2916 C of 2nd August

141

No. 1362 G.D.

FROM,

G. T. Walch Esqre

THE SUPERINTENDING ENGINEER

FIRST CIRCLE.

TO,

THE CHIEF ENGINEER

PUBLIC WORKS DEPARTMENT.

909

DOWLAISHWARAM, 16th August 1888

SIR,

* "yours sixth - ferry steamer is meant tug not yet commenced".

# Rs 12981-9-7 not yet adjusted.

With reference to your telegram* of the 7th Instant, I have the honor to inform you that there has already been an expenditure of Rs 17,378-7-8\# on the steam tug in the past Official year. The correspondence noted below will shew that the Steam tug appears to have already been under construction at Bombay and the despatch of parts of her from that Port has been notified.

G.O No. 228 I of 28-3-88. 133
Do No. 240 I of 16-4-88.
This Office No. 757 G.D. of 8-6-88 to Irrign Chief Engr
Do No. 883 G.D. of 26-6-88 Do
Irrigation Chief Engrs Memo 1/61 G.D. of 10-7-88.

132

2. Copies of the above correspondence are not herewith enclosed as the originals

can be obtained from the Irrigation Chief Engineer's Office.

I have the honor to be,
Sir,
your most obedient St

Supt. Engineer 1st Circle.

MTC

90 9

(34

+ (Please be very careful that there is no further misunderstanding!)

B

~~PPH~~

No. 2841 W.D. of 12th Septr 1888

Recorded with reference to G. O. No. 471. I. dated 7th August 1888 from which the Superintending Engineer will observe that the tug steamer has not yet been put in hand.

28.8.88

G. O. Nos 471, 472, 473 I / I 7.8.88

No 61 G.D. 10.7.88

Receipt No 100 G.D. 25.6.88

" " 109 G.D. 4.7.88

Nos 2998 C / 2999 C } 7.8.88 with file

5/9/88

+ I don't see that any further mistake can be made as the men from Calcutta are now at Dowlaishweram fitting up one of the steamers.

Supdg. Engineer I Circle

15/9

D. 28.8.88

R. 10.9.88

13/9

8/9/88

No. 163:8

Dy. 7.9

P.W. CN. 8295

FROM,

G. T. Walch Esqr.

~~THE~~ SUPERINTENDING ENGINEER

(4)

FIRST CIRCLE

TO,

THE CHIEF ENGINEER

PUBLIC WORKS DEPARTMENT.

DATED 16th
DESPTCHED 17th
RECEIVED 21st } August 1888

No. 1362 G.D.

ENCLOSURES.

No. 2841 W.D. of 12th Septr 1888

SUBJECT.

Steam Tug for the Godavari Delta —.

Informs that from the Correspondence noted Within that the — appears to have already been under Construction at Bombay.

With order

143

No. 2998 C of 7th Augt 1888

Plwd.

Deferred telegram

To Marine East Calcutta

909

Your 1337 twenty seventh July — Send packages Coconada, care port officer.

7.8.88

Tel. despd 7/8

13/8

13/8

13/8

Telegram

No. 2998c d/7 Augt 1888

No. 2999c d/7 Augt 1888

144

P. W. D

C/

Deferred Telegram

To Supdg Engr I Circle
Dowlaishweram

909

Yours sixth. Ferry steamer is meant. Tug not yet Commenced.

HO.
7.8.88

Tel: despd 7/8

~~140~~ 137

137

Gr

No. 2916C d/2-8-88
& file

Nos. 2978/2977 c d/7 August

D.B/8

Original 145 1/357 G.B./8

Recovery Claim No. 555

Statement shewing the Amount Due to the Marine Department by the Superintending Engineer, 16th Circle Dowlaishweram, P.W.D. Madras on account of Marine Services and Supplies, &c., during the Quarter ended 31st mch 1888.

	R	a.	p.	R	a.	p.
Part expenses incurred in the I.G. Dockyard at Kidderpore and Bombay in constructing a Ferry Steamer to ply on the Godavari River at an estimated cost cost of R 48.600/- as detailed below.	9	04				
I.G. Dockyard Kidderpore	5837	12				
ditto Bombay	7143	13	7			
				12981	9	7
TOTAL . R				12981	9	7

CALCUTTA,
The 8th May 1888.

C. Salmon.
Examiner, Marine Accounts.

Al.

Accepted.

144 141

Government of India Central Printing Office.—No. 22 E. Mr. A.—4-9-86.—7,000.

CHIEF ENGINEER
No. 1070
73
4 JUL 88
FOR IRRIGATION.

No. 573 G.D. 146

FROM,

J. E. Paul Esquire
~~THE SUPERINTENDING~~ Executive ENGINEER in charge
FIRST CIRCLE.

TO,

THE Examiner 909
Marine Accounts
Cocanada.

Dowlaishweram, 22nd May 1888

SIR,

I have the honor to return herewith counter-signed the triplicate copy of the bill received with your letter No. 698 of 8th May 1888.

2. I request the favor of being informed why an expenditure 5837-12-0 was incurred in Kidderpore dock yard on account of the Steam Tug which is now being constructed at Bombay.

3. This Steam Tug is not intended to ply as a ferry Steamer on the Godavari river, but is required for the Special purpose of towing across the river Government boats laden with building materials. I therefore request that the wording in your future bills may be restricted to "Steam Tug" instead of "a Ferry Steamer to ply on the Godavari river."

KF

I have &c &c

(Signed) J. E. Paul
Executive Engineer
in charge 1st circle
(True Copy)

Superintending Engineer 1st circle

Ct

CHIEF ENGINEER
No. 10
4 JUL 88
FOR IRRIGATION.

147

512 G.D.
19-6-88

It is requested that in any future communication on this subject, the No. and date of this letter, as given opposite, may be quoted, and the reply addressed—
EXAMINER, MARINE ACCOUNTS,
CALCUTTA.

Military Accounts Department,
OFFICE OF EXAMINER, MARINE ACCOUNTS,
Calcutta, 11th June 1888.

No. 1203

FROM

THE EXAMINER, MARINE ACCOUNTS, 99

TO

509

The Superintending Engineer
First Circle, Dowlaishweram.

Sir

With reference to your No. 573 G.D. of the 22nd May 1888 I have the honor to state that the Steamer in question is under Construction in the H.G. Dockyard Kidderpore but owing to a pressure of work at Kidderpore the two Boilers for the Vessel are being made in the Bombay Dockyard.—

2. The Steamer was designated a "Ferry Steamer" for the Godavari River in accordance with the telegram from the Secretary, Government of Madras, P.W. Department, authorizing its construction but the wording of future bills will be restricted to "Steam Tug" as desired.—

I have the honor to be,
Sir
Your most obedient Servant

143 143

C. A. Palmer
for Examiner, Marine Accounts

No.

CHIEF ENGINEER
No. 6097
4-JUL 88
IRRIGATION.

148

No. 883 G.D.

FROM,

G. T. Walch Esqre

~~THE~~ SUPERINTENDING ENGINEER

FIRST CIRCLE.

TO,

THE CHIEF ENGINEER

FOR IRRIGATION.

DOWLAISHWARAM, 26th June 1888

SIR,

In continuation of my No 757-18-6-88, I have the honor to enclose the undermentioned× correspondence with a hope that you may be able to have unravelled the confusion which exists between the "Steam Tug" for this Department & the "Steam Ferry to ply on the Godavari" for the Revenue Departt.

2. It is very necessary that the matter should be put straight not only because of confusion in the accounts but for fear a similar confusion should occur when sending the parts of the different steamers here to be fitted together-

I have the honor to be,
Sir,
Your most obedient Servant
G. T. Walch
Supt Eng: 1st Circle-

× Letter in original from Examiner Marine Accounts No 698. 8-5-88. with original bill (Rs 12981-9-7) for constructing "Ferry steamer to ply on the Godavari" (to be returned).

Copy of letter No 573- 22-5-88 from the Ex. Engr. in ch: 1st Circle to Examiner Marine Accounts-

Letter No 1203. 11-6-88 from Ex. Marine Accounts (to be returned).

147

FROM,

G. J. Walch Esqr

~~THE~~ SUPERINTENDING ENGINEER

FIRST CIRCLE.

1091 G.D.
4-JUL 88

TO,

THE CHIEF ENGINEER

FOR IRRIGATION.

DATED 26th
DESPTCHED 29th } June 1888
RECEIVED

No. 883 G.D.

ENCLOSURES. 4

SUBJECT.

Steam Tug for the Godavari Delta and Steam Ferry to ply on the Godavari-

Forwards certain correspondence to unravel the confusion existing between the -.

0000/ F.E.I.

What is known in the office about this

4/7/88

929

14

1011.10.7.80

28

FORMER CASES.

R No. ~~110 G.D.~~ dated 28-6-88
I „ 147 M „ 28.6.88
„ „

Receipt No. 109 G.D.
Dated 4-7-88.

LATER CASES.

R No. [illegible] dated [illegible]
I „ 158 M } „ 9.7.88
I „ 159 M }
R „ 1061 G.D. „ 10-7-88.
R „ 152 M — 13.7.88
I . 115 I — 25.7.88
R „ 595 W } 7.8.88
R „ 271 M } 14.8.88
I . 27 } 21.8.88

Sent to Government with No. W. of 188

Printed with G.O., No. dated

REMINDERS RECEIVED.

No. 1, dated 188
„ 2, „ „
„ 3, „ „
„ 4, „ „
„ 5, „ „

KEEP-WITHS.

E. I. Form No. 29.

Receipt No. 109 G.D.

From The Supg. Engr. 1st Circle

No. 883 G.D.
Dated 26-6-88.

Subject— Steam Tug for the Godavari Delta & Steam Ferry to ply on the Godavari. Forwards certain cor-respondence to unravel the confusion existing between the —.

ENCLOSURES. 4.

From
„ F.E.I.
„
2 Dr. H „
4/7/88 „

Orders and Proceedings in File.

No.	Date.	No.	Date.

nh 4/7

9/7

151

No. 757 G.D.

FROM,
G. T. Walch Esqre
~~THE~~ SUPERINTENDING ENGINEER
FIRST CIRCLE.

909

TO,
THE CHIEF ENGINEER
FOR IRRIGATION.

909

DOWLAISHWARAM, 18th June 1888
desp 20th

SIR,

With reference to P.M.G. No. 240 16-4-88 which having been on leave, I have only just seen I have the honor to point out that the vessel referred to in the letter of the Examiner of Marine accounts is the "Ferry steamer for the Godavari River" which is of course quite different from the "Steam Tug" for this Department.

I have the honor to be,
Sir,
Your most obedient St.

G. T. Walch
Supg. Engr. 1st Circle.

158 (X)

1011 10.7.88

FROM, J. G. I. Walch Esqr

~~THE~~ SUPERINTENDING ENGINEER

FIRST CIRCLE.

TO,

~~THE~~ CHIEF ENGINEER

CHIEF ENGINEER
No. 1037/6
25 JUN. 88
FOR IRRIGATION.

FOR IRRIGATION.

DATED 18th
DESPTCHED 20th
RECEIVED
} June 1888

No. 767 G.D.

ENCLOSURES.

SUBJECT.

Informs that the Vessel referred to in G O No 240 I of 16-4-88 is the Ferry steamer and not the Steam Tug.

Register & return with papers

25/6

909 & 908

[49]

1011.10.7.80

FORMER CASES.

R No. 308 h dated 24-4-88
" "
" "

Receipt No. 100 f 88
Dated 22-6-88

LATER CASES.

See R No. 109 G.D dated 26.6.88
g " 458 an & 315 G.M - 9.7.88
R " 222 W " 4.7.88
g " 61 G.D. " 10.7.88
R " 232 W " 13.7.88
g " 409 - 26.7.88
R - 555 W - 7.8.88
R - 27 W - 8.88
g 217 W 188 21.8.88

Sent to Government with No. W. of

Printed with G.O., No. dated

REMINDERS RECEIVED.

No. 1, dated 188
" 2, " "
" 3, " "
" 4, " "
" 5, " "

KEEP-WITHS.

26

B. I. Form No. 29.

Receipt No. 100 f 88

From The Supg. Engr 1st Circle

No. 757 G.D
Dated 18-6-88.

Subject— Steam Tug
Informs that the vessel referred to in G.O. No 240 I of 16-4-88 is the Ferry steamer & not the —

ENCLOSURES.

From to
" "
" "

F.E.R.
~~2 Dm. H~~
M.E.I.
Herewith
27-6-88

Orders and Proceedings in File.

~~27. 6 88~~

~~No.~~	Date.	No.	Date.

Please obtain from the orig of G.O. 240 I of 16 April
BR
27.6.88

To R.A. P.W. Secy

27/6

154

No I
61 G.D

Memo

6

909

With reference to letter No 757 G.D. dated 18 June 1888 from the Superintending Engineer, first circle, the undersigned has the honor to inform him that it has been ascertained that the vessel referred to in the letter of the Examiner of Marine accts printed with G.O. No 240 I dd 16 April 1888 is the steam tug for the Godavari delta and not the Godavari river ferry steamer. In authorizing the construction of the tug it was erroneously designated a Ferry steamer but the subsequent telegram to the Director of Indian Marine Bombay in which the mistake was corrected, does not seem to have been communicated to the Examiner of Marine accts who therefore referred to the vessel as the Ferry steamer instead of the steam tug.

15

~~153~~

Chepauk.

HBO.
10/7/88

To The Supg: Engineer first circle

BR 10.7.88

Desp 12. 7-88

E D'Lisi

This may issue
without going t

HP.
11-7-88

155

209

151
~~154~~

30

Former Cases.

R No. 222 M dated 4-7-88
R „ 100 G.D. „ 18-6-88
I „ 147 M/I „ 26. 6. 88.

ISSUE No. 61 G.D.

Dated 10th }
Despd. 12th } July 1888

Later Cases.

Vide R No. 232 M dated 13.7.88
I „ 169 I „ 26.7.88
R „ 579 W „ 7.8.88
R „ 277 M „ 18.8.88
I „ 217 M „ 21.8.88

Sent to Government with No. I. of

188 .

Printed with G.O., No. dated

REMINDERS ISSUED.

No. 1, dated 188 .
„ 2, „ „
„ 3, „ „
„ 4, „ „
„ 5, „ „

Keep-withs

R 222 M/88
I 157 M/88.
I 158 M/88
R 109 G.D/88
I 147 M/88
R 100 G.D/88
W.O. – I No. 577 C d/ 9.2.88 (I.)
W.O. I No. 3545 C d/ 17.10.87.
W.O. G.O. No. 2727 W d/ 14-10.87.
W.O. I No. 536 D d/ 10-9.87.
W.O. G.O. No. 240 I d/ 16.4.88. 10(f.)
R 273 W/88
R 267 W/88
R 256 W/88
G.O. 663 I/87
G.O. R 70 W 18/7/88
G.O. 593 I/87
G.O. 477-8 I/87

E. 1 Form No. 31.

ISSUE CASE.

1888.

Chief Engineer for Irrigation.

To

The Superintending Engineer 1st Circle

No. 61/I G.D. dated 10th July 1888.

Subject:—Steam tug. Informs that the reference to the "ferry steamer" by the Examiner of Marine Accounts in his letter printed with G.O. No. 240 I. is a mistake and that it ought to be ——

Enclosure.

156

NO. 1739 G.D.

FROM,

G. T. Walch Esqre
~~THE~~ SUPERINTENDING ENGINEER
FIRST CIRCLE.

TO,

THE CHIEF ENGINEER
FOR IRRIGATION.

Enclos 4.

DOWLAISHWARAM, 22nd September 1888

SIR,

1 I have the honor to forward herewith letter No. 2302 - 12-9-88 from office of Examiner Marine Accounts Calcutta & enclosures.

2 I suppose the bills refer to the "Ferry Steamer" and not the "Tug" and if so I do not know what ought to be done with them.

3. I would point out that if the "Marine Department" still persist in calling the "Ferry Steamer" the "Tug" – Confusion will become worse confounded now the "Tug" is really about to be ordered.

I have the honor to be,
Sir,
your most obedient Servt.
G. T. Walch
Supg. Engr. 1st Circle.

157

157

Enc: 4

No. 89. E. W.
Transferred to the Chief Engineer, P. W. D. for disposal.

R Davidson
For Chief Engineer for Irrign:
Chepauk }
3d October 1888 }

FROM,
G. T. Walch Esqr
~~THE~~ SUPERINTENDING ENGINEER
FIRST CIRCLE.

CHIEF ENGINEER
No. 1372
1-OCT.88
FOR IRRIGATION.

TO,
THE CHIEF ENGINEER
FOR IRRIGATION.

DATED 22 }
DESPTCHED 24 } September 1888
RECEIVED }

NO. 1739 G.D.

ENCLOSURES. 4

SUBJECT.

– Ferry Steamer –

Forwards a letter from the Examiner Marine Accounts & requests that the name be altered from "Tug" to – to prevent confusion

2841 W of 12/9/88
2801/2802 W of 10/9/88
471/472 I of 7/8/88
2998/2999 C of 7/8/88
577 C of 9/2/88
3545 C of 17/10/87
2727 W of 14/10/87
556 D of 10/9/87
357 D of 19/7/87
300 D of 5/7/87
36 D of 22/4/87

19/10

RD
2.11.88

F. R 7 dt 18/9 & Pt.

Genl Acct

158

PUBLIC WORKS DEPARTMENT.

No. 3177 W

PROCEEDINGS OF THE MADRAS GOVERNMENT.

UNDER date the 9th October 1888.

READ the following

909

From the Supdt. S. E. I Circle No 1739 G. D. d/ 22.9.88.

The Supdg. Engr. I Circle will accept the bill forwarded by the Exr. Marine Accts. Calcutta, & adjust the amount against the provision in the Incorporated Local Funds Budget for 1888-89, item 37, Canal & Ferry Fund, Tools & Plant (Special) –

2. The debits already erroneously accepted against the Irrigation Tug Steamer should be written

written back to Canal & Ferry funds, against the Ferry Steamer".

3. With reference to para 3 of his letter above recorded, the attention of the Supdg Engr is drawn to his letter No 573 G.D. d/ 22 May 1888, in which he advised the Exr Marine Accts to alter the designation of the vessel ~~to Steam Tug~~ from "Ferry Steamer to ply on the Godavari River" to "Steam Tug". He should now explain the mistake to the Exr Marine Accts in order that future bills may be correctly prepared.

MM
8.10.88

Jell
8/10/88

Des/W

D 21/10

S.E. I Circle with 4 encls

Exr Marine

Revenue Dept.

Govt. of (1888) Madras.

PUBLIC WORKS.

10/10/88

Dated

Recd.

Encl.

G.O., 9 Octr 1888, No. 3177 W

Godavari Ferry

=

Steamer

—

Orders on letter from the S. E. 7 Circle submitting bill from the Examiner Marine Accounts, Calcutta, for the —

100/6

9 d/10/10. 10/10

---

909 159A1

Public Works Department.

909 — 9, 88

Current No. 2604

Letter No. 3281

Dated 10th March 1889

From the Supy: Engr. 7 Circle

909

NOTE OF

The accompanying Complete Est. amounting to Rs 62,000 provides for the Construction of a Ferry Steamer for the Godavari, engine and machinery, boilers and all other fittings.

The rates as far as can be checked are fair —

1/7 15th 25/3/89 —

Ack.

This estimate refers to the Ferry Steamer, now being put together in the Dowlaishweram workshops. The Steamer is intended for the Revenue Dept, & the

any further

Reports

-mate must be sanctioned
under Local Incorporated
Canal & Ferry Funds.

In 1887, two steamers
were [illegible]ered from the
Kid[illegible] dockyard, one
(1) a [illegible]teamer ordered
by th[illegible]al Branch for
the [illegible] for, & (2) a
Tug Steamer ordered by the
Irrigation Branch, for use
in the Godavari delta.

The estimate sanctioned
in G.O. No 663 I of 26.10.87
was for the Ferry Steamer
(No 1) but by mistake
it was taken to be for the
Tug Steamer, & was therefore
wrongly sanctioned in the
Irrigation Branch.

The mistake was
brought to light in July
1888, and it was all put
right by G.O. No 471-3 I
of 7.8.88.

In G.O. No 3176 L
of 9.10.88, the S.E. was
told to submit a com-
plete estimate for the
Ferry Steamer, including

909

160

180

[illegible] of these charges
from commencement to
completion of the work.
The present estimate has
been sent in obedience
to that order.

Before the mistake
was discovered, the Ir-
rigation Branch had
accepted several debits
intimated by the Dock-
yard authorities, but
in G.O. No 3177 W of 9th
Octr 1888, the orders
were given to write
back these charges to
Canal & Ferry Funds.

A separate estimate
for the Tug Steamer
has since been received
and sanctioned in the
Irrigation Branch,
vide G.O. No 636-7 I
of 25.10.88.

Apparently there
cannot possibly be
any further
The po

The Ferry Steamer has been received from the dockyard & is being fitted up at Dowlaishweram – The present estimate covers the dockyard charges, the cost of freight from Calcutta & all charges for ~~fitting~~ establt. & putting together.

The tug steamer has not yet left the dockyard, but an estimate for it has been sanctioned in the Irrigation Branch.

CH
20. 3. 89

was passed [illegible] the Collector [illegible] the 16/3/89

Recd 17/3/89

41

Godavari Eastern Dn. Office
Dowlaishweram, 18th Feby: 1889

No. 732 S.

From
The Executive Engineer
Godavari Eastern Division.

To
The Superintending Engineer
First Circle.

Sir,

With reference to your No. 2054 G.D. of 26th October 1888, on G.O. No. 3176 W of 9th October 1888, I have the honor to forward herewith a complete estimate for constructing ferry steamer for Godavari river including dock yard and all other charges and to request that you will be good enough to obtain the sanction of Govt. for the same at your earliest convenience.

2. The detailed estimate of the Marine Deptt. for Rs. 48,573. was sent to your office with this Office No. 387 S of 6th September 1888.

3. If it includes any provision for fitting the steamer together at Dowlaishweram, transport charges, and the like, please have the necessary correction made in the amount of Rs. 48,573. entered by this office in the accompanying estimate.

I have &c. &c. &c.

(Signed) T. E. Paul
Executive Engineer

No. 3251 / S.E.

Copy submitted to the Chief Engineer Public works Department with a complete estimate[×] amounting to Rs. 62,000 for the Godavari Ferry steamer with reference to para 2 of G. O. No. 3176 W d/ 9-10-88 with the request that he will be good enough to obtain the sanction of Govt. to the same.

× In duplicate

2. The original estimate[×] (Rs. 48,573) of the steamer was returned to the Chief Engineer with this Office letter No. 1649 G.D. d/ 11-9-1888.

× sanctioned in G.O. No. 663 I d/ 26-10-1887.

Lieut. Col. R.E.

Supty: Engineer I Circle.

Dated 10-8-89
Despd 14-8-89

No. 2294 W d/ 16.8.83. G.O. 3176 W d/ 9.10.84
" 2348 W/A d/ 23.9.84 " 3177 W d/ 9.10.84
" 2630 W d/ 27.10.84
" 2059.60 W d/ 4.9.85
" 691 E d/ 3.10.85
" 728 E d/ 7.10.85
" 1654 C d/ 19.10.85
" 1676 C d/ 21.10.85
" 1957 C d/ 25.11.85
" 693 W d/ 15.3.86.
" 1258 C d/ 26.3.86.
" 1355 C d/ 3.4.86.
" 1141 W d/ 6.5.86.
" 628 D d/ 7.9.86
" 3358 C d/ 29.9.86.
" 3985 C d/ 13.11.86.
" 36 D d/ 22.4.87
" 91 D d/ 11.5.87
" 300 D d/ 5.7.87
" 357 D d/ 19.7.87
" 477.78 D d/ 8.8.87
" 431 D d/ 17.8.87
" 508 D/1 & 508 D/2 d/ 31.8.87
" 556 D d/ 10.9.87
" 593 D d/ 5.10.87
" 2727 W d/ 14.10.87
" 3545 C d/ 17.10.87
" 663 D d/ 26.10.87
" 577 C d/ 9.2.88
" 2916 C d/ 2.8.88
" 636.7 D d/ 25.10.88
" 471.2.3 D d/ 7.8.88
" 2841 W d/ 12.9.88
" 2998.9 C d/ 7.8.88

FROM, Lieut Col R. R. E. Drake Brockman R.E.

P.W.C. No. 2604

THE SUPERINTENDING ENGINEER

FIRST CIRCLE.

TO,

THE CHIEF ENGINEER

PUBLIC WORKS DEPARTMENT.

DATED 10th
DESPATCHED 14th } March 1889
RECEIVED 19

SECRETARY TO GOVERNMENT
19 MAR. 89
P.W. DEPARTMENT, MADRAS

No. 3251 G.D.

ENCLOSURES. One Estimate in duplicate

SUBJECT.

Godavari Ferry Steamer. Submits a complete Estimate for Rs 62,000 for the — and requests to obtain sanction of Government to the same.

No. 907 W 163 Genl. Acct.

PUBLIC WORKS DEPARTMENT.

3P

PROCEEDINGS OF THE MADRAS GOVERNMENT.

UNDER date the 22nd March 1889

909

READ the following

From the Supdg. Engineer I Circle. H. E. No: 3251 G. D. d/ 10th March 1889.

909

The estimate amounting to Rs. 62,000, for the construction of a ferry steamer ~~for~~ to ply on the Godavari river at Rajahmundry is sanctioned.

2. The current year's grant for the steamer is Rs 57,540, and a sum of Rs 25,000 has been provided for it in the preliminary issue of the Incorporated Local Funds Budget Estimate for 1889-90. On receipt of information from the Supdg. Engineer as to the exact amount that will be required for expenditure during 1889-90, the balance of the grant of Rs. 25,000 will be replaced at the disposal of the Revenue Department.

3. This sanction has been registered as Incorporated Local No: 25 L of 1888-89, and classified as Tools and Plant.

WCM
22.3.89

22/3/89

23/3

~~166~~
163

4/4/89

To The S. E. I Circle with 2 enclos
" Examiner P. W. Accts with the duplicate abstract estimate
" Revenue Department.
To The Revenue Secretary for favor of counter-initials)

163

PWC No. 2604/89

Govt. of 1889; Madras.
PUBLIC WORKS.

Dated 4/3/89

Encl.

G.O. 27 Mar 1889. No. 909 W

Ferry Steamers
=
Est for a — to ply on the Godavari River at Rajahmundry, sanctd with remarks.

26A

26A

100/6