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Editorial Notes

BEFORE anything is put forward in this column one thing strikes our mind and that is late issue of the journal. The delay has been due to negotiations for the change of the office of the Association from No. 4, Clive Ghat Street to No. 24, Netaji Subhas Road, by the owners of the previous premises and many other minor incidents beyond our control and we crave the indulgence of our patrons, contributors, and advertisers.

Interests in ships and shipping in India is on the increase. A course for training of shipwrights has been introduced at the Calcutta Technical School. A course in Naval Architecture is under consideration for introduction at the Higher Technical Institute to be established at Hijli, Kharagpur. A course for education and training in Marine Engineering has been established at a College in Calcutta. A few large foreign going cargo vessels have been successfully built at the shipyard in Vizag. Inland river going craft are regularly built at many yards on the banks of the river Hooghly. *Many of these are, however, prefabricated in U.K. and only the parts are assembled and fitted here.*

The designs for these vessels are mostly prepared abroad and are repetitions of the existing vessels but several small craft have been successfully designed in India as it is very essential to have original designs to suit the special conditions of service in this country.

Designs adopted for vessels required for Indian service are often based on the illustrations of same plying in U.K. or in U.S.A. But while these are excellent for the waters in which they ply, their

designs are not always suitable for Indian waters where climatic conditions and ways of living are entirely different and demand a different form of ventilation, sanitary arrangement and distribution of accommodation.

To cater for the rising interest in this direction an article has been commenced in this issue in somewhat general terms and it is hoped to continue this feature with increasing addition of technical details in future issues.

The other article is from an Ex-professor, Bengal Engineering College and at present Principal, Kalikata Silpa Vidyapith. His subject of research is bricks. Cheaper design, easier mode of construction, durability of structures, habitation comfort, with at the same time lower capital cost are the aims of the designer. And his valuable researches on bricks with some modification in shape and size, **warp** of brick buildings, will be very useful to the engineers. It is claimed that these bricks can be arranged to provide thermal insulation of buildings as economically as hollow bricks.

After the stone age, Housing was started in India with split bamboo matting and ladth plaster. Then they made use of very small type of brick shaped unburnt blocks for building construction. Later they learnt the art of the use of the burnt bricks of various rectangular shapes. Still they standardised $9\frac{5}{8}'' \times 4\frac{5}{8}'' \times 2\frac{7}{8}''$ present day bricks.

Many research works have been made to strengthen these bricks both in tensile and compressive by reinforcing them; using cement as ingredient in place of earth; many attempts have been made to make these bricks lighter, i.e. hollow bricks, but all these attempts have not proved to be cheap and appreciated by the mass. Here Sri Ghose's research on "Tulin Bricks" aimed at its cheapness, durability, facility in construction will be of some help to solve the Housing problem of the day.

This paper was read by Principal, Sri Ghose at the Chambers Hall, Calcutta on 24th November, 1950, before this Association. The models as referred to in his article have been preserved by the Principal. We hope that his bold expedition and exploration on the subject of Building construction will help to solve the present day Housing Problem and with march of time more appreciation will come from the mass and more improvement from the Principal too.

Members are requested to contribute technical articles more freely to increase the usefulness of this journal.