

MADRAS RECORD OFFICE.

Government of Madras.

Marine DEPARTMENT.

G.O. No. 158

Press
~~Mis.~~

Dated

25.4.

1857.

Not to be folded or roughly handled

N^o 1539.
From J. J. Franklin Esq^{re}
Secretary Marine Board

To G. Pycroft Esq^{re}
Chief Secretary to Government
Fort Saint George
dtd 20th April 1857.

1 I have the honor by desire
of the Marine Board to forward
a Memorandum of the proposed
limits of the port of Madraspatnam
with the rules to be observed therein.

2 These particulars have still
to be supplied for Goringa and Comacina,
Tranquebar, Negapatnam and Mangalore.

I have the honor to be,
Sir,

Your most obedient servant

Wm Hamilton

Secretary.

Madras
Marine Board Office
20th April 1857.
G. P.

2 -
The limits of the Port of Navulipattam,
are as follows.

To the North. a line drawn due
East from the boundary pillar near the
Bungalaw at Turesepoody to 10 fathoms
water.

To the South. a line drawn due
East from the Point Dive to 10 fathoms
water.

The sea shore between them to within 50 yards
of high water mark, spring tides, & the
Malaga lunka river.

To the West. The Navulipattam
back water and river to the Pier of
the Fort, the Pettah Canal and
Custom house basin, and the branches
of the river known as the Toomalapalam
Channel to the Sillage of Malaga lunka,
and the Chinnapoor Canal to Etchettloo
dibba, with so much of the shores thereof
as are within 50 yards of high water
mark, spring tides.

To the East. A line drawn
from the Eastern extremities of the above
described North and South limits.

Port Rules.

Rule 1. All vessels within the
port

Shore to the 4" depth
17th 16 9-1857.
Pinn 11-12

Shore to the 4" depth
17th 16 9-1857.

In 1857 to 1858. 1857
Maurice - 1857. Dehydration

From
the landing Maurice 1857

To the Chief Magistrate
1857

Detail 20
Dec 21 3. 1857

1857
1857

Shore to the 4" depth
17th 16 9-1857.
Shore to the 4" depth
17th 16 9-1857.

port of Masulipatam shall be bound to take up such berth 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 back water shall, if required by the Conservator, rig in their jib and drees booms, and strike their masts and yards.

Rule 3. All vessels within the entrance of the backwater shall remove any anchor or spar or other substance projecting from her side 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 Masulipatam shall take up such berth as the Conservator may direct.

Rule 5. A free channel shall be kept for ships moving up and down the backwater, and also free passages between jetties, landing places, wharves, quays, docks and moorings: and all vessels shall be bound to move when required by the Conservator to clear such

3-
such channels or passages.

Rule 6. All vessels within the port of Masulipatam shall anchor, moor and unmoor when and where required by the Conservator.

Rule 7. All vessels within the entrance of the backwater shall be moored or warped from place to place as required by the Conservator, and no vessel shall cast 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 23^d April 1847, shall be in force at the port of Masulipatam.

Rule 9. No vessels within the limits of the port of Masulipatam 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 Masulipatam shall, when at anchor between sunset and sunrise, have a good light hoisted at the starboard fore yard arm, and all vessels under weigh

weigh at night shall shew a good light
at the fore royal or upper foremast head;
and when under weigh in tow of a steamer
shall in addition shew a light at each
foreyard arm, the steamer shewing the
usual light prescribed by the Admiralty
Regulations.

Recd. 28th April 1857
By H. H. M.
Marine 1857 1858

N^o 1569
From
J. J. Franklin Esq^r
Secretary Marine Board.

To
T. Pycroft Esq^r
Chief Secretary to Government
Fort Saint George.

Sir, dated 20 April 1857

1 I have the honor by desire
of the Marine Board to submit
the accompanying paper with the
limits and port rules they propose
for the port of Cocanada.

2 The Government will
perceive that Compa and
Cocanada are both included
as one port, the order anchorage
in which the ships lie being
common to both.

I have the honor to be
Sir,

Madras
Marine Board Office
22nd April 1857.
Ex 322

Your most Obedt Servant.

J. J. Franklin

Secretary.

The Limits of the Port of Cocanada which includes Coringa and as follows.

To the North. A line drawn from the boundary pillar 4 miles North of the Cocanada river, due East to 10 fathoms water.

To the South. A line drawn due East from the boundary pillar on the North East point of the Mainland to seaward of the light house to 10 fathoms water. The Sea shores between them whether of the Mainland or the islands to within 50 yards of high water mark spring tides.

To the West. The Cocanada river to the junction of the Cocanada and Samulcottah Canal in one direction, and to the Govor Lock on the Cocanada and Daulatabad Canal on the other including Robertson's Channel.

The Coringa river to the boundary of the French settlement of Yanam including all creeks and channels leading thereto.

The several mouths of the Godavery river South of the light house within half a mile of the Sea.

So much of the banks of the above named

House to 6 Aug 14 1854
March 11-12.

See also the list of the
as April 1857 April 1858

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See also to come: 28th April
March 1857 Report

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Dist. of the

March 23 April 1857

March 1857

March 1857

March 1857

March 1857

March 1857

named rivers and creeks as are within
50 yards of high water spring tides.

To the East. A line connecting
the Eastern extremes of the above described
North and South limits.

Port Rules.

Rule 1. All vessels within the
port of Cocanada shall be bound
to take up such berth 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 river of
Coringa shall if required by the Conservator
rig in their jibs and driver booms, and strike
their masts and yards.

Rule 3. All vessels within the entrance
of the river shall remove any anchor
or spar or other substance projecting from
her side if required to do so by the Con-
servator.

Rule 4. All vessels taking in
or discharging ballast or any particular
kind of Cargo within the port of Cocanada
shall take up such berth as the Conservator
may direct.

Rule

6-
Rule 5. A free channel shall be
kept for ships moving up and down the
Coringa river, and also free passages to
piers jetties, landing places, wharves, gauges,
docks, and moorings, and all vessels
shall be bound to move when required
by the Conservator to clear such channels
or passages.

Rule 6. All vessels within the port
of Cocanada shall anchor, moor and
unmoor when and where required by
the Conservator.

Rule 7. All vessels within the
entrance of the river shall be moved
or warped from place to place as required
by the Conservator, and no vessel shall
cast 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 23rd
April 1847 shall be in force at the
port of Cocanada.

Rule 9. No vessels within the limits
of the port of Cocanada shall boil any
pitch

pitch or hammer on board, or shall
draw off spirits by candle or other artificial
lights.

Rule 10. All vessels in the Roadstead
of ~~Porto Rico~~ ^{San Juan} shall, when at anchor between ~~between~~
sunset and sunrise, have a good light
hoisted at the Starboard fore yard
arm, and all vessels under weigh at
night shall show a good light at the
fore Royal or upper foremast head; and
when under weigh in tow of a steamer
shall in addition show a light at each
fore yard arm; the steamer showing
the usual light prescribed by the
Admiralty Regulations.

Ms 153

Recd 25 by the
Steamer Alma

No 13 To

No 158

Marine Department

The Secy to the Govd of India, dated
25 April 1857, No 158
Sir,

With reference to my
letter of the 8 Instant
No 137, I am directed by
the A. C. the Governor in
Council to transmit speci-
fications of the proposed
limits of the Port of Madras
situated in the District of
the same name, in the
Presidency, and under
Sec. III of Act XXII of 1855
to request the sanction
of the Govd of India for
declaring ^{those} Port sub-
ject to the provisions
of the said Act as also
their sanction under Sec.
VII to ^{the} drafts of the
Port Rules submitted by
the Marine Board.

For Secy
25 April 57

J.P.

Marine Secy to Govt of India
No 14 of 1857

From No 12

No 1

Copy letter from the
Secy to the Govd of India
dated 22 April 1857
No 1569 -

For Secy to Govt of India
Marine Secy to Govt of India

No 158
25 April 57

don't go to Com. 28th of Jan
Morris 1857 September

Nov 14th 1857
from 11-12.

17-1-12

18th 1858

of Morris to the 12th of
October

9th 1858

12th 1858

from 11-12

11-13

Don't go to Com. 28th of Jan
in the 1858. 12th of Jan

Separate
copy

Masulipatam
Cochin.