Archives 1—10,000—6-10-76.

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(2) Date of repair 5.6.86

(3) Initials of the Referencer lamb

# TAMIL NADU ARCHIVES

## GOVERNMENT OF TAMIL NADU

Revenue DEPARTMENT

G.O. No. 368 Press.
B.P. No. Mis.

Dated 25.1.1977 197-.

*Not to be folded or roughly handled*

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GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

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6th January 1879, No. 23 W.

General.
Establishment.

Read the following papers :—

No. 48. From G. T. WALCH, Esq., Acting Superintending Engineer, First Circle, to the Chief Engineer, Public Works Department, dated Dowlaishvaram, 14th December 1878, No. 16.

In continuation of my letter No. 2,828 of the 26th ultimo, I have the honor to forward herewith for information copy of a letter,* received from Captain Barber, Commanding the Steamer *Godavari* on the subject of the detention of the steamer at Dumagudem.

*Dated 24th November 1878.

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From Captain J. B. BARBER, Commanding, *Godavari*, to the Executive Engineer, Eastern Delta, Dowlaishvaram, dated Dumagudem, 24th November 1878.

In reply to your letter No. 998 of 16th November just received, I have the honor to inform you that before leaving Rajahmundry on the 18th October last I received verbal instructions from the District Engineer to place the Steamer *Godavari* under the orders of the Executive Engineer at Dumagudem, which was done as soon as the vessel arrived here, and had that officer ordered the steamer down again as I afterwards ascertained he was unprepared to send a body of water through the lock to assist in scouring, I should have done so ; but having been sent up specially by the District Engineer to work under that officer, I had no alternative but to remain here until ordered away by him.

Shortly after the steamer's arrival here we commenced scraping without a scour and have continued to do so ever since, working from day-light to dark, Sundays included.

At the early part of this month the vessel met with an accident which will prevent the steamer's return to Dowlaishvaram this dry season. We were going astern at the time when our rudder chains parted, causing the vessel to swerve when our sternboard rudder was twisted outwards at right angles with the keel and our post on the other way. We are now guiding the vessel with bamboos.

On the 19th instant I received a letter of instructions from the Executive Engineer at this place ordering me to proceed to Dowlaishvaram when I thought it prudent to do so. I immediately wrote to him requesting he would be good enough to come on board and examine the extent of our damages ; he did so, and came to the same conclusion as myself, that it would be highly dangerous to think of navigating the vessel through the narrow and intricate passages of the rocks in her present unmanageable state. I believe he has already written to the District Engineer to that effect.

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No. 48-A. From G. T. WALCH, Esq., Acting Superintending Engineer, First Circle, to the Chief Engineer, Public Works Department, dated Dowlaishvaram, 14th December 1878, No. 17.

In continuation of my letter No. 2,828 of the 26th November 1878, I have the honor to forward herewith copy of a letter from Mr. Vanstavern, the Executive Engineer, in charge of the Dumagudem Division, explaining an omission in one of his previous letters on the subject of the injury to the Upper Godavari steamer, copy of which accompanied my letter above quoted.

One copy of letter No. 283 of 5th December 1878 from Mr. Vanstavern.

From J. VANSTAVERN, Esq., Executive Engineer, Dumagudem Division, to the District Engineer, Godavari, dated Dumagudem, 5th December 1878, No. 283.

ON the receipt of your letter No. 2,827, dated 26th last month received this day, I referred paragraph 7 of my letter No. 270 of the 19th instant, and see that I mentioned "unavoidable" without stating the reason by some oversight. I have omitted it and now have the honor to give you the following information.

The scraper is worked from the steamer bow by chains leading along her sides (the chains are $\frac{3}{4}$th inch diameter) and on these a good strain comes when the steamer backs astern to pull out the mud; these chains broke and the steamer going full power could not be stopped at once nor got when the bamboos used as poles, able to guide her, the consequence is that she was on the wall in a second and the damage occurred.

The iron rudder was fitted at near the side of the steamer and when the starboard rudder was put to part it projected beyond the side of the steamer.

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No. 49.

ORDER THEREON, 6th January 1879, No. 23 W.

RECORDED, in continuation of G.O., No. 4,757 W., dated 11th December 1878.

(True Extract.)

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

To the Superintending Engineer, First Circle.
" Revenue Department.

Exd. E. C. Shunker.
27 Spare Copies

368
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Revenue 1879. 2654

No 721.

Imo

GENERAL
ESTABLISHMENTS.

Sub. of 1879 Year's

PUBLIC WORKS.

To

The SUPERINTENDING ENGINEER.
FIFTH CIRCLE.
&c, &c, &c.

Dated January 8th.

Rect.

Rect. — 27 Desp.

G. O., 6th January 1879, No. 28 W.

Sir,

I have &c.

Signature.

Designation.

Upper Godavari Station.—Reports and returns to the —, recorded

No 368.

Communicated to the Board of Revenue

25th January 1879

No 368

C. No. 325 of 79

No 368 dated 8th Jan 79 to Exec Engr Godavari Canals