

From
The Supt Engineer
Fifth Mile
To
The Chief Engineer
P.W. Department,

Dated 24th October 1894.
Recd. 25th

Encls 1

No 362 W.

Repair works on Jetty
Wall at Nagasaki Harbour

Reporting that excess
expenditure over the Esti-
-mate amount was not
due to late starting
of the work -

- 31560 17.10.94
- 10970 16.6.94
- 10430 30.5.94
- 10450 9.5.94
- 9240 15.1.94
- 10950 9.4.92
- 10970 25.2.92
- 32250 2.2.91 original

No: 2787 W. d. 1st December 1894

By
Chief

Communicated
to the Marine Dept.
with reference to
G.O. dated 17th April
1894. No 128 Marine
1894. No 128 Marine

S. W.

Copy
30
to Sec

DESPATCHED
-1 NOV. 94

cc Marine Dept
Marine Dept
INDEXED
2.5.94
97

work would have been found necessary even if the work was completed as soon as received sanctioned.

(b) Excess under concreting is simply due to additional work required to be done at the crane as pointed out by the Local Port Officer, for which there was no provision in the original estimate.

(c) Excess under Plastering in Portland Cement $\frac{1}{2}$ " thick is due to corrections made in widths in the original estimate sanctioned in plastering the portions

(1) "From sea end up to portion where crane works."

(2) Portion up to ramp.

(3) Left wall ramp.

(d) The extra items as shown in d, e, f & g were found necessary in carrying on the work.

V. The savings as pointed out in para III are as explained below:—

Against the provision of new cut stones for the whole work endeavours were made to obtain and use up old stones which have been found fallen down the river from the face and coping. As nearly half the quantity of the old stones have been used up in the work there is a saving of Rs 214-9-6. A rate of Rs 1-4-0 is allowed for old cut stone work because the Contractor had to take up the old stones from under water and to refix them as provided for in the estimate.

VI. The work was given in Contract in September last and the required materials collected by the middle of November, when there was heavy flood down the river

river, which prevented the execution of work in November alone.

VII. If the delay in starting the work had caused any extra expense, it should have been under the Sub-Head "Cut stone work with iron clamps &c". In this case, I beg to state that the quantity of both the old and new stones comes to only 243 cft against the estimated quantity of 291 cft. Further the cause of delay in starting the work is attributable to picking up old stones from beds of river, where there was heavy flood there.

VIII. The work was completed with the exception of the repairs to the steps in March last and the steps were repaired in May 1894.

(True copy)

Rasnasathapadi.

Executive Engineer

Negapatnam

16/11/10.

No. 671 S.E. of 17th October 1894

From The Executive Engineer, Nagapatam Division,
To The Dy. Engineer, V. Circle,

Reference - your Nos. 298 N.G. of 12th May 1894 and
256 N.G. of 20th April 1894

Sir,
Adverting to your Nos. above, I have the honor to inform you, that from the copy of explanation received from the Overseer in charge of the jetty wall work, herewith enclosed for information, it will be seen that the delay in starting the work was not altogether avoidable. The agreement for execution of work was taken on the 4th September 1893 and all work excepting steps was completed before end of March 1894. There was an item for repairing steps which was not provided for in original Estimate, but which was asked to be done by the Port Officer. This was done in May last. A bill for Rs 28 was finally sent up for payment in May.

2. The Port Officer however having brought to notice that some stones refitted had since fallen down and that the work should not be closed till these were rectified, orders were given to rectify the defects. Owing to floods this could not be done, till late last month. The work having stood well, Estimate is now closed.

The actual excess over the original Sanctioned Estimate comes to Rs 51 only.

3. It will be observed from the report of Overseer Harichara Subbiah that every endeavour was made to make the best out of the Estimate and that the apprehensions of the Presidency Port Officer that excess was caused by late starting of the repairs, were not well founded. I have &c.

- Sd. N. Ratnasabapathy Pillai
Executive Engineer, Nagapatam Division
No.



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N^o. 362 W.

Submitted to the Chief Engineer P.W. Depart-
ment, with reference to para 3 of f.o. no 1145M

dated 9th May 1894.

October
1894 }

Asst. Engineer & Mate

Enclosure
—
one
(to be returned)

Copy of Communication from Engineer
C. R. Haribara Subbiah to the Executive Engineer
Megapattin Revision No 90 dated 2nd June 1894.

In reference to your notes on Sup^r Engineering
No 298 ¹²⁻⁵⁻⁹⁴ and in continuation of my No 80 ²⁶⁻⁵⁻⁹⁴ I beg to
note below the information required: -

i. The total cost of repairing the Jetty wall includ-
- ing petty Supervision is Rs 1827-3-0 against
the original estimated value of Rs 1780-0-0, showing an
excess of Rs 47-3-0.

ii The excesses are in the following items:-

(a) Pointing with Portland Cement	Rs 31-4-2
(b) Racking up old concrete and bedding it with fresh concrete of stones in Portland Cement	Rs 184-12-2
(c) Portland Cement plastering $\frac{1}{2}$ inch thick	Rs 138-7-4
(d) The new item of repairing steps	Rs 18-0-0
(e) Iron for clamps	Rs 3-11-4
(f) Lead for do	Rs 5-2-6
(g) Pulwraah Piles	Rs 4-4-0
Total Rupees 381-12-6	

iii Savings made in the following items:-

(a) Cut stone work &c	Rs 214-9-6
(b) Petty Supervision	Rs 38-0-0
(c) Contingency	Rs 82-0-0
Total Rs 384-9-6	

IV. The excesses as pointed out in para ii are
explained as below:-

(a) Excess under pointing is due to the action of
waves during the flood time. This excess
work