

MADRAS RECORD OFFICE.

Government of Madras.

MARINE DEPARTMENT.

1912. *Enclosures*
Spare copies

G.O. No. 122, 26th March 1857.

SINCE PRINTED.

Ports.

Submitting to the Government of India the limits and rules of certain ports in the
Madrasy and requesting their sanction under section III, article XXII, 1855, for bringing
ships under the Act.

No. 122, MARINE, 26TH MARCH 1857.

GOVERNMENT OF MADRAS.

MARINE DEPARTMENT.

READ—the following paper :—

Letter—from the Secretary, Marine Board.
To—the Chief Secretary to Government.
Dated—23rd March 1857.
No.—1270.

I have the honour, by desire of the Marine Board, to forward the accompanying papers relative to the ports named in the margin containing the information required by the Supreme Government prior to their being declared subject to Act XXII of 1855.

Bimlipatam.
Cuddalore.
Tuticorin.
Cochin.

Calicut.
Tellicherry.
Cannanore.

2. The statements regarding the trade and receipts of the port of Bimlipatam were furnished to Government on the 31st January last in letter numbered 404, and the limits of the port and proposed port rules are now only submitted.

3. The Board propose that the Master Attendant at Vizagapatam should be the Conservator of the port of Bimlipatam, and that the Master Attendants of Tuticorin, Cochin and Calicut shall be the Conservators of those ports respectively.

With regard to Cuddalore, Tellicherry and Cannanore the duty must be performed by the Superintendent of Sea Customs.

P.S.—Sections 37 and 40 will require to be specially extended to these ports.

ENCLOSURES.

(i)

The limits of the port of Bimlipatam are as follows :—

To the north.—The boundary pillar near the small hill north of the river.

To the south.—The boundary pillar near the burial-ground. The seashore between them to within 50 yards of high watermark, spring tides.

To the west.—The backwater and so much of the shores thereof as are within 50 yards of high watermark, spring tides.

To the east.—The space enclosed by two lines running due east from the boundary pillars to 10 fathoms water.

Port Rules.

Rule 1.—All vessels within the port of Bimlipatam 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, 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 Bimlipatam 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 Bimlipatam 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.

No. 122, MARINE, 26TH MARCH 1857.

Rule 8.—The cargo boat rules published by Government under date the 23rd April 1847 shall be in force at the port of Bimlipatam.

Rule 9.—No vessels within the limits of the port of Bimlipatam 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 Bimlipatam shall, when at anchor between sunset and sunrise, have a good light hoisted at the star-board foreyard arm, and all vessels underweigh at night shall show a good light at the fore royal or upper foremast head; and when underweigh 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.

T. PYCROFT,
Chief Secretary.

(ii)

The limits of the port of Cuddalore are as follows :—

To the north.—The boundary pillar on the seashore north of Fort Saint David.

To the south.—The boundary pillar near Ponean Moodelly's Choultry.

The channels and seashores between them to within 50 yards of high watermark, spring tides.

To the west.—The backwater with the rivers and channels leading thereto as far as Ponean Moodelly's Choultry on the south, the northern boundary pillar on the north, and half a mile from the sea on the west, with so much of the shores thereof as are within 50 yards of high watermark, spring tides.

To the east.—The space enclosed by two lines running due east from the boundary pillars to 10 fathoms water.

Port Rules.

Rule 1.—All vessels within the port of Cuddalore 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 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 Cuddalore 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 passages.

Rule 6.—All vessels within the port of Cuddalore 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 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 Cuddalore.

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

Rule 10.—All vessels in the roadstead of Cuddalore shall, when at anchor between sunset and sunrise, have a good light hoisted at the star-board foreyard arm, and all vessels underweigh at night shall show a good light at the fore royal or upper foremast head; and when underweigh 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.

T. PYCROFT,
Chief Secretary.

(iii)

The limits of the port of Tuticorin are as follows :—

To the north.—A line drawn from the south-east end of Vanteevo to the boundary pillar on the main land due west thereof.

To the south.—The boundary pillar 3 miles south of Devil's Point.

The seashores between them, whether of the mainland or the islands, to within 50 yards of high watermark, spring tides, together with the harbour and channels leading thereto.

To the west.—The seashore 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.

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 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 harbour 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 Tuticorin, shall take up such berth as 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 by the Conservator, 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 harbour 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 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 light.

Rule 10.—All vessels within the limits of the port of Tuticorin shall when at anchor between sunset and sunrise have a good light hoisted at the starboard foreyard arm and all vessels underweigh at night shall show a good light at the fore royal or upper foremast head and when underweigh 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.

T. PYCROFT,
Chief Secretary.

(iv)

The limits of the port of Cochin are as follows:—

To the north.—The boundary pillar one mile north of the northern point of the entrance to the harbour, or back water.

To the south.—The boundary pillar three miles south of the southern point of the entrance to the backwater.

The seashore between them to within 50 yards of high watermark, spring tides.

To the east.—The harbour and backwater with all creeks and channels, leading thereto that may be within the Honourable Company's territories, and so much of the shores thereof, whether of the mainland or the islands, as are within 50 yards of high watermark, spring tides.

To the west.—The space enclosed by two lines running due west from the boundary pillars to 9 fathoms water.

Port Rules.

Rule 1.—All vessels within the port of Cochin 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 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 Cochin 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 Cochin 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 Cochin.

Rule 9.—No vessels within the limits of the port of Cochin 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 Cochin shall, when at anchor between sunset and sunrise have a good light hoisted at the starboard foreyard arm, and all vessels underweigh at night shall show a good light at the fore Royal or upper foremast head; and when underweigh 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.

T. PYCROFT,
Chief Secretary.

(v)

The limits of the port of Calicut are as follows:—

To the north.—The boundary pillar one mile and a half north of the Custom house.

To the south.—The boundary pillar two miles south of the Custom house.

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

To the east.—The harbour or backwater and the Kalar river as far as the junction of the Conolly canal, with all creeks and channels leading thereto, and so much of the shores thereof, whether of the mainland or the islands, as are within 50 yards of high watermark, spring tides.

To the west.—The space enclosed by two lines running due west from the boundary pillars to 9 fathoms water.

Port Rules.

Rule 1.—All vessels within the port of Calicut 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 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 Calicut 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 by the Conservator, to clear such channels or passages.

Rule 6.—All vessels within the port of Calicut 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 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 Calicut.

Rule 9.—No vessels within the limits of the port of Calicut 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 Calicut shall, when at anchor between sunset and sunrise, have a good light hoisted at the starboard foreyard arm; and all vessels underweigh at night shall show a good light at the fore Royal or upper foremast head; and when underweigh 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.

T. PYCROFT,
Chief Secretary.

(vi)

The limits of the port of Tellicherry are as follows:—

To the north.—The boundary pillar one and a half mile north of the Custom house.

To the south.—The boundary pillar one and a half mile south of the Custom house.

To the east.—The seashore between them to within 50 yards of high watermark, spring tides.

To the west.—The space enclosed by two lines due west from the boundary pillars to 9 fathoms water.

Port Rules.

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

Port Rules.

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 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 harbour 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 Tuticorin, shall take up such berth as 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 by the Conservator, 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 harbour 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 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 light.

Rule 10.—All vessels within the limits of the port of Tuticorin shall when at anchor between sunset and sunrise have a good light hoisted at the starboard foreyard arm and all vessels underweigh at night shall show a good light at the fore royal or upper foremast head and when underweigh 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.

T. PYCROFT,
Chief Secretary.

(iv)

The limits of the port of Cochin are as follows:—

To the north.—The boundary pillar one mile north of the northern point of the entrance to the harbour, or back water.

To the south.—The boundary pillar three miles south of the southern point of the entrance to the backwater.

The seashore between them to within 50 yards of high watermark, spring tides.

To the east.—The harbour and backwater with all creeks and channels, leading thereto that may be within the Honourable Company's territories, and so much of the shores thereof, whether of the mainland or the islands, as are within 50 yards of high watermark, spring tides.

To the west.—The space enclosed by two lines running due west from the boundary pillars to 9 fathoms water.

Port Rules.

Rule 1.—All vessels within the port of Cochin 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 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 Cochin 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 Cochin 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 Cochin.

Rule 9.—No vessels within the limits of the port of Cochin 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 Cochin shall, when at anchor between sunset and sunrise have a good light hoisted at the starboard foreyard arm, and all vessels underweigh at night shall show a good light at the fore Royal or upper foremast head; and when underweigh 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.

T. PYCROFT,
Chief Secretary.

(v)

The limits of the port of Calicut are as follows:—

To the north.—The boundary pillar one mile and a half north of the Custom house.

To the south.—The boundary pillar two miles south of the Custom house.

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

To the east.—The harbour or backwater and the Kalar river as far as the junction of the Conolly canal, with all creeks and channels leading thereto, and so much of the shores thereof, whether of the mainland or the islands, as are within 50 yards of high watermark, spring tides.

To the west.—The space enclosed by two lines running due west from the boundary pillars to 9 fathoms water.

Port Rules.

Rule 1.—All vessels within the port of Calicut 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 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 Calicut 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 by the Conservator, to clear such channels or passages.

Rule 6.—All vessels within the port of Calicut 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 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 Calicut.

Rule 9.—No vessels within the limits of the port of Calicut 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 Calicut shall, when at anchor between sunset and sunrise, have a good light hoisted at the starboard foreyard arm; and all vessels underweigh at night shall show a good light at the fore Royal or upper foremast head; and when underweigh 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.

T. PYCROFT,
Chief Secretary.

(vi)

The limits of the port of Tellicherry are as follows:—

To the north.—The boundary pillar one and a half mile north of the Custom house.

To the south.—The boundary pillar one and a half mile south of the Custom house.

To the east.—The seashore between them to within 50 yards of high watermark, spring tides.

To the west.—The space enclosed by two lines due west from the boundary pillars to 9 fathoms water.

Port Rules.

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

Rule 2.—All vessels taking in or discharging ballast or any particular kind of cargo within the port of Tellicherry shall take up such berth as the Conservator may direct.

Rule 3.—A free passage shall be kept 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 passage.

Rule 4.—All vessels within the port of Tellicherry shall anchor, moor and unmoor when and where required by the Conservator.

Rule 5.—The cargo boat rules published by Government under date the 23rd April 1847, shall be in force at the port of Tellicherry.

Rule 6.—No vessels within the limits of the port of Tellicherry shall boil any pitch or dammer on board, or shall draw off spirits by candle or other artificial lights.

Rule 7.—All vessels in the roadstead of Tellicherry shall, when at anchor between sunset and sunrise, have a good light hoisted at the starboard foreyard arm, and all vessels underweigh at night shall show a good light at the fore Royal or upper foremast head; and when underweigh 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.

T. PYCROFT,
Chief Secretary.

(vii)

The limits of the port of Cannanore are as follows:—

To the north.—The boundary pillar one mile north of the fort.

To the south.—The boundary pillar two miles south of the fort.

To the east.—The sea shore between them to within 50 yards of high watermark, spring tides.

To the west.—The space enclosed by two lines running due west from the boundary pillars to 9 fathoms water.

Port Rules.

Rule 1.—All vessels within the port of Cannanore 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 taking in or discharging ballast or any particular kind of Cargo within the port of Cannanore shall take up such berth as the Conservator may direct.

Rule 3.—A free passage shall be kept 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 passage.

Rule 4.—All vessels within the port of Cannanore shall anchor moor and unmoor when and where required by the Conservator.

Rule 5.—The cargo boat rules, published by Government under date the 23rd April 1847, shall be in force at the port of Cannanore.

Rule 6.—No vessels within the limits of the port of Cannanore shall boil any pitch or dammer on board, or shall draw off spirits by candle or other artificial lights.

Rule 7.—All vessels in the roadstead of Cannanore shall, when at anchor between sunset and sunrise, have a good light hoisted at the starboard foreyard arm and all vessels underweigh at night shall show a good light at the fore Royal or upper foremast head, and when underweigh in tow of a steamer shall in addition show a light at each foreyard arm, the manner showing the usual light prescribed by the Admiralty Regulations.

T. PYCROFT,
Chief Secretary.

Order—No. 121, Marine, dated 26th March 1857.

Resolved that the limits and rules of the ports noted in the margin as now sent up by the Marine Board be forwarded to the Government of India and their sanction requested under section III, article XXII, 1855, for bringing those ports under the Act.

Bimlipatam,	Calicut.
Cuddalore.	Tellicherry.
Tuticorin.	Cannanore.
Cochin.	

2. The Master attendant at Vizagapatam will, as proposed, be the conservator of the port of Bimlipatam and the Master attendants of Tuticorin, Cochin and Calicut, be the Conservators of those ports, respectively.

3. At Cuddalore, Tellicherry and Cannanore the duty will be performed by the Superintendent of Sea Customs.

4. The schedules will be detained in the Government office until the receipt of the similar schedules for the remaining ports to be brought under the Act, when the whole will be sent at once to the Government of India for communication to the Legislative Council. The Marine Board are requested to expedite the transmission of these schedules as much as possible.

T. PYCROFT,
Chief Secretary.

Copy to the Marine Board.

Letter—from the Hon'ble Mr. T. PYCROFT, I.C.S., Chief Secretary to the Government of Madras.

To—the Secretary to the Government of India, Home Department.

Dated—the 26th March 1857.

No.—122.

In continuation of my previous letters as per margin, I have the honour to forward specifications of the limits and drafts of Port rules for the undermentioned ports of the Madras Presidency:—

Dated 4th March 1857, No. 90.
" 11th " 1857 " 99.

Bimlipatam,
Cuddalore,
Tuticorin,
Cochin,

Calicut,
Tellicherry,
Cannanore,

and under section III, article XXII, 1855, to request the sanction of the Supreme Government for those Ports being declared subject to the Act as also under section XII to the proposed port rules for those several ports.

No. 122, MARINE, 26TH MARCH 1857.
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Bimlipatam.	Calicut.
Cuddalore.	Tellicherry.
Tuticorin.	Cannanore.
Cochin.	

2. The master attendant at Vizagapatam, will as proposed to the contribution of the port of Bimlipatam and the master attendants of Tuticorin, Cochin and Calicut, be the Conservators of those ports, respectively.

3. At Cuddalore, Tellicherry and Cannanore the duty will be distributed by the Superintendent of Sea Customs.

4. The schedules will be detained in the Government office until the receipt of the similar schedules for the remaining ports to be brought under the Act, when the whole will send at once to the Government of India for communication to the Legislative Council. The Marine Board are requested the expedite the transmission of these schedules as much as possible.

F. PYCROFT,
Chief Secretary.

Copy to the Marine Board.

Letter—from the Hon'ble Mr. T. PYCROFT, I.C.S., Chief Secretary
to the Government of Madras.
To—the Secretary to the Government of India, Home Department.
Dated—the 26th March 1857.
No.—122.

In continuation of my previous letters as per margin, I have the honour to forward specifications of the limits and drafts of Port rules for the undermentioned ports of the Madras Presidency:—

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" 11th " 1857 " 99.

Bimlipatam,
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Tuticorin,
Cochin,

Calicut,
Tellicherry,
Cannanore,

and under section III, article XXII, 1855, to request the sanction of the Supreme Government for those Ports being declared subject to the Act as also under section XII to the proposed port rules for those several ports.

Ports. - Subg. to the G. of I the limits and rules of certain ports in the presidency requesting their sanction under Section III, article XXII, 1855 for bringing those ports under the Act.

No. 121
Extract from the Minutes of Consultation
Dated 26 March 1857
From the Marine 18th 23 May 1857

15th

Resolved that the limits
and rules of the Ports
noted in the Marine -
now sent up by the Marine
18th be forwarded to
the Govt of India &
Cantonment.

At
Ag
We
under S III
Act of 1855 for being
ing these Ports under
the Act -

2 The Master Attendant
at Poona will be
proposed to the Comd
- in- chief of the Port of
Bombay & the
Master Attendant of

Intercourse - Corbin & Calicut
in the Convention, of those
Ports respectively —

3. At Cuddalore. Tellicherry
and Cannanore the
duties will be performed by
the Sup^y of Sea Customs —

4. The Schedules, will
be determined by the Port Office
until the receipt of the
similar Schedules, for
the remaining ports to
be brought under the
Act. When the whole will
be sent at once to the Govt of
India for communication
-ation to the Secy: Council.
The Marine Bd are expected
to expedite the transmission

Copy to the Marine Board - Dated 27th

Ordered that the following letter be despatched
Sept 25th for the steamer
7 to Secy.
Govt of India

Dated 14 March 1857. No 90
" 11 - do " - 99

W. H. M.

of these Schedules as
much as possible —

Copy to the Marine Board - Dated 27th

No 122

In continuation of my
previous letter as per
margin I am to
be forward specific

of the limits
and drafts of Port Duties
for the undermentioned
-ed Ports of the Madras
Presidency —

Bimlipatana

Cuddalore

Intercourse

Corbin

Calicut

Tellicherry

Cannanore

and under SIII

Oct 7 + 11. 1853. 6-8 p.m.

12- Succession of the Supreme

and for their Ports being
declared subject to
~~freight under~~ the Act—

as also under S 411. 6

2-proposed port entry

for their second Port.

Fort S. George
26 March 1857 }



Manuscript to be sent to the
the 14 of 1857

Manuscript 1857

1857

to the Secretary of the
to the Secretary of the

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to the Secretary of the

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Manuscript 1857