

M. 1-3-98.
Local & Munl. (1898) Department.

MISCELLANEOUS.

G.O., No. 423P

DATED 3. 5. 98

[Despatch Abstract.]

Port Clearance Recording L's Marine
Department releasing the regulation in regard
to the delivery of — to vessels by providing
that the Customs officers may entrust the —
to the Port Health officer for delivery to
the Master with the bill of health.

BACK PAPERS.

G.O.	No.	Department.	Date.	G.O.	No.	Department.	Date.

FURTHER PAPERS.

G.O.	No.	Department.	Date.	G.O.	No.	Department.	Date.

Government (1898) of Madras. MARINE.

Recd.

Regd.

} 1898.

Enclosures

Spare copies 6

G.O., No. 278, 16th April 1898.

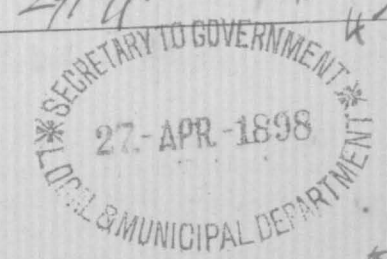
Order No 423 P. min.
43-5-98

Recorded

APRIL.

Copy to the Sanitary Commr.
29/4/98.

Recd 5-98.



File a copy in the Marine file & keep it up to date.

Port clearance

Approving a relaxation of the rule requiring the Customs officer to refuse delivery of — to vessels without the production, by the Master or person in charge, of a bill of health to the extent of permitting the Medical officer to take the vessel's port clearance with him and to present it with the bill of health; and directing the alteration to be notified.

GOVERNMENT OF MADRAS.

MARINE DEPARTMENT.

READ—the following paper :—

From Commander H. A. STREET, R.I.M., Presidency Port Officer, Madras, to the Secretary to Government, Marine Department, dated 22nd March 1898, No. 949/112 G.

I have the honour to forward herewith a copy of a letter I have received from the Port officer, Pámban, respecting the delay to vessels calling at that port, by the Customs authorities adhering strictly to the letter of the Government Order on the subject of withholding port clearance till the Health officer's certificate has been produced at the Customs House (*vide* Regulations 3 and 10 published with G.O., No. 879, Marine, dated 16th October 1897). A steamer of the British Indian Steam Navigation Company calls weekly at Pámban while going to and coming from Colombo, and this vessel has to remain during certain months at an anchorage which is $2\frac{3}{4}$ miles from the landing place. The Medical officer has to board the vessel and to return, and then the clearance has to be sent off, so the total distance traversed by the port boat before the steamer can obtain her clearance is $8\frac{1}{4}$ miles. About four hours is thus taken up before a vessel can depart, and the Port officer points out that in the case of a steamer that anchored at 5 P.M. on a certain date, this four hours' detention made it necessary for the Master to incur the risk of turning his vessel in narrow waters after dark.

2. I enquired personally into the matter while at Pámban recently and the Commander of one of the British Indian Steam Navigation Company's steamers then in port called on me on purpose to represent his views on the subject. In my opinion the existing arrangements cause much unnecessary delay to steamers calling at the port, and I trust Government may see its way to relax the regulations to the extent of permitting the Medical officer to take the vessel's port clearance with him and to present it with the bill of health.

ENCLOSURE.

From J. H. BATT, Esq., Port Officer, Pámban, to the Presidency Port Officer, Madras, dated 11th March 1898, No. 175/40-Q.

I have the honour to bring to your notice the disadvantages we labour under at this port with regard to the clearing of steamers sailing under the Native Passenger Ships Act.

2. Under the present existing rules G.O., No. 879, Marine, dated 16th October 1897, paragraph 10, after the bill of health has been granted on board the steamer, it has to go a distance of $2\frac{3}{4}$ miles to the Customs House and thence back again to the vessel so that the actual distance covered by boat necessary for clearing the vessel from the time of her arrival to departure is as follows :—

	MILES.
First by Doctor from shore to steamer	$2\frac{3}{4}$
Second by boat from vessel to Customs House	$2\frac{3}{4}$
Third by boat from Customs House to vessel	$2\frac{3}{4}$
Total	$8\frac{1}{4}$

For seven months in the year, this is the distance that will have to be done on each occasion, for the other five months it is lessened by half as the vessels lie much closer on the northern side of the pass, but even then it is a very great delay. It will best be noticed in the case of a steamer that anchored at 5 P.M., four hours were occupied before her clearance finally reached her at Kundugal harbour and the Master ran a great risk in leaving the port on a dark night and turning his vessel round in narrow waters where the bearing of the light was not of much use to him.

3. I think that some special arrangement might be made in the case of these steamers, the same as I believe is practised at Negapatam, that is, the Collector may be authorized to allow the Sea Customs Superintendent to grant a clearance which shall go off with the Health Officer and be delivered to the Commander of the Steamer after he has obtained bill of health from the Doctor.

4. In my opinion the present regulation causes vexatious delay and no useful purpose is served thereby. I may mention that before the complaints were made in August 1897 by Dr. Thornhill of Ceylon, North-West Province, the Sea Customs Superintendent always allowed the clearance to go off with the Health Officer, but since then he has adhered strictly to the letter of the law (which is all very well in ports where there are docks and steam launches and where the work can be done quickly), but in places like this, where we are at such a disadvantage, it is an insuperable obstacle to the public trade.

ORDER—No. 278, Marine, dated 16th April 1898.

In the letter read above, application is made for the relaxation of the * rule which requires the Customs officer to refuse delivery of port clearance to vessels without the production, by the Master or person in charge, of a bill of health. It would appear that at Pámban and other ports the enforcement of the rule causes considerable delay to vessels, owing to the distance of the anchorage, state of tides and other causes. His Excellency the Governor in Council is advised that there will be no danger in relaxing the regulations to the extent of permitting the Medical officer to take the vessel's port clearance with him and to present it with the bill of health. The proposal is therefore approved, and rule 10 will be altered accordingly.

2. Ordered that the following notification be published in the Fort St. George and all Maritime District Gazettes :—

NOTIFICATION.

For Rule 10 of the regulations for the medical inspection of vessels *outwards*, published in the Fort St. George Gazette of the 2nd November 1897, Part I, pages 1382 and 1383, substitute the following :—

"10. No port clearance shall be delivered to any vessel bound from any such port to any port in Burma or out of India until the Master or person in charge shall produce a bill of health obtained as aforesaid, provided that the Customs officer may entrust the port clearance to the Port Health Officer for delivery by him to the Master or person in charge with the bill of health if he determines to give one."

[Here enter No. 279, Marine, dated 16th April 1898.]

(True Extract.)

Under Secretary to Government.

To the Superintendent, Government Press, with notification.
 „ the Surgeon-General with Government.
 „ the Presidency Port Officer.
 „ Collectors of Maritime Districts.
 „ the Local and Municipal Department.
 „ the Public Department.
 „ other Governments, with C.L.

Exd. Shaik Karim.

When given for copying _____)
When copied _____)
When examined _____) 189 .
When signed _____)

READ AGAIN G.O., No. _____ , DATED
189 ,

CURRENT No.

ENCLOSURES TO C. No.

ORDER OF GOVERNMENT A A A A A A A

LETTER OF GOVERNMENT.

STATEMENT WITH DITTO.

PAPERS NOT FILED UP, BEING MEANT FOR DESPATCH
IN ORIGINAL.

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