

Public Works (1898) Department.

G.O., No. 1265 E

DATED 18/5/98

[Despatch Abstract.]

Buckingham Canal Dredger: Letter from the
Director General of Stone Dredging that the iron metal
joints & copper pipes to replace the India rubber pipes
required for the - will be shipped as soon after they are delivered
by the Temporary Transport Company, and that the amount
incurred in repairing damages will be deducted from
the balance payable to the Company, Come to be
the Chief Engr for Imp.

BACK PAPERS.

FURTHER PAPERS.

GENERAL.
ACCOUNT.

Government {1898} of Madras.
PUBLIC WORKS.

Recd.

Regd.

1898.

Enclosures

Spare copies

G.O., No. 1265 W., 18th May 1898.

MAY.

Buckingham Canal Dredger

Letter from the Director-General of Stores stating that the gun-metal joints and copper pipes to replace the India rubber pipes required for the — will be shipped as soon after they are delivered by the Temperley Transporter Company as possible and that the amount incurred in repairing damages will be deducted from the balance payable to the Company, communicated to the Chief Engineer for Irrigation.

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

General.
Account.

READ—the following paper:—

From the Director-General of Stores, India Office, to the Secretary to Government, Public Works Department, Madras, dated India Office, Whitehall, London, S.W., 21st April 1898, No. 2390 S.

With reference to your letter, No. 326 W. of 10th February 1898, I have the honour to enclose a copy of a letter from the Temperley Transporter Co., and I have to inform you that the Secretary of State for India in Council has sanctioned the payment to the Company of £10 towards the cost of the new gun-metal joints and copper pipes to replace the India rubber pipes.

The amounts mentioned in your letter as having been incurred in repairing damages will be deducted from the balance payable.

The gun-metal joints and copper pipes are promised for early delivery and will be shipped as soon after as possible.

ENCLOSURE.

From the Manager of the Temperley Transporter Company, to Sir A. M. RENDEL, 8 Great George Street, Westminster, dated 72, Bishopsgate Street Within, London, E.C., 16th March 1898.

INDIA PUBLIC WORKS, BUCKINGHAM CANAL DREDGER.

With further reference to your favour of the 4th instant, we have investigated the question of the breakage of the parts referred to in No. 326 W., Government of Madras, dated 10th February 1898.

Castings at the lower end of the falling jib.—These were of exactly the same pattern as supplied on five dredgers of this type built for the Leeds and Liverpool Canal, which have been in continual operation for the last 3—5 years.

Breakage of propellers.—We can only assume that the dredger has been working in rather shallow water and that the propellers may have struck the bottom or sides of the canal.

Working chain of the falling jib.—This was a $\frac{1}{2}$ " diameter chain tested at Lloyd's Proving House, of which a copy of the certificate was handed to your Inspector on the final inspection of the crane. As a common $\frac{1}{2}$ " chain would not break with a less load than 8 tons, and considering that the chain in question is used with a return purchase, the load required to break it would apparently be not less than 16 tons. Possibly the statement in the report that the chain was much too weak is not intended to be read literally. We can only assume that the chain contained a bad link somewhere which was not discovered under test and which has since collapsed.

It is difficult to arrive at a satisfactory explanation of the breakages referred to, but in any case they had no business to occur. We shall be glad therefore to admit the charges as stated in the report above referred to, and must express our regret that the officials in India have had any trouble in the matter.

With reference to the India rubber pipes used for communicating steam pressure to the cylinder of the grab, the cost of two gun-metal spherical joints on the cover of the grab cylinder, two gun-metal spherical joints on the falling jib, and two sets of copper pipes with gun-metal elbows for connecting the spherical joints, and two spherical joints and one set of copper pipes with gun-metal elbow for taking the steam past the hinge of the falling jib, would be £31-10-0 (thirty one pounds ten shillings). We feel that we ought properly to supply these free of cost on account of the rubber pipes being unsatisfactory, but considering that the interest at 5 per cent. on the unpaid portion of our account already amounts to about £12, and that we have above admitted the charge of Rs. 259, we shall be glad to receive payment for the new gun-metal fittings. In the case of the chain, the report and the cost of replacing is rather severe on us. We have, however, put the gun-metal fittings in hand, and shall be glad to receive your instructions with regard to despatching them to Madras, leaving the question of whether the sum of £31-10-0 is to be recommended for payment entirely in your hands.

We duly received your favour of the 15th instant and regret that we gave you the trouble of sending us a reminder. The delay has been caused by investigating the manner in which the gun-metal fittings can be arranged, and in making an estimate of the cost.

ORDER—No. 1265 W., dated 18th May 1898.

Communicated to the Chief Engineer for Irrigation, with reference to his endorsement No. 3 W., dated 18th January 1898.

(True Extract.)

Under Secretary to Government.

To the Chief Engineer for Irrigation, } with copy of letter, No. 326 W.,
" Superintending Engineer, V Circle, } dated 10th February 1898.

Exd. Md. Pahlavan.

Public Works (1898) Department.

CURRENT No. 4156

*gent
sent up*

A
Order

From The Director General
of Stores.

A-126569 10598

Commenced to

No. 2390

the Chief Secy for
Birmingham, with reference
to his letter of 3rd of
18th January 1898.

Dated 21st April 1898

Received 3rd May 1898

Registered 12-5-98

Enclosures 1

Spare copies

CR

*W.H. Rd
10.5.98*

SUBJECT.

Buckingham Canal Bridges

Stating that the gun metal
joints & copper pipes to re-
place the indian rubber
pipes required for the

will be shipped as soon after
they are delivered by Messrs
Transporter Co and the amount
mentioned as having been incu-
red in repairing damages will be de-
ducted from the balance payable to the

Ch. Secy for Birmingham
S. S. V. cipher {
with copy
of letter
of 32.6.98
of 10.2.98

*22 21/5
14/5*

BACK PAPERS.

No.	Date.
Q.O. 20	326 W 10-2-98
32C	4-1-98
949 A	23 October 97
4873C	16-12-96
4397C	25-11-96
4396C	25-11-96
1630 W	29-5-96
603 W	18-2-96
480 W	1-3-95

FURTHER PAPERS.

It is requested that in any further communication on this subject the under-mentioned letter and number may be quoted, and the reply addressed to

*The Director General of Stores,
India Office,
Whitehall,
London, S.W.*

S. 2390.

India Office,
Whitehall,
London, S. W.

21st April 1898.

Sir,

Sir,

With reference to your letter No.326 W of 10th February 1898, I have the honour to enclose a copy of a letter from the Temperley Transporter Co., and I have to inform you that the Secretary of State for India in Council has sanctioned the payment to the Company of £10 towards the cost of the new gun-metal joints and copper pipes to replace the india-rubber pipes.

The amounts mentioned in your letter as having been incurred in repairing damages will be deducted from the balance payable.

The gun metal joints and copper pipes are promised for early delivery and will be shipped as soon after as possible.

I have the honour to be, Sir,

Your obedient Servant,

Director General of Stores.

The Secretary to Government,
Public Works Department,
Madras.

THE TEMPERLEY TRANSPORTER COMPANY.

72 Bishopsgate Street Within,
LONDON, E. C.

16th March 1898.

Sir A.M. Rendel,
8 Great George Street,
Westminster.

Dear Sir,

INDIA PUBLIC WORKS, BUCKINGHAM CANAL DREDGER.

With further reference to your favour of the 4th inst. we have investigated the question of the breakage of the parts referred to in No. 326 W, Government of Madras, dated 10th Feb. '98.

Castings at the lower end of the falling jib. These were of exactly the same pattern as supplied on five dredgers of this type built for the Leeds & Liverpool Canal, which have been in continual operation for the last 3-5 years.

Breakage of propellers. We can only assume that the dredger has been working in rather shallow water and that the propellers may have struck the bottom or sides of the canal.

Working chain of the falling jib. This was a $\frac{1}{2}$ " diameter chain tested at Lloyds' Proving House, of which a copy of the certificate was handed to your inspector on the final inspection of the crane. As a common $\frac{1}{2}$ " chain would not break with a less load than 8 tons, and considering that the chain in question is used with a return purchase, the load required to break it would apparently be not less than 16 Tons. Possibly the statement in the report that the chain was much too weak is not intended to be read literally. We can only assume that the chain contained a bad link somewhere

which

M.H.

Works (1894) Department
which was not discovered under test and which has since collapsed.

It is difficult to arrive at a satisfactory explanation of the breakages referred to, but in any case they had no business to occur. We shall be glad therefore to admit the charges as stated in the report above referred to, and must express our regret that the officials in India have had any trouble in the matter.

With reference to the indiarubber pipes used for communicating steam pressure to the cylinder of the grab, the cost of two gun metal spherical joints on the cover of the grab cylinder, two gun metal spherical joints on the falling jib, and two sets of copper pipes with gun metal elbows for connecting the spherical joints, and two spherical joints and one set of copper pipes with gun metal elbow for taking the steam past the hinge of the falling jib, would be £31.10.0 (Thirty one pounds ten shillings). We feel that we ought properly to supply these free of cost on account of the rubber pipes being unsatisfactory, but considering that the interest at 5% on the unpaid portion of our account already amounts to about £12, and that we have above admitted the charge of Rs. 259, we shall be glad to receive payment for the new gun metal fittings. In the case of the chain, the report and the cost of replacing is rather severe on us. We have however put the gun metal fittings in hand, and shall be glad to receive your instructions with regard to despatching them to Madras, leaving the question of whether the sum of £31.10.0 is to be recommended for payment entirely in your hands.

We duly received your favour of the 15th instant and regret that we gave you the trouble of sending us a reminder. The delay has been caused by investigating the manner in which the gun metal fittings can be arranged, and in making an estimate of the cost.

We are, &c.,
THE TEMPERLEY TRANSPORTER CO.
(Sd) per S.M. Cockburn, Manager.

Public Works (1898) Department.

CURRENT No. 3497

Order 3498
(1578/98)

1265W

Order

From
The Supt Engineer
Office

No. 265W

Dated 17th April 1898.

Received 22. 4. 98

Enclosures

Spare copies

SUBJECT.

Dredge Machinery

Forwarding Report
on the first arrival of

165.2.0

which was not discovered under test and which has since collapsed.

It is difficult to arrive at a satisfactory explanation of the pressure referred to, but in any case they had no business to occur. We shall be glad therefore to admit the charges as stated in the report above referred to, and must express our regret that the officials in India have had any trouble in the matter.

With reference to the india rubber pipes used for communicating steam pressure to the cylinder of the pump, the cost of two gun metal spherical joints on the cover of the pump cylinder, two gun metal spherical joints on the falling tip, and two sets of copper pipes with gun metal elbows for connecting the spherical joints, and two spherical joints and one set of copper pipes with gun metal elbow for taking the steam past the hinge of the falling tip, would be Rs. 10.0. (Twenty one pounds ten shillings). We feel that we ought properly to supply these free of cost on account of the rubber pipes being unsatisfactory, but considering that the interest at 5% on the unpaid portion of our account already amounts to about Rs. 2.25, and that we have above admitted the charge of Rs. 2.25, we shall be glad to receive payment for the new gun metal fittings. In the case of the chain, the report and the cost of replacing is rather severe on us. We have however put the gun metal fittings in hand, and shall be glad to receive your instructions with regard to despatching them to Madras, leaving the question of whether the sum of Rs. 10.0 is to be recommended for payment entirely in your hands.

We duly received your favour of the 15th instant and regret that we gave you the trouble of sending us a reminder. The delay has been caused by investigating the manner in which the gun metal fittings can be arranged, and in making an estimate of the cost.

We are, Sir,
Yours faithfully,
THE TEMPERLEY TRANSPORT CO.
(Sd) Per S. M. Cockburn, Manager.

Rs. 165.2.0

BACK PAPERS.

FURTHER PAPERS.

copy of a letter from H. A. Moss Esquire, General Super-
intendent, P. W. Stores Co., to the Superintending Engineer
5 Circle, No. 7. S. dated 6th April 1898:—

5 Circle, N.Y.S. dated
With reference to your No. 132 P.W.S. and to para
8 of the Chief Engineer's letter accompanying, I
have the honour to report as follows:-
At the arrival of the dredge and

On the first arrival of the dredge and machinery one of the two castings at the lower end of the falling jib was found to be broken. It was replaced by a casting of the same size. The first time the dredge was worked both the castings broke in two, though the fracture shows them to have been perfectly sound. The only way in which the fracture can be explained is that the castings were too light in the first instance. They were replaced by heavier ones which have given no trouble.

On the trial trip to the Adyar both the propellers broke. They had encountered nothing worse than soft mud and the only explanation for the accident is weakness of design. Stronger propellers were cast and fitted and have proved satisfactory.

After the dredge had been in use about a month the half inch main chain broke. There was no apparent defect in the chain but it was evidently too light for its work. It was replaced by a $5/8$ " chain which has since been used.

The casting of the bed plate has cracked work

working the sledge. The cracks are in the side close to the pinion of the rotating gear and in the nearest cross-rib. The position and character of these cracks shows that the casting has given way in these places under the strain of ^{slowing} the pit round. It is at these points that the strain is greatest. That the cracks have occurred shows a weakness in design for there are no flaws in the casting where it has cracked.

This casting is being strengthened and will do: but such repairs ought not to have been necessary.

The flexible hose and spare ones were all useless after two or three months working, and are being replaced by jointed copper pipes.

All the steam and water pipes should have been of copper instead of iron. They are corroding rapidly and will have to be replaced by copper pipes next year.

W 2857

To the Chief Engineer, P. W. Department, for
formation, with reference to para 8 of his A 1871 C
dated 26 March 1898.

Cl. 2 arms
17.4.98 Colonel R. B.

Supg. Engineer 5 Circle