

Public Works (1897) Department.

G.O., No. 888-9 W

DATED 29. March 1897

[Despatch Abstract.]

Steam Launch. Orders that enquiry be made of the Director Royal Indian Marine Bombay as to whether a — of certain description required by this Govt for the use of the Salt Department on the Buckingham Canal, can be provided for by his Department.

The Director, Royal Indian Marine, addressed.

A Steam Launch
being required by this
Port. for the use of the
Salt-Dept. on the
Buckingham Canal, I
am directed to request
the favour of your advice
as to whether a vessel
of the undenominated

description can be pro-
vided by your Dept. -

- (1) Draught not to exceed
1' 9", with driver, stoker,
and 4 passengers on board.
- (2) Engines to be condensing,
but no part of the condenser
to be outside the boat.
- (3) Propeller to be left to the
builders to settle.
- (4) Hull to be of teak, carved
hull & coppered. As she
will only be wanted for
small backwaters & canals,
she need only be built
strong enough to carry her
engines, with a low free
board.
- (5) Speed would not be a
matter of much consequence
provided she is designed
to keep up as much pace
as possible in shallow water
& canals.
- (6) Length of hull immaterial.
- (7) General lightness would
be a consideration, as she
would be liable to take

the ground occasionally, &
have to be hauled off into
deeper water.

- (8) The question of whether
she could be built with
water tube boilers might
be considered. As she
will be actually steaming
for only a small proportion
of the time during which
she has steam up, the
economy in coal from
their use would be
considerable.

2. The launch ordered
for the Krishna delta system,
& referred to in the cor-
respondence ending with
your letter no. 4612, dated
16. Sept. 1896, to the address
of the Super. Engr. II Circle,
are much larger and
considerably more expensive
than what is required
for the present purpose.

3. If you will be good
enough to favour this
Govt. with a sketch of

a boat which will
meet the above re-
quirements & in approxi-
mate ^{estimate} of the cost, the
sanction of the Govt
of India to its construction
at the Kidderpore dock-
yard will be applied
for -

[Signature]
19/3/97

23/3/97

Public Works (1897) Department.

CURRENT No. 2518

Order

From *The Revenue Department*

No. 1218 His

Dated 4th March 1897.

Received 9.3.97

Enclosures 2 & one file of P.W.D.
orig. papers returned

Spare copies

SUBJECT.

Transferring to the P.W. Departt
Progs of the Board of Revenue
(Separate Revenue) submitting
proposals for the supply of
a steam launch for the
Cumore Circle.



Dated 28th July 1896.

Ms. No. 3156.

Resolution:-

Resolution:- Now that the factories of the Vayalur and Ennore Circles have practically become monopoly ones and storage at the Madras Depot has been reverted to, the Board begs to call the attention of Government to one point in connection with the arrangements for working these factories at a reduced cost which will require action to be taken a considerable time in advance, viz the provision of adequate means of locomotion for the officer in charge.

2. When the outstorage system was introduced the Establishment of these factories was increased by one Inspector, 3 Assistant Inspectors, 10 Sub Inspectors 7 Clerks and

and shroffs and 14 peons, and a reduction of 13 Petty Officers was made. This reduction was due to the duty of Estimation having previously been entrusted to Petty Officers instead of Sub Inspectors as a special arrangement, the more expensive class of officers not having been required as the more important work of Storage took place at the Depot. The net additional cost was Rs 1197 per mensem.

3. The Board Considers that it may be regarded as certain that the few remaining Excise Licensees of these factories will revert to monopoly within the next year or two. During the present season 15,48,695 maunds of Government Salt have been manufactured against 84,281 mds of Excise Salt, and it is believed that a large proportion of the latter was made by a few interested parties more to keep up the semblance of the Excise system being

being still alive than in the hope of making any profit out of it. In the circumstances it does not appear to be premature to consider that arrangement should be brought into force when an establishment for local sales is no longer required.

4. The old system worked well (or would have done so, had the Inspector been provided with a suitable Steam Launch), and it should be possible to gradually revert to it as sales of Excise salt at the factories decrease. The leading feature of the old system was that a single Inspector aided by 2 Assistant Inspectors was to have charge of this long line of factories, about 11 miles from Bnd to Bnd, and to enable him to exercise supervision over such an extensive

Extensive area he was to be provided
with a Steam Launch. Two launches
indeed were originally proposed, but ^{one for canoeing}
can hardly be said to have ever been
in use. The reason why a launch
was necessary was that it was
found impossible to move against
the winds, which blow so strongly
from the South and south-west
during the manufacturing season,
at more than $1\frac{1}{2}$ or 2 miles per hour
in an ordinary rowing boat. Effective
supervision over such a long charge
in the face of such delays is
obviously impossible, while the
Exposure due to the length of time
which it took the Inspector to
get back to his head quarters in
an

an ordinary boat after a morning
spent at even a neighbouring factory
could not but detract from the general
Efficiency of his work.
5. The System of working the five
factories as one Circle with the help
of Steam Launches never had a
satisfactory trial as the Depart-
ment was never provided with a
really suitable boat. The first
launch which was obtained -
the "Beatrice" - was sent out by the
India Office. She was an admirable
vessel in every way but one, but
that was a most vital one.
She drew too much water and could
consequently only be used at high
tide, except within two or three
miles of Suva. Still she did
much

much good work and showed clearly of what great value a launch of suitable draught would have been. On the introduction of the outstorage system she was sent to Orissa and has just been sold for Rs 650/- after 13 years service, as no longer fit for the work of the Department. This is chiefly due to a new boiler recently made for her at the Madras Railway Workshops, Perambur, being heavier than she can carry effectively.

6. The next launch (two were provided for in the original scheme) was the six-oared gig of the Commissioner which Messrs Massey and Co. fitted with engines. She was a failure from

the commencement, owing partly to the weight being too great for her to carry and partly to faulty construction of the engines.

7. Another launch, of twin screw type, built in England in 1881 for the Buckingham Canal Steam Navigation Company, was purchased by the Department in 1885 from that Company for Rs 1000 for use in the Covelong Circle. She was improved at Messrs Massey and Co's. Workshops, but it was found that the boiler was leaky and that the boat drew too much water in the Canal and was very costly to keep up. Her engines were accordingly disposed of and the boat itself converted into a baid row. These two

vessel

vessels were merely makeshifts and can hardly be said to have fulfilled the wants of the Department in any way.

8. Correspondence then took place about the purchase of another and lighter vessel, and a Naptha launch, and a Stern wheel vessel were both discussed at considerable length. Meanwhile the outstorage system was introduced and the need for a light vessel for the use of the Inspector of Enmore was modified by the division of his charge into two Circles, and it was decided that a heavier vessel suited for towing the Commissioner's barge was what was most needed. The "Katherine" was accordingly ordered. She is the only launch now owned by the Department outside Orissa.

She

She is a good boat but much too heavy for factory inspection work. The difficulty of getting her afloat again if she went aground anywhere would be very great, besides which she burns too much coal.

9. The Board has thought it necessary to allude to the history of these launches as there may be an erroneous impression that but little useful work was ever got out of them in the Enmore Circle. This is to a certain extent true, but the fault lay with the vessels supplied and not with the system of making use of steam launches for inspection work there. The Board sees no reason whatever why launches should not be worked effectively provided the vessel is a suitable one. The Acting Commissioner had, when Deputy Commissioner, Northern Division, a good deal of experience of the "Beatrice" in those waters and has no

hesitation

3
Katherine
was
now

hesitation in saying that she would have been invaluable if she had drawn 9 inches (or even 6 inches) less water.

10. If all these factories are to be managed as a single circle in future on this system, it is necessary that immediate action should be towards obtaining a suitable launch, and the Board keeps me to suggest that this should be done forthwith.

The points which should in its opinion receive attention are the following:-

(i) Draught not to exceed 1'-9" with driver, stoker and 4 passengers on board.

(ii) Engines to be condensing, but no part of the Condenser to be outside the boat as was the case with the "Deatrice"

(iii) Propeller to be left to the builders to settle.

(iv) Hull to be of teak wood, copper built and coppered. As she will only

be

be wanted for small backwaters and canals, she need only be built strong enough to carry her engines and with a low free board.

(vi) Speed would not be a matter of much consequence provided she is designed to keep up as much pace as possible in shallow water and canals.

(vii) Length of hull immaterial

(viii) General lightness would be a consideration as she would be liable to take the ground occasionally and have to be hauled off into deeper water.

(ix) The question of whether she could be built with water tube boilers might be considered. As she will be actually steaming for only a small proportion of the time during which she has steam up

the

The Economy in Coal from their
use would be considerable.

(True Extract)

Commenced
Assistant Secretary

To
The Secretary to Government,
Revenue Department
Copy to the Deputy Commissioner,
Central District

7/12
31/7/96

P.W. 2518/97

Revenue Department.

An Extract from the Hon'ble Mr. Bliss's Note

I see that the launches ordered for the Kistna are
much larger, and so cost much more money, than is necessary.
Something much smaller is wanted. I think the Superintendent
of Marine at Kidderpore Dockyard had better be asked for his
opinion as to what can be done. The reference should apparent-
ly be made through the Director, Royal Indian Marine, Bombay. I
don't myself, however, that anything in reason will be done by
the Dockyard with a draught of 1-9" only.

(Initialled) H.W.B.
26th Feb-'97.

2/12/97

PROCEEDINGS OF THE MADRAS GOVERNMENT.

Read Proceedings of the Board of
Revenue (Separate Revenue) dated 28th July 1896, No. 3156 Mis.

Endorsement of the Public Works De-
partment (Irrigation Branch) dated 25th January 1897, No. 9 W.

Order thereon, No. 1218 Mis, d/4th March 1897.

Transferred to the Public Works Department in
view to the necessary action being taken.

(True Extract)

Donald Davidson

Under Secretary to Government.

To the Public Works Department (*Bliss*)
with extract from the Hon'ble Mr. Bliss's Note
and with the records received with the P. W. O.M
No. 16 W dated 19th February 1897 returned.

P.W. O.M.
25/8/97

2/12/97

He.

I think this Co was
called for by S.A.W. last
week. I found this morning
with the copies of other
depts received from
madras. Perhaps this
may now be sent to
S.A.W. & this is not at all
required here.

to
Wobley

He

This Co. should be
registered by 4745
date 7.6.97 accor.

It will perhaps be
required when further
orders are received
from Res. Dept

Presented this Co.
a little while ago
and for of the latest

letter on the subject
from the Kidderpore
Barrister. & I was told
then that it was at
last. I had written
anight, there was some
difficulty about finding
it at last, & I disposed
of the current without
it. The disposal is
no. 474 & above which

Cs
15/6/57