

The limits of the port of Mangalore are

740 in the Gazette

(Extraordinary)

29-4-1858)

To the North - The boundary pillar on the sea shore about 750 yards from Sultan's battery.

To the South - The boundary pillar on the sea shore about 1000 yards below the Marine yard.

The sea shore between the pillars to within 50 yards of high water mark spring tides.

To the East - The back water between Sultan's battery and the Marine yard so much of the shores thereof as are within 50 yards of high water mark spring tides.

To the West - The space enclosed between two lines running due West from the boundary pillars to 9 fathoms water.

Port Rules.

Rule 1. All vessels within the port of Mangalore 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

Rule 2. All vessels within the entrance of the backwater 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 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 Mangalore 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 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 Mangalore 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 23rd April 1847 shall be in force at the port of Mangalore.

Rule 9. No vessels within the limits of the port of Mangalore 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 Mangalore 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 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.

Limits of the port of Trouqueton

- To the North. The boundary pillar on the sea shore 500 yards North of the Northern bastion
- To the South. The boundary pillar on the sea shore 300 yards South of the entrance to the river. The sea shore between them to within 50 yards of high water mark spring tides.
- To the West. The river as far as the West end of the Island and so much of the banks thereof as are within 50 yards of high water mark spring tides.
- To the East. The space enclosed between lines drawn due East from the boundary pillars to 9 fathoms water.

Port Rules.

- Rule 1. All Vessels within the port of Trouqueton 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 backwater shall if required by the Conservator rig in their jib and driver booms and

Moved to Long
4th Aug 1857
P. 11-12.

M 180/57

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 Tranguibar 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 back water 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 Tranguibar 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 Vessels 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.

published by Government under date the 23^d April 1847 shall be in force at the port of Tranguibar.

Rule 9. No Vessels within the limits of the port of Tranguibar shall hoist any pitch or hammer on board or shall draw off spirits by candle or other artificial lights.

Rule 10. All Vessels in the Roadstead of Tranguibar shall when at anchor between sunset and sun rise have a good light hoisted at the star board 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 foreyard arm, the steamers showing the usual light prescribed by the Admiralty Regulations.

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The limits of the Port of Negapatam

To the North. The boundary pillar on the sea shore 1000 yards North of the entrance to the river.

To the South. The boundary pillar on the sea shore off Panja Cocpam.

The sea shore between them to within 50 yards of high water mark spring tides.

To the West. The river to a distance of 836 yards West of the Southern boundary pillar and the banks thereof to within 50 yards of high water mark spring tides.

To the East. The space enclosed by two lines running due East from the boundary pillars to 8 fathoms water.

Port Rules

Rule 1. All vessels within the port of Negapatam 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 backwater shall if required by the
Conservator

Measured by 4 fathoms
No 10 of 1857
from 11-12.

12/18/57

Conservator rig in their jib and driver 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 Negapatam 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 backwater 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 Negapatam shall anchor moor and unmoor when and where required by the Conservator.

Rule 7. All vessels within the entrance of the backwater 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 on mooring without being required to do so by the Conservator or officer in charge of the vessel mooring.

The

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Rule 8. The Cargo Boat Rules published by Government under date the 23rd April 1847 shall be in force at the port of Negapatam.

Rule 9. No vessels within the limits of the port of Negapatam shall boil any pitch or tanner on board or shall draw off spirits by candle or other artificial lights.

Rule 10. All vessels in the Roadstead of Negapatam shall, when at anchor between sunset and sunrise, have a good light hoisted at the starboard 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 foreyard arm, the steamers shewing the usual light prescribed by the Admiralty Regulations.

N^o 1707

N^o 22

From

J J Franklin Esq^{re}
Secretary Marine Board.

To

J Pycroft Esq^{re}
Chief Secretary to Government
Fort Saint George.

Sir, dated 4 May 1857 N^o 1707

I have the honor by desire of the Marine Board to forward particulars of the limits to be assigned to the ports of Mangalore, Negapatam and Trancobar, which completes the list of those now proposed to be brought under the operation of Act XXII of 1855. The rules to be observed at those ports are also submitted.

2 The Collector of Canara protests against being held responsible for the correctness of the limits of Mangalore in the absence of any regular survey of the place by a competent Engineer Officer; and the Collector of Tanjore likewise points out the difficulty of strictly and correctly defining these limits without plans. The Board believe that the Government

N^o 1, 2 and 3

Marine Board N^o 4
duly received 16 of 1857
June 11 - 12

18/05/57

Government will readily admit the justice of their representations, and it is very likely that hereafter, when the services of an officer of professional experience can be spared to undertake the duty of making plans of the various ports, some slight alterations may be required. For the present however they think that the data furnished will be quite sufficient to warrant the introduction of the Act, and the Government will perceive that the description of the limits adopted for all, is such that there can hardly be a question as to their meaning. A boundary pillar is to be placed North and South from these, imaginary lines are extended to seaward till a certain depth of water is reached, and within the space thus enclosed the provisions of the Act are to be in operation. Landward the ports include rivers and backwaters to a certain specified distance, with their banks to within 50 yards of high water mark, spring tides, as well as the sea shore to the same distance between the North and South boundary pillars.

This

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3 This description, the Board submit, is very simple and easily understood, and although it would be more satisfactory to have plans of the ports scientifically prepared, they trust that the Supreme Government will not postpone the introduction of the Act until these can be furnished, for very considerable delay must then take place.

4. The Board have received plans of some of the ports but they are not such as would meet the object in view, nor do they comprise the limits which the Board are disposed to recommend. On this point I am desired to observe that the limits proposed have all undergone, more or less, revision and correction before being submitted to Government.

Madras
Marine Board Office }
4th May 1857.
Ch^d D

I have the honor to be
Sir,

Your Most Obedient Servant,

Wm. H. B. Sullivan
Secretary.

Port miles
for
Mangalore
Tranquebar
Negapatam

Shannon to St. John & Kings
Apr 16 of 1853.
From 11-12

Shannon to St. John & Kings
Marine 1857 20 yds

The Chief Magistrate Government
of
Tranquebar
Fort St. John

late 4th June 1857

St. John & Kings
No. 180. 11
3 Cables: 110

I enclose herewith a copy of the
the limits the acquired to the
port of Mangalore Negapatam
and Tranquebar, which enable
the Chief Magistrate Government
to be brought under the provisions
of Act XXII of 1853. The
limits the acquirement of
the are also submitted.

22

Copy with 3 copies. Enclosure
to the Chief Magistrate
8- May 1857. 38/191

Copy with 3 copies.
8- May 1857.

Despatch to the Govt of India
8th May

Marine Department

1851

1023 To The Secy to the Govt of India
dated 4 May 1857 1851

Sir,
In continuation of
my letter of the 29th ultimo
No. 1014, I am directed by
the R. & C. the Governor,
in Council to transmit
a copy of one from the
Marine Board with spe-
cifications of the limits
proposed to be assigned
to the Ports of Bangalore
in Canara and of
Kegapattam and Man-
gachar in the Tanjore
District of this Presidency,
and under Sec. III of Act
XXII of 1855 to request
the sanction of the Govt
India for declaring those
Ports subject to the pro-
visions of the said Act.
as also their sanction
under Sec. VII to the

Drafts

H

Ly

Dated 4 May 1857. No. 1704.

11/5

1 Drafts of the Port Rules
Submitted by the Board

2. The above men-
tioned Ports complete the
List of those now pro-
posed to be brought under
the operation of Act XXII
of 1855.

Fort St. George
8th May 1857

JP

22-23

Chas. M. Loring
414 High St. N. W. of 1853
Jan. 11. 12

and Dr. to come: to pay
 a Marine 1857 Dr
 1857
 11/19/92
 504 93
 1891
 The day with part
 of June
 28th June 1857
 Releasing # of April 1892 149

27th May
P. 8 - 11