M.R.O. 1—32,400—22-11-20.

# MADRAS RECORD OFFICE.

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## Government of Madras.

Marine **DEPARTMENT.**

G.O. No. 243 Press ~~Mis.~~

Dated 23rd June 1858

***Not to be folded or roughly handled***

No. 1. From G. S. FORBES, Esq., Secretary to the Board of Revenue; to H. FORBES, Esq., Acting Secretary to Government, Fort St. George, dated 16th April 1858, No. 1338.

SIR,

With reference to para: 10 of the Extract Minutes Consultation, dated 21st February 1856. No. 54, Marine Department, I am directed by the Board of Revenue to submit, for the information and orders of the Right Honorable the Governor in Council, the letters marginally entered from the Collectors of the Maritime Districts, replying to the Board's Circular, dated 3rd July 1856, calling upon them to report whether there are any objections to the provisions of Act 22 of 1855* being made applicable to any of the ports mentioned in the list forwarded by the Marine Board, and whether there are any ports included in the Appendix to Act 6 of 1844 which on special grounds it is desirable should be exempted from the operation of the Act in question.

*In Con.* 18*th March* 1856.
*From Ganjam* 22*nd July in Con.* 2*nd August* 1856.
,, *Vizagapatam* 25*th July in Con.* 7*th Augt.* ,,
,, *Rajahmundry* 25*th do. in Con.* 4*th Augt.* ,,
,, *Masulipatam* 4*th in Con.* 16*th August* ,,
,, *Guntoor* 6*th in Con.* 12*th August* ,,
,, *Nellore* 22*nd in Con.* 26*th July* ,,
,, *do.* 13*th Dec.* 1856 *in Con.* 9*th Oct.* 1857.
,, *Chingleput* 15*th in Con.* 17*th July* 1856.
,, *South Arcot* 11*th in Con.* 15*th do.* ,,
,, *Tanjore* 11*th in Con.* 17*th Sept.* ,,
,, *Madura* 15*th in Con.* 22*nd July* ,,
,, *Tinnevelly* 26*th Augt. in Con.* 1*st Sept.* ,,
,, *Canara* 17*th July in Con.* 7*th Augt.* ,,
,, *Malabar* 19*th in Con.* 26*th July* ,,
,, *Sea Customs Madras* 26*th in Con.* 8*th Augt.* ,,
* *For the Regulation of Ports. and Port Dues.*
*From Marine Board* 5*th April in Con.* 17*th May* ,,

2. The accompanying Statement prepared from the replies of the Collectors shews in one view the ports which they have proposed should be brought under Act 22 of 1855, and those which should be exempted from its provisions. From this it will be seen that 37 ports are mentioned as suitable for the provisions, the rest being recommended for exemption on the ground that the trade of those ports would not warrant the employment of the Establishments which would be required to enforce the Act.

3. The Board observe that the provisions of the Act are designed to protect vessels occupying a limited anchorage from the accidents likely to arise from carelessness in changing their berths, in the disposition of their hawsers, anchors or other gear, and in their use of fires and signals, and secondly to prevent injury to the anchorage or channels of the port, and to the moorings provided for the use of vessels.

4. There are other rules laid down in the Act, but the above remarks describe its principal objects. Under this view it is obvious that no advantage is to be gained by applying the Act to an open roadstead, unless it be an anchorage of considerable resort for European shipping. Small ports formed by the embouchures of rivers, and accessible only to native craft of small burden, also appear to the Board unsuitable for the application of the Act.

5. This view has been adopted by several of the Collectors of Maritime districts, but there are some instances in which the Board consider that the ports named by the Collectors should not for the present be brought under the Act. Among these are the ports of the Guntoor and Tanjore districts, with the exception in the latter of Negapatam and Nagore. Some of the ports named by the Collector of Malabar might also be omitted as Quilandy, Baddagherry, Tanore and Chowghaut; Cannanore might perhaps be included as a subordinate port of Tellicherry.

6. In the district of Canara on the other hand the Board would add to the list the ports of Coompta, and Baitcole, the latter of which is the port of Sedashegur. Among the ports proposed by the Collectors for exemption are all those in the Nellore, Chingleput, and Madura districts; as the Board have already observed the Collectors of these Districts are averse to applying the Act to the small ports of the Eastern Coast, for reasons similar to those already stated in para: 3.

7. In ports where the duties of the Conservator may be entrusted to Officers already on the spot no additional expense will be incurred and a short experience will serve to shew whether any thing would be gained by including any of the ports now recommended for exemption, on the ground of their inconsiderable trade and the rare visits of European vessels.

STATEMENT *Shewing the Ports in each District proposed to be brought under and those to be exempted from Act 22 of* 1855.

| Districts. | Ports to be brought under Act 22 of 1855. | | Ports to be exempted from Act 22 of 1855. | | Remarks. |
|---|---|---|---|---|---|
| | Ports. | Subordinate Ports. | Ports. | Subordinate Ports. | |
| Masulipatam | Masulipatam | ... | ..... | ... | The only Port in this District. |
| Nellore | ..... | ... | Cottapatam | ... | The Ports from Cottapatam to Pondy are entered in the Appendix to Act 6 of 1844, but none of the others. |
| | ..... | ... | Etamookala | ... | |
| | ..... | ... | Paukala | ... | |
| | ..... | ... | Rameapatam | ... | |
| | ..... | ... | Toommalapenta | ... | |
| | ..... | ... | Joovildinna | ... | |
| | ..... | ... | Eskapully | ... | |
| | ..... | ... | Ponnapoody | ... | |
| | ..... | ... | Mypaud | ... | |
| | ..... | ... | Kistnapatam | ... | |
| | ..... | ... | Dorgarauzepatum | ... | |
| | ..... | ... | Chinneapollem | ... | |
| | ..... | ... | Paumungy | ... | |
| | ..... | ... | Toopelly | ... | |
| | ..... | ... | Poody | ... | |
| | ..... | ... | Rauzpatam | ... | |
| | ..... | ... | Paundurty | ... | |
| | ..... | ... | Goondamoola | ... | |
| | ..... | ... | Canoopurty | ... | |
| | ..... | ... | Davarumpaud | ... | |
| | ..... | ... | Etamookela | ... | |
| | ..... | ... | Rauzpollem | ... | |
| | ..... | ... | Chankeekerla | ... | |
| | ..... | ... | Cazaidoo | ... | |
| | ..... | ... | Binganupully | ... | |
| | ..... | ... | Vareny | ... | |
| | ..... | ... | Midda | ... | |
| | ..... | ... | Nalutoor | ... | |
| | ..... | ... | Codoor | ... | |
| | ..... | ... | Edoor | ... | |
| | ..... | ... | Wootcoor | ... | |
| | ..... | ... | Pumbaly | ... | |
| | ..... | ... | Cottapatam in the Div. of Cottapatam | ... | |
| | | | Paumungy | ... | |
| Vizagapatam | Vizagapatam | ... | ..... | ... | All these Ports are included in the Appendix to Act 6 of 1844. |
| | ..... | ... | Bimlipatam | ... | |
| | ..... | ... | Conada | ... | |
| | ..... | ... | Poodeemudka | ... | |
| | ..... | ... | Watadah | ... | |
| | ..... | ... | Cotapatam | ... | |
| | ..... | ... | Pentacottah | ... | |
| | ..... | ... | Polavarum | ... | |
| Rajahmundry | Coringa | ... | ..... | ... | Do. |
| | Cocanada | ... | ..... | ... | |
| | Nursapoor | ... | ..... | ... | |
| | ..... | ... | Woopada | ... | |
| | ..... | ... | Bendamoorlunka | ... | |



| Districts. | Ports to be brought under Act 22 of 1855. | | Ports to be exempted from Act 22 of 1855. | | Remarks. |
|---|---|---|---|---|---|
| | Ports. | Subordinate Ports. | Ports. | Subordinate Ports. | |
| Ganjam | Ganjam | ... | ..... | ... | All these Ports are included in the Appendix to Act. 6 of 1844. |
| | Munsoorcottah | ... | ..... | ... | |
| | Sonnapore | ... | ..... | ... | |
| | Barvah | ... | ..... | ... | |
| | Poondy | ... | ..... | ... | |
| | Calingapatam | ... | ..... | ... | |
| | ..... | ... | Bauvanapaudoo | ... | |
| | ..... | ... | Guddulapaudoo | ... | |
| Guntoor | Nezampatum | ... | ..... | ... | Only the three first Ports are included in the Appendix to Act 6 of 1844. |
| | Eapoorpaulem | ... | ..... | ... | |
| | Cottapollem | ... | ..... | ... | |
| | Mootoopully | ... | ..... | ... | |
| | China Ganjam | ... | ..... | ... | |
| | ..... | ... | Putchay Moyaley | ... | |
| | ..... | ... | Sholagum | ... | |
| Chingleput | ..... | ... | Pulicat | ... | Inc. in Ap. to Act 6 of 1844. |
| South Arcot | Cuddalore | ... | ..... | ... | The two first Ports are included in Act 6 of 1844. |
| | Porto Novo | ... | ..... | ... | |
| | ..... | ... | Marcanum | ... | |
| Tanjore | Nagore | ... | ..... | ... | All these Ports are included in Appendix to Act 6 of 1844, excepting Tranquebar. |
| | Topetoray | ... | ..... | ... | |
| | Negapatam | ... | ..... | Valangany | |
| | Trimulvassel | ... | ..... | Codiarpollium | |
| | Tranquebar | ... | ..... | ... | |
| | ..... | Adrampatam | ..... | ... | |
| | Moottopettah | ... | ..... | Ammalipatam | |
| | | ... | ..... | Cattoomavady | |
| | | ... | ..... | Gopaulpatam | |
| Madura | None. | ... | Keelakurray | ... | All these Ports are included in the Appendix to Act 6 of 1844. |
| | | | Davepatam | Tiroopalacoody | |
| | | | | Morepauny | |
| | | | | Attencurray | |
| | | | | Karengaudoo | |
| | | | Tondy | Poodoopal | |
| | | | | Numbetali | |
| | | | | Dhamoderapatam | |
| | | | | Theethandathanum | |
| | | | | Soonderapadien | |
| | | | | Avasanagherry | |
| | | | Paumbum | Cottapatnam | |
| | | | | Ramasweram | |
| | | | | Thungachemadom | |
| | | | | Mundapam | |
| | | | | Pillamadom | |
| | | | | Vadalay | |
| | | | | Mercaypatnam | |
| Tinnevelly | Tutacorin | ... | ..... | ... | do. |
| | ..... | ... | Vypaur | ... | |
| | ..... | ... | Coilpatam | ... | |
| | ..... | ... | Coolasagarapatam | ... | |

| Districts. | Ports to be brought under Act 22 of 1855. | | Ports to be exempted from Act 22 of 1855. | | Remarks. |
|---|---|---|---|---|---|
| | Ports. | Subordinate Ports. | Ports. | Subordinate Ports. | |
| Canara | ..... | ... | Mangalore | ... | All these Ports are included in the Appendix to Act 6 of 1844. |
| | ..... | ... | Moolky | ... | |
| | ..... | ... | Munjashwer | ... | |
| | ..... | ... | Cassergode | ... | |
| | ..... | ... | Coombalah | ... | |
| | ..... | ... | Bekul | ... | |
| | ..... | ... | Cautentcherry | ... | |
| | ..... | ... | Oodiawer | ... | |
| | ..... | ... | Pudbidry | ... | |
| | ..... | ... | Caup | ... | |
| | ..... | ... | Oochil | ... | |
| | ..... | ... | Yermal | ... | |
| | ..... | ... | Barcoor | ... | |
| | ..... | ... | Cundapoor | ... | |
| | ..... | ... | Naikunkuttah | ... | |
| | ..... | ... | Byndoor | ... | |
| | ..... | ... | Seeroor | ... | |
| | ..... | ... | Butkul | ... | |
| | ..... | ... | Sheerully | ... | |
| | ..... | ... | Moordesher | ... | |
| | ..... | ... | Munky | ... | |
| | ..... | ... | Coompta | ... | |
| | ..... | ... | Honaver | ... | |
| | Tuddry | ... | Sedashighur | ... | |
| | ..... | ... | Gungavally | ... | |
| | ..... | ... | Ankola | ... | |
| | ..... | ... | Belekerry | ... | |
| | ..... | ... | Chendiyeh | ... | |
| | ..... | ... | Binnagay | ... | |
| Malabar | Cannanore | Cavy | | | |
| | | Balliapatam | | | |
| | Tellicherry | Egaar | | | |
| | | Darmapatum | | | |
| | Calay near Mahé | Chombay | | | |
| | Baddaghery | Mootanquel | | | |
| | | Kottah | | | |
| | Quilandy | Trekody | | | |
| | | Cudalore | | | |
| | | Kapaat | | | |
| | Calicut | Eletoor | | | |
| | | Poodiangaddy | | | |
| | | Molankadoo | | | None. |
| | | Beypoor | | | |
| | Tanore | Pai parangaddy | | | |
| | | Parroney | | | |
| | Ponany | Koottay | | | |
| | | Veliangode | | | |
| | | Audatode | | | |
| | | Manalunkoona | | | |
| | Choughaut | ... | | | |
| | Cochin | Attakooye | | | |
| | | Koorkooye | | | |
| | | Maddawye | | | |
| | | Attipooram | | | |
| Madras | Madras | ... | | | |

Revenue Board Office,
Fort Saint George,
16*th April* 1858.

(Signed) G. S. FORBES,
*Secretary.*



From WILLIAM KNOX, Esq., Acting Collector of Ganjam; to G. S. FORBES, Esq., Secretary to the Board of Revenue, Fort Saint George, dated 22nd July 1856, No. 148.

1. I have the honor to acknowledge the receipt of your letter of the 3rd Instant, No. 2015, on the subject of the introduction of Port rules into this District, under Act XXII of 1855.

2. There are two Port, *viz.*, Bewanapaud and Guddalapaud, too insignificant to be noticed, the latter, at which there was a Peon who now does duty at Calingapatam, has long ceased to be a Port. It is highly desirable that some rule should be introduced, at present I doubt if I can legally fine a Master of a ship for discharging stone ballast at the anchorage, the rules need be but simple, as all our Ports are nothing more than open roadsteads, but if we have rules I trust we shall have Officers to enforce them, at present it is impossible to expect a Goomastah of 7 Rupees as at Barwah. to act with firmness and decision when opposed by a Ship Captain a European. The trade of this district is increasing every year and the necessities of that trade require that our Sea Custom establishment should be remodelled, as what was ample for a Native Coasting trade will not do now that the trade is almost entirely in the hands of Europeans. I had several conversations with Colonel F. Cotton on his last tour through this district, he visited several of the ports and made himself master of our wants, and I would beg to refer you to him, should you wish to know more of the local features of each port.

3. It appears to me that to carry out the intentions of the Act, there should be two Master Attendants or Harbour Masters, one at Calingapatam with Poondy under his charge, the second at Munsoorcottah with charge of the other ports. An Officer of this class with the powers of an Assistant Magistrate and of Justice of the Peace to act when breaches of the port and boat rules occur, and keep the boat men, an unruly class, in order, and to sign protests and other legal formalities for Masters, and assist them in a number of ways would be most valuable, both to the Master and Shipper, he would also I apprehend be of great advantage to Government, indeed every thing that promotes trade must eventually be of advantage to Government.

4. While on the subject of port rules, I beg to bring to the notice of the Board, that even at Munsoorcottah where there is a Flag Staff and Lascar, there are no Flags, it is therefore impossible to communicate with ships, except by boat, and this is often in bad weather impracticable from high surf. There is then no way to warm a ship in danger from taking up an improper anchorage or running in too close to shore, the cost of a set of Marryats signals is so small and their usefulness so obvious that I can only wonder at the refusal of the Marine Board to supply me with a set. I hope when the new rules are brought into use that patent screw moorings, a signal post and flags will speedily be supplied to each port. At present the ship owner pays his port dues, but gets little or nothing in return.

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From P. B. SMOLLETT, Esq., Collector; to G. S. FORBES, Esq., Secretary to the Board of Revenue, Fort Saint George, dated 25th July 1856, No. 124.

Sir,

I have the honor to acknowledge the receipt of your Circular letter under date the 3rd July relative to the Ports in this District to which the Provisions of Act XXII of 1855 should be applied.

2. In this District the only Ports at which Shipments are made are Vizagapatam, Bimlipatam, Conada, Poodemerka and Pentacotta, to enforce the provisions of this Act it would be necessary that some responsible Officer should be stationed at each. There is one Master Attendant

only in this District and his duties are confined to the Port of Vizagapatam and Bimlipatam. His residency is at Vizagapatam and he is required to visit Bimlipatam once in each month. It is obvious that the Provisions of this Act and the rules to be devised for carrying them out cannot be performed with such means. A Native Tanadar is not capable of enforcing attentionto the Rules.

3. I am of opinion therefore that the Provisions of the Act are not capable of being enforced in this district with existing Establishments except at Vizagapatam, and I am further of opinion that the Act itself is no importance and is inapplicable to large open roadsteads, not much frequented with shipping and at which more than four or five vessels are rarely seen at anchorage at one time.

4. Captain Meppen however considers the Provisions should be made applicable to all the Ports in this District, and has framed rules for that purpose, I send his letter for consideration though I do not concur in his views. Captain Meppen has furnished me with a Memo : of the sums he would expend for improvements and Harbour Masters. The amount is seventeen thousand Rupees which would never be sanctioned in these retrenching times.

A Statement is submitted shewing the Collections of tonnage duties, Fees and charges in the Marine Department with the costs of their collections, the expences exceed the dues nearly 2,800 Rupees a year.

6. With these results I fear that any application for increased Establishments for carrying out the Provisions of the Act under notice would meet but small success, nevertheless I beg to frame a Statement shewing the smallest possible expenditure that could be hoped to answer.

7. There are at present positively no Officers in charge of the Ports of Poodemerka and Pentacotta, It was proposed eighteen months ago by my predecessor to appoint an Establishment, but the project was negatived.

8. In conclusion I must again state that in my opinion it is inexpedient to apply the Provisions of this enactment to the open roadsteads in the coast of this district.

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From Captain R. W. MEPPEN, Master Attendant; to P. B. SMOLLETT, Esq., Collector, Vizagapatam, dated 14th July 1856, No. 123.

Sir,

I have the honor to acknowledge the receipt of you letter, No. 236 of the 8th Instant and in reply thereto beg to state that the Act* should be put in force in this Port and in the Ports of the district although the Provisions may apply to Vessels anchoring in Navigable Rivers, still it is applicable to Vessels anchoring in an open roadstead and for the want of a proper rule, I have at times been put to a great deal of trouble and annoyance, having no criterion whatever to go by, I therefore beg after this explanation, you will recommend the Act to be put in force.

* *XXII of* 1856.

I beg to forward form of Port Rules and Regulations which I trust will meet your approval.

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*Rules and Regulations for the Ports of Vizagapatam and Bimlipatam.*

1st. Commanders of Vessels are requested to fill up and despatch the report sent for that purpose, with as little delay as possible, until which no Boats will be allowed.



2nd. Commanders of Ships and Vessels arriving in the Roads are required to send on shore all letters and Post Office packets by the first Boat that may come on shore.

3rd. Commanders of all Ships and Vessels are required to report themselves on landing at the Master Attendant's Office and to bring with them the Ship's Register and Licence with two Lists of the Officers, Ship's Company or Crew and Passengers, and all others on Board, who may not form part of the Ship's Company or Crew and no Merchant Ship or Vessel will be admitted to entry at the Custom House without a Certificate from the Master Attendant that the provisions of the Article have been complied with.

4th. All Commanders of Merchant Ships and Vessels and Masters of all country and coasting Vessels, Dhonies, &c., and all other persons concerned, are also required to deliver two lists of all persons on Board at the departure of the Ship or Vessel and the said lists are to show all casualities which have occurred by death, discharge or New Shipment, while the said Vessel remains in port and also the names of all those who shall be otherwise missing. The Port Clearance will not be countersigned by the Master Attendant unless it be accompanied by the departing list prepared in the manner required by this Article.

5th. All Ships or Vessels other than those commonly known as Dhonies or Native Vessel are directed to anchor, with in the following bearing entrance of the river open. The Mosque on the Hill form W. ½ N. to W. *by* N. ½ N. Flag Staff on the Dolphin's Nose from S. W. to S. W. *by* W. in one with the Castle or from 7 to 9½ fathoms which is the limited range of soundings throughout. All Ships and Vessels should take up such a berth as will enable them to wear clear of all danger in the event of casting in shore when they weigh or part from then anchors, especially as the swell so prevalent here tends against all precaution to cast a Vessel in shore. Any Ship or Vessel anchoring without these limits or in more than 9½ fathoms will be liable to extra Boat hire.

6th. Commanders of all Ships and Vessels coming to an anchor in these roads are advised to attach a Buoy to their anchor whereby giving foul berth may be avoided and the position of lost anchors will be indicated.

7th. No guns are to be fired either by day or by night except for established Salutes and Signals without leave previously obtained from the Master Attendant.

8th. Commanding Officers are informed that allSignals made by Marryatt's Code will be answered at the Master Attendant's Flag Staff and the purport communicated to the Agents or Commander if necessary. When Boats are required hoist the Numeral Pendant over the Number wanted.

9th. A white pendant with a red ball for all Boats to repair immediately on shore. Whether loaded or unloaded any forcible detention of Boats after this Signal is displayed will incur the penalty of 50 Rupees.

10th. You are most particularly directed not to allow any private trade or packages whatever to be sent on shore in the same Boat with the Queen or Company's cargo or deliver over either unless to person duly authorized to receive them.

11th. You are particularly desired not to detain the Boats especially those coming for cargo, and should the Commanding Officer detain any Boat more than one hour double Boat hire will be charged or if he neglects to fill and sign the Boat Note sent with every Boat no Boats will be supplied.

12. No Boats are to remain alongside after 6 P. M., and the Commander or Officer of any Ship or Vessel forcibly detaining Boats after that hour will be liable on proof before a Magistrate to a fine of 20 Rupees.

13. The Boat men are not to be employed on board Ships or Vessels or in any occupation whatever except in the loading, and unloading and working of their Boats, and if any attempt is made to force them on board or compel them to receive more passengers or cargo, than the quantity allowed, such conduct will be held as a breach of the Port Regulations and incur a Penalty of 50 Rupees.

14. In the event of any irregular practices amongst the crew of Boats or Catamaraus especially if such persons or others are detected conveying spirits alongside any Ship or Vessel committing theft, &c., Commanding Officers are requested to note down the number of such Boat or Catamaran and report the circumstance in writing to the Master Attendant.

15. Commanders of Vessels are particularly requested to enjoin the necessity of their Officers abstaining from beating or illusing Boat men and Natives of every Caste. All well grounded causes of complaint will be promptly enquired into and suitable redress shall always be afforded.

16. If you want any assistance batta Lascars will be supplied on your written application to the Master Attendant and the Boats crew are strictly prohibited from going on board any Ship or Vessel.

17. No ballast to be thrown over board in less than 14 fathoms water (sand only excepted) without permission from the Master Attendant, the penalty for any Infringment of this rule is 200 Rupees but every facilitity will be afforded by the Master Attendant to land shingle ballast.

18. As many daring robberries have been committed by the Boat men with great cunning and dexterity, Commanders, Officers, and all persons having valuable property contained in any package whether baggage or other wise are requested to keep the most vigilant guard over the same when conveying it to or from the shore.

19. Commanders and Officers are hereby warned against an incautions use of fires and lights and they will be held responsible if any accident should occur through negligence in the use thereof, especially when broaching or drawing off spirits which should never be attempted even with a light in a lanthern.

20. Commanders of Vessels are hereby acquainted that all communication with the shore in Ship's Boats or other Boats other than Licensed Masula Boats of this Port is strictly prohibited.

21. Commanders of all Ships and Vessels and all country Dhonies, &c., are required to have the draft of water marked on the stem and stern port of their ships and in default will be liable to a penalty of 15 Rupees.

22. Commanders or any other persons in charge of a Vessel are prohibited from moving their Vessels from the roadstead into the river without a Pilot or without the orders of the Master Attendant.

23. Commanders or Officers of Ships or Vessels are to permit warps to be made fast to their Vessels for the purpose of warping in any other Vessels into port and shall not allow any such warp to be let go until required to do so. Any Master or Officer offending against this rule will be liable to a penalty.

24. Commanders of Vessels or Ships are strictly prohibited from having any warp or hawser attached to their Vessels left out after sunset in such a manner as to endanger the safety of any Ship or Vessel entering the port and will be liable to a penalty.

25. Commanders of Vessels are strictly prohibited from allowing Pitch, Dammer or Rosin to be boiled on Board.



STATEMENT *shewing the Collection of Tonnage duty, Collection and Fees and*

| Number. | Ports and nature of Collections and charges. | Collection and Charges of the Marine Department from 1st August 1852 to 31st July 1853. | | | | | | | | | Collection and Charges of the M ment from 1st August 1853 to 31 | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Collected on English Vessels. | | | Collected on Native Vessels. | | | Collected on Foreign Vessels. | | | Total. | | | Collected on English Vessels. | | | Collected on Native Vessels. | | | Collected on Foreign Vessels. | | |
| 1 | | 2 | | | 3 | | | 4 | | | 5 | | | 6 | | | 7 | | | 8 | | |
| | | Rs. | A. | P. | Rs. | A. | P. | Rs. | A. | P. | Rs. | A. | P. | Rs. | A. | P. | Rs. | A. | P. | Rs. | A. | P |
| | *Tonnage duty.* | | | | | | | | | | | | | | | | | | | | | |
| 1 | Vizagapatam... ... ... ... | 195 | 15 | 6 | 559 | 9 | 10 | 59 | 7 | 0 | 815 | 0 | 4 | 224 | 1 | 0 | 531 | 7 | 6 | 52 | 5 | |
| 2 | Bimlipatam.... ..... ... | 420 | 6 | 0 | 308 | 13 | 6 | 236 | 9 | 0 | 965 | 12 | 6 | 310 | 5 | 3 | 311 | 9 | 0 | 338 | 3 | |
| 3 | Conadah... ... ... ... | ... | ... | ... | 1 | 3 | 5 | 86 | 5 | 6 | 87 | 8 | 11 | 0 | 0 | 0 | 1 | 8 | 0 | 37 | 7 | |
| 4 | Poodeemudka ... ... ... | ... | ... | ... | 15 | 2 | 0 | 102 | 12 | 1 | 117 | 14 | 1 | 9 | 11 | 0 | 23 | 13 | 0 | 22 | 10 | |
| 5 | Pentacottah ... ... ... | 0 | 0 | 0 | 18 | 4 | 0 | 165 | 10 | 0 | 183 | 14 | 0 | 0 | 0 | 0 | 22 | 1 | 0 | 37 | 15 | |
| | Total... | 616 | 5 | 6 | 903 | 0 | 9 | 650 | 11 | 7 | 2,170 | 1 | 10 | 544 | 1 | 3 | 890 | 6 | 6 | 488 | 9 | |
| | *Fees.* | | | | | | | | | | 34 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 1 | Vizagapatam... ... ... .. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ..... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 2 | Bimlipatam... ..... ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ..... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 3 | Conadah... .... ... ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ..... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 4 | Poodeemudka ... ... ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | . .... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 5 | Pentacottah ... .... ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 34 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| | Total... | ... | .. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| | Grand Total... | 616 | 5 | 6 | 903 | 0 | 9 | 650 | 11 | 7 | 2,204 | 1 | 10 | 544 | 1 | 3 | 890 | 6 | 6 | 488 | 9 | |
| | *Charges.* | | | | | | | | | | | | | | | | | | | | | |
| 1 | Vizagapatam..... ... ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1,522 | 8 | 0 | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 2 | Bimlipatam... .... ... ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ..... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 3 | Conadah... .... ... .... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1,337 | 10 | 7 | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 4 | Poodeemudka ... ... ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ..... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 5 | Pentacottah ... ... ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ..... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| | Total... | ... | ... | ... | ... | ... | .. | ... | ... | ... | 2,860 | 2 | 7 | ... | ... | ... | ... | ... | ... | ... | ... | ... |

VIZAGAPATAM,
Collector's Office,
15*th July* 1856.

| | Total. | | | Collected on English Vessels. | | |
|---|---|---|---|---|---|---|
| | Rs. | A. | P. | Rs. | A. | |
| | 807 | 13 | 9 | 306 | 0 | |
| | 960 | 2 | 0 | 334 | 3 | |
| | 38 | 15 | 0 | 48 | 13 | |
| | 56 | 2 | 0 | ... | ... | |
| | 60 | 0 | 0 | ... | ... | |
| | 1,923 | 0 | 9 | 689 | ... | |
| | ..... | | | ..... | | |
| | ..... | | | ..... | | |
| | ..... | | | ..... | | |
| | ..... | | | ..... | | |
| | ..... | | | ..... | | |
| | 1,923 | 0 | 9 | 689 | 0 | |
| | 1,539 | 8 | 0 | ... | ... | |
| | ..... | | | ... | ... | |
| | 1,440 | 1 | 9 | ... | ... | |
| | ..... | | | ... | ... | |
| | ..... | | | ... | ... | |
| | 2,979 | 9 | 9 | ... | ... | |

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| | | | | | House rent ... ... ... ... ... ... ... | 10 | 0 | 0 |
| | | | | | | 78 | 12 | 0 |
| Total..... | | | | Total..... | | 356 | 4 | 0 |

### Bimlipatam.

#### Sea Custom Department.

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| 1 | Tanadar ... ... ... ... ... ... ... ... | 40 | 0 | 0 | 1 | Tanadar ... ... ... ... ... ... ... ... | 40 | 0 | 0 |
| 1 | Goomastah ... ... ... ... ... ... ... | 20 | 0 | 0 | 1 | Goomastah ... ... ... ... ... ... ... | 20 | 0 | 0 |
| 1 | Weighing Conicopoly... ... ... ... ... ... | 4 | 0 | 0 | 1 | Weighing Conicopoly... ... ... ... ... ... | 4 | 0 | 0 |
| 6 | Peons at 4 Rupees each .. ... ... ... ... | 24 | 0 | 0 | 6 | Peons at 4 Rupees each... ... ... ... ... | 24 | 0 | 0 |
| | Sanderwared ... ... ... ... ... ... ... | 0 | 12 | 0 | | Sanderwared ... ... ... ... ... ... ... | 0 | 12 | 0 |
| | Total ..... | 88 | 12 | 0 | | | 88 | 12 | 0 |

Flag Staff for this port sanctioned in Extract Minutes Consultation, dated 9th April 1856.

#### Marine Department.

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| | | | | | 1 | Signal Serjeant ... ... ... ... ... ... ... | 14 | 0 | 0 |
| | | | | | | His House rent ... ... ... ... ... ... | 7 | 0 | 0 |
| | | | | | 2 | Lascars at 5 Rupees each ... ... ... ... ... | 10 | 0 | 0 |
| | | | | | | | 31 | 0 | 0 |
| | | | | | 1 | Harbour Master ... ... ... ... ... ... | 70 | 0 | 0 |
| | | | | | | Sanderwared ... ... ... ... ... ... ... | 2 | 0 | 0 |
| | | | | | | | 103 | 0 | 0 |
| | | | | | | Total..... | 191 | 12 | 0 |

### Conadah.

#### Santapilly Light House.

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| 1 | Superintendent ... ... ... ... ... ... ... | 52 | 0 | 0 | 1 | Superintendent ... ... ... ... ... ... ... | 52 | 0 | 0 |
| 1 | Tindal ... ... ... ... ... ... ... ... | 6 | 0 | 0 | 1 | Tindal ... ... ... ... ... ... ... ... | 6 | 0 | 0 |
| 4 | Lascars at 5½ Rupees each ... ... ... ... | 22 | 0 | 0 | 4 | Lascars at 5½ Rupees each... ... ... ... ... | 22 | 0 | 0 |
| | Sanderwared ... ... ... ... ... ... ... | 1 | 0 | 0 | | Sanderwared ... ... ... ... ... ... ... | 1 | 0 | 0 |
| | | 81 | 0 | 0 | | | 81 | 0 | 0 |

#### Marine Department.

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| | | | | | 1 | Harbour Master ... ... ... ... ... ... | 70 | 0 | 0 |
| | | | | | | Sanderwared ... ... ... ... ... ... ... | 2 | 0 | 0 |
| | | | | | | | 153 | 0 | 0 |

STATEMENT *shewing the Collection of Tonnage duty, Collection and Fees and Charges of the Marine Establishment and for Light House, &c., from 1st August 1852 to 31st July 1855.*

| Number. | Ports and nature of Collections and charges. | Collection and Charges of the Marine Department from 1st August 1852 to 31st July 1853. | | | | Collection and Charges of the Marine Department from 1st August 1853 to 31st July 1854. | | | | Collection and Charges of the Marine Department from 1st August 1854 to 31st July 1855. | | | | Grand Total of Columns 5 to 9 and 13. | | | | Remarks. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Collected on English Vessels. | Collected on Native Vessels. | Collected on Foreign Vessels. | Total. | Collected on English Vessels. | Collected on Native Vessels. | Collected on Foreign Vessels. | Total. | Collected on English Vessels. | Collected on Native Vessels. | Collected on Foreign Vessels. | Total. | Collected on English Vessels. | Collected on Native Vessels. | Collected on Foreign Vessels. | Total. | |
| 1 | | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | |
| | *Tonnage duty.* | Rs. A. P. | Rs. A. P. | Rs. A. P. | Rs. A. P. | Rs. A. P. | Rs. A. P. | Rs. A. P. | Rs. A. P. | Rs. A. P. | Rs. A. P. | Rs. A. P. | Rs. A. P. | Rs. A. P. | Rs. A. P. | Rs. A. P. | Rs. A. P. | |
| 1 | Vizagapatam | 195 15 6 | 559 9 10 | 59 7 0 | 815 0 4 | 224 1 0 | 531 7 6 | 52 5 3 | 807 13 9 | 306 0 0 | 677 0 9 | 107 6 0 | 1,090 6 9 | 726 0 6 | 1,768 2 1 | 219 2 3 | 2,713 4 10 | |
| 2 | Bimlipatam | 420 6 0 | 308 13 6 | 236 9 0 | 965 12 6 | 310 5 3 | 311 9 0 | 338 3 9 | 960 2 0 | 334 3 0 | 215 1 5 | 82 6 0 | 631 10 5 | 1,064 14 3 | 835 7 11 | 657 2 9 | 2,557 8 11 | |
| 3 | Conadah | ... ... ... | 1 3 5 | 86 5 6 | 87 8 11 | 0 0 0 | 1 8 0 | 37 7 0 | 38 15 0 | 48 13 0 | 36 3 6 | 0 0 0 | 85 0 6 | 48 13 0 | 38 14 11 | 123 12 6 | 211 8 5 | |
| 4 | Poodeemudka | ... ... ... | 15 2 0 | 102 12 1 | 117 14 1 | 9 11 0 | 23 13 0 | 22 10 0 | 56 2 0 | ... ... ... | 102 15 9 | 12 12 0 | 115 11 9 | 9 11 0 | 141 14 9 | 138 2 1 | 289 11 10 | |
| 5 | Pentacottah | 0 0 0 | 18 4 0 | 165 10 0 | 183 14 0 | 0 0 0 | 22 1 0 | 37 15 0 | 60 0 0 | ... ... ... | 9 5 0 | 154 6 0 | 163 11 0 | 0 0 0 | 49 10 0 | 357 15 0 | 407 9 0 | |
| | Total | 616 5 6 | 903 0 9 | 650 11 7 | 2,170 1 10 | 544 1 3 | 890 6 6 | 488 9 0 | 1,923 0 9 | 689 ... ... | 1,040 10 5 | 356 14 0 | 2,086 8 5 | 1,849 6 9 | 2,834 1 8 | 1,496 2 7 | 6,179 11 0 | |
| | *Fees.* | | | | | | | | | | | | | | | | | |
| 1 | Vizagapatam | ... ... ... | ... ... ... | ... ... ... | 34 ... ... | ... ... ... | ... ... ... | ... ... ... | ... ... ... | ... ... ... | ... ... ... | ... ... ... | ... ... ... | ... ... ... | ... ... ... | ... ... ... | 34 ... ... | These Fees were Collected on Account of Licences issued for Boats and Catmarans. |
| 2 | Bimlipatam | ... ... ... | ... ... ... | ... ... ... | ... ... ... | ... ... ... | ... ... ... | ... ... ... | ... ... ... | ... ... ... | ... ... ... | ... ... ... | ... ... ... | ... ... ... | ... ... ... | ... ... ... | ... ... ... | |
| 3 | Conadah | ... ... ... | ... ... ... | ... ... ... | ... ... ... | ... ... ... | ... ... ... | ... ... ... | ... ... ... | ... ... ... | ... ... ... | ... ... ... | ... ... ... | ... ... ... | ... ... ... | ... ... ... | ... ... ... | |
| 4 | Poodeemudka | ... ... ... | ... ... ... | ... ... ... | ... ... ... | ... ... ... | ... ... ... | ... ... ... | ... ... ... | ... ... ... | ... ... ... | ... ... ... | ... ... ... | ... ... ... | ... ... ... | ... ... ... | ... ... ... | |
| 5 | Pentacottah | ... ... ... | ... ... ... | ... ... ... | ... ... ... | ... ... ... | ... ... ... | ... ... ... | ... ... ... | ... ... ... | ... ... ... | ... ... ... | ... ... ... | ... ... ... | ... ... ... | ... ... ... | ... ... ... | |
| | Total | ... ... ... | ... ... ... | ... ... ... | 34 ... ... | ... ... ... | ... ... ... | ... ... ... | ... ... ... | ... ... ... | ... ... ... | ... ... ... | ... ... ... | ... ... ... | ... ... ... | ... ... ... | ... ... ... | |
| | Grand Total | 616 5 6 | 903 0 9 | 650 11 7 | 2,204 1 10 | 544 1 3 | 890 6 6 | 488 9 0 | 1,923 0 9 | 689 0 0 | 1,040 10 5 | 356 14 0 | 2,086 8 5 | 1,849 6 9 | 2,834 1 8 | 1,496 2 7 | 6,213 11 0 | |
| | *Charges.* | | | | | | | | | | | | | | | | | |
| 1 | Vizagapatam | ... ... ... | ... ... ... | ... ... ... | 1,522 8 0 | ... ... ... | ... ... ... | ... ... ... | 1,539 8 0 | ... ... ... | ... ... ... | ... ... ... | 1,548 0 0 | ... ... ... | ... ... ... | ... ... ... | 4,610 0 0 | These are Wages, &c. to the Master Attendant and his establishment. |
| 2 | Bimlipatam | ... ... ... | ... ... ... | ... ... ... | ... ... ... | ... ... ... | ... ... ... | ... ... ... | ... ... ... | ... ... ... | ... ... ... | ... ... ... | ... ... ... | ... ... ... | ... ... ... | ... ... ... | ... ... ... | |
| 3 | Conadah | ... ... ... | ... ... ... | ... ... ... | ... ... ... | ... ... ... | ... ... ... | ... ... ... | ... ... ... | ... ... ... | ... ... ... | ... ... ... | ... ... ... | ... ... ... | ... ... ... | ... ... ... | ... ... ... | |
| 4 | Poodeemudka | ... ... ... | ... ... ... | ... ... ... | 1,337 10 7 | ... ... ... | ... ... ... | ... ... ... | 1,440 1 9 | ... ... ... | ... ... ... | ... ... ... | 1,636 4 3 | ... ... ... | ... ... ... | ... ... ... | 4,414 0 7 | These charges are on Account of Light House establishment at Santapilly. |
| 5 | Pentacottah | ... ... ... | ... ... ... | ... ... ... | ... ... ... | ... ... ... | ... ... ... | ... ... ... | ... ... ... | ... ... ... | ... ... ... | ... ... ... | ... ... ... | ... ... ... | ... ... ... | ... ... ... | ... ... ... | |
| | Total | ... ... ... | ... ... ... | ... ... ... | 2,860 2 7 | ... ... ... | ... ... ... | ... ... ... | 2,979 9 9 | ... ... ... | ... ... ... | ... ... ... | 3,184 4 3 | ... ... ... | ... ... ... | ... ... ... | 9,024 ... 7 | |

VIZAGAPATAM,
Collector's Office,
15*th July* 1856.

(Signed)
P. B. SMOLLETT,
*Collector.*

STATEMENT OF ESTABLISHMENT *which it would be necessary to maintain at each Port if the Provisions of Act XXII of* 1855 *are included to be introduced.*

| Present Establishment. | Amount. Rs. | A. | P. | Proposed Establishment. | Amount. Rs. | A. | P. | Remarks. |
|---|---|---|---|---|---|---|---|---|
| VIZAGAPATAM. | | | | VIZAGAPATAM. | | | | |
| MARINE DEPARTMENT. | | | | MARINE DEPARTMENT. | | | | |
| 1 Master Attendant ... ... ... ... ... ... | 200 | 0 | 0 | 1 Master Attendant ... ... ... ... ... ... | 200 | 0 | 0 | Mr. Meppen is Master Attendant of Bimlipatam also. |
| 1 English Writer ... ... ... ... ... ... | 12 | 0 | 0 | 1 English Writer ... ... ... ... ... ... | 12 | 0 | 0 | |
| 1 Peon ... ... ... ... ... ... ... ... ... | 3 | 8 | 0 | 1 Peon ... ... ... ... ... ... ... ... ... | 3 | 8 | 0 | In Extract Minutes Consultation, dated 9th April 1856, another Flag Staff besides the one on the Dolphin's Nose was sanctioned, the increase is on that account. |
| 1 Signal Serjeant ... ... ... ... ... ... | 14 | 0 | 0 | 2 Signal Serjeants at 14 Rupees each ... ... | 28 | 0 | 0 | |
| His House rent ... ... ... ... ... ... ... | 7 | 0 | 0 | Their House rent at 7 Rupees each... ... ... | 14 | 0 | 0 | |
| 2 Lascars at 5 Rupees each ... ... ... ... | 10 | 0 | 0 | 4 Lascars at 5 Rupees each ... ... ... ... | 20 | 0 | 0 | |
| | 246 | 8 | 0 | | 277 | 8 | 0 | |
| SEA CUSTOM DEPARTMENT. | | | | SEA CUSTOM DEPARTMENT. | | | | |
| 1 Tanadar ... ... ... ... ... ... ... ... | 25 | 0 | 0 | 1 Tanadar ... ... ... ... ... ... ... ... | 25 | 0 | 0 | |
| 1 Goomastah ... ... ... ... ... ... ... | 15 | 0 | 0 | 1 Goomastah ... ... ... ... ... ... ... | 15 | 0 | 0 | |
| 1 Weighing Conicopoly ... ... ... ... ... | 4 | 0 | 0 | 1 Weighing Conicopoly... ... ... ... ... ... | 4 | 0 | 0 | |
| 6 Peons at 4 Rupees each... ... ... ... ... | 24 | 0 | 0 | 6 Peons at 4 Rupees each... ... ... ... ... | 24 | 0 | 0 | |
| Sanderwared ... ... ... ... ... ... ... | 0 | 12 | 0 | Sanderwared ... ... ... ... ... ... ... | 0 | 12 | 0 | |
| House rent ... ... ... ... ... ... ... | 10 | 0 | 0 | House rent ... ... ... ... ... ... ... | 10 | 0 | 0 | |
| | 78 | 12 | 0 | | 78 | 12 | 0 | |
| Total..... | 325 | 4 | 0 | Total..... | 356 | 4 | 0 | |

3. Though the total amount of Collections from these Ports is very considerable, it must be remembered that all the goods on which duty is levied, are brought into the Ports, in Boats, of which there are, at each Port, a certain number Registered. No ship loaded can enter any of the Rivers forming the Ports, and those that do so enter unloaded, do not exceed 211 Tons burden, and they can only be got up or down the Rivers, which is seldom attempted except for urgent repairs, or on launching, by means of great labor, and no inconsiderable expence; such a thing as a Ship loading her Cargo in a Port is utterly impossible

4. Many of the Rivers leading down to the Sea are of considerable depth, but the Bar at the mouth is an insuperable obstacle to the entrance of any craft of any size, when loaded, or to the exit of the same.

*Section V.* 5. The boundaries, I conceive, should be settled by a competent professional authority after a careful Survey of the Ports, the limits being distinctly laid down in a Map or plan certified as correct, to be held as conclusive authority in any matter of doubt or dispute, should such hereafter arise.

*Section VI.* 6. The Port of chief importance is Negapatam, which however labors under the same disadvantages as all the others. The Sea Custom Manager there stationed, Mr. J. Jensen, is, I conceive, from his long service and familiarity with the necessities of the Port, best fitted for the post of Conservator of that Port, and his intelligence and activity point him out well fitted for the general superintendence of the Ports of the District. His pay is Rupees 60 per mensem. I would suggest that it might be raised to Rupees 100 or 150 with or without some Travelling Allowance, the distance between the Ports being very considerable. The present Sea Custom Managers and Peishcars and successors might be appointed to the Conservatorships of their respective Ports subject to his authority and reporting to him, while he should have as his superior authority, the Collector or his deputed Officer.

*Section VII.* 7. It will be seen from what has been stated above, para: 3, that no Ship of any size ever enter the River, except for the purpose of repair or launching and that empty: under these circumstances the different Clauses of this Section would in no way affect Vessels on which the general prosperity of the Port depends. No formal Port Rules exist. The Dhonies that enter, go where they can, and the Boats (Clause XI) are already under certain Rules which appeared in Fort Saint George Gazette, April 23rd 1847. I passed an order a short time ago at the request of the Engineer prohibiting all Docking below the second "vaganay" at Nagore which is the only formal Port Rule that I know of, existing in the District. If such Port Rules are needed, it is obvious that they must be drawn up by a professional hand, but I have the authority of the Sea Custom Manager at Negapatam that at his Port none are required, and I presume the less important Ports can hardly be in need of them.

*Section XIX.* 8. I know of no impediment or obstruction in any of the Ports, excepting the natural deposits of sand and mud.

*Section XXIV.* 9. No ballast comes into the Ports except in Dhonies, and that very seldom, all that can be obtained is taken up for road making.

*Section XXVI, XXIX and XXX.* 10. The Shipping is by no means crowded, but a place might well be set apart, for boiling pitch, if only to prevent the chance of any accident occurring; which place, with those referred to in Section 29 and 30 should be decided after a survey of the Port.

13

8.

*and Charges of the Mari*

| ted eign ls. | Total. | | Collecte on En lish Ve sels. | |
|---|---|---|---|---|
| 9 | | | 10 | |
| P. | Rs. | A. | P. | Rs. | A. |
| 3 | 807 | 13 | 9 | 306 | 0 |
| 9 | 960 | 2 | 0 | 334 | 3 |
| 0 | 38 | 15 | 0 | 48 | 13 |
| 0 | 56 | 2 | 0 | ... | ... |
| 0 | 60 | 0 | 0 | ... | ... |
| 0 | 1,923 | 0 | 9 | 689 | ... |
| ... | ..... | ... | ... | ... | ... |
| ... | ..... | ... | ... | ... | ... |
| ... | ..... | ... | ... | ... | ... |
| ... | .... | ... | ... | ... | ... |
| ... | ..... | ... | ... | ... | ... |
| ... | ..... | ... | .. | ... | ... |
| 0 | 1,923 | 0 | 9 | 689 | 0 |
| ... | ..... | ... | ... | ... | ... |
| ... | 1,539 | 8 | 0 | ... | ... |
| ... | 1,440 | 1 | 9 | ... | ... |
| ... | ..... | ... | ... | ... | ... |
| ... | ..... | ... | ... | ... | ... |
| ... | 2,979 | 9 | 9 | ... | ... |

| | | | |
|---|---|---|---|
| | | | |
| | 70 | 0 | 0 |
| | 2 | 0 | 0 |
| | 153 | 0 | 0 |
| 1 Harbour Master ... ... ... | | | |
| Sanderwared ... ... ... | | | |

STATEMENT OF ESTABLISHMENT *which it would be necessary to maintain at each Port if the Provisions of Act XXII of* 1855 *are included to be introduced.*

| Present Establishment. | Amount. Rs. | A. | P. | Proposed Establishment. | Amount. Rs. | A. | P. | Remarks. |
|---|---|---|---|---|---|---|---|---|
| **VIZAGAPATAM.** | | | | **VIZAGAPATAM.** | | | | |
| **MARINE DEPARTMENT.** | | | | **MARINE DEPARTMENT.** | | | | |
| 1 Master Attendant | 200 | 0 | 0 | 1 Master Attendant | 200 | 0 | 0 | Mr. Meppen is Master Attendant of Bimlipatam also. |
| 1 English Writer | 12 | 0 | 0 | 1 English Writer | 12 | 0 | 0 | |
| 1 Peon | 3 | 8 | 0 | 1 Peon | 3 | 8 | 0 | In Extract Minutes Consultation, dated 9th April 1856, another Flag Staff besides the one on the Dolphin's Nose was sanctioned, the increase is on that account. |
| 1 Signal Serjeant | 14 | 0 | 0 | 2 Signal Serjeants at 14 Rupees each | 28 | 0 | 0 | |
| His House rent | 7 | 0 | 0 | Their House rent at 7 Rupees each | 14 | 0 | 0 | |
| 2 Lascars at 5 Rupees each | 10 | 0 | 0 | 4 Lascars at 5 Rupees each | 20 | 0 | 0 | |
| | 246 | 8 | 0 | | 277 | 8 | 0 | |
| **SEA CUSTOM DEPARTMENT.** | | | | **SEA CUSTOM DEPARTMENT.** | | | | |
| 1 Tanadar | 25 | 0 | 0 | 1 Tanadar | 25 | 0 | 0 | |
| 1 Goomastah | 15 | 0 | 0 | 1 Goomastah | 15 | 0 | 0 | |
| 1 Weighing Conicopoly | 4 | 0 | 0 | 1 Weighing Conicopoly | 4 | 0 | 0 | |
| 6 Peons at 4 Rupees each | 24 | 0 | 0 | 6 Peons at 4 Rupees each | 24 | 0 | 0 | |
| Sanderwared | 0 | 12 | 0 | Sanderwared | 0 | 12 | 0 | |
| House rent | 10 | 0 | 0 | House rent | 10 | 0 | 0 | |
| | 78 | 12 | 0 | | 78 | 12 | 0 | |
| Total | 325 | 4 | 0 | Total | 356 | 4 | 0 | |
| **BIMLIPATAM.** | | | | **BIMLIPATAM.** | | | | |
| **SEA CUSTOM DEPARTMENT.** | | | | **SEA CUSTOM DEPARTMENT.** | | | | |
| 1 Tanadar | 40 | 0 | 0 | 1 Tanadar | 40 | 0 | 0 | |
| 1 Goomastah | 20 | 0 | 0 | 1 Goomastah | 20 | 0 | 0 | |
| 1 Weighing Conicopoly | 4 | 0 | 0 | 1 Weighing Conicopoly | 4 | 0 | 0 | |
| 6 Peons at 4 Rupees each | 24 | 0 | 0 | 6 Peons at 4 Rupees each | 24 | 0 | 0 | |
| Sanderwared | 0 | 12 | 0 | Sanderwared | 0 | 12 | 0 | |
| Total | 88 | 12 | 0 | | 88 | 12 | 0 | Flag Staff for this port sanctioned in Extract Minutes Consultation, dated 9th April 1856. |
| | | | | **MARINE DEPARTMENT.** | | | | |
| | | | | 1 Signal Serjeant | 14 | 0 | 0 | |
| | | | | His House rent | 7 | 0 | 0 | |
| | | | | 2 Lascars at 5 Rupees each | 10 | 0 | 0 | |
| | | | | | 31 | 0 | 0 | |
| | | | | 1 Harbour Master | 70 | 0 | 0 | |
| | | | | Sanderwared | 2 | 0 | 0 | |
| | | | | | 103 | 0 | 0 | |
| | | | | Total | 191 | 12 | 0 | |
| **CONADAH.** | | | | **CONADAH.** | | | | |
| **SANTAPILLY LIGHT HOUSE.** | | | | **MARINE DEPARTMENT.** | | | | |
| 1 Superintendent | 52 | 0 | 0 | 1 Superintendent | 52 | 0 | 0 | |
| 1 Tindal | 6 | 0 | 0 | 1 Tindal | 6 | 0 | 0 | |
| 4 Lascars at 5½ Rupees each | 22 | 0 | 0 | 4 Lascars at 5½ Rupees each | 22 | 0 | 0 | |
| Sanderwared | 1 | 0 | 0 | Sanderwared | 1 | 0 | 0 | |
| | 81 | 0 | 0 | | 81 | 0 | 0 | |
| | | | | 1 Harbour Master | 70 | 0 | 0 | |
| | | | | Sanderwared | 2 | 0 | 0 | |
| | | | | | 153 | 0 | 0 | |

| Present Establishment. | Amount. | | | Proposed Establishment. | Amount. | | | Remarks. |
|---|---|---|---|---|---|---|---|---|
| | Rs. | A. | P. | | Rs. | A. | P. | |
| SEA CUSTOM DEPARTMENT. | | | | SEA CUSTOM DEPARTMENT. | | | | |
| 1 Peon ... ... ... ... ... ... ... ... ... | 3 | 0 | 0 | 1 Tanadar... ... ... ... ... ... ... ... ... | 20 | 0 | 0 | |
| | | | | 1 Goomastah... ... ... ... ... ... ... ... | 10 | 0 | 0 | |
| | | | | 4 Peons at 4 Rupees each ... ... ... ... ... | 16 | 0 | 0 | |
| | | | | Sanderwared ... ... ... ... ... ... ... | 1 | 0 | 0 | |
| | 3 | 0 | 0 | | 47 | 0 | 0 | |
| Total..... | 84 | 0 | 0 | Total..... | 200 | 0 | 0 | |
| POODEMERKA. | | | | POODEMERKA. | | | | |
| SEA CUSTOM DEPARTMENT. | | | | SEA CUSTOM DEPARTMENT. | | | | |
| 1 Duffadar ... ... ... ... ... ... ... ... ... | 6 | 0 | 0 | 1 Tanadar ... ... ... ... ... ... ... ... ... | 20 | 0 | 0 | |
| 1 Peon... ... ... ... ... ... ... ... ... ... | 3 | 0 | 0 | 1 Goomastah ... ... ... ... ... ... ... ... | 10 | 0 | 0 | |
| Sanderwared... ... ... ... ... ... ... ... ... | 0 | 4 | 0 | 4 Peons at 4 Rupees each ... ... ... ... ... | 16 | 0 | 0 | |
| | | | | Sanderwared ... ... ... ... ... ... ... | 1 | 0 | 0 | |
| Total..... | 9 | 4 | 0 | | 47 | 0 | 0 | |
| | | | | MARINE DEPARTMENT. | | | | |
| | | | | 1 Harbour Master... ... ... ... ... ... ... | 70 | 0 | 0 | |
| | | | | Sanderwared ... ... ... ... ... ... ... | 2 | 0 | 0 | |
| | | | | | 72 | 0 | 0 | |
| | | | | Total..... | 119 | 0 | 0 | |
| PENTACOTTAH. | | | | PENTACOTTAH. | | | | |
| SEA CUSTOM DEPARTMENT. | | | | SEA CUSTOM DEPARTMENT. | | | | |
| 1 Duffadar ... ... ... ... ... ... ... ... ... | 4 | 0 | 0 | 1 Tanadar ... ... ... ... ... ... ... ... ... | 20 | 0 | 0 | |
| 1 Peon ... ... ... ... ... ... ... ... ... ... | 3 | 0 | 0 | 1 Goomastah ... ... ... ... ... ... ... ... | 10 | 0 | 0 | |
| Sanderwared ... ... ... ... ... ... ... ... | 0 | 4 | 0 | 4 Peons at 4 Rupees each ... ... ... ... ... | 16 | 0 | 0 | |
| | | | | Sanderwared ... ... ... ... ... ... ... | 1 | 0 | 0 | |
| Total..... | 7 | 4 | 0 | | 47 | 0 | 0 | |
| | | | | MARINE DEPARTMENT. | | | | |
| | | | | 1 Harbour Master... ... ... ... ... ... ... | 70 | 0 | 0 | |
| | | | | Sanderwared ... ... ... ... ... ... ... | 2 | 0 | 0 | |
| | | | | | 72 | 0 | 0 | |
| | | | | Total..... | 119 | 0 | 0 | |
| Grand Total..... | *514 | 8 | 0 | Grand Total..... | *986 | 0 | 0 | |
| Total Marine charges ... ... ... ... ...327 8 0 | | | | Total Marine charge s ... ... ... ...6 77 80 | | | | |
| Total Sea Custom charges ... ... ...187 0 0 | | | | Total Sea Custom charges ... ... ...308 8 0 | | | | |
| | *514 | 8 | 0 | | *986 | 0 | 0 | Difference, Rupees 471-8-0 ; the increase recommended. |

VIZAGAPATAM.
COLLECTOR'S OFFICE,
*25th July* 1856.

E. E.

(Signed) P. B. SMOLLETT,
*Collector.*

From A. PURVIS, Esq., Collector of Rajahmundry ; to G. S. FORBES, Esq., Secretary to the Board of Revenue, Fort Saint George, dated Cocanada, 25th July 1856, No. 59.

SIR,

I have the honor to acknowledge the receipt of your letter of the 3rd Instant, and in reply to state that of the five Ports entered in the list which accompanied the same, Bendamoorlunka has ceased to exist, no trade having been carried on at that place for some years. From Ooppada grain has, on a few occasions during the last few years, been exported, but the Port is seldom used and no establishment is kept up, that formerly entertained having been dispensed with, under the orders of Board of the 13th November 1848. The trade of the District is carried on at the remaining three Ports noted in the margin* and I am aware of no objection to their being brought under the operation of Act XXII of 1855. There are but five Ports entered in the Appendix to Act VI of 1844 as belonging to this District.

* *Coringa.*
*Cocanada.*
*Nursapoor.*

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From J. FRASER, Esq., Acting Collector of Masulipatam; to G. S. FORBES, Esq., Secretary to the Board of Revenue, Fort Saint George, dated Masulipatam, 4th August 1856, No. 91.

SIR,

With reference to the Board's Circular of the 3rd Ultimo, No. 2015, I have the honor to state that I do not see any objection to the provisions of Act XXII of 1855 being made applicable to the only Port in this District, *viz.* Masulipatam.

2. In reply to Para : 2 : I have to state that prior to the receipt of the Circular, a draft of the Port Rules considered applicable to this Port, was prepared by the Master Attendant at the requisition of the Marine Board, and, believing that it may be of some use in the preparation of the rules by the Revenue Board, I send a copy herewith with one of Captain Maiden's letter forwarding the rules.

3. It will be observed from Para : 2 that Captain Maiden states the limits, which in his opinion, should constitute the Port of Masulipatam for the purposes of the Act. In regard to these I concur with him.

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From Captain J. W. MAIDEN, Master Attendant, Masulipatam; to J. FRASER, Esq., Acting Collector of Masulipatam, dated 30th June 1856, No. 50.

SIR,

In reply to your letter, No. 37, dated 9th Instant, referring to a Circular letter from the Marine Board of Madras having reference to Act XXII of 1855, I have the honor to enclose a draft of Rules for this Port consisting of 14 in number, which, I have reason to think, will be found to embrace the several parts of the Act necessary to be enforced for the benefit of the trade and the protection of Roads, Rivers and Canals of Masulipatam.

Para : 4 of the Board's letter appears to be the first calling for any remark, I would suggest that a line drawn from Point Devy to the Bungalows at Tavesepoody, four miles to the N. E. of Masulipatam, be the outer boundary line of the Port of Masulipatam for all purposes of Act XXII of 1855. I would also suggest that the Masulipatam River in general use, the Pettah Canal leading therefrom to the Custom House, the branches of the River known as the Toomala Polen and Chinnapoor Canals, the Pier at the sea Gate of the Fort and the Custom House Basin be included within the limits of the Port for all purposes of this Act.

Para : 6 of the Board's letter does not appear to require any remark as Section VI of the Act provides for a Conservator at all Ports where there is a Master Attendant.

Out of 13 Clauses for local Port Rules laid down in Section VII, the 2nd and 5th appear to me to be the only ones necessary to be made applicable to this Port, and have been provided for in proposed Rules 1 and 3. I have said nothing regarding Clause 11 not being aware that the Board wish any change in the Boat Rules now in force.



Paras : 9 and 10 of the Board's letter require no remark.

Para : 11 having reference to Section XII of Act XXII cannot be made applicable to this Port.

With regard to Para : 12, proposed Rule 4 provides, for Section 13, proposed Rule 5 for Section 14, proposed Rule 6 for Section 36 of the Act, the latter need not be strictly enforced.

With regard to Section 19, I am not aware of any obstructions requiring to be removed in any part of the River in general use. I am not sure that impediments to navigation do not exist in the two Canals before named leading from the Masulipatam River, and proposed to be included within the limits of this Port but shall give you positive information on this subject as early as possible

Two Buoys having been sanctioned by Government and ordered to be made for the purpose of marking the Anchorage, they have been mentioned in proposed Rule 1. There being an uncertainty as to what time these Buoys are likely to be supplied, I do not know if any Rule could consistently be framed under Section XX of the Act.

Proposed Rule 3 has been drawn in accordance with Section XXII of the Act and should be strictly enforced, as I have reason to believe much injury has been done to the Roads as well as the River and Canals of this Port from Ballast and rubbish being thrown over board ; and to enable the Authorities to carry out this Rule more fully, I beg to suggest that the informant against persons trangressing against this Rule, receive portion of the fine.

No place at present can be laid down as a permanent one, to take sand ballast from or to deposit ballast landed as much must depend on the shifting of the sand and the new cut proposed (when commenced) may alter the place necessary to deposit stones, &c., from time to time.

The place for docking and repairing Vessels has been provided for in proposed Rule 8, which with proposed Rule 9 should be strictly enforced as I feel certain that the Canals suffer much injury from the causes provided against entailing great expence on Government and much inconvenience to the Mercantile community of the place. Section XXVI need not be enforced at this Port.

Regarding paras : 20 to 23 of the Board's letter, I beg to suggest that no Rules be enforced with regard to Vessels having Gun powder on board, the same being likely to add much to the detention in a Port like this, where Vessels are obliged to moor at so great a distance from the shore. It is very desirable that no Rule be introduced in any way likely to add to that already so much a subject of dissatisfaction to Commanders frequenting the Port.

I beg respectfully to observe that I think you will be able to reply much more satisfactory to paras : 29, 30, 31, than I could do.

The suggestion in paras : 32 and 34, have been provided for in proposed Rule 2.

Para : 33 has been provided for in proposed Rule 10, regarding the Person charged with the Collection of Port Dues, &c., will be a matter for the consideration of the Collector of Sea Customs. The Marine Board requires the amount of Port Dues to be levied under the new Act should be stated in the New Port Rules, and recommend these remaining the same. Taking into consideration that a Light is again to be established on the Fort Flag Staff and Buoys are to be laid down, I would respectfully suggest that the Port Dues be increase 50 per cent. and do not think this could in any way, be a subject of complaints, considering two Light Establishments will have to be kept up. This being a question for consideration the Rule is left blank.

Para : 36 requires the Officer to be named who is to grant a Port Clearance, this ; I have also left for your consideration and decision.

Para : 37, of the Board's letter, I presume refers to Ordinances for bidding certain Flags to be worn by British Merchant Vessels under a penalty and the seizure of the Flags and not Flags to be in possession of the Conservator.

I have the honor in conclusion to inform you that there is very little reliable information to be obtained from the merchants and people of business of this place and as Masulipatam differs so much from the other Ports on the Coast, I do not think any information could be gained by correspondence with them likely to be in any way useful to the matter under consideration.

The proposed Rules have been drawn up to the best of my ability to meet all the requirements of this Port and I have made them as concise as possible knowing from experience, Commanders seldom take the trouble to look through Port Rules if very long.

I beg to enclose a form of report to be sent to Vessels with the new Port Rules and would suggest a Schedule shewing the graduated scale of Boat hire sanctioned in Minutes of Consultation, dated 31st July 1855, be printed with the Port Rules.

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From Captain J. W. MAIDEN, Master Attendant; to the Captain or Commanding Officer of the Ship or Vessel coming into Masulipatam Roads.

SIR,

I am directed by the Marine Board of Madras, to call your attention to the annexed Rules and Regulations of this Port.

I am also directed to request you will be particular in filling up the columns of the accompanying Report and despatch the same to my Office by the bearer with as little delay as possible, stating the time the report left your Ship.

No Boats will be permitted to leave the shore for your Vessel until the report of your arrival shall have returned duly filled up to my Office.

I shall be obliged by your filling up the accompanying Light report and for any remarks as to distance seen bright or not, state of the Atmosphere, &c.

N. B.—State on the back of the report the quantity of Cargo in Tons you may have in for this report to save delay in getting the required number of Boats ready.

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RULES FOR THE PORT, &C. OF MASULIPATAM.

1st. All Vessels not Dhonies shall anchor with the Fort Flag Staff bearing from West to W. $\frac{3}{4}$ North in $\frac{1}{4}$ less 3 to a $\frac{3}{4}$ less 4 fathoms. In a line with the Buoys* or inside them if the draft of water will admit of it. Particular attention to this rule is required to save detention by Boats not being able to get off.

* *Not yet laid down.*

Extra Boat hire will be charged according to depth of water for Boats plying to Vessels not in the prescribed limits laid down. Dhonies and other Native craft of Light draft of water shall anchor with the Flag Staff, bearing W. by N. in shore of the Buoys as close as their draft of water will admit of.

2. Within twenty four hours after the arrival within the limits of this Port of every Vessel, liable to the payment of Port Dues the Master of such Vessel shall report his arrival at the Master Attendant's Office in the Fort who will receive reports any time between sun rise and sun set, any Master of a Vessel who shall without lawful excuse fail to make such report shall be liable to a penalty not exceeding one hundred Rupees.

Master of Vessels reporting themselves as above should bring with them the Ship's Register, and other Documents in accordance with Section 48, Act XXII of 1855, here annexed.

Clause 1. If such Vessel be a British registered Vessel or a Vessel registered under Act X of 1841, if registered, or Act XI of 1850, or under the laws for the time being in force for the registration of Vessels in India, the Conservator may require the Owner or Master of such Vessel or any person having possession of the Register of such Vessel to produce such Register for inspection and if any such Master or other person shall, without lawful excuse, neglect or refuse to produce such Register as aforesaid, he shall be liable to a penalty not exceeding one hundred Rupees. If any such Owner, Master, or other person as aforesiad shall neglect or refuse to produce such Register or otherwise to satisfy the Conservator as to what is the true Tonnage of the Vessel in respect of which such Port Dues shall be payable, it shall be lawful for the Conservator to cause such Vessel to be measured, and the Tonnage thereof to be ascertained, and in such case the Owner or Master of such Vessel shall also be liable to pay the expenses of such measurement.



*Fort Saint George, Marine Consultation, 2nd July* 1858.

Clause 2. If such Vessel be not a British Registered Vessel or a Vessel Registered under Act X of 1841 or Act XI of 1850, or under the laws for the time being in force for the Registration of Vessels in India, and the Owner or Master thereof shall fail to satisfy the Conservator as to what is the true Tonnage of such Vessel according to the mode aforesaid, of measurement prescribed by the law in force for the time being for regulating the measurement of British Registered Vessels, the Conservator shall cause such Vessel to be measured and the Tonnage thereof according to the mode aforesaid to be ascertained, and in such case, the Owner or Master of such Vessel shall be liable to pay the expenses of such measurement.

*If not registered.*

3. No Vessel within these Roads shall discharge stone or shingle Ballast by throwing it over board in less than ten fathoms water and no Vessel shall throw sand over board in less than seven fathoms water, any person offending against this Rule and the Master of any Vessel on board of which any person shall have offended against this Rule will have the full penalty, *viz.* Two hundred Company's Rupees, enforced against them and if any Ballast or rubbish of any kind likely to form bauk or prove in any way detrimental to Navigation shall without lawful excuse be thrown, into the River, Canals or Channels of this Port or on the shore from which the same shall be liable to be washed into the said River, Canal or Channels, by ordinary or high tides or by Storms or land flood, the person who shall so throw or cause to be thrown as aforesaid and the Master or Tindal of any Boat or Vessel from which the same is thrown shall be liable to a penalty not exceeding two hundred Rupees.

4. Master of any Vessel in this Port shall permit warps to be made fast his Vessel when requested to do as by the Master Attendant or any person acting under his authority for the purpose of warping any other Vessel and shall not allow any such warp to be let go until requested so to do. A Master or other person in charge of a Vessel offending against this Rule will be liable to a penalty for every such offence not exceeding two hundred Rupees.

5. The Master of any Vessel within this Port who shall cause or suffer any warp, Hawser or other rope to be left out after sun set in such a manner as to endanger the safety of any Boat or other Vessel in this River, Canal, or Channels within the limits of this Port shall be liable to a penalty for every such offence not exceeding two hundred Rupees.

6. If any person shall without lawful excuse discharge any Gun, Musket or other Firearm within limits of this Port except a Gun loaded only with Gun Powder for the purpose of making a Signal of distress or for such other purposes as the Local Government may allow, such person shall for every such offence be liable to a penalty not exceeding fifty Rupees.

7. No Vessel shall cross the Bar of this River to or from the roads (except Registered Cargo Boats and the small Vessels belonging to this Port, known as Firewood Dhonies,) without a Pilot unless first permission to do so shall have heen obtained of the Master Attendant who will at all times send a competent Pilot on application being made to his Department personally or in writing, Masters of Vessels offending against this Rule will be liable to a penalty of fifty Rupees

8. All Vessels intending to undergo repairs or to Dock in Masulipatam River, should do so at the Village of Gilculdindy or as near thereto as possible. No Vessel or Boat of any description can be permitted to haul on the bank or to undergo repairs any where between the Pier at the Fort and the Custom House Basin, any person offending against this Rule, in addition to the expenses of removal of the Vessel, and repairs of any injury done to the Canal or Bank, will be subject to a penalty not exceeding one hundred Rupees.

9. No raft or loose logs of Timber can be allowed to remain in the Canal between the Pier Head of the Fort and Custom House Basin, or to be hauled on the Banks from the Canal or thrown into the Canal from the Bank, any person offending against this Rule, in addition to the expenses incurred in repairing any injury done to the Canal, or Banks, and the removal of the raft or logs of Timber from the Canal, shall be subject to a penalty not exceeding one hundred Rupees.

10. Any Vessel within the limits of this Port liable to the payment of Port Dues who shall be without proper marks on the stern and sternpost for denoting the draught of water of such

Vessel. The Commander will liable to pay the expense of ascertaining the draught of water by hooking of the Vessel, *viz.* thirty Company's Rupees.

11.——— Port dues to be stated and the person to be named charged with the duty of Collecting Port Dues and who will grant a receipt for the same.

12. Vessels or Boats proceedings up the Canal for the purpose of taking in, or discharging Merchandize or Cargo of any kind shall pay a Canal Toll of one Company's Rupee.

All Vessels not being Registered Cargo Boats intended to discharge or to take in Cargo in the Basin at the Custom House shall be allowed three full working days for taking Cargo. Vessels exceeding this time shall pay for every day or portion of a day they may remain in the Basin one Company's Rupee. Sunday shall not count as day providing it intervene.

All Registered Cargo Boats discharging or taking in Cargo shall be allowed 24 hours for that purpose providing Sunday does not intervene and if Sunday should intervene then 48 hours shall be allowed, and any Registered Cargo Boat remaining in the Basin, over the time above specified, shall pay one Company's Rupee for every day or portion of a day they shall so remain.

13.——— Penalty for injury done to Buoys to be inserted after they are laid down and their position by bearings from the Flag staff to be mentioned.

14.——— Penalty for the unlawful use of certain Flags to be inserted.

(Signed) F. W. MAIDEN,
*Master Attendant.*

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*Schedule shewing the hire of Boats and Cattamaranee plying to and from Vessels at Masulitaqam.*

| | Hire of single Boat. | | | Hire of one and half boat. | | |
|---|---|---|---|---|---|---|
| | Rs. | A. | P. | Rs. | A. | P. |
| Boats plying under 3½ fathoms, usual hire | 3 | 12 | 0 | 5 | | 4 0 |
| Boats plying beyond 3½ fathoms, hire to be advanced one-third | 1 | 4 | 0 | 1 | 12 | 0 |
| Do. plying to Ships in 4 fathoms, hire to be increased one-half | 1 | 14 | 0 | 2 | 10 | 0 |
| Do. Do. beyond 5 fathoms, double hire | 7 | 8 | 0 | 10 | 8 | 0 |
| Hire of a Cuttamaran per trip | 0 | 8 | 0 | 0 | 8 | 0 |

N. B.—Sand ballast can be supplied by application at the Master Attendant's Office at 2 Annas per Ton on Boat hire.

(True Copies.)

(Signed) J. W. MAIDEN,
*Master Attendant.*

(Signed) J. FRASER,
*Acting Collector.*



From H. NEWILL, Esq., Acting Collector of Guntoor; to G. S. FORBES, Esq., Secretary to the Board of Revenue, Fort Saint George, dated 6th August 1856, No. 94.

Sir,

1. In reply to the Board's Circular, No. 2015 of the 3rd Ultimo, I have the honor to state for their information that I am not aware of any objection to Act No. XXII of 1855, being made applicable to five of the Ports in this District, in common with those of other Districts, though in the absence of a Master Attendant it would not perhaps be easy to carry out all its provisions which appear to be more specially adapted to more important Ports.

*Nizampatam.*
*Epoorpollem.*
*Cottapollem.*
*Motoopully.*
*Chinna Ganjam.*

2. The Nizampatam and Cottapollem Harbours need some attention, and I take this opportunity of forwarding copy of a Memorandum regarding them, which has been submitted through another Channel as the subject may be viewed in connection with the Revenue and Maritime Departments as well that of Public Works.

3. The 2 other Ports referred to in the List appended to the above Enactment have fallen into disuse, and there appears no advantage in bringing them under the Act in question.

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*Memorandum regarding the Nizampatam Bay and its Harbours in the Guntoor District.*

1. The condition of these Harbours viewed in connection with the extensive irrigation of the Delta under the Kishna Anicut Channels and the increased production of grain and other Articles that may shortly be expected, becomes a matter of much importance to the interests of the District.

2. The following remarks descriptive of the present state of things and suggestive of some hints for further investigation under professional direction with the view to determining what is practicable or expedient to be done will, it is hoped, introduce the subject to that notice which it deserves.

3. The inland communications of this and the adjacent Districts at present offer serious difficulties to the Transport of Goods during great portions of the year, but however much these may eventually be improved and aided by Navigable Canals, the importance of facilitating the Export by Sea will still remain.

4. The introduction of the Kishna water into the District will also have an important influence in supplying a more complete scour for the Nizampatam estuary and the connecting one of Cottapollem about 8 Miles from it.

5. The Sea board trade of the District at the several Ports for the last few years is given below:

| | Fusly 1260. | | Fusly 1261. | | Fusly 1262. | | Fusly 1263. | | Fusly 1264. | | Totsl. | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Imports. | Exports | Imports. | Exports. | Imports. | Exports. | Imports. | Exports. | Imports. | Exports. | Imports. | Exports. |
| Nizampatam... | 29,131 | 25,056 | 28,464 | 47,144 | 13,223 | 66,555 | 20,607 | 1,07,392 | 22,509 | 91,455 | 1,13,934 | 3,37,602 |
| Epoorpollem... | 1,96,551 | 1,00,476 | 3,17,087 | 1,21,221 | 2,02,913 | 1,34,521 | 66,744 | 1,42,307 | 70,960 | 80,359 | 8,54,255 | 5,78,884 |
| Motoopully, re-opened in 1853. | | | 23,534 | 410 | 26,510 | 23 | 29,485 | 5,180 | 34,630 | 1,716 | 1,14,159 | 7,329 |
| Cottapollem... | 4,563 | 2,202 | 9,019 | 3,522 | 14,344 | 2,757 | 14,855 | 10,070 | 4,576 | 9,509 | 47,357 | 28,060 |
| Total.. | 2,30,245 | 1,27,734 | 3,78,104 | 1,72,297 | 2,56,990 | 2,03,856 | 1,31,691 | 2,64,949 | 1,32,675 | 1,83,039 | 11,29,705 | 9,51,875 |

6. The Port of Epoorpollem, it will be observed, stands higher than that of Nizampatam in its Maritime Traffic, and possesses the advantage of a good open roadstead with deep water near the shore, and on this account it may still retain its position, though it has had a great drawback in the whole of the Merchants' houses having been burnt down in 1855, but the great advantage at Nizampatam and its neighbouring Port of Cottapollem is the harbour that is afforded for shelter and for the repairs of Vessels.

7. The native craft belonging to Merchants at Nizampatam and Cottapollem are specified below.

| | Nizampatam | Cottapollem | Total. |
|---|---|---|---|
| Below 100 Tons each..... | 9 | 5 | 14 |
| „ 200 „ „ ..... | 3 | 12 | 15 |
| „ 300 „ „ ..... | 5 | 11 | 16 |
| „ 400 „ „ ..... | 0 | 1 | 1 |
| | 17 | 29 | 46 |

And the following Table gives the Tonnage of Vessels that have touched at the several Ports in the last 5 years. They have numbered from 150 to 250 annually.

| | Fusly 1260. | Fusly 1261. | Fusly 1262. | Fusly 1263. | Fusly 1264. |
|---|---|---|---|---|---|
| | Tons. | Tons. | Tons. | Tons. | Tons. |
| Epoorpollem..... | 8,025 | 11,328 | 8,363 | 6,781 | 4,259 |
| Motoopully..... | | 1,327 | 1,025 | 1,312 | 1,345 |
| Nizampatam..... | 8,749 | 3,199 | 3,500 | 4,663 | 4,678 |
| Cottapollem..... | | 8,212 | 10,339 | 9,103 | 5,737 |
| Total... | 16,774 | 24,066 | 23,227 | 21,859 | 16,019 |

8. The present consideration embraces not only the Nizampatam harbour but also the neighbouring one at Cottapollem, which in many respects is far superior to the former, for it possesses the advantage of a greater depth of water on the Bar, *viz.* about 8 feet, at ordinary high water with a soft muddy bottom, while the bar at Nizampatam which has in the last few years been shifted nearly 2 miles has only about 5 feet at ordinary high tide and presents dangerous hard sand in the passage.

9. The relative use that is made of the two harbours may be fairly illustrated by what has come under my own observation during the last month. Cottapollem I found to have about 30 good sized Dhonies of which several had put in for shelter during the turbulent weather generally experienced in May. Of these 10 have recently put out to Sea, 5 for the Port of Epoorpollem to take in Cargo, while the other 5 are now anchored off the Nizampatam Bar and are shipping Cargo by means of Boats. Again the Cottapollem harbour seems to afford a more perfect shelter as Vessels easily get up the estuary by a circuitous route of about 6 miles to Cottapollem which is distant in a direct line about $1\frac{1}{2}$ mile from the shore. In the Nizampatam estuary the violence of the weather is more severely felt.

10. The neck of land stretching out to the extremity of what may be called the Nizampatam Bay presents advantages and disadvantages as respects the Cottapollem harbour in screening Vessels entering it or anchoring outside from the easterly storms and also in rendering it more difficult for Vessels under some circumstances to get clear out.

11. The local facilities for repairs seem equally good at Nizampatam and Cottapollem, the former being a populous town and the latter only a hamlet, the resources are in a great measure drawn from Nizampatam as occasion required but the distance between is not considerable.

12. A reference to the accompanying sketch which is traced from the Map of the survey of 1818-1820 will shew more clearly the relative positions of the two harbours and also the drainage nullahs by which they are scoured. A part of the Nizampatam coast has been surveyed and a further portion has been sketched in from observation, to show the great changes that have taken place within the last 35 years. The present features thus ascertained are distinguished by dotted lines, and will be here noticed in contrast with the former outline.

13. It will be seen that the former mouth of the Nizampatam estuary has been entirely closed and that another outlet has been formed to the Eastward, which again is screened by a sand bank recently formed and rapidly extending eastward. This sand bank marked S. is mostly covered at high water and breaks the surf in all tides. The position of the present bar is also roughly given. Another new feature will appear in the connection of a branch of the backwater with the new channel as shown at the locality marked F. Thus a new and important influence

*Fort Saint George, Marine Consultation, 2nd July* 1858.

has been introduced in the direction of the currents and the channels and this would seem to be of no little moment judging from the Contour of the adjacent formation of sand on the East side of this outlet and the deep cutting going on on the land joining the other side, as well as the projection of the opposite sand bank nearly in front of this new junction.

14. The rapidity with which these important changes have taken place is very remarkable for when I was here 6 years ago the former outlet in a direct course from Nizampatam was in existence and the greater part of the sandbank alluded to has risen up in the same interval.

15. The causes by which these changes have been effected will probably be traced in the influence which has been brought to bear upon the streams which conduct the drainage of the country to this outlet into the Sea.

16. It will be seen that the estuaries of Nizampatam and Cottapollem are joined together by a backwater D. running between them. This is not deep throughout but forms a complete communication. The Nizampatam estuary receives the large stream marked A. and a smaller one B. the former carries the drainage of a considerable part of the Delta in a line from the Kishna at Seetanagrum along the old Toongabhadra water course and has had great accessions, first in 1841 by the connection of the Toongabhadra with the Kishna and subsequently by the more continuous streams from the Anicut. It also receives the surplus from the Bampetla and other tanks fed by large streams from the westward.

17. The other watercourse marked B. has also had considerable additions made to its supply in the Kishna water introduced by the Vellatore Channel since 1838 for the surplus of which it forms a drain.

18. How far these increased currents have contributed to effect the change above described may more properly belong to the professional Department to determine, but the fact appears clear that with the additional means of scouring the backwater and thus improving the Nizampatam harbour it is now in a much worse state than formerly or even 6 or 7 years ago, the entrance being now circuitous and uncertain instead of direct from the south and probably with less depth of water.

19. It remains then a serious question as to how far the influences above described may now be directed so as to secure an improvement in the present unsatisfactory state of things, and also whether it may not be expedient to re-open the former outlet and secure a proper scour for it by auxiliary works for regulating the direction of the streams.

20. While, however, it may be argued that with the superior advantage in some respects possessed by the Cottapollem harbour, it may not be desirable to incur any considerable outlay for Nizampatam, still the latter should certainly not be entirely neglected even if the preference is given to the other, especially when the state of things appears to be rapidly getting worse every year.

21. The Cottapollem harbour is scoured by a stream C. which catches a share of the Kishna water introduced by the Vellatore Channel and also by the drainage and river floods of the adjoining part of the Delta. The Anicut Channel will provide a further additional quantity in their surplus.

22. Various minor improvements will doubtless be suggested by an examination of this harbour; but one appears particularly desirable in connecting it with the Kishna. A direct cut marked E. to Yetimoga would only require an excavation of 3 miles. I am informed that a Channel in a more circuitous direction does already exist for some part of the distance. This with some little clearing of the backwater between Cottapollem and Nizampatam would open out a water communication between the latter place and Masulipatam by a branch of the river at Avenegudda a few miles above Yetimoga, and the Chinnapuram canal which, I hear, is being improved. This line of communication deserves the better consideration as the land transit is almost impracticable during some parts of the year. It may probably be effected at a very moderate cost compared with the advantages to be derived.

23. It may also be considered in a still more important light as an extension of the proposed Eastern Coast Canal which, I gather from the sketches recently sent to me, is intended to terminate at Nizampatam where it will connect with the Kishna Channels from the Anicut at Bezearah. The latter may perhaps be the better line of communication to Ellore and Rajahmundry, but would necessarily involve a very circuitous route to Masulipatam which may be obviated by the more direct route now suggested.

7. The native craft belonging to Merchants at Nizampatam and Cottapollem are specified below.

| | Nizampatam | Cottapollem | Total. |
|---|---|---|---|
| Below 100 Tons each..... | 9 | 5 | 14 |
| „ 200 „ „ ..... | 3 | 12 | 15 |
| „ 300 „ „ ..... | 5 | 11 | 16 |
| „ 400 „ „ ..... | 0 | 1 | 1 |
| | 17 | 29 | 46 |

And the following Table gives the Tonnage of Vessels that have touched at the several Ports in the last 5 years. They have numbered from 150 to 250 annually.

| | Fusly 1260. | Fusly 1261. | Fusly 1262. | Fusly 1263. | Fusly 1264. |
|---|---|---|---|---|---|
| | Tons. | Tons. | Tons. | Tons. | Tons. |
| Epoorpollem..... | 8,025 | 11,328 | 8,363 | 6,781 | 4,259 |
| Motoopully..... | | 1,327 | 1,025 | 1,312 | 1,345 |
| Nizampatam..... | 8,749 | 3,199 | 3,500 | 4,663 | 4,678 |
| Cottapollem..... | | 8,212 | 10,339 | 9,103 | 5,737 |
| Total... | 16,774 | 24,066 | 23,227 | 21,859 | 16,019 |

8. The present consideration embraces not only the Nizampatam harbour but also the neighbouring one at Cottapollem, which in many respects is far superior to the former, for it possesses the advantage of a greater depth of water on the Bar, *viz.* about 8 feet, at ordinary high water with a soft muddy bottom, while the bar at Nizampatam which has in the last few years been shifted nearly 2 miles has only about 5 feet at ordinary high tide and presents dangerous hard sand in the passage.

9. The relative use that is made of the two harbours may be fairly illustrated by what has come under my own observation during the last month. Cottapollem I found to have about 30 good sized Dhonies of which several had put in for shelter during the turbulent weather generally experienced in May. Of these 10 have recently put out to Sea, 5 for the Port of Epoorpollem to take in Cargo, while the other 5 are now anchored off the Nizampatam Bar and are shipping Cargo by means of Boats. Again the Cottapollem harbour seems to afford a more perfect shelter as Vessels easily get up the estuary by a circuitous route of about 6 miles to Cottapollem which is distant in a direct line about $1\frac{1}{2}$ mile from the shore. In the Nizampatam estuary the violence of the weather is more severely felt.

10. The neck of land stretching out to the extremity of what may be called the Nizampatam Bay presents advantages and disadvantages as respects the Cottapollem harbour in screening Vessels entering it or anchoring outside from the easterly storms and also in rendering it more difficult for Vessels under some circumstances to get clear out.

11. The local facilities for repairs seem equally good at Nizampatam and Cottapollem, the former being a populous town and the latter only a hamlet, the resources are in a great measure drawn from Nizampatam as occasion required but the distance between is not considerable.

12. A reference to the accompanying sketch which is traced from the Map of the survey of 1818-1820 will shew more clearly the relative positions of the two harbours and also the drainage nullahs by which they are scoured. A part of the Nizampatam coast has been surveyed and a further portion has been sketched in from observation, to show the great changes that have taken place within the last 35 years. The present features thus ascertained are distinguished by dotted lines, and will be here noticed in contrast with the former outline.

13. It will be seen that the former mouth of the Nizampatam estuary has been entirely closed and that another outlet has been formed to the Eastward, which again is screened by a sand bank recently formed and rapidly extending eastward. This sand bank marked S. is mostly covered at high water and breaks the surf in all tides. The position of the present bar is also roughly given. Another new feature will appear in the connection of a branch of the backwater with the new channel as shown at the locality marked F. Thus a new and important influence



has been introduced in the direction of the currents and the channels and this would seem to be of no little moment judging from the Contour of the adjacent formation of sand on the East side of this outlet and the deep cutting going on on the land joining the other side, as well as the projection of the opposite sand bank nearly in front of this new junction.

14. The rapidity with which these important changes have taken place is very remarkable for when I was here 6 years ago the former outlet in a direct course from Nizampatam was in existence and the greater part of the sandbank alluded to has risen up in the same interval.

15. The causes by which these changes have been effected will probably be traced in the influence which has been brought to bear upon the streams which conduct the drainage of the country to this outlet into the Sea.

16. It will be seen that the estuaries of Nizampatam and Cottapollem are joined together by a backwater D. running between them. This is not deep throughout but forms a complete communication. The Nizampatam estuary receives the large stream marked A. and a smaller one B. the former carries the drainage of a considerable part of the Delta in a line from the Kishna at Seetanagrum along the old Toongabhadra water course and has had great accessions, first in 1841 by the connection of the Toongabhadra with the Kishna and subsequently by the more continuous streams from the Anicut. It also receives the surplus from the Bampetla and other tanks fed by large streams from the westward.

17. The other watercourse marked B. has also had considerable additions made to its supply in the Kishna water introduced by the Vellatore Channel since 1838 for the surplus of which it forms a drain.

18. How far these increased currents have contributed to effect the change above described may more properly belong to the professional Department to determine, but the fact appears clear that with the additional means of scouring the backwater and thus improving the Nizampatam harbour it is now in a much worse state than formerly or even 6 or 7 years ago, the entrance being now circuitous and uncertain instead of direct from the south and probably with less depth of water.

19. It remains then a serious question as to how far the influences above described may now be directed so as to secure an improvement in the present unsatisfactory state of things, and also whether it may not be expedient to re-open the former outlet and secure a proper scour for it by auxiliary works for regulating the direction of the streams.

20. While, however, it may be argued that with the superior advantage in some respects possessed by the Cottapollem harbour, it may not be desirable to incur any considerable outlay for Nizampatam, still the latter should certainly not be entirely neglected even if the preference is given to the other, especially when the state of things appears to be rapidly getting worse every year.

21. The Cottapollem harbour is scoured by a stream C. which catches a share of the Kishna water introduced by the Vellatore Channel and also by the drainage and river floods of the adjoining part of the Delta. The Anicut Channel will provide a further additional quantity in their surplus.

22. Various minor improvements will doubtless be suggested by an examination of this harbour; but one appears particularly desirable in connecting it with the Kishna. A direct cut marked E. to Yetimoga would only require an excavation of 3 miles. I am informed that a Channel in a more circuitous direction does already exist for some part of the distance. This with some little clearing of the backwater between Cottapollem and Nizampatam would open out a water communication between the latter place and Masulipatam by a branch of the river at Avenegudda a few miles above Yetimoga, and the Chinnapuram canal which, I hear, is being improved. This line of communication deserves the better consideration as the land transit is almost impracticable during some parts of the year. It may probably be effected at a very moderate cost compared with the advantages to be derived.

23. It may also be considered in a still more important light as an extension of the proposed Eastern Coast Canal which, I gather from the sketches recently sent to me, is intended to terminate at Nizampatam where it will connect with the Kishna Channels from the Anicut at Bezearah. The latter may perhaps be the better line of communication to Ellore and Rajahmundry, but would necessarily involve a very circuitous route to Masulipatam which may be obviated by the more direct route now suggested.

24. It appears also very necessary that the Cottapollem harbour should have some direct connection with the Anicut Channel to run along the right bank of the Kishna and perhaps this may be made in a line somewhat higher up than the direct cut to Yetimoga above suggested, which falls into the river several miles below the branch now connected with the town of Masulipatam.

25. As changes are now rapidly going on and the influence by which these are effected are being increased by the drainage from the Kishna irrigation works, it is highly important that an immediate examination should be made of these harbours with the view of determining what is expedient to be done for their improvement.

26. In connection with the above subject it may not be irrelevant here to notice a small inlet at Chinna Ganjam lower down the Coast, which affords facilities for the shipment of salt from the stores at that place. This is the more necessary as the Nizampatam salt works have been ordered to be abolished and Chinna Ganjam alone will supply salt for export by land or by sea. The creek at this place runs up to the vicinity of the salt yards which are about 2 miles from the sea and it is intended to construct 2 new yards on its bank to provide at the same time for the deficiency occasioned by the discontinuance of all the other salt works as well as for export by sea. The creek has about 6 to 10 feet depth of water at half tide and about 8 feet on the bar at high water and about 4 at low water. Boats can thus even now convey salt to Vessels anchored in the roadstead, but the creek should be dredged and deepened so as to admit boats of a larger size and this could probably be done at a small cost as the distance to be cleared is small.

GUNTOOR COLLECTOR'S CUTCHERRY DINDY, 30*th June* 1856.

(Signed) H. NEWILL,
*Acting Collector.*

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From F. B. ELTON, Esq., Collector of Nellore; to G. S. FORBES, Esq., Secretary to the Board of Revenue, Fort St. George, dated 22nd July 1856, No. 157.

SIR,

With reference to the Circular from your Office, dated 3rd Instant, No. 2015, I have the honor to state that there appears to be valid objections to any of the Ports in this District being declared subject to Act XXII of 1855.

2. There is no trade carried on at any of the Nellore Ports, that would justfy an application for the appointment of a Conservator, nor any Master Attendant or Harbour Master within the District, as required by Section VI at every Port subject to the said Act.

3. The Port enumerated in the list forwarded by you are not frequented by European Vessels, except on rare occasion, and a reference to the trifling amount of Export and Import duty of which an Abstract Statement is appended, is sufficient to show that the Provisions of Act XXII of 1855 are not generally applicable to such places.

4. Under these circumstances in my opinion it follows as a necessary consequence that all the Ports included in the Appendix to Act VI of 1844 should be exempted from the operation of Act XXII of 1855.

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STATEMENT *showing the Import and Export duties levied during the last* 6 *Fuslies at the Ports in the District of Nellore.*

| Fusly. | Export duty. | | | Import duty. | | | Total. | | |
|---|---|---|---|---|---|---|---|---|---|
| | Rs. | A. | P. | Rs. | A. | P. | Rs. | A. | P. |
| 1260 | 0 | 0 | 0 | 10 | 2 | 5 | 10 | 2 | 5 |
| 1261 | 184 | 1 | 7 | 0 | 7 | 7 | 184 | 9 | 2 |
| 1262 | 10 | 13 | 8 | 161 | 6 | 4 | 172 | 4 | 0 |
| 1263 | 0 | 0 | 0 | 24 | 1 | 3 | 24 | 1 | 3 |
| 1264 | 112 | 13 | 9 | 0 | 0 | 0 | 112 | 13 | 9 |
| 1265 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

(Signed) F. B. ELTON,
*Collector.*



From F. B. ELTON, Esq., Collector of Nellore; to J. D. SIM, Esq., Acting Secretary to the Board of Revenue, Fort St. George, dated 13th December 1856.

SIR,

I have the honor to bring to the notice of the Board that I have received a Printed communication from the Acting Secretary to the Marine Board forwarding Extract Minutes of Consultation of 21st February 1856, Marine Department, No. 54, and 31st October 1856, Marine Department, No. 332, directing me to define the limits of the Ports published in the Gazette of 13th September 1844, with such as have since been added as authorized places for the shipment or landing of Cargo, with the aid of the Civil Engineer of the District, where his assistance is procurable. A List of Port is appened, amounting to no less than 34, though there is comparatively but very little trade carried on at any of the Ports of this District, and that almost entirely confined to Native Craft. At many of the places mentioned there is no trade whatever.

*1. Cottapatam in the division of Pandurty.
2. Etamookala.
3. Pankala.
4. Ramapatam.
5. Toomalapentah.
6. Joovildinnat.
7. Eskapully.
8. Ponnapoody.
9. Mypaud.
10. Kistnapatam.
11. Doogaranzepatum.
12. Chenneapollem.
13. Panmunjy.
14. Toopelly.
15. Poody.
16. Rauzpatam.
17. Pandurty.
18. Goondamoola.
19. Canoopurty.
20. Davarumpaud.
21. Etamookala.
22. Rauzpollem.
23. Chankecherla.
24. Caridoo.
25. Binganapully.
26. Vareny.
27. Midda.
28. Nalutoor.
29. Codoor.
30. Edoor.
31. Wootcoor.
32. Pumbly.
33. Cottapatam in the division of Cottapatam.
34. Paumungy.*

*Extract Minutes of Consultation, 21st February 1856, para : 10.*

2. As I observe that the Board of Revenue were to be called on to report to Government whether there are any Ports included in the Appendix to Act VI of 1844, which on special grounds it is desirable to exempt from the operations of Act XXII of 1855, I have the honor to request that my letter of the 22nd July last, No. 157, may be forwarded to Government, with such observations as the Board may think fit.

3. Should Government consider that it is desirable to extend the Act to some Ports in this District, notwithstanding that the present trade does not appear to demand it, I beg to recommend that Cottapatam in the North, Eskapully and Kristnapatam, be the ones selected, though I do not see how the Act can be carried out without the appointment of a Conservator, Master Attendant, or Harbour Master.

*Act XXII of 1855, Section 6.*

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From C. J. SHUBRICK, Esq., Collector of Chingleput; to G. S. FORBES, Esq., Secretary to the Board of Revenue, Fort Saint George, dated 15th July 1856.

SIR,

1. I have the honor to inform you in reply to your letter, No. 2015 of the 3rd Instant, that there are no objections to the provisions of Act, No. 22 of 1855, being made applicable to the

Port of Pulicat in this District, though I do not at the same time see the practical utility of its introduction there in the absence of all Maritime trade for the convenience of which it is intended to provide, and the abolition of the Flag Staff which it formerly possessed.

2. The Schedules appended to Act VI of 1844 do not include the names of any Sea Ports, there are no Ports however of sufficient or in fact any consequence to bring under the provisions of the Act.

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From ARTHUR HALL, Esq., Collector of South Arcot; to G. S. FORBES, Esq., Secretary to the Board of Revenue, Fort Saint George, dated 11th July 1856, No. 144.

SIR,

I have the honor to state in reference to your Circular letter, No. 2015, dated 3rd Instant, that I see no objection to the provisions of Act XXII of 1855 being declared applicable to two of the three Ports specified in the List which you forwarded, *viz.*, to Cuddalore and Porto Novo, but I beg to observe that the last named Port, *viz.*, Mercanum, has never yet been more than a mere place for exporting Salt, and that there is no necessity for any Rules being made for it at present.

2. Should it hereafter become a general Shipping Port, it might be then brought under the operations of the Rules which may be enacted for the other Ports.

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From J. W. CHERRY, Esq., Acting Collector of Tanjore; to G. S. FORBES, Esq., Secretary to the Board of Revenue, Fort Saint George, dated 11th September 1856, No. 139.

SIR,

1. With reference to letter from the Marine Board, No. 306, dated the 1st February last, I have the honor to enclose herewith a Statement, giving as much information as I have been able to collect on the subjects particularly adverted to, in the said letter, in Act XXII of 1855, which I trust will be useful in regard to the Rules the Government wish the Board to prepare, as stated in the Board's Circular, No. 2015 of the 3rd July last.

2. From the Appendix A, and to the letter, No. 2624, from the Secretary to the Marine Board to the Chief Secretary to Government, the Ports recommended to be immediately declared subject to the Act, are the Ports of Nagore, Negapatam, Tranquebar, Topootoray, Teroomulvassel, Moottoopettah and Adrampatam.

The total collections at these Ports for Fusly 1265, are as follows.

| Names of the Ports. | Total Collection. | Anchorage and Ports due, &c., | Charges. |
|---|---|---|---|
| | Rs. | Rs. | Rs. |
| Nagore | 16,340 | 1,330 | 2,154 |
| Negapatam, including Velungany | 1,01,039 | 1,351 | 4,310 |
| Tranquebar | 24,319 | 772 | 1,232 |
| Teroomulvassel | 11,604 | 442 | 799½ |
| Moottoopettah and Adrampatam | 41,486 | 435 | 1,711½ |
| Topootoray | 7,218 | 150 | 567 |
| Total | 2,01,406 | 4,480 | 10,781 |



| Name of the Port. | Rate of Collections or Fees or Dues. | 3 Annual expence for years. | | | 4 Docking dues. | Distance from Bar to place of Docking. | Depth of water in River at high and low water during freshes. | Average Tonnage of Vessels docking. | Number of Registered Boats. | Remarks. |
|---|---|---|---|---|---|---|---|---|---|---|
| | | 1853 | 1854 | 1855 | | | | | | |
| 1 | 2 | | | | | 5 | 6 | 7 | 8 | 9 |
| Nagore | At the time of Master Attendant up to 1845, the Anchorage duty had been collected at the following rate; European Commanded Vessels 3 mast 17½ Rs., 2 masts 10½ Rs., and 1 mast 7 Rs., East Indian Commanding 3 masts 10½ Rs., 2 masts 7½ Rs. and 1 mast 1½ Rs., Native Commanding 3 masts 3 Rs. 2 masts 2 Rs. and 1 mast 1 Rupee, these charges are equalized to 1 Anna, now or from 1845 all Square rigged Vessels and all Dhonies and Catamarams at ½ Anna per Ton. | 2,494 | 1,587 | 2,154 | „ | 1235 Yards. | 3½ to 6½ Feet. | 280 | 34 | |
| Negapatam | | 6,279 | 5,008 | 4,310 | „ | 1334 „ | 7 to 9 „ | from 56 to 211. | 60 | |
| Topootoray | | 670 | 567 | 567 | „ | 1 Mile. | 4½ to 5 Yards. | 100 | 8 | |
| Mootoopettah | | 1,711½ | 1,719½ | 1,711½ | „ | None. | 6 to 7½ Feet. | from 60 to 110. | 38 | |
| Tremulvassel | | 799½ | 799½ | 799½ | „ | 1400 Yards. | 5 to 6 „ | 40 | 50 | |
| Tranquebar | | 1,220 | 1,233 | 1,239 | „ | 200 „ | 5½ to 7 „ | 105 | 30 | |
| | | 13,174 | 10,914 | 10,781 | | | | | | |

This does not refer to the depth of water *at the Bar* where in nearly all the Rivers it rarely exceeds 1½ feet to 2 feet.

(Signed) J. W. CHERRY,
*Acting Collector.*

TANJORE,
*11th September* 1856.

Received from A. B., Merchant or Captain of the Brig "James Hall" Rupees 0-0-0 as follows.

For Anchorage Dues..... 0 0 0
For an Annacurray Dues..... 0 0 0

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From R. D. PARKER, Esq., Collector of Madura; to G. S. FORBES, Esq., Secretary to the Board of Revenue, Fort Saint George, dated 15th July 1856, No. 157.

SIR,

In reply to your letter of the 3rd Instant, received yesterday, I have the honor to transmit copy of one addressed to the Marine Board on the 22nd May last, which contains my opinion on the question proposed.

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From R. D. PARKER, Esq., Collector of Madura; to the Secretaryto the Marine Board, Fort Saint George, dated 22nd May 1856, No. 495.

SIR,

1. With reference to your Circular, No. 307, dated the 1st February last, I have the honor to express my opinion that Act XXII of 1855, is altogether unsuited to the circumstances of the small open roadsteads of this District; and would prove a great burden on the Native Craft of which the Shipping frequenting them almost entirely consists. The square rigged Vessels that pass through the Paumben Channel can scarcely be said to enter the Port of Paumben, and the few of this description which lie near Keelacurray under the lee of the Isle of Ramisswaram during the North East Monsoon need no Regulations to secure them room, for there is far more than can possibly be required.

2. At present the Sea trade of Madura is burdened by no Port Dues whatever. Under the new Act it would be necessary to impose them, which I fear would operate as a check to a trade carried on by small Dhonies; while the numerous minute Regulations so necessary in a considerable Port, and understood without difficulty by European Captains, would be felt as exceedingly vexatious by Native Tindals and probably afford a means of extortion and oppression on the part of the officials employed to carry them out. Even should a European Officer be appointed as a Master Attendant to the District, he would be ill able to control the Native Officials along an extensive line of Coast. There would be so little real work to do, that those employed would be able to make their appointments appear necessary only by giving needless trouble.

3. The Sea Custom Collections of the District cannot be estimated on an average higher than 20,000 Rupees per annum, and these are distributed over 4 so called Ports.

4. Should these objections be considered invalid, and the application of the Act determined on, I would suggest that the Officer appointed Master Attendant should be required to draw out the Port Rules; since the circumstances of the District render it impossible that the Civil Engineer and myself should go to the Coast for the purpose.

5. You are perhaps aware that the Sea board of Madura is in the Ramnad Zemindary, and is separated from the Government Talooks by the whole of that Estate and Shevagunga comprizing together about 4000 square Miles. It follows from this that when on the Coast, I am placed at a long distance from my Revenue work, my Treasury and Office of Account, all of which just now, when every thing is undergoing revision, require constant attention and presence. Moreover the Head Assistant is now officiating as Sub Judge, leaving me only one Assistant, a young Officer preparing for his examination.

6. Such is my own position. As regards the Engineer Department the arrangements for Madura are not yet completed, and one Officer is Civil Engineer for Madura and Tinnevelly. When on the Coast, he would like myself be completely separated from his work, and in point of fact could not at present possibly find time to go there.

7. The better plan would I think be to defer placing Madura under the Act until the Officers of the District have had an opportunity of judging on the spot how its provisions could be carried out.





From J. SILVER, Esq., Collector of Tinnevelly; to G. S. FORBES, Esq., Secretary to the Board of Revenue, Fort Saint George, dated 26th August 1856, No. 253.

SIR,

With reference to your Circular of the 3rd Ultimo, I have the honor to inform you that out of the 4 Ports in this District mentioned in the List which accompanied the above Circular, and included in the Appendix to Act VI of 1844, Tutucorin alone, being the Port, the most important of the four, to which Ships and large Vessels frequently resort, should in my opinion be made subject to the provisions of Act XXII of 1855 therein referred to.

2. The other three Ports being a minor importance should, I think, be exempted from the operations of the Act above quoted.

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From WILLIAM FISHER, Esq., Collector of Canara; to G. S. FORBES, Esq., Secretary to the Board of Revenue, Fort Saint George, dated 17th July 1856, No. 86.

SIR,

In acknowledging the receipt of Circular, No. 2015, I have the honor to state for the information of the Board, that I do not think the provisions of Act XXII of 1855 applicable to such Ports as those of this District; but as Section XLI declares that no Port Dues can be levied after the 13th of August, except under this Act, I suppose the Ports of Canara must be made subject to it.

2. How the Boundaries or limits of these Ports are to be laid down, I do not know; and if this must be done before the Act can be brought into operation, it will be difficult to meet its requirements. If these bounds must be clearly laid down, surveys will be necessary.

3. On this subject, I have addressed the Marine Board when replying to their Circular, dated 1st February last, and naming those points on which I thought Port Rules desirable.

4. Hitherto there has been no Conservancy Establishment in this District, or have Port Rules of any kind been enforced, except in the matters of discharging Ballast, and Registering Cargo-Boats at Mangalore.

5. With the exception of this Port, at which some works have been going on lately, our Bundars are wanting in every thing that nature has not supplied them with. The regular Land and Sea breezes, allow of ready Ingress and Egress every day, Country Vessels can only move at all with a fair Wind, and therefore all danger of collisions is avoided. Once in these Backwaters, there is generally abundance of room for a much larger number of Country Craft than are ever found in them at one time; and I never remember to have received a single complaint arising from the crowded state of these harbours, or the negligence and mismanagement of the Lascars.

6. When accidents do occur they are I believe immediately settled by arbitration; but they are rare.

7. A few Port Rules would of course be desirable everywhere, and would tend to the prevention of obstructions, and the safety and convenience of those using the Ports; but the Act does not from its provisions appear to me to have been intended for the Creeks, &c., which form our harbours, or for the Bugalows and Pattamars that frequent them.

8. Tudri may perhaps be considered an exception to the General Rule, as it will soon probably be visited by Vessels from Europe, and offers facilities for improvement, which the others do not; and I have already availed myself of Lieutenant Taylor's (I. N.,) services, (he being on the spot) in order to have limits laid down as required by Section IV of the Act.

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From T. CLARKE, Esq., Collector of Malabar; to G. S. FORBES, Esq., Secretary to the Board of Revenue, Fort Saint George, dated 19th July 1856, No. 79.

SIR,

In reply to your Circular, No. 2015, dated the 3rd Instant, I have the honor to state that I am aware of no objections to the provisions of Act XXII of 1855 being made applicable to the Ports enumerated in the List forwarded by the Board, with the addition of Beypoor, a Port subordinate to Calicut, as specified in the said List.

Beypoor, with its fine River, and the terminus of the Railway, will it is expected, become a Port of importance. The Principal Ports will accordingly stand as noted in the subjoined Memorandum.

MEMORANDUM.

1. Cochin.
2. Ponany.
3. Beypoor.
4. Calicut.
5. Tellicherry.
6. Cannanore.
7. Chowghat.
8. Tanore.
9. Quilandy.
10. Badagherry.
11. Calay.

} Ports of less importance.

(Signed) T. CLARKE,
*Collector.*

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From W. E. UNDERWOOD, Esq., Collector, Sea Customs ; to G. S. FORBES, Esq., Secretary to the Board of Revenue, dated 26th July 1856, No. 311.

SIR,

Para : 1. I have the honor to acknowledge the receipt of your Circular letter, No. 2015, dated 3rd Instant, and to state that the provisions of Act XXII of 1855, may with much benefit be introduced at the Presidency.

2. I would solicit the attention of the Board of Revenue to Clause 11, Section VII, of the Act prohibiting the Government from fixing the rate of hire for any Boat or Catamaran. This is fixed by Act VI of 1842, but it is a well known fact that the Clause fixing the rate of hire is a dead letter.

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From H. THOMSON, Esq., Acting Secretary Marine Board ; to G. S. FORBES, Esq., Secretary to the Board of Revenue, dated 5th April 1856, No. 912.

SIR,

Under instructions contained in the 10th para : of Extract from the Minutes of Consultation, No. 54, dated 21st February 1856, copy of which with the Section alluded to are annexed, I have the honor by desire of the Marine Board to submit a List of Ports which the Board consider ought to be placed under Act XXII of 1855, with a request that you will favor them with your Board's opinion, whether there are any obstacles why these Ports should not be put under this Act.

*Paras : 8, 9 and 10.*

The Board observe that there are several Ports mentioned in Notification, No. 351, dated 10th May 1845, at page 479 of the Gazette, which are not included in the Lists of Ports at which Merchandize can be either shipped or landed as stated in the Fort Saint George Gazette, dated 13th September 1854, the Board desire to be informed the reasons why this exists, if known to your Board.

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Extract from an Extract from the Minutes of Consultation, dated 21st February 1856, No. 54.

Para : 8. The Government observe that many Ports included in the Appendix to Act VI of 1844 are altogether omitted, and that others not included in that Appendix and at which therefore merchandize cannot be shipped or landed (Act VI, 44, Sec. XXIV) are named in the Board's List.

9. Among the omissions are the important Ports of Beypoor in the Malabar District, and of Sedasheghur, and Honore in Canara, Oodapy, which is included in the List of Canara Ports, is an inland Town.

10. The Marine Board will revise the List of Ports submitted by them in reference to the above remarks and in communication with the Board of Revenue. The Board of Revenue will also be called on to report to Government whether there are any Ports included in the Appendix to Act VI of 1844, which on special grounds it is desirable to exempt from the operation of Act XXII of 1855. Paumben was, it is observed, exempted on the 17th November last for three years by order of Government in Extract Minutes of Consultation, No. 245.



*Revised Appendix A.*

| Districts. | Ports. | Subordinate Ports. | District. | Ports. | Subordinate Ports. |
|---|---|---|---|---|---|
| Madras | Madras | | Madura | Paumben | Ramaseveram. |
| Ganjam | Ganjam | | | | Thungachemadom. |
| | Munsoorcottah | | | | Mundassam. |
| | Sonnapore | | | | Pillamadom. |
| | Barvah | | | | Vadalay. |
| | Poondy | | | | Mercaypatnam. |
| | Bauvanapandoo | | | | |
| | Calingapatam | | | | |
| | Guddalapandoo | | Tinnevelly | Vypaur. | |
| Vizagapatam | Vizagapatam | | | Tutacorin. | |
| | Bimlipatam | | | Coilpatam. | |
| | Conadah | | | Colasagarapatam. | |
| | Poodermerka | | | Cattapatam | |
| | Watadah | | | Etamookala | |
| | Cotassatrium | | | Pankala | |
| | Pentacottah | | | Rameapatam | |
| | Polavaram | | | Toommalapentah. | |
| Rajahmundry | Coringa | | | Joovaladinnah | |
| | Cocanada | | | Eskapully | |
| | Woopadah | | | Ponnapoody | |
| | Nursapoor | | | Mypaud | |
| | Bendamoorlunka | | | Kistnapatam | |
| | | | | Dogarauzepatam | |
| | | | | Chinneapollem | |
| Masulipatam | Masulipatam | | | Paumunjy | |
| Guntoor | Nezampatam | | | Toopely | |
| | Eapoorpollem | | | Poody | |
| | Cottapaulum | | | Rauzpatam | |
| | Putcha Moyaley | | | Paundurty | |
| | Mootoopully | | Nellore | Goondarnoola | |
| | Ching Ganjam | | | Canoopurty | |
| | Sholagam | | | Davarumpaud | |
| Tanjore | Nagore | | | Etamoorkeila | |
| | Topetoray | | | Rauzpollem | |
| | Negapatam | Valangany | | Chankeekerla | |
| | Trimulvassel | Codiarpalium | | Cazaidoo | |
| | Mootoopettah | Adrampatam | | Binganupully | |
| | | Ammalipatam | | Vareny | |
| | | Cootoomavady and Gapaulpatam | | Midda | |
| | | | | Nalutoor | |
| | | | | Codoor | |
| | Keelakurray | | | Edoor | |
| | | | | Wootevoo | |
| | Devepatam | Thiroopalacoody | | Pumbuly | |
| | | Morepannay | | Cottapatam in the Division of Cottapatam | |
| | | Attenkurray | | | |
| Madura | | Karengaudoo | | Panmungy | |
| | | Poodoopal | | | |
| | | Numbetali | Chengleput | Pulicat | |
| | | Dhamoderapatam | | | |
| | Tondy | Theethandathanem | South Arcot | Cuddalore | |
| | | | | Portnovo | |
| | | Soonderapaudiem | | Merkanum | |
| | | Arasanagherry | Malabar | Cannanore | Cavy. |
| | | | | | Balliapatam. |
| | | | | Tellicherry | Egaar. |
| | | Cootapatnam | | | Darmapatam. |

*Revised Appendix A.—(Continued)*

| Districts. | Ports. | Subordinate Ports. | Districts. | Ports. | Subordinate Ports. |
|---|---|---|---|---|---|
| Malabar | Calay near Mahé. | Chombay. | Canara | Tuddry. | |
| | | | | Sedashigur. | |
| | Buddaghery | Mootanquel. | | Gungavally. | |
| | | Kottah. | | Aukolah. | |
| | Quilandy | Trekody. | | Belekerry. | |
| | | Cudalore. | | Chundiyeh. | |
| | | Kapaat. | | Binnagay. | |
| | Calicut | Eletoor. | | Mangalore. | |
| | | Poodiangoddy. | | Moolky. | |
| | | | | Munjashwer. | |
| | | Molankado. | | Cassergode. | |
| | | Beypoor. | | Coombalah. | |
| | Tanore | Parparangaddy. | | Bekul. | |
| | | | | Cantentcherry. | |
| | | Parroney. | | Oodiaiver. | |
| | | Koottay. | | Pudbidry. | |
| | Ponany | Veliangode. | | Caup. | |
| | | Awdatode. | | Ovehil. | |
| | | Manalankoona. | | Yermal. | |
| | | | | Barcoor. | |
| | | | | Cundapoor. | |
| | Chougaut | Attakooye. | | Naikimkuttah. | |
| | | Koorkooye. | | Byndoor. | |
| | Cochin | Maddawye. | | Seeroor. | |
| | | Attipooram | | Butkul. | |
| | | | | Sheerully. | |
| Canara | Coomta. | | | Moordesher. | |
| | Honaver. | | | Munky. | |

(Signed) H. THOMSON,

*Acting Secretary Marine Board.*

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No. 2. ORDER THEREON, No. 243; dated 23rd June 1858.

Ordered that the foregoing letter and the papers submitted with it be recorded, with the remark that the questions to which they relate have been settled by the late Act, No. VII of 1858, "for the levy of Port Dues and Fees at Ports within this Presidency," and by the Bill now before the Legislative Council "for the Regulation of certain Ports within the Presidency of Fort Saint George."

2. Copy of the Board's letter and its enclosures will be sent to the Marine Board, for record and reference.

(Signed) T. PYCROFT,

*Chief Secretary.*

Exd. J. A. Wilson.

Marine Department

P 25 Jun 23

Extract from the Minutes of Consultation under date 23d June 1858.

Read the following letter from the Board of Revenue.

(Dated 16th April 1858 No 1858)

Ordered that the foregoing letter and the papers submitted with it be recorded, with the remark that the questions to which they relate have been settled by the late Act No VII of 1858 "for the levy of Port dues and fees at Ports within this Presidency." and by the Bill now before the Legislative Council "for the regulation of certain Ports within the Presidency of Fort St George."

2. Copy of the Board's letter & its enclosures will be sent to the Marine Board, for record & reference.

To the Board of Revenue & Marine Board. Dispd 25th

D.S. 28/6/58

Levy of Port dues & fees at each out Gate of the Docks

Copy 2 Sets
Returns 1838 Specification &c
1 Sheet
Exhibited to Board of Control
28/3/38 Read 1st