

27TH JANUARY 1885, No. 33, MARINE.

GOVERNMENT OF MADRAS.

MARINE DEPARTMENT.

READ—the following paper:—

From J. F. FINLAY, Esq., Officiating Under Secretary to the Government of India, Department of Finance and Commerce, to the Chief Secretary to Government, dated Calcutta, 12th January 1885, No. 124.

Referring to the correspondence ending with your letter, No. 471, dated the 27th October last, regarding a proposal to modify the definition of "coasting vessel" contained in the last column of Part III of the first schedule attached to Act XII of 1875 (the Indian Ports Act), I am directed to state that, before undertaking legislation, the Government of India desires to be favored with the views of the Government of Madras on the following points raised in connection with the question.

2. In the revised definition of "coasting vessel" and "coasting steamer" proposed in your letter, No. 397, dated 8th September 1884, the words * in italics added at the end do not seem to be suitable. Under them, it would be impossible to determine whether a vessel was a

* or which discharges cargo brought from any port or place beyond the limits of British India at not less than three ports of the eastern or western group.

coasting vessel or not until it had visited the third port of the group. This might possibly be obviated by mentioning the vessel or steamer as "bringing cargo manifested for discharge at not less than three ports," but it seems that, in the case of a steamer, the object aimed at might be attained by the adoption of the simple rule of allowing the steamer an option of paying at the first port of the group she enters the highest rate of port dues and an addition of half such rate, and thereafter being treated as a coasting steamer throughout the group.

3. In the case of sailing vessels the same principle cannot be adopted, because they pay a half rate at each port they visit, but if any provision be needed for them at all, the simplest plan seems to be to treat them as if they were steamers.

4. It is observed that the proposal made in your letter of the 8th September referred to extends only to the case of ships bringing cargo from abroad, and dropping it along the coast. It should be stated whether it is thought necessary to make any provision in the converse case of vessels picking up cargo along the coast to be carried abroad.

5. I am also to inquire whether the words "British India" used in the phrase in italics in the revised definition of "coasting vessel" are meant for the "Continent of India and the Island of Ceylon."

ORDER—dated 27th January 1885, No. 33, Marine.

Communicated to the Master Attendant for report, and submission, in consultation with the Government Solicitor, of revised proposals.

(True Extract.)

E. F. WEBSTER,
Chief Secretary.

To the Master Attendant, Madras, with file.
" Government Solicitor.

Exd. J. Wright.

Govt. of [1885] Madras.

MARINE.

Issued

Recd.

Encl.

G.O., 27th January 1885, No. 33.

JANUARY.

Port Dues.

Communicating to the Master Attendant for report, in consultation with the Government Solicitor, letter from the Government of India regarding certain points raised in the revised definition of "coasting vessel."

No. 124

GOVERNMENT OF INDIA.
DEPARTMENT OF FINANCE AND COMMERCE.

To
The Secretary to the Government of
Madras.

Calcutta, the 2nd January 1885.

SIR,

Referring to the correspondence ending with your letter No. 471 dated the 27th October last regarding a proposal to modify the definition of "coasting vessel" contained in the last column of Part III of the first Schedule attached to Act XII of 1875 (the Indian Ports Act), I am directed to state that, before undertaking legislation, the Government of India desires to be favoured with the views of the Government of Madras on the following points raised in connection with the question.

2. In the revised definition of "Coasting vessel" and "Coasting Steamer" proposed in your letter No. 397 dated 8th September 1884, the words in italics added at the end do not seem to be suitable. Under them it would be impossible to determine whether a vessel was a coasting vessel or not until it had visited the third port of the group. This might possibly be obviated by mentioning the vessel or steamer as "bringing cargo manifested for discharge at not less than three ports," but it seems that, in the case of a steamer, the object aimed at might be attained by the adoption of the

or which discharges
Cargo brought from any
port or place beyond the
limits of British India
at not less than three
ports of the Eastern or
Western Group.

Encl.

Govt. of [1885] Madras.
MARINE.

Issued

Recd.

Encl.

G.O., 27th January 1885, No. 33.

JANUARY.

Port Dues.

Communicating to the Master Attendant for report, in consultation with the Government Solicitor, letter from the Government of India regarding certain points raised in the revised definition of "coasting vessel."

No. 124

GOVERNMENT OF INDIA.
DEPARTMENT OF FINANCE AND COMMERCE.

To
The Secretary to the Government of
Madras.

Calcutta, the 2nd January 1885.

SIR,

Referring to the correspondence ending with your letter No. 471 dated the 27th October last regarding a proposal to modify the definition of "coasting vessel" contained in the last column of Part III of the first schedule attached to Act XII of 1875 (the Indian Ports Act), I am directed to state that, before undertaking legislation, the Government of India desires to be favoured with the views of the Government of Madras on the following points raised in connection with the question.

2. In the revised definition of "Coasting vessel" and "Coasting Steamer" proposed in your letter No. 397 dated 8th September 1884, the words in italics added at the end do not seem to be suitable. Under them it would be impossible to determine whether a vessel was a coasting vessel or not until it had visited the third port of the group. This might possibly be obviated by mentioning the vessel or steamer as "being cargo manifested for discharge at not less than three ports," but it seems that, in the case of a steamer, the object aimed at might be attained by the adoption

or which discharges
Cargo brought from any
port or place beyond the
limits of British India
at not less than three
ports of the Eastern or
Western group.

simple rule of allowing the steamer an option of paying at the first port of the group she enters the highest rate of port dues and an addition of half such rate, and thereafter being treated as a coasting steamer throughout the group.

3. In the case of sailing vessels the same principle cannot be adopted, because they pay a half rate at each port they visit, but if any provision be needed for them at all, the simplest plan seems to be to treat them as if they were steamers.

4. It is observed that the proposal made in your letter of the 8th September referred to extends only to the case of ships bringing cargo from abroad, and dropping it along the coast. It should be stated whether it is thought necessary to make any provision in the converse case of vessels picking up cargo along the coast to be carried abroad.

5. I am also to inquire whether the words "British India" used in the phrase in italics in the revised definition of coasting vessel are meant for the "continent of India and the Island of Ceylon".

I have the honour to be,
Sir,
Your most obedient servant,

W. Finlay

Offl. Under Secy to the Govt of India.

CURRENT No.

44

From G. I. F. C. D.
No. 12

\$ 12th Jan / 85
1/17/15

Modification
tion "Coasting ve

28
Marine Department.

PROCEEDINGS OF THE MADRAS GOVERNMENT.

Read the following

Current No. 44, dated 12th January 1885.

Order 27th Jan / 85, No. 33

Communicated to the
Master Attendant for report,
and submission, in com-
~~munica~~ ^{with the Govern-}
ment Solicitor, of revised
proposals in draft.

Master Attendant
Government Solicitor, 21st Feb 85

+ 171 of 27/1/85
+ 357 of 8/2/85
+ 436 of 30/2/85

C. P. S. S. S.

Modification of definition
of "Crating Dept."

CURRENT No

44-a

HON'BLE MEMBER

Order
Letter
Collection

50

PRESS.

<i>Marine</i> DEPARTMENT. G.O. DATED <i>27th January 185</i> No. <i>33.</i>
--

First copy sent to Press.

Returned for signature. *30/1*Despatched in print. *2/1/1*

[Despatch Abstract.]

Port dues Communicating
 to the Master Attendant
 for report in consultation
 with the Gov^t Solicitor, letter
 from the Gov^t of India regard-
 ing certain points raised in the
 revised definition of "coasting
 vessel".