M.R.O. 1—77,003—8-6-37.

(1) Number of pages _____

(2) Date of repair 29-6-46

(3) Initials of the Referencer _____

MADRAS RECORD OFFICE.

Government of Madras.

Financial DEPARTMENT.

G.O. No.	2855	Press / Mis.
31-10-		9-10
Dated	1-12-	18 75.

11/12

Not to be folded or roughly handled

Port of Tuticorin.

No. 9. Read the following letter from Captain J. H. TAYLOR, R.N.R., Acting Master Attendant, Madras, to the Hon. D. F. CARMICHAEL, Officiating Chief Secretary to Government, Fort St. George, dated Madras, 4th November 1875, No. 6896:—

Administrative Depar ment.

I have the honor to acknowledge receipt of the Proceedings of Government, Financial Department, No. 1861, of date 21st September 1875, and to offer the following observations thereon.

2. The principal road of the town of Tuticorin runs parallel with the beach for about a mile. The road itself and many of the houses on it, including the Master Attendant's Office and the Custom House, are within fifty yards of high water mark, and therefore within the limits of the port. Some years ago by the erection of a sea wall, the stone for which was supplied by this department, a strip of land was reclaimed from the sea, and levelled and planted by the Municipality for the recreation of the residents. This land is within port limits, but it is not desirable to interfere with the Municipal Commissioners regarding it. Certain spaces were left unoccupied on this land for the purpose of landing coral upon without any charge, and it is now found necessary to restrict the boatmen to these vacant spots. Hence the Municipal Bye-law submitted to Government for sanction.

3. Towards the southern part of the town, however, there is a much greater space of ground available between the roadway and the sea, and which is used as a convenient spot for docking and careening vessels on. In former years this ground was under the Master Attendant, but on the passing of the Municipal Act, the ground was claimed by the Municipality as waste land, and fees charged for its use.

4. To the extreme north of the town the premises and enclosures of Messrs. Arbuthnot and Co. extend to the waters edge, and to the south the Tuticorin Press Company claim the ground to the same extent, but as they have no buildings on it, with the exception of a small Pier, their claim should be questioned. Messrs. Arbuthnot and Co.'s buildings, situated within high water mark, appear to have been erected in the year 1847, previous to the passing of Act XXII. of 1855, while the port limits were fixed in April 1858.

5. I annex a copy of the Port Rules in force at Tuticorin, and would recommend that they be republished with the two additional rules in manuscript. I also recommend that the ground hitherto used for docking and other purposes be let out on hire to temporary occupiers, and that the fees marginally noted be levied by the Master Attendant, and credited to the General Port Fund.

	RS.
For any Blacksmith's shop, per annum ...	20
,, building or repairing a cargo boat or dhony	10
,, building or docking a vessel for repairs for every six months, or part of which the ground may be occupied.	50
,, each wood-yard occupying ground 25 × 25 yards, per annum	100

No. 10. ORDER THEREON, 1st December 1875, No. 2355.

Agreeably to the recommendation of the Acting Master Attendant, that portion of the ground within port limits at Tuticorin, which has been levelled and

planted by the Municipality for the recreation of the residents, will be allowed to continue under the charge of the Municipal Commissioners; but all other land falling within port limits as defined by law will be under the jurisdiction of the Master Attendant and Conservator of the Port.

2. As Messrs. Arbuthnot and Co.'s buildings, situated on the beach at Tuticorin within high water mark, existed there before the passing of Act XXII. of 1855, their rights will not now be disturbed; but the Tuticorin Press Company will be called upon to substantiate the claim they set up to the ground within port limits, failing which the ground in question must be assumed by the Conservator of the Port. The Master Attendant, Madras, will report again on this point.

3. The Government sanction the Table of Fees proposed to be levied on Blacksmiths' shops and dockyards, &c., for the purposes of the Port Fund, and direct that the Port Rules of Tuticorin be republished in the *Fort St. George Gazette*, with the two additional Rules in manuscript as recommended by Captain Taylor, and with the Table of Fees above mentioned incorporated in such Rules.

(True Extract.)

Chief Secretary.

To the Master Attendant, Madras.
,, Collector of Tinnevelly.
,, President of the Municipal Commission, Tuticorin.

Instructions to Commanders of Vessels entering the Port of Tuticorin.

SIR,

I am desired by the Master Attendant, Administrative Department, at Madras, to request that you will, without delay, fill up the accompanying Report and return it by the bearer, the hour of whose departure from your vessel should be noted on the Report.

2. Your *immediate* and most particular attention is requested to the imperative necessity of your entering in the report herewith forwarded, *the state of health* of your *Crew* and *Passengers*, and whether any *infectious and malignant or other disease* has appeared on board during the voyage. *In the event of any such sickness having occurred*, you are hereby ordered and directed to prevent all communication with other vessels in the roads or with the shore, until the Port and Marine Surgeon shall have duly reported such intercourse to be free from objection. If sickness has appeared and still prevails, you are required to hoist the yellow flag Q of the Commercial Code, which will be answered from the Master Attendant's or Port Conservator's flagstaff with flag L, signifying that until the Port and Marine Surgeon shall have visited the vessel, all communication with the shore or shipping is strictly prohibited. No dead bodies are to be thrown overboard in the Roadstead. No boats to be allowed alongside, until the Ensign is hoisted at some masthead in token that the Commander accepts the responsibility of the preceding caution.

3. Your attention is particularly directed to the following Rules :—

4. The best anchorage in the Roads is with the following bearings :—The obelisk on Hare Island, from W.N.W. to W. by S., distant about 1¾ miles, in from 5½ to 6½ fathoms, sand. During the months of August and September, when the strong winds are invariably from the land, vessels may anchor in 5 fathoms, but should never approach the ledge closer.

5. All Post Office packets and letters are to be delivered to the Post Office peon who is sent for them.

6. Commanders are requested to fill up and return the accompanying paper relative to the port light, and the Master Attendant, Administrative Department, at Madras, invites them to forward to him any observations they may wish to offer regarding this or any other light along the Coast which they may have passed.

7. Commanders are required to report themselves in person on landing at the Master Attendant's Office, and to bring with them the Ship's Register with two lists of the Officers, Ship's Company, and Passengers, and no vessel will be admitted to entry at the Custom House without producing a certificate from the Master Attendant, that the provisions of this article have been complied with.

8. Commanders are also required, previous to clearing out, to deliver to the Master Attendant two lists of the Officers, Crew, and Passengers proceeding by the vessel, together with notification of all casualties which may have occurred during her stay in port, whether by death, discharge, or desertion. No vessel will be granted Port Clearance until the production of a certificate from the Master Attendant that the Port Rules have been complied with.

9. No cargo is to be landed in ship's boats under a penalty of 50 Rupees and confiscation of the boat.

10. No ballast is to be thrown overboard in less than 10 fathoms; nor is any to be discharged on the beach or elsewhere from which it would be liable to be washed into the port. The penalty for infringing this rule is 200 Rupees.

11. Commanders of vessels having more than 50 lbs. of gunpowder or other combustibles on board are, under a penalty of 200 Rupees for default, to report the same to the Conservator, who will arrange, if necessary, for landing and storing the excess.

12. When the surf is so high as to render communication with the shore dangerous, a red and white chequered flag will be hoisted at the port flagstaff. When the surf is impassable, the first distinguishing pendant will be displayed under that flag.

13. Should a boat be urgently required during the night, three lights should be hoisted horizontally, and in case of danger from fire or other causes, blue lights should be burnt and guns fired.

14. No boats are to be detained alongside after 6 P.M. The detention of a boat during the day for more than one hour will entail double hire. Commanders and officers are particularly requested to abstain from ill-using boatmen or other natives. All complaints will be promptly inquired into.

15. In the event of boisterous weather having been experienced, Commanders are requested to report the same to this office, for the information of the Master Attendant, Administrative Department, at Madras, forwarding, if likely to be useful, copy of the log detailing the circumstances.

16. No vessel is to be moved in the Tuticorin Harbour except under the authority of the Conservator.

17. All vessels in the Tuticorin Harbour shall have their jib and driver-booms rigged in and their yards and topmasts struck, unless otherwise permitted by the Conservator. All projections from the Ship's side must be removed.

18. A free passage shall be kept between the wharves, jetties, landing places, and dockyards, and the position of the vessels moored in the Tuticorin Harbour.

19. The Madras Ports Acts can be seen at the Master Attendant's Office, and copies of them can be had at six Annas each.

20. Schedules of the boat hire, and other charges of the Port are hereto annexed.

Master Attendant and
Conservator.

SCHEDULE A.

—	Boat hire to the Roadstead or beyond Devil's point, for every 10 bales the boat can carry.	Boat hire to near the Keystone Rock, for every 10 bales the boat can carry.	Boat hire to Therukey Pullan, for every 10 bales the boat can carry.	Boat hire to the inner Harbour, for every 10 bales the boat can carry.	Transhipping per ship.	Detention alongside for every hour after the 1st.
Class of Boat.	RS. A.	RS. A.	RS. A.	RS. A.	RS. A.	RS. A.
1st class boats, carrying from 100 to 150 bales of cotton ...	1 4	1 0	0 12	0 8	5 0	2 0
2nd do. 50 to 100 do.	1 4	1 0	0 12	0 8	3 0	2 0
3rd class, or small dhony boats, per trip	5 0	3 0	2 8	2 0	2 0	1 8
Canoe per trip	2 0	1 8	1 0	0 8	0 8	0 8

SCHEDULE B.

Scale of Fees for measuring Vessels.

	RS.
Under 50 tons	7
50 tons and under 100 tons	11
100 tons and under 150 tons	15
150 tons and under 200 tons	19
200 tons and under 250 tons	23
250 tons and under 300 tons	27
300 tons and upwards	30

Extract from Government Notification of 9th April 1858.

The Limits of the Port of Tuticorin are as follows:—

To the North.—A line drawn from the south-east end of Vanteevoo to their boundary pillar on the mainland, due west thereof.

To the South.—The boundary three miles south of Devil's Point.

The sea-shores between them, whether of the mainland or the islands, to within 50 yards of high water mark, spring tides, together with the harbour and the channel leading thereto.

To the West.—The sea-shore of the mainland as above described.

To the East.—The space enclosed by two lines running due east from the boundary pillars to 7 fathoms on the north, and to 6½ fathoms on the south.

PORT RULES FOR TUTICORIN.

Rule 1.—All vessels within the Port of Tuticorin shall be bound to take up such berths as may be appointed for them by the Conservator, and shall change their berths or remove when required by such authority.

Proceedings of the Madras Government, Financial Department,
1*st December* 1875.

Rule 2.—All vessels within the entrance of the harbour shall, if required by the Conservator, rig in their jib and driver-booms, and strike their masts and yards.

Rule 3.—All vessels within the entrance of the harbour shall remove any anchor or spar or other substance projecting from her sides, if required to do so by the Conservator.

Rule 4.—All vessels taking in or discharging ballast, or any particular kind of cargo within the Port of Tuticorin, shall take up such berths as the Conservator may direct.

Rule 5.—A free channel shall be kept for ships moving up and down the harbour, and also free passages to piers, jetties, landing places, wharves, quays, docks, and moorings, and all vessels shall be bound to move, when required, to clear such channels or passages.

Rule 6.—All vessels within the Port of Tuticorin shall anchor, moor, and unmoor, when and where required by the Conservator.

Rule 7.—All vessels within the entrance of the harbour shall be moored or warped from place to place as required by the Conservator, and no vessel shall caste off a warp that has been made fast to her to assist a vessel in mooring, without being required to do so by the Conservator or Officer in charge of the vessel mooring.

Rule 8.—The Cargo Boat Rules published by Government, under date the 30th September 1867, shall be in force at the Port of Tuticorin.

Rule 9.—No vessels, within the limits of the Port of Tuticorin, shall boil any pitch or dammer on board, or shall draw off spirits by candle or other artificial lights.

Rule 10.—All vessels in the Roadstead of Tuticorin shall, when at anchor between sunset and sunrise, have a good light hoisted at the starboard foreyard arm, and all vessels under weigh at night shall show a good light at the foreroyal or upper foremast head, and when under weigh in tow of a steamer shall, in addition, show a light at each foreyard arm, the steamer showing the usual light prescribed by the Admiralty Regulations.

Rule 11.—Boats are not to be hauled upon the Beach between Messrs. Arbuthnot and Company's gate and the works of the Tuticorin Press Company without special sanction from the Master Attendant and Conservator.

Rule 12.—No coral shall be landed at any place other than those notified by the Master Attendant and Conservator, and all coral shall be removed from such places within twenty-four hours after landing.

Rule 13.—The following shall be the scale of fees to be charged on ground within port limits occupied by Blacksmiths' shops, docking yards, &c.:—

	RS.
For any Blacksmith's shop, per annum	20
For building or repairing a cargo boat or dhony	10
For building or docking a vessel for repairs for every six months, or part thereof, during which the ground may be so occupied	50
For each wood-yard occupying ground 25 × 25 yards, per annum ...	100

(By Order).

(Signed) J. H. TAYLOR, Captain, R.N.R.,
Acting Master Attendant,
Administrative Department.

Exd. T. O'Connor.

Govt. of [illegible] Madras.

FINANCIAL.

To

THE MASTER ATTENDANT,
Madras.

&c., &c.

Dated December 1st.

Issued

Recd.

Encl.

G.O., 1st December 1875, No. 2355.

DECEMBER.
Nos. 9-10.

Port of Tuticorin.—Orders passed on a letter from the Master Attendant, Madras, respecting certain lands within the limits of the Port of Tuticorin.

Administrative Department.

Madras 10 17
Marine Office
4th November 1875

No. 6896

From

Captain J. H. Taylor R. N. Rd.
Acting Master Attendant
Administrative Department
Madras

To

The Honorable D. F. Carmichael
Officiating Chief Secretary to Government
Marine Department
Fort Saint George

Sir

I have the honor to acknowledge receipt of the Proceedings of Government, Financial Department, No. 1861, of date 21st September 1875, and to offer the following observations thereon.

2 The principal road of the town of Tuticorin runs parallel with the beach for about a mile. The road itself and many of the houses on it, including the Master Attendants Office and the Custom House, are within 50 yards of High water mark, and therefore within the limits of the port. Some years ago by the erection of a sea wall, the stone for

which

which was supplied by this department, a strip of land was reclaimed from the sea, and levelled and planted by the Municipality, for the recreation of the residents. This land is within port limits, but it is not desirable to interfere with the Municipal Commissioners regarding it. Certain spaces were left unoccupied on this land for the purpose of landing Coral upon without any charge, and it is now found necessary to restrict the location to these vacant spots. Hence the Municipal Bye law submitted to Government for sanction.

3 Towards the Southern part of the town, however, there is a much greater space of ground available between the roadway and the sea, and which is used as a convenient spot for docking and careening vessels on. In former years this ground was under the Master Attendant, but on the passing of the Municipal Act, the ground was claimed by the Municipality as Waste land, and fee charged for its use.

4 To the extreme North of the town the premises and enclosures of Messrs Arbuthnot and Co. extend to the water edge, and to the South the Tuticorin press Company claim the ground to the same extent, but as they have no buildings on it, with the exception of a small Pier, their claim should be questioned. Messrs Arbuthnot and Co's buildings, situated within High Water mark, appear to have been erected in the year 1847, previous to the passing of Act XXII of 1855, while that Port limits were fixed in April 1858.

5 I annex a copy of the port rules in force at Tuticorin, and would recommend that they be republished with the two additional rules in manuscript. I also recommend that the

the ground hitherto used for Docking and other purposes be let out on hire to temporary occupiers, and that the fees marginally noted be levied by the Master Attendant, and credited to the General Port Fund.

For any blacksmiths shop per annum — Rupees	20 — —
— building or repairing a cargo boat of Disany	10 — —
— building or Docking a vessel for repairs for every six months or part of which the ground may be occupied	50 — —
— each wood yard occupying ground 25×25 yards per annum	100 — —

I have the honor to be
Sir
Your Most Obedt Servt
J W Taylor
Acting Master Attendant
Administrative Department.

Instructions to Commanders of Vessels entering the Port of Tuticorin.

Sir,

I am desired by the Master Attendant, Administrative Department, at Madras, to request that you will, without delay, fill up the accompanying Report and return it by the bearer, the hour of whose departure from your vessel should be noted on the Report.

2. Your *immediate* and most particular attention is requested to the imperative necessity of your entering in the report herewith forwarded, *the state of health* of your *Crew* and *Passengers*, and whether any *infectious and malignant or other disease* has appeared on board during the voyage. *In the event of any such sickness having occurred*, you are hereby ordered and directed to prevent all communication with other vessels in the roads or with the shore, until the Port and Marine Surgeon shall have duly reported such intercourse to be free from objection. If sickness has appeared and still prevails, you are required to hoist the yellow flag Q. of the Commercial Code, which will be answered from the Master Attendant's or Port Conservator's flagstaff with flag L, signifying that until the Port and Marine Surgeon shall have visited the vessel, all communication with the shore or shipping is strictly prohibited. No dead bodies are to be thrown overboard in the Roadstead. No boats to be allowed alongside, until the Ensign is hoisted at some mast head in token that the Commander accepts the responsibility of the preceding caution.

3. Your attention is particularly directed to the following Rules :—

4. The best anchorage in the Roads is with the following bearings:—The obelisk on Hare Island, from W.N.W. to W. by S., distant about 1¾ miles, in from 5½ to 6½ fathoms, sand. During the months of August and September, when the strong winds are invariably from the land, vessels may anchor in 5 fathoms, but should never approach the ledge closer.

5. All Post Office packets and letters are to be delivered to the Post Office Peon who is sent for them.

6. Commanders are requested to fill up and return the accompanying paper relative to the port light, and the Master Attendant, Administrative Department, at Madras, invites them to forward to him any observations they may wish to offer regarding this or any other light along the Coast, which they may have passed.

7. Commanders are required to report themselves in person on landing at the Master Attendant's Office, and to bring with them the Ship's Register with two lists of the Officers, Ship's Company, and Passengers, and no vessel will be admitted to entry at the Custom House without producing a certificate from the Master Attendant that the provisions of this Article have been complied with.

8. Commanders are also required, previous to clearing out, to deliver to the Master Attendant two lists of the Officers, Crew, and Passengers proceeding by the vessel, together with notification of all casualties which may have occurred during her stay in Port, whether by death, discharge, or desertion. No vessel will be granted Port Clearance until the production of a certificate from the Master Attendant that the Port Rules have been complied with.

9. No cargo is to be landed in ship's boats under a penalty of 50 Rupees and confiscation of the boat.

10. No ballast is to be thrown overboard in less than 10 fathoms; nor is any to be discharged on the beach or elsewhere from which it would be liable to be washed into the Port. The penalty for infringing this Rule is 200 Rupees.

11. Commanders of vessels having more than 50 lbs. of gunpowder or other combustibles on board are, under a penalty of 200 Rupees for default, to report the same to the Conservator, who will arrange, if necessary, for landing and storing the excess.

12. When the surf is so high as to render communication with the shore dangerous, a red and white chequered flag will be hoisted at the Port Flagstaff. When the surf is impassable, the first distinguishing pendent will be displayed under that flag.

13. Should a boat be urgently required during the night, three lights should be hoisted horizontally, and in case of danger from fire or other causes, blue lights should be burnt and guns fired.

14. No boats are to be detained alongside after 6 P.M. The detention of a boat during the day for more than one hour will entail double hire. Commanders and Officers are particularly requested to abstain from ill-using Boatmen or other Natives. All complaints will be promptly inquired into.

15. In the event of boisterous weather having been experienced, Commanders are requested to report the same to this Office, for the information of the Master Attendant, Administrative Department, at Madras, forwarding, if likely to be useful, copy of the log detailing the circumstances.

16. No vessel is to be moved in the Tuticorin Harbour except under the authority of the Conservator.

17. All vessels in the Tuticorin Harbour shall have their jib and driver-booms rigged in and their yards and topmasts struck, unless otherwise permitted by the Conservator. All projections from the Ship's side must be removed.

18. A free passage shall be kept between the wharves, jetties, landing places, and dockyards, and the position of the vessels moored in the Tuticorin Harbour.

19. The Madras Ports Acts can be seen at the Master Attendant's Office, and copies of them can be had at six annas each.

20. Schedules of the boat hire, and other charges of the Port are hereto annexed.

Master Attendant and
Conservator.

SCHEDULE A.

—	Boat hire to the Roadstead or beyond Devil's point, for every 10 bales the boat can carry.	Boat hire to near the Keystone Rock, for every 10 bales the boat can carry.	Boat hire to Therukey Pillan, for every 10 bales the boat can carry.	Boat hire to the inner Harbour, for every 10 bales the boat can carry.	Transhipping per ship.	Detention alongside for every hour after the 1st.
Class of Boat.	RS. A.	RS. A.	RS. A.	RS. A.	RS. A.	RS. A.
1st class boats, carrying from 100 to 150 bales of cotton ...	1 4	1 0	0 12	0 8	5 0	2 0
2nd do. 50 to 100 do. ...	1 4	1 0	0 12	0 8	3 0	2 0
3rd class, or small Dhony boats, per trip	5 0	3 0	2 8	2 0	2 0	1 8
Canoe per trip...	2 0	1 8	1 0	[illegible]	0 8	0 8

SCHEDULE B.

Scale of Fees for measuring Vessels.

Under 50 tons	Rupees	7	0	0
50 tons and under 100 tons	,,	11	0	0
100 tons and under 150 tons	,,	15	0	0
150 tons and under 200 tons	,,	19	0	0
200 tons and under 250 tons	,,	23	0	0
250 tons and under 300 tons	,,	27	0	0
300 tons and upwards	,,	30	0	0

Extract from Government Notification of 9th April 1858.

The Limits of the Port of Tuticorin are as follows:—

To the North.—A line drawn from the south-east end of Vanteevoo to their boundary pillar on the mainland, due west thereof.

To the South.—The boundary three miles south of Devil's point.

The sea-shores between them, whether of the mainland or the islands, to within 50 yards of high water-mark, spring tides, together with the harbour and the channel leading thereto.

To the West.—The sea-shore of the mainland as above described.

To the East.—The space enclosed by two lines running due East from the boundary pillars to 7 fathoms on the north, and to 6½ fathoms on the south.

PORT RULES FOR TUTICORIN.

Rule 1.—All vessels within the Port of Tuticorin shall be bound to take up such berths as may be appointed for them by the Conservator, and shall change their berths or remove when required by such authority.

Rule 2.—All vessels within the entrance of the harbour shall, if required by the Conservator, rig in their jib and driver-booms, and strike their masts and yards.

Rule 3.—All vessels within the entrance of the harbour shall, remove any anchor or spar or other substance projecting from her sides, if required to do so by the Conservator.

Rule 4.—All vessels taking in or discharging ballast, or any particular kind of cargo within the Port of Tuticorin, shall take up such berths as the Conservator may direct.

Rule 5.—A free channel shall be kept for ships moving up and down the harbour, and also free passages to piers, jetties, landing places, wharves, quays, docks, and moorings, and all vessels shall be bound to move, when required, to clear such channels or passages.

Rule 6.—All vessels within the Port of Tuticorin shall anchor, moor, and unmoor, when and where required by the Conservator.

Rule 7.—All vessels within the entrance of the harbour shall be moored or warped from place to place as required by the Conservator, and no vessel shall caste off a warp that has been made fast to her to assist a vessel in mooring, without being required to do so by the Conservator, or Officer in charge of the vessel mooring.

Rule 8.—The Cargo Boat Rules published by Government, under date the 30th September 1867, shall be in force at the Port of Tuticorin.

Rule 9.—No vessels within the limits of the Port of Tuticorin, shall boil any pitch or dammer on board, or shall draw off spirits by candle or other artificial lights.

Rule 10.—All vessels in the Roadstead of Tuticorin shall, when at anchor between sunset and sunrise, have a good light hoisted at the starboard foreyard arm, and all vessels under weigh at night, shall show a good light at the foreroyal or upper foremast head, and when under weigh in tow of a Steamer, shall, in addition, show a light at each foreyard arm the Steamer showing the usual light prescribed by the Admiralty Regulations.

~~*N.B.*—Any infraction of Rules 4 and 9 renders a Commander liable to a penalty of 200 Rupees, and an infraction of any of the other Rules to a penalty of Rupees 100.~~

Boats

Rule 11. Boats are not to be hauled upon the Beach between Messrs Arbuthnot and Company's gate and the works of the Tuticorin Press Company without special sanction from the Master Attendant and Conservator.

Rule 12. No Coral shall be landed at any place other than those notified by the Master Attendant and Conservator and all Coral shall be removed from such places within 24 hours after landing.

Rule 13. The following shall be the scale of Fees to be charged on Ground within Port limits occupied by Blacksmiths' Shops, Dockings and Yards

	Rs. A. P.
For any Blacksmiths Shop per annum	20 - 0 - 0
For building or repairing a Boat	
or Dhony	10 - 0 - 0
For Building or Docking a vessel for re-	
pairs for every 6 months, or part thereof,	
during which the Ground may be so occupied.	50 - 0 - 0
For each Woodyard occupying ground	
25 X 25 Yards, per annum	100 - 0 - 0

/ By Order /

P. W. Taylor
Acting Master Attendant
& Conservator of Port

Fin.l Dept. 38

Pro: of the Madras Govt 157

Read the following letter

from the Ag. Master Attendant, Madras, dated 4th Nov.r/75, No. 6896.

Order 8th Dec.r 75 No 2365

Agreeably to the recommendation of the Ag. Master Attendant, that portion of the ground within port limits at Tuticorin, which has been leveled & planted by the Municipality for the recreation of the residents, may be allowed to continue under the charge of the Municipal Comrs.; but all other land falling within port limits as defined by Law will be under the jurisdiction of the Master Attendant and Conservator of the port.

2. As Messrs. Arbuthnot & Co's buildings situated on the beach at Tuticorin within high water mark, existed there before the passing of Act XXII of 1855, their rights will not now be disturbed; but the Tuticorin Press Company will be called upon to substantiate the claim they set up to the ground

25/11

within port limits, failing which the ground in question must be ~~relinquished by them~~ assessed by the Conservator of the Port. The Master Attendant, Madras, will report again on this point.

3. The Govt approve the table of fees proposed to be levied on Steamers ships & dockyards &c for the purposes of the Port Fund, and direct that the Port Rules of Jurisdiction be republished in the Fort St. George Gazette, ~~&~~ with the two additional Rules in manuscript as recommended by Capt Taylor, and with the table of fees abovementioned incorporated in such Rules.

Dr.

I am directed to transmit the draft in list as approved by the Govt

Please see addition in pencil to the Port Rules.

To the Masters Attendant Madras
" Collr of Tuticorin
" Pres Bd Cons Tuticorin

Rules to be gazetted

17.11.75.

Rules to be Gazetted after this order comes from Govt

6 } Desp 9/2
6 }
20
38 to do to Port Rules for Tuticorin

Pobl Rada y Tukelowa.

Deputat

18-9-98 ✓
20-5-99 ✓
21-9-03
9-11-21
18-9-05 ✓
30-3-10 ✓
11-9-16

Govt. of {1875} Madras.

Financial

O., 1st Dec., 1875, No. 2355

Nos. 9-10.

Port of Intecorin- Order passed on a letter from the Master Attendant Cocanada, ~~making recommendations~~ respecting certain lands to be within the limits of the port of Intecorin.