

Govt. of { 18 } Madras.

To

The Public Works Dept

Encls 1

Repts: 26. 2. 94

- 10. 1. 93. 224
- 2. 11. 93. 2794
- 8. 1. 94. 144
- 19. 1. 94. 1674
- 25. 1. 94. 232

Proceedings, dated 22 February 1894
No. 65

Subject.

Stating that the expenses in connection with the dredger Wenlock will as proposed by the P.W. be debited to the General velly district Port Fund.

J. C. [initials]

In the order

N^o 538 W. d/ 27 Feb/ 94

Communicated to the Supty. Engineer & Circle who will submit a very early report ~~as~~ as required in para 2 of the order.

SVB
26/2/94
S. V. Circle.

DESPATCHED
28 FEB. 94
B

INDEXED.
1/3

N^o 244.

Tinnevely Division Office
Calamattak 31st January 1894
Despatch 1/2 —

From Major W. L. C. Baddeley R.E.

Executive Engineer

Tinnevely Division

To

The Superintending Engineer
for Circle

Trichinopoly

Sir,

In acknowledging the receipt of
your No. 907 I.N. of the 23rd January 1894
I have the honor to observe that the
Presidency Port Officer is under a mis-
-apprehension as regards the possibility
of setting the "Wenlock" to work im-
-mediately on her arrival at Tuticorin
2. When discussing the matter with
Capt. Street and Mr. Barber I strongly
protested that it would not be right to
charge the cost of the dredger against
the reclamation scheme until she was
actually set to work.

3. In my specification for the work

to

to be done I pointed out that it was necessary
first of all to run out some protecting work
along the outer line of the proposed
reclamation, as otherwise the sand thrown
in will be washed out to sea. Whether
this protection is to take the form of piles
and brushwood ^{or} on a rough stone bank, has
yet to be determined, but until that
work is completed it would be useless to
employ the dredger.

4. The vessel I presume was lying
idle at Calcutta and there can be
no valid reason that I am aware of,
for charging her daily expenses against
this protection work merely because
she is lying at Tuticorin.

I have the honor to be
Sir

Yours Most Obedient Servant
Wm B. Addis

Executive Engineer
Tinnevely Division

20: 95/TN.

12/174

Forwarded, through the Presidency
Port Officer, to the Chief Engineer,
D.O.M., for remarks, with reference to
G.O. No: 167 W of the 19th January 1894.
2. The Superintending Engineer agrees
with the Executive Engineer that the
cost of the upkeep of the dredger should
not be charged to the reclamation of
the foreshore till she is actually
used in that work.

Supt. Engrs office Tuticorin.

Trichinopoly.

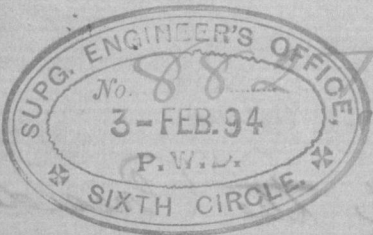
4th February 1894

26/-

Am. Engr. Lt. Col. R. P.

Superintending Engineer

W. Birch



From

The Secy. Engineer
Trincomally D^o

To

The Supg. Engineer
VI. Circle

No. 244.

Dated 31st Dec^r 1/2 } January 1894.
Recd.

OL 5.1
1166/54

Foreshore at Tuticorin.

- Pointing out that it would not be right to charge the cost of the dredger "Wenlock" against the reclamation scheme until she was actually set to work.

[G.]
53
5,000-13-2-94.

Marine Department.



PROCEEDINGS OF THE MADRAS GOVERNMENT.

Read the following papers—

Endorsement of the Superintending Engineer VI Circle, dated 4th February 1894, No. 951 J.N.

Endorsement of the Presidency Port Officer, Madras, dated 9th February 1894, No. 163/24 P.W.

Forwarded observing that as stated in this office letter No. 163/10 L, dated 10th January 1894, I am under the impression that the conclusion arrived at, at the informal meeting referred to therein was, that the "Wenlock" could be set to work immediately on her arrival at Tuticorin. As it now appears, that this is not practicable, the question as to the date from which the expenses of the vessel should be debited to Tuticorin Port Funds must rest with the Government. Since leaving Cocanada, her expenses have been borne by the Pamban Pilotage Funds in accordance with G.O. No. 215 Marine, dated 17th June 1892. I think that as the reclamation work at Tuticorin cannot be carried out without the help of the "Wenlock", and it was necessary to bring the vessel away from Calcutta for the special purpose of being employed at Tuticorin, her expenses should be borne by the Tuticorin Port Funds from the date of her arrival at that Port, viz. 7th February 1894.

not recd.

1894

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307 IN 194 877 T.C. 2542

Endorsement of the Public Works Department,
dated 13th February 1894, No 641C.

From the Presidency Port Officer, Madras,
dated 10th February 1894, No $\frac{163}{47}$ B.

Order, 22nd February 1894, No 65.

The expenses in connection with the
dredger "Wenlock" will, as proposed by the Presidency
Port Officer be debited to the Tinnevely district Port Fund.

2. The Public Works Department will be requested to
state when the "Wenlock" will be required. It will
be pointed out that the District Port Fund has to
bear the cost of her maintenance while idle amounting
to a thousand rupees a month; and a very early reply
will therefore be requested.

3. If the services of the "Wenlock" will not
be required at Tuticorin for some time the Presidency
Port Officer will submit proposals for her employment
elsewhere in the meanwhile.

4. It is observed from L.O. dated 8th January
1894, No 14 W. (No 27 Marine dated 19th January 1894) that * 232 Wd 25-1-94
the work of reclaiming the foreshore is to be carried out by the
Port authorities.

[True Extract]

Leo. L. Davidson
Ag: Assistant Secretary.

To

The Public Works Department. (with enclosure) ✓
" Presidency Port Officer.