

MADRAS RECORD OFFICE.

Government of Madras.

Marine DEPARTMENT.

G.O. No. *164*

Press
~~Mis.~~

Dated *29th April* 1857.

Not to be folded or roughly handled

*64
29/4/57*

Fort St George, Marine Consultation, 5th May 1857.

No. I. From J. J. Franklin, Esq. Secretary
Marine Board; to T. Pycroft Esq. Chief Secy
to Govt: Fort St George, dated 24th April 1857.
No. 1597.

Sir,

I have the honor by desire of the
Marine Board to forward the accom-
panying papers of the Limits proposed
for the Port of Paumotu, together with
the Rules for observance at the same place.

(Signed) J. J. Franklin
Secretary.

The Limits of the Port of Paumotu are as follows.

To the East. The boundary pillar on the
point near the Light House; and on
the shore two miles East of the South
West Point of the Island of Ramasseram.

To the West. The boundary Pillar one
mile West of Tonitony Point, on the North
and South Shores of the Mainland,
and

and a line drawn from the South pillar to the Western extremity of Pallee Island. So much of the sea shores between the limits above described, whether of the mainland or of the Islands, as are within 50 yds. of high water mark, spring tides, together with the Basins, Harbours, Waters or creeks between them, and the several Channels leading thereto.

To the North. The space enclosed by two lines running due North from the Northern boundary pillars to 6 fathoms water.

To the South. The space enclosed by two lines running due South from the Southern boundary pillar on Ramasseram Island, and the West end of Pallee to 6 fathoms water.

Port Rules for Paumotu

Rule 1. All vessels within the Port of Paumotu shall be bound to take up such berth as may be appointed for them by the Conservator and shall

and shall change their berth or remove when required by such authority.

Rule 2. All vessels in the Basin or that part of the Port lying between the North and South Channels, shall if required by the Conservator rig in their gibs & drive booms, and strike their masts and yards.

Rule 3. All vessels in the Basin 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 Paumotu 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 Basin and also free passages to piers, jetties, landing places, wharves, quays, 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 Paumotu shall anchor, moor and unmoor when and where required by the Con-

Conservator.

Rule 7. All vessels in the Basin 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 23rd April 1847, shall be in force at the Port of Paumotu.

Rule 9. No vessels within the limits of the Port of Paumotu shall boil any pitch or dammer on board, or shall draw off spirit by Candle or other artificial light.

Rule 10. All vessels in the Basin of Paumotu shall, when at anchor between sunset and sunrise

have a good light hoisted at the starboard foreyardom, and all vessels under weigh at night shall shew a good light at the fore royal or upper foremast head, and when under weigh tow of a steamer shall in addition shew a light at each foreyardom, the Steamers shewing the usual Light prescribed by the Admiralty Regulations.

No 2. To the Secretary to the Government of India, dated 29th April 1857. No 164.

Sir,

In continuation of my letter of the 25th Inst, No 158, I am directed by the Right. Honorable the Governor in Council to transmit specification of the

of the Proposed Limits of the Port
of Paumotu in the District of
Madura in this Presidency,
and under Section III of Act
~~XXII~~ of 1855 to request the
Sanction of the Government of
India for declaring that
Port subject to the Provisions
of the said Act as also their
Sanction under Section III
to a Draft of the Port Rules
Submitted by the Marine Board.

(Signed) J. Pycroft

Chief Secretary

(Copied from the file)

15-10-92
22/3/7
17-5-19

Mar (1857) Dept.

Cons: 5th May 1857

To

The Secy to the
Govt of India

of 29th April 1857
no 164

Limits and Port-
Rules of Pambour

1-2

N^o 1597.
From J. I. Franklin Esq^r
Secretary Marine Board

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

dated 24th April 1857. N^o 1597

Sir, I have the honor

by desire of the Marine
Board to forward the
accompanying papers of the
limits proposed for the port
of Pambour, together with
the rules for observance at
the same place.

I have the honor to be
Sir,

Madras
Marine Board Office
24th April 1857.
E. J. M.

Your most Obedt Servant,

J. I. Franklin

Secretary

The limits of the Port of Paumotu
are as follows.

To the East. The boundary pillars on the point near the Light house, and on the shore two miles East of the South West point of the island of Ramasseram.

To the West. The boundary pillars one mile West of Tontory point on the North and South shores of the Mainland, and a line drawn from the South pillar to the Western extremity of Pulea islands. So much of the sea shores between the limits above described, whether of the Mainland or of the islands, as are within 50 yards of high water mark spring tides, together with the basins, harbours, waters or creeks between them, and the several Channels leading thereto.

To the North. The space enclosed by two lines running due North from the Northern boundary pillars to 6 fathoms water.

To the South. The space enclosed by two lines running due South from the Southern boundary pillar on Ramasseram island, and

House of Kings
4th August 16th of 1857
Page 11-12

Marine 1857 Defect

From
The King & Marine Board
The Chief of the 6 points
For the King

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House of Kings
4th August 16th of 1857
Page 11-12

and the West end of Puller two to 6 fathoms water.

Port Rules for Pannchen.

Rule 1 All vessels within the Port of Pannchen 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 in the basin or that part of the port lying between the North and South channels shall if required by the Conservator rig in their jib and driver booms, and strike their masts and yards.

Rule 3 All vessels in the basin 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 Pannchen shall take up such berth as the Conservator may direct.

Rule

Rule 5 A free channel shall be kept for ships moving up and down the basin and also free passages to piers, jetties, landing places, wharves, quays, 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 Pannchen shall anchor, moor and unmoor when and where required by the Conservator.

Rule 7 All vessels in the basin 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 Pannchen.

Rule 9. No vessels within the limits

limits of the port of Pannhem 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
Basin of Pannhem shall when
at anchor between sunset and
sunrise, have a good light hoisted
at the star board fore yard
arm, and all vessels under
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 fore yard arm,
the steamers shewing the usual
light prescribed by the Admiralty
Regulations.

C. Seely

N^o 1

Memorandum & copy
N^o 14 of 1857
Para 11-12.

In a letter from the
S^{ty} Marine Board
dated 24th April
1857 at N^o 1597.

The limits of the
port of Pamban
together with the rules
for observance at the
same place.

Copy sent to the Govt. of
India - 29th April/57. N. 164

Cons 5th May 57

N. 1597. 2.
In N. 160.

you procured by the Govt.

Sept 29th

Marine Department

N. 164

N^o 164

Secy to the Govt of India, dated 29th
April 1857, N^o 164

Sir,
In continuation of my
letter of the 25th Instant.
N. 158, I am directed by
the P. & C. The Governor in
Council to transmit Speci-
fication of the proposed
limits of the Port of
Pamban in the District
Madura in this Presi-
dency, and under Sec. III
of Act XXII of 1855 to re-
quest the sanction of the
Govt of India for declaring
that Port subject to the
provisions of the said
Act. as also their sanc-
tion under Sec VIII to a
Draft of the Port Rules
submitted by the Marine
Board.

At
LG

Fort St. George
29th April 1857

Seeley

La Roche-Guyon.
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Shame on thee & thy
 11/12 of 1867.
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States 29th April 1837

Replies 19th April 1890

Transmitting these
 sections of the proposed
 limits of the Port of
 Vancouver to the District
 of Columbia in this
 Presidency and request-
 ing the sanction of the
 Govt of India for
 declaring that Port
 subject to the provi-
 sions of Section III
 of Act XXXI of 1855.

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