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TAMIL NADU ARCHIVES

GOVERNMENT OF TAMIL NADU

Revenue . DEPARTMENT

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GOVERNMENT OF MADRAS.
PUBLIC WORKS DEPARTMENT.

14th December 1878, No. 4,757 W.

Buildings and Roads.
Civil Works.

Read the following paper :—

No. 147. From G. T. WALCH, Esq., Acting District Engineer, Godavari District, to the Chief Engineer, Public Works Department, dated Dowlaishvaram, 26th November 1878, No. 2,828.

I HAVE the honor to enclose copies of correspondence detailed in the margin, from which you will see that the Upper Godavari steamer has not been able to continue her running after the 16th October, having since her last arrival at Dumagudem been occupied in scraping the silt out of the Dumagudem Tail Lock and its lower approach.

Letter, No. 2,612, dated 13th November 1878, to Dumagudem Division Officer.
Mr. Vanstavern's letters, Nos. 270 and 271, of 19th and 20th November 1878.
No. 2,827, dated 26th November 1878, to Mr. Vanstavern.

2. Mr. Vanstavern states that never before has he seen at the place anything approaching such an accumulation of silt as in this year. And as till it was removed traffic through the canal would be entirely suspended, the steamer was as usual deputed to assist in the work. When this was done it was never contemplated that it would occupy her more than two or three weeks at the outside.

From G. T. WALCH, Esq., Acting District Engineer, Godavari, to the Officer in charge Dumagudem Division, dated Dowlaishvaram, 13th November 1878, No. 2,612.

WHEN I left Dumagudem on 12th ultimo I believe you told me that all would be ready for the steamer *Godavari* to commence clearing silt from the tail locks on her return.

2. I shall feel obliged by your informing me whether when the steamer arrived it was evident work could not then be commenced and that it could not be taken in hand for some time; and if so whether you informed Captain Barber of the probable time that would elapse before the work could be commenced.

3. The very long delay of the steamer is causing serious inconvenience.

From T. VANSTAVERN, Esq., Executive Engineer, Dumagudem Division, Godavari District, to the District Engineer, Godavari, dated Dumagudem, 19th November 1878, No. 270.

I HAVE the honor to acknowledge receipt of your letter, No. 2,612, dated 13th last, and in reply to inform you—

1. After the arrival of the steamer here there was a delay of a few days before she commenced work.

2. Since the steamer has been at work she has done very well.

3. The quantity of silt to be removed is very large; whatever part is cleared in the day is found filled in again in the morning, and so the same work has to be done over for days before any length cleared is actually gained.

4. The silt near the lock is soft on the top, where that is once cleared the lower stuff is found so hard that the scraper will not sink into it and the stuff has to be loosened with sand spades before the scraper can have any effect.

5. The winds from the north and north-west since the accident have been fresh; this interferes with her working; she has not yet got out of the river and has not been able to get out her broadside on, and proceeding such a large portion of the cargo is blown about like a cork, and a great deal of this is lost in getting it out of the entrance to the locks.

6. One day through a leak in the entrance the steamer was damaged, and she sustained some damage which had to be repaired, and on account of this there has been delay through breakages.

7. The entrance walls for 350 feet in length are only 8 feet high and the water and mud now not to be seen; one of the steamer's iron rudders was washed away when she was going astern through which it was lost and some damage done to the hull; this accident was unavoidable as the wall could not be seen.

8. You state in your letter that the absence of the steamer is a serious matter in the lower district; in this case as the river is getting low it would be a great loss if the steamer were not there at once so as to make certain that she will get down the river.

9. Should one of the small steamers be available she might be sent up and I would complete the work with her; if this is not possible I should have to wait until the next tide comes and then do the best I can to clear the lock.

10. I have sent Captain Barber a copy of this letter and I have also sent him a copy of his attention to paragraph 8, and to see his own judgment as to what to do with the steamer when he considers it necessary by the state of the river as I suppose it is a great importance that she should have the steamer there.

11. The steamer will take down her cargo in a week should be required by you; should any of the small steamer be sent I shall feel obliged if you would let me know; should any not arrived inquiry might be made to passing boats; it was not of course Nank's Pentah's boat.

From the same Officer, dated Dumagudem, 20th November 1878, No. 271

With reference to my letter, No. 270, of yesterday's date, I enclose the letter to inform you that Captain Barber requested me to come on board and look at the injuries the steamer had received.

2. This morning I went on board, and the injuries to the iron rudder, rudders, poles, and the steamer were in the place are serious, both rudders are doubled and even the wooden one is broken.

3. These iron rudders, by their peculiar construction and the way they are unshipped like any ordinary fitted rudder, but the steamer has to be put in a dock to take out the rudders to the vessel's bottom.

4. Through the injury the rudders have received, principally the twisting of the main pin and bending of the feather, they cannot be placed in any position so as not to interfere with the storage by the wooden rudder.

5. Captain Barber told me that the river between here and Bhadrachalam is in a very bad state, the channel running in between rocks were there would not be sufficient width for the steamer; this statement has been confirmed through inquiries made among the crews of the steamer. There is a large number of these boats now at the tail lock getting loaded, and as they get ready they have to take a damper crew to Bhadrachalam and run over great risks.

6. Under the circumstances the Captain of the steamer does not think it advisable to run the risk to take down the steamer in her present unmanageable state, and I think he is quite justified in his opinion.

7. The matter to be considered is this: is there anything to be gained by running the risk of damage or loss to the steamer. I think not. Should she after dropping down river arrive at she could not be made use of but would have to be docked for repairs, which would make a long time, down at Dowlaisvaram; she would have to be docked then the rudder feathers removed, floated out of the dock into deep water, and then the rudder to be unshipped, then again docked and repaired, and then placed in deep water to ship the rudder.

8. She will have to work here for some time yet; it has generally been used to remove the silt from one to two months under ordinary circumstances with the small amount of silt. I shall however, stop her working as soon as possible as the expenses are very heavy.

9. Whenever she has completed what is required she can be docked I expect this will only cost a trifle, simply the men to move her from one place to another, as the difficulty of getting water on the works she can be put on the dry and again easily removed, the repairs would not amount to a large sum.

10. The steamer running or not running does not interfere in the slightest with the trade when the accident occurred in the lower district, and there was not any prospect of the steamer continuing to run; orders were sent down by the merchants here for boats and they came under contract; in fact plenty of boats came up on speculation which could obtain but little freight; when the steamer stopped running, there were some 15,378 bags of galnuts besides other produce to take down; these have all left and other also been sent down with some thousand of bags; galnuts and other produce is daily coming in and being sent down now; in fact there is a brisk trade.

The merchants and boatmen are anxiously looking to the time that the boat canal will be finished as now they run great risks as in accident happening to boats or cargo the loss falls on them.

11. Should you however wish the steamer to be sent down it will be tried by Captain Barber; should any accident occur he could hardly be blamed. I much regret that these accidents should have occurred, as the steamer must be a serious want to you.

From G. T. WALCH, Esq., Acting District Engineer, Godavari, to the Executive Engineer in charge Dumagudem Division, dated Dowlaisvaram, 26th November 1878, No. 2,827.

With reference to paragraphs 6 and 9 of your letter, No. 271, of 20th instant, it is hardly necessary to state that the risk, which both you and Captain Barber believe to be great, of sending the steamer down must not be run. She must be docked at Dumagudem and repairs to her must be carried out there.

2. With reference to paragraph 7 of your No. 270, dated 19th instant, I do not see how the accident which has caused so much injury can be said to have been "unavoidable as the wall could not be seen." It would surely have been very easy to mark out the position of the wall with a few bamboos.

No. 148. ORDER THEREON, 14th December 1878, No. 4,757 W.

ORDERED to be recorded.

(True Extract.)

Colonel, R.E.,
Secretary to Govt., P.W.D.

To the Superintending Engineer, First Circle.
Revenue Department.

Exd. C. Howarth.
20 Spare Copies

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16 Jan 1872

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Commenced to
the Board of Revenue.
R. M. M. M.
10 Jan 72