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TAMIL NADU ARCHIVES

GOVERNMENT OF TAMIL NADU

Marine DEPARTMENT

G.O. No. / B.P. No.	261	Press. / Mis.
Dated	15th June 1889	197 .

Not to be folded or roughly handled

15TH JUNE 1889, No. 261, MARINE.

GOVERNMENT OF MADRAS.

MARINE DEPARTMENT.

READ—the following paper:—

From Captain H. A. STREET, H. M.'s I. M., Presidency Port Officer, Madras, to the Chief Secretary to Government, dated Madras, 9th May 1889, No. G-187.

In accordance with the instructions contained in G.O., No. 145, dated the 9th April 1889, I have the honor to submit revised proofs of the draft Port Rules and Instructions to Commanders. A draft notification is attached to the rules.

2. A few alterations and additions approved by the Advocate-General have been added both to rules and instructions.

The additions to the rules are those referring—

(*a*) to the embarking and disembarking of native passengers;
(*b*) to the employment of persons engaged in cleaning or painting vessels;
(*c*) action to be taken by masters in case of sickness or death.

In the Instructions a paragraph has been added respecting "Bad weather arrangements" and the penalty attached to inattention to the directions of the Conservator.

Appendix IV has also been slightly modified to meet present requirements.

3. Should the Instructions, as they now stand, be approved, I beg that permission may be accorded to their being brought into use as soon as possible.

4. Pending the decision of Government in respect to the port dues to be levied at Madras under Act X of 1889, no alteration has been made in the clause in the Instructions relating to port dues.

ORDER—dated 15th June 1889, No. 261, Marine.

The Government approves of the proposed rules for the Port of Madras, as revised by the Presidency Port Officer and the Advocate-General, with the following exceptions:—

(1) Rule V (*a*), fixing the places on shore for the embarking and disembarking of native passengers, does not properly come within the scope of section 6 (*c*), Act X of 1889, which refers only to the *regulation of vessels* whilst so engaged.

(2) Rule XIV framed under clause (*p*) of section 6 cannot be issued until the sanction of the Government of India (which will again be applied for) is accorded to the alterations referred to in G.O., No. 332, dated 16th July 1888.

These two rules will accordingly be omitted, and the following notification published in three consecutive issues of the *Fort St. George Gazette*:—

NOTIFICATION.

Under the provisions of section 6 (2) of the Indian Ports Act (X of 1889), His Excellency the Governor in Council proposes to make the following rules for the Port of Madras, which will come into force from and after the 1st September 1889:—

I.—ENTERING OR LEAVING PORT—CLAUSE (*a*).

(*a*) All sea-going vessels, on entering or leaving the port between sunrise and sunset, shall fly their national flag, and when entering port, each vessel shall show her number.

(*b*) No vessel shall enter or leave the harbour between the hours of 6 P.M. and 6 A.M. without special authority from the Deputy Conservator of the Port; and no vessel shall enter or leave the harbour at any time without having on board a Harbour Master, unless authority in writing so to do has been obtained from the Deputy Conservator.

(*c*) Not more than one vessel shall enter or leave the harbour at the same time.

II.—Berths of Vessels—Clause (*b*).

All vessels within the port shall take up such berths as may be assigned them by the Deputy Conservator, and shall change their berth, or remove, when required by him.

III.—Striking Yards and Masts—Clause (*c*).

All vessels within the port shall strike their yards and top-masts on being required to do so by the Deputy Conservator whether by signal or otherwise.

IV.—Removal and placing of Anchors, &c.—Clause (*d*).

Anchors shall not be allowed to remain cock-billed, nor spare spars be allowed to hang alongside or astern of any vessel.

V.—Taking in or discharging Passengers, Ballast or any particular kind of Cargo, and the stations to be occupied by vessels whilst so engaged—Clause (*e*).

(*a*) Ammunition or other explosives, kerosene-oil and timber shall be taken in and discharged only at such stations as may be set apart from time to time by the Conservator to be occupied by vessels whilst so engaged.

(*b*) Ballast and rubbish shall not be thrown overboard within the limits of the port without the special permission of the Deputy Conservator.

VI.—Keeping Free Passages, &c.—Clause (*f*).

The entrance to the harbour, the spaces between the different moorings within the harbour, the spaces in the vicinity of the pier and the harbour walls, shall be kept clear to the extent that may be required by the Deputy Conservator.

VII.—Anchoring and Mooring—Clause (*g*).

(*a*) Vessels within the port lying at single anchor shall have a second anchor ready to be let go.

(*b*) Vessels when moored or at single anchor shall have ranges of both cables on deck ready to be veered immediately.

(*c*) All vessels within the harbour should be moored in such a manner as may be directed by the Deputy Conservator and with or without sternfasts at his discretion.

(*d*) All anchors must be buoyed, and care taken that the buoys "watch."

VIII.—Moving and Warping—Clause (*h*).

(*a*) All vessels within the port shall be moved or warped from place to place as required, and by such means or appliances as may be ordered by the Deputy Conservator.

(*b*) No vessel shall cast off a warp that has been made fast to her to assist a vessel moving, without being required to do so by the Harbour master or officer in charge of the vessel moving.

IX.—Cargo Boats—Clause (*k*).

The plying of catamarans, flats, cargo, passenger and other boats, whether for hire or not and whether regularly or only occasionally, in, or partly within and partly without, the port, and the quantity of cargo or number of passengers to be carried by any such vessel, shall be subject to such regulations as may be laid down from time to time by the Conservator.

X.—Fires and Lights—Clause (*l*).

(*a*) No vessel shall be fumigated except at a place appointed by the Deputy Conservator for the purpose.

(*b*) Pitch or dammer shall not be heated on board vessels within the port, but in a boat alongside or astern; nor shall spirits be drawn off on board such vessels by candle or other unprotected artificial lights.

(*c*) Vessels while loading cotton shall not have any unprotected lights in the hold or orlop.

(*d*) When gunpowder, ammunition or other explosives in excess of 100 lb. weight are being shipped on board, or being discharged from any vessel within the limits of the port, neither fires, lights nor smoking are under any circumstances to be permitted on board.

XI.—Signal Lights—Clause (*m*).

The master of any vessel arriving within the port with ammunition, explosives, or over 100 lb. in weighs of gunpowder on board as cargo, shall display a red flag B of the Commercial Code at the fore during day-light, and between sunset and sunrise shall exhibit, when at anchor, a red light over the usual anchor light for such time as the ammunition, explosives or gunpowder may be on board within port limits.

XII.—Number of Crew—Clause (*n*).

All vessels within the port shall have on board a sufficient number of crew to perform any duties which may become necessary for the safety of the vessel in regard to veering or heaving in cable, bracing up the yards, striking masts and yards, &c., in case of emergency arising.

XIII.—Employment of Persons engaged in Cleaning or Painting Vessels, &c.—Clause (*o*).

No person shall be employed in cleaning or painting a vessel or in working in the bilges, boilers or double bottom of a vessel in the port either before or after the hours which may be fixed from time to time by the Conservator for such purposes.

2. The Instructions to Commanders may be issued at once, the quarantine rules on pages 17 and 18 being for the present omitted, the rates of port dues altered as fixed in G.O., No. 243, dated 10th June 1889, and the following additional notifications inserted on page 5 :—

(i) The appointment of the Harbour Trust Board as Conservator of the port under section 7, and custodian of the accounts under section 36, of the Act (Gazette Notification, No. 40, dated 27th April 1888).

(ii) The appointment of the Port and Marine Surgeon as Health Officer of the port under section 17 (Gazette Notification, No. 1, dated 8th January 1884).

(iii) The extension of section 31 of the Act to the Port of Madras, sanctioned in G.O., No. 258, dated 2nd June 1881 (Gazette Notification, No. 4, dated 6th January 1882).

(iv) The scale of overtime fees to Harbour-masters sanctioned in G.O., No. 223, dated 2nd May 1883 (Gazette Notification, No. 12, dated 2nd May 1883).

(True Extract.)

W. S. MEYER,
Asst. Secy. to Govt.

To the Presidency Port Officer, with the copy of
printed Rules and Instructions for perusal and return.

Exd. A. Raitt.

Govt. of [1889] Madras.

MARINE.

Issued

Recd.

Encl.

G.O., 15th June 1889, No. 261.

JUNE.

Port Rules.

Approving, with certain exceptions, the proposed revised rules for the Port of Madras; and permitting the immediate issue of the Instructions to Commanders subject to the omissions and additions indicated.

3 13

Harbour Master

PORT RULES.

RULES UNDER SECTION 6 OF ACT X OF 1889.

I.—Entering or Leaving Port—Clause (*a*).

(*a*) All sea-going vessels, on entering or leaving the port between sunrise and sunset, shall fly their national flag, and when entering port, each vessel shall show her number.

(*b*) No vessel shall enter or leave the harbour between the hours of 6 P.M. and 6 A.M. without special authority from the Deputy Conservator of the Port; and no vessel shall enter or leave the harbour at any time without having on board a pilot, unless authority in writing so to do has been obtained from the Deputy Conservator.

(*c*) Not more than one vessel shall enter or leave the harbour at the same time.

II.—Berths of Vessels—Clause (*b*).

All vessels within the port shall take up such berths as may be assigned them by the Deputy Conservator, and shall change their berth, or remove, when required by him.

III.—Striking Yards and Masts—Clause (*c*).

All vessels within the port shall strike their yards and top-masts on being required to do so by the Deputy Conservator whether by signal or otherwise.

IV.—Removal and placing of Anchors, &c.—Clause (*d*).

Anchors shall not be allowed to remain cock-billed, nor spare spars be allowed to hang alongside or astern of any vessel.

V.—Taking in or discharging Passengers, Ballast or any particular kind of Cargo; and the stations to be occupied by vessels whilst so engaged—Clause (*e*).

(*a*) Native passengers shall be embarked from, and disembarked at, such place or places as may be fixed from time to time by the Conservator.

(*b*) Ammunition or other explosives, kerosen-oil and timber shall be taken in and discharged only at such stations as may be set apart from time to time by the Conservator to be occupied by vessels whilst so engaged.

(*c*) Ballast and rubbish shall not be thrown overboard within the limits of the port without the special permission of the Deputy Conservator.

VI.—Keeping Free Passages, &c.—Clause (*f*).

The entrance to the Harbour, the spaces between the different moorings within the harbour, the spaces in the vicinity of the Pier and the harbour walls, shall be kept clear to the extent that may be required by the Deputy Conservator.

VII.—Anchoring and Mooring—Clause (*g*).

(*a*) Vessels within the port lying at single anchor shall have a second anchor ready to be let go.

(*b*) Vessels when moored or at single anchor shall have ranges of both cables on deck ready to be veered immediately.

(*c*) All vessels within the harbour should be moored in such a manner as may be directed by the Deputy Conservator and with or without stern-fasts at his discretion.

(*d*) All anchors must be buoyed, and care taken that the buoys "watch."

VIII.—Moving and Warping—Clause (*h*).

(*a*) All vessels within the port shall be moved or warped from place to place as required, and by such means or appliances as may be ordered by the Deputy Conservator.

(*b*) No vessel shall cast off a warp that has been made fast to her to assist a vessel moving, without being required to do so by the pilot or officer in charge of the vessel moving.

Harbour Master

IX.—Cargo Boats—Clause (*k*).

The plying of catamarans, flats, cargo, passenger and other boats, whether for hire or not and whether regularly or only occasionally, in, or partly within, and partly without, the port, and the quantity of cargo or number of passengers to be carried by any such vessel, shall be subject to such regulations as may be laid down from time to time.

X.—Fires and Lights—Clause (*l*).

(*a*) No vessel shall be fumigated except at a place appointed by the Deputy Conservator for the purpose.

(*b*) Pitch or dammer shall not be heated on board vessels within the port, but in a boat alongside or astern; nor shall spirits be drawn off on board such vessels by candle or other unprotected artificial lights.

(*c*) Vessels while loading cotton shall not have any unprotected lights in the hold or orlop.

(*d*) When gunpowder, ammunition or other explosives in excess of 100 lb. weight are being shipped on board, or being discharged from any vessel within the limits of the port, neither fires, lights nor smoking are under any circumstances to be permitted on board.

XI.—Signal Lights—Clause (*m*).

The master of any vessel arriving within the port with ammunition, explosives, or over 100 lb. in weight of gunpowder on board is cargo, shall display a red flag B of the Commercial Code at the fore during day-light, and between sunset and sunrise shall exhibit, when at anchor, a red light over the usual anchor light for such time as the ammunition, explosives or gunpowder may be on board within port limits.

XII.—Number of Crew—Clause (*n*).

All vessels within the port shall have on board a sufficient number of crew to perform any duties which may become necessary for the safety of the vessel in regard to veering or heaving in cable, bracing up the yards, striking masts and yards, &c., in case of emergency arising.

XIII. Employment of Persons engaged in Cleaning or Painting Vessels, &c.—Clause (*o*).

No person shall be employed in cleaning or painting a vessel or in working in the bilges, boilers or double bottom of a vessel in the port either before or after the hours which may be fixed from time to time by the Conservator or such purposes.

XIV. Action to be taken by the Master where there is disease, or sickness, or a dead body on board his vessel, while such vessel is within the limits of the Port—Clause (*p*).

Part I.—*Quarantine Arrangements.*

(*a*) The Master of every vessel, including buggalows or other native craft arriving from a port where plague, yellow fever, or some other fatal epidemic not ordinarily prevalent among Indian populations, prevails, shall, on entering the limits of the port, indicate by signal the port from which such vessel has come.

(*b*) Such Master shall not, without having first obtained in writing the permission of the Health Officer of the port, allow any communication either with the pilot boat, except orally, or with the shore, or with any vessel or boat in the port.

(*c*) Such Master shall attend to such directions the Health Officer of the port may give respecting the anchorage the vessel is to occupy, and the period the vessel is to remain at such anchorage.

Part II.—*Regulations in cases of Cholera, Small-pox, or other epidemic diseases common in India.*

(*a*) The Master of every vessel on board of which there is, either among the passengers or crew, any case of cholera, small-pox, or other epidemic disease common in India, shall report such case or cases to the pilot or other boarding officer at the earliest opportunity, or, in the absence of a pilot or other boarding officer, or if the vessel be at anchor within port limits when such disease first breaks out, shall hoist a signal, which shall be, during the day, Flag R of the Commercial Code at the main, and, during the night, two white lights, one over the other, at the fore.

This is a square red flag with a yellow St. George's Cross.

(*b*) Where the disease or diseases in question are limited to one or two cases, the vessel will not be prohibited from taking up the usual place of anchorage in the harbour, and the passengers need not be detained on board pending the inspection of the Health Officer; but the Master of the vessel will be held responsible that no passenger suspected of having such disease is allowed to depart before this inspection.

(*c*) Where cases have been more numerous than one or two, or when, from their occurring on pilgrim or emigrant ships, or for other special reasons, further precautions may be deemed advisable, the vessel shall anchor in the place appointed for the purpose; and none of the passengers shall be allowed to leave until the Health Officer has made his inspection.

The anchorage in the South-west Monsoon shall be in 9½ fathoms within the northern boundary pillar bearing W. ¼ N., and in the North-east Monsoon in 9½ fathoms with the South Beach Ice House bearing W. S. W.
Or such other position as may be ordered by the Deputy Port Conservator.

(*d*) Vessels coming under this last rule shall be thoroughly cleansed and fumigated under the directions of the Health Officer.

Part III.—*Regulations when a Death has occurred.*

(*a*) On a death occurring during the day on board of a vessel in the port, the Ensign and House Flag are to be immediately lowered half-mast and kept in such position from sunrise to sunset as long as the body remains on board. Should a death occur between sunset and sunrise, one red light is to be hoisted at the peak, half-mast.

(*b*) The master of the vessel will cause the death of any person on board to be made known at once to the Deputy Commissioner of Police, either by letter or otherwise, and shall also forward to the Deputy Conservator of the Port a written report as soon as possible after the occurrence, in which all the circumstances attending the death are to be fully detailed.

(*c*) No dead body is to be removed from the ship without the permission of the Police authorities, or to be thrown overboard within the limits of the port.

Note.—Every person committing a breach of any of the above rules and for the punishment of disobedience to which express provision has not been made in Act X of 1889, shall be liable to fine under the provisions of section 54 of that Act.

5

DEPUTY CONSERVATOR'S OFFICE,
MADRAS, 18

To

THE COMMANDER OF

SIR,

I enclose, herewith, the papers marginally mentioned, for your perusal and guidance, and beg that the "Arrival Report" and the "Report on Lights" may be completed with the information required, and returned to me by bearer without delay.

One copy of Port Rules and Instructions to Commanders.
One copy of Arrival Report.
One Report on Lights.

2. Your particular attention is desired to the rules relating to vessels arriving with *ammunition* and other explosives on board; the discharging of *ballast, ashes* and *sweepings;* to the use of *stern fasts;* and the signal to be made in case of a vessel *parting her riding cable while moored in the Harbour.*

I am, Sir,
Your obedient servant,

Deputy Conservator of the Port.

REPORT OF ARRIVAL FORM.

It is requested that the particulars required may be furnished, and the report, after being signed by the Commander, returned to the Deputy Conservator of the Port without delay. The names of the passengers should be shown on the other side of the Form.

DEPUTY CONSERVATOR'S OFFICE,
MADRAS,
1888.

Deputy Conservator.

Name of the Ship and hour of Arrival.	Name of Commander.	Original Port of Departure with date.	Names of any Ships at which the Ship may have touched on her voyage.	Nature of Cargo.	Quantity and Description of Ballast on Board.	If outside Harbour: Depth of Water in which the Ship is anchored.	If outside Harbour: Bearings.	If outside Harbour: Marks on Anchor Buoys.	Ships spoken — Intelligence.	Remarks.

N.B.—The receipt of a copy of the Port Rules and Instructions to Commanders is hereby acknowledged.

Commander.

S.S.

STATEMENT of passengers Sailing from the port of —— by the vessel ——

Bound to / Returning from	Adults		Children under 12		Infants under 2	Total
	Male.	Female.	Male.	Female.		
(a) Ports within the Presidency						
(b) Ports beyond the Presidency but within British India.						
(c) Ports in British Colonies. { As emigrants / As passengers						
(d) Do. French Colonies { As emigrants / As passengers						
(e) Do. Burma { As emigrants / As passengers						
(f) Do. Ceylon { As emigrants / As passengers						
(g) Do. Straits Settlements { As emigrants / As passengers						
(h) Other Ports { As emigrants / As passengers						
Total { As emigrants / As passengers						
Grand total						

N. B.—Details to be given of the several ports under each section.

6. The following are the subsidiary instructions proposed to be attached to the form :—

(*a*) Foot-notes should be added showing the number of passengers *other than Natives, e.g.*, Europeans, Eurasians, Africans, &c. These will generally be few and can be easily distinguished.

(*b*) Emigrants should as far as possible be separated from mere passengers, and French subjects from British subjects.

(*c*) Whenever passengers are allowed (1) to disembark at any port short of their ultimate destination as originally intimated, or (2) to purchase tickets on board the steamer instead of on shore, the necessary corrections in the lists originally furnished should be made by the Agents of vessels, and the officers concerned duly informed of the alterations effected.

(*d*) The *immediate* port of destination should alone be specified in the returns.

REPORT on the state of the Madras, Armeghon, Pulicat and Seven Pagodas Lights on the Coast of the Presidency of Fort St. George for the month of 188 .

NOTE.—To be completed with the information required and returned without delay.

Dates.	Name of Vessel.	Name of Light seen.	On what bearing approached.	Soundings, if taken.	Distance at which it was visible.	Whether clearly visible or not.	State of the weather.	Signatures of Commanders.

DEPUTY CONSERVATOR'S OFFICE,
MADRAS,
188 .

Deputy Conservator of the Port.

INSTRUCTIONS TO COMMANDERS.

PORT LIMITS.

The following have been declared under Section 6 of the Indian Ports Act, No. XII of 1875, to be the limits of the Port of Madras :—

To the North.—A line running due east from the pillar which marks the extreme north-western limit of the said port to (10) ten fathoms water ;

To the South.—A line running due east from the pillar which marks the extreme south-western limit of the said port to (10) ten fathoms water ;

To the East.—A line running from north to south and connecting the easternmost points of the two before-mentioned lines, defining the northern and southern limits of the said port ; and

To the West.—So much of the sea-shore between the northern and southern limits of the said port as is within (50) fifty yards of high water-mark, spring tides, and within the limits of the artificial harbour the space from the water's edge to the junction with the municipal road, the line of which will be marked by boundary stones.

NOTE.—All vessels anchoring inside of ten fathoms water will be consequently within port limits and liable to port-dues.

For the purposes of the Madras Harbour Trust Act II of 1886, the limits of the port are as above, except in regard to the western limit, which is as follows :—

To the West.—Within the limits of the artificial harbour a line marked by boundary pillars running from north to south and connecting the shore ends of the harbour groynes abutting on the municipal road, and without the limits of the artificial harbour a line running parallel to the water's edge between the northern and southern limits at 50 yards above high water-mark, spring tides ; provided that, between a line running due east from the military boundary pillar near Messrs. Parry and Co.'s office on the north and the mouth of the Cooum river on the south, the western limit shall be the water's edge itself.

PORT DUES (under revision)

Conservator of the Port. Notifn. No. 40 d 27-4-88.

In exercise of the powers conferred on him by Sections 8 and 47 of the Indian Ports Act, XII of 1875, His Excellency the Governor in Council is pleased to appoint the Madras Harbour Trust Board to be Conservators of the Port of Madras under Section 8 for the purposes of the said Act, and to keep the accounts of the Port Fund of the port aforesaid under Section 47. And this order shall have effect from and after the 1st June 1888.

Secs 36 of Act X of 89

Health Off. of the Port

... 1884) ... Ports Act, ... ointed the ... the health ... cise the ... said section

Overtime fees (under revision)

(Notifn. No. 12 d 2nd May 1888)

On Sundays and close holidays the Harbour Master & the Asstt Harbour Master shall be entitled to a fee, by way of personal allowance of Rs (10) ten Rupees &c.

Under revision G.O. 204 13-5-89

... ing within signal ... or within the limits ... pilot in charge ... known, or by ... p the signal ... (1), he shall ... pees.

Special rates (Sec. 31 of Act X of 89)

(Notifn. ... of 6 January 1892)

The Rt Hon'ble the Governor in Council of Fort St George hereby notifies that with the previous sanction of the Govt of India, Sec 38 of the Indian Ports Act No. XII of 1875 (Sec 31 Act X of 1889) has been extended to the port of Madras.

"52. (1) Every pilot in charge of a vessel shall require the number of the vessel of which he is in charge to be duly signalled as provided by the last foregoing section.

"(2) When on such requisition from the pilot to that effect, the master of a vessel refuses to hoist the number of a vessel, or to adopt such other means of making her name known as may be practicable and usual, the pilot may, on arrival at the first place of safe anchorage, anchor the vessel and refuse to proceed on his course until the requisition has been complied with.

"53. Any pilot in charge of a vessel who disobeys, or abets, within the meaning of the Indian Penal Code, disobedience to, any of the provisions of this chapter, shall be liable to a penalty not exceeding five hundred rupees, for each instance of such disobedience or abetment, and, in addition, shall be liable to dismissal from his appointment."

Time Signals.

(*a*) The semaphore on the Port Officer's flagstaff is dropped at 8 o'clock A.M. and 2 o'clock P.M. A gun is fired at noon and 8 o'clock P.M. (Madras time).

(*b*) When the semaphore does not happen to drop correctly, signal C.V.N.J. of the Commercial Code will be hoisted immediately and kept flying for half an hour.

Admission to General Hospital.

Sick Seamen.

Sick seamen and others are admitted into the General Hospital at Madras for treatment under an order from the Deputy Conservator of the Port.

Matters relating to Harbour Masters.

Gratifications to Harbour Masters.

Harbour Masters are forbidden to receive any gratification from masters of vessels or others with whom they are brought in contact while in the execution of their duty; any gratuity given to a pilot will, if brought to notice, lead to his instant dismissal.

Applications for Services of a Harbour Master.

(*a*) Applications for the service of a Harbour Master should be sent to the Deputy Conservator's office between the hours of 8 o'clock A.M. and 5 o'clock P.M., and the words "Application for a Harbour Master" should be written on the cover.

(*b*) The application for a Harbour Master from a vessel intending to proceed to sea on a Sunday or on any of the closed holidays authorized by Government, should be sent to the Deputy Conservator's office the day previous.

Delay in sending Harbour Master.

In the event of any delay having occurred in a Harbour Master being supplied to a vessel, an inquiry into the circumstances will be instituted on a report respecting the same being made to the Deputy Conservator of the Port.

Arriving within the Port with Ammunition, &c.

Without special permission first obtained from the Deputy Conservator, vessels having gunpowder, ammunition or other explosives in excess of 100 lb. weight on board shall not come inside the harbour of Madras until the excess quantity has been discharged, and no vessel inside the harbour shall take on board such excess quantity without such permission.

Shipment or discharge of gunpowder or other explosive is only permitted between sunrise and an hour before sunset, and then only in conformity with the provisions of Harbour Trust Bye-law, No. 21.

Approaching the Harbour Entrance.

The entrance of the artificial harbour is not to be approached by vessels nearer than 10 fathoms of water by night and 9½ fathoms by day, till the arrival of a pilot.

Particular Berths—Outside the Harbour.

For discharging Horses.

Vessels with a consignment of horses on board *intending to discharge them outside the harbour* shall anchor in not less than 7 fathoms of water with the Madras Lighthouse bearing west, or west by south. No vessel shall anchor to the southward of the former bearing.

For taking in or discharging Timber.

A vessel while discharging timber shall take up such berth as will enable her to do so on the beach set apart for the purpose between Casemodoo and the new boundary pillar and not elsewhere within the Port of Madras without the special permission of the Harbour Board.

Vessels taking in or discharging any other particular kind of cargo not hereinbefore mentioned shall take up such berths as may be assigned to them by the Deputy Conservator.

For keeping the Harbour Entrance clear.

Vessels remaining outside the harbour within the limits of the port are required to take up such a position that, whichever way they may swing, they will be quite clear of the entrance of the harbour.

For Sailing Vessels other than Dhonies.

Sailing vessels other than dhonies shall, in taking up a berth between the 1st January and the 14th April and between the 16th June and the 30th September within the limits of the port, anchor in not less than 8 fathoms of water.

From the 15th of April to the 15th of June and from the 1st of October to the 31st of December, no vessel which is not propelled by steam shall anchor in less than 9 fathoms of water.

Striking Yards and Masts.

From the 15th of April to the 15th of June, and from the 1st of October to the 31st of December, sailing vessels anchored within the limits of the port shall keep their top-gallant-masts struck.

Anchoring and Mooring.

Between the 1st January and the 14th April and between the 16th June and the 30th September and also during the prevalence of strong land winds and "north-westers," vessels inside the harbour shall be moored with not less than 45 fathoms of chain on the riding cable.

In the event of a vessel parting her riding cable, it is necessary for vessels inside the harbour to have a third anchor ready for letting go without delay, and to have all arrangements made for meeting such an emergency with readiness and despatch, as the consequences attending the parting of the riding chain may be most disastrous.

Stern Fast.

When a vessel is placed in moorings with a stern-fast, the commander of such vessel shall be prepared to slack away, without waiting for orders to do so, such stern-fast, *in time*, so as to allow the vessel to ride with her head to the wind whenever the strength of the wind is such as to render the same necessary, and he shall also cause a careful watch to be kept on the stern-fast at all times and especially at night. In slacking away the stern-fast, care must be taken to avoid colliding with any other vessel using a stern-fast.

Discharging Ashes, &c.

Ashes, clinkers and sweepings shall not be thrown overboard from vessels while in the Harbour.

Fires and Lights.

All spirits, oil, paints and spirits of turpentine or other inflammable substances on board vessels within the port shall be stored in a place of security.

Discharging or taking in Gunpowder or other Explosives.

In loading or discharging gunpowder, ammunition or other explosives in excess of 100 lb. in weight, the master or other person in charge of the vessel shall be responsible that tanned hides or wadmiltilts are laid over all portions of the vessel over which the barrels or cases pass, and also over all projections and on the platform in the hold: that a cushion (stuffed with white oakum) covered with leather is used for landing all barrels or cases upon, whether in the hold or on the deck: that the barrels or cases are carefully handled and stowed, and are on no account rolled over each other unless tanned hides are laid down for the purpose of protection: and after the gunpowder, ammunition or other explosives are stowed, the magazine and hatches leading thereto are properly secured and locked, and the key remains in his possession, until after the operation of discharging is completed, that the hides, heir cloths, &c., are removed and the hold or magazine is carefully cleaned out.

For the purposes of these rules, explosives shall be classified as follows, namely:—

Class 1, Gunpowder.	Class 5, Fulminate.
„ 2, Nitrate-mixture.	„ 6, Ammunition.
„ 3, Nitro-compound.	„ 7, Fireworks.
„ 4, Chlorate-mixture.	

When employed in shipping or discharging the explosives above mentioned, no person shall wear boots or shoes with iron or steel nails, heels or tips.

As a general rule in landing and depositing or taking on board such excess quantity, *no combustible stores shall be conveyed in the same boy with powder and ammunition.* In special cases, however, where combustible stores of an exceptionally safe description are forwarded with proper precaution as to their stowage and security, this restriction may be omitted.

Smoking and carrying lucifer matches on board lighters or boats conveying such gunpowder are strictly prohibited, and no fire will be allowed on board on any pretence whatever.

No fire is to be permitted in the barges, lighters or boats having on board or receiving such gunpowder or explosives.

Vessels, barges and boats having or taking on board such explosives are to be kept scrupulously clean and free from loose gunpowder.

No percussion caps, fuzes or other priming, by which gunpowder or other explosives may be exploded, shall be carried in a boat having such gunpowder or other explosives on board.

Discharging of Guns in Port.

(Section 27 of the Indian Ports Act, X of 1889.)

Whoever, without lawful excuse, discharges any "fire-arm" in my port subject to this Act, or on or from any landing place, pier, wharf, or quay, thereof, except a gun loaded only with gunpowder for the purpose of making a signal of distress, or for such otherpurpose, as may be allowed by the Local Government, shall, for every such offence, be punished with fine which may extend to fifty rupees.

Report of Casualties to Shipping.

(To be made in writing to the Conservator through the Deputy Conservator by the Master.)

Extract from Act V of 1883 (the Indian Merchant Shipping Act, 1883).

"Whenever any Magistrate, or any officer appointed by the Local Government in this behalf, receives credible information that—

(*a*) any ship has been lost, abandoned, stranded or materially damaged on or near the coasts of British India; or

(*b*) by reason of any casualty happening to, or on board of, any ship on or near those coasts, loss of life has ensued; or

(*c*) any ship has caused loss or material damage to any other ship on or near those coasts; or

(*d*) any such loss, abandonment, stranding, damage or casualty has happened elsewhere to, or on board of, any British ship, and any competent witnesses thereof have arrived or are to be found at any place in British India; or

(*e*) any British ship is supposed to have been lost, and any evidence can be obtained in British India as to the circumstances under which she proceeded to sea or was last heard of;

he shall forthwith report in writing the information to the Local Government.

"In the cases mentioned in clauses (*a*), (*b*) and (*c*), the master, pilot, harbour master, or other person in charge of the ship, or (where two ships are concerned) in charge of each ship, at the time of the loss, abandonment, stranding, damage, or casualty, and

in cases under clause (*d*), where the master of the ship concerned, or (except in the case of a loss) where the ship concerned, proceeds to any place in British India from the place where the loss, abandonment, stranding, damage or casualty has occurred, the master of the ship,

shall, on arriving in British India, give immediate notice of the loss, abandonment, stranding, damage or casualty to the nearest Magistrate, or, when he arrives at a port in British India, to the officer appointed as aforesaid at that port.

"Any person bound to give notice under this section and wilfully failing to give the same shall be punished with fine which may extend to five hundred rupees, and, in default of payment, to simple imprisonment for a term which may extend to three months."

Extinguishment of Fires.

(Section 28 of the Indian Ports Act X of 1889.)

If the Master of any vessel in which fire takes place while lying in any such port, wilfully omits to take order to extinguish, fire or obstructs the Conservator or the Port Officer, or any person acting under the authority of the Conservator or Port Officer, in extinguishing or attempting to extinguish the fire, he shall be punished with imprisonment which may extend to six months or with fine which may extend to one thousand rupees, or with both.

Vessel to be provided with Force Pump.

(Section 32 of the Indian Ports Act X of 1889.)

"(1) Every vessel exceeding the burden of two hundred tons and lying in any port to which this section has been specially extended shall be provided with a proper force-pump and hose and appurtenances, for the purpose of extinguishing any fire which may occur on board."

"(2) The Master of every such vessel who, having been required by the Conservator to comply with the provisions of sub-section (1), neglects or refuses, without lawful excuse, so to do for the space of seven days after such requisition, shall be punished with fine which may extend to five hundred rupees."

Searching for Lost Stores.

(Section 29 of the Indian Ports Act X of 1889.)

"(1) No person without the permission of the Conservator, shall in any port subject to this Act creep or sweep for anchors, cables or other stores lost or supposed to be lost therein."

"(2) If any person offends against the provisions of sub-section (1), he shall be punished with fine which may extend to one hundred rupees."

Removing Stones, &c.

(Section 30 of the Indian Ports Act X of 1889.)

"(1) No person, without the permission of the Conservator, shall in any port subject to this Act remove or carry away any rock, stones, shingle, gravel, or soil, or any artificial protection from any part of the bank or shore of the port; and no person shall sink or bury in any part of such bank or shore, whether the same be public or private property, any mooring-post, anchor or any other thing, or do any other thing which is likely to injure, or to be used so as to injure, such bank or shore, except with the permission of the said Conservator, and with the aid or under the inspection of such person, if any, as he may appoint to take part in, or overlook the performance of, such work."

"(2) If any person offends against sub-section (1), he shall for every such offence be punished with fine which may extend to one hundred rupees, and shall pay the expenses of repairing the injury (if any) done by him to such bank or shore.

Regulations respecting Lights.

All vessels of whatever rig or denomination, when under weigh or at anchor shall at night exhibit the lights ordered under the order of Her Majesty in Council, dated August 11th, 1884, and, when moored in the harbour, shall further exhibit "where it can best be seen, but at a height not exceeding 20 feet above the hull, a bright white light, in a globular lantern not less than 8 inches in diameter, and so constructed as to show a clear, uniform and unbroken light, visible all round the horizon at a distance of at least one mile."

Bad Weather Arrangements.

During the prevalence of suspicious or threatening weather, the Commander of every vessel within the limits of the port is required to attend to the following directions:—

(*a*) Not to be absent from his vessel between sunset and sunrise.

(*b*) To keep his vessel prepared in every respect to proceed to sea at short notice.

(*c*) To leave the harbour without waiting for instructions to do so, should he deem such a course prudent.

(*d*) On the hoisting of the Danger Signal, to take such other measures for securing the safety of his vessel as he may consider requisite, as no further instructions on that point will be furnished by the Port authorities. Should his vessel be inside the harbour, he is to proceed outside at once on this signal being hoisted without waiting for the special signal to do so.

(*e*) In the event of wreck occurring, should it be observed that the rocket apparatus is not at once forthcoming, a line should be *immediately* sent on shore from the vessel by some kind of buoy, or other handy means, to which the tail block and double line will be attached by those on shore or signals made, if possible, as to what other steps should be carried out.

Inattention to Directions of the Conservator.

(Clause (2), Section 8, of the Indian Ports Act X of 1889.)

"If any person wilfully and without lawful excuse refuses or neglects to obey any lawful direction of the Conservator after notice thereof has been given to him, he shall, for every such offence, be punished with fine which may extend to one hundred rupees, and with further fine which may extend to one hundred rupees for every day on which after such notice as aforesaid, he wilfully and without lawful excuse continues to obey the direction."

APPENDIX I.

Cargo Boats, &c.

The maximum rates of boat and catamaran hire, and the amount of goods and number of passengers which constitute a boat load, as sanctioned by Government under Act IV of 1842, are specified in the annexed Schedules A and B.

Note.—In this connection attention is drawn to section 7, Madras Act IV of 1842, which runs as follows:—

"If any boat be loaded with passengers or cargo beyond the number and quantity specified in the license granted to such boat, the tindal of such boat shall be liable to a fine not exceeding 5 rupees, on conviction before a Justice of the Peace, for every such surplus passenger and for every candy weight of such cargo beyond such specified quantity, and the owner of such boat shall be liable to a fine of 50 rupees, on conviction before a Justice of the Peace, for every such surplus passenger or surplus candy weight of cargo. And every person, other than the tindal or owner, who shall be guilty either as principal or accessory of the like offence of overloading any boat, shall be liable to a fine of 10 rupees, on conviction before a Justice of the Peace, for every such surplus passenger or surplus candy weight of cargo."

Large pier boats shall not carry more than the ascertained quantity of goods according to their size and measurement as expressed in the licenses granted under Act IV of 1842, section 2, the tonnage being calculated on the same scale as specified for masula boats in the annexed schedule.

Passengers may be carried in the pier boats only in cases of emergency and then in such numbers as the Deputy Conservator may decide.

No boats shall remain alongside a ship after 6 P.M. if ordered to return by the Deputy Conservator, and commanders of vessels are prohibited from forcibly detaining boats after that hour.

Boatmen and catamaranmen shall not be compelled nor permitted either to work on board any vessel within the port or to receive more passengers or cargo than is laid down as a boat-load in the accompanying schedule.

Any irregular practices among the crew of boats or catamarans shall be brought to the notice of the Deputy Conservator.

Communication with the shore through the surf in a ship's boat is prohibited.

Under the provisions of Madras Act II of 1873, section 2, the number of passengers and the quantities of goods which shall constitute a boat-load within the meaning of section 6 of Act IV of 1842 (the Madras Boat Act) are declared to be as follows:—

SCHEDULE A.

Articles composing a Masula Boat-load.

Articles.	Packages.	Fair weather.	Remarks.	Articles.	Packages.	Fair weather.	Remarks.
I.—Goods taken by Weight or Measurement. *These Articles are computed at 2 tons to a boat-load, either for shipment or landing.*				Carpets	Bales ..	4	
				Catch	Bags ..	25	
				Carriages	No. ..	1	
				Camphor	Tubs ..	8	
				Do.	Boxes ..	12	
All articles contained in case or boxes.	....	100 cubic feet measurement.		Cotton	Bales ..	10	Between 300 and 400 lb. each.
				Do. loose ..	Bags ..	16	
Almonds ..	Bundles ..	10	Large.	Coriander seeds ..	Bundles ..	20	
	Do. ..	20	Small.	Cotton seeds ..	Bags ..	15	
Aniseed	Do. ..	20		Champagne ..	Cases ..	100 cubic feet.	
Beer	Hogsheads.	6					
Do.	Barrels ..	12	¼ dozen quarts, each.	Codjoor nuts ..	Bundles ..	12	
	Do. ..	12	6 dozen pints, each.	Cocoanuts ..	With husk.	1,000	
Do.				Do. ..	Without husk.	1,500	
Benjamin	Bundles ..	60					
Do.	Cases ..	12		Coprah	Bags ..	25	
Biscuits	Bags ..	30		Chesecoy	Bundles ..	20	
Boat oars	No. ..	100			Bags ..	20	
Butts (containing liquors).	Do. ..	3		Chillies	Cases ..	10	
				Cloth, country ..	Bales ..	6	
Beef	Tierces ..	8		Coffee	..	12½ tons.	Of 18 cwt. both in cases or bags.
Canvas	Bales ..	4					
Crackers from China.	Boxes ..	12		Cinnamon	Cases ..	16	

Articles composing a Masula Boat-load—*cont.*

Articles.	Packages.	Fair weather.	Remarks.
Coir	Large bundles.	30	
Do.	Small do.	60	
Do.	Bundles	30	Small.
Do.	Do.	6	Large.
Do.	Do.	8	Small.
Choya root	Do.	12	
Cochineal	Bales	10	
Cow tails	Bundles	20	
Dates	Do.	10	
Drugs	Do.	16	
Do.	Bags	40	
Eating leaves	Bundles	20	164 lbs. each dead weight.
Flour	Bags	15	220 lbs. do.
Do.	Sacks	15	220 lbs. do.
Do.	Barrels	10	Measurement.
Fish, salted	Bundles	20	
Grain	Bags	25	
Gunny	Bales	6	Say 1½ tons weight of 20 cwt.
Do.	Bundles	8	
Gunpowder	Barrels	30	100 lbs. each.
Galangal	Bundles	20	
Gin, Holland	Cases	30	15 flasks to each.
Ginger	Bags	25	
Gun Carriage	No.	1	Complete.
Glue	Bags	16	
Do.	Cases	8	
Glassware	Hogsheads.	3	
Do.	Crates	4	
Hay	Trusses	10	
Hemp	Bales	10	
Hemp rope	.....	2 tons.	20 cwt. to a ton.
Horns	No.	1,500	
Hides	Bales	8	
Do.	Bundles	6	
Hides, green	Bags	20	
Handkerchiefs, country.	Trunks	12	
Ham	No.	125	
Indigo	Chests	10	
Do.	½ Chests	15	
Jaggery	Bundles	20	
Do.	Bags	25	
Jute	Bales	10	
Leaguers	No.	3	
Liquors	Cases	50	1 dozen.
		25	2 do.
		20	3 do.
		15	4 do.
Myrobalans	Bags	25	
Do.	Half bags	50	
Do.	Packets	100	
Nuts	Bags	25	
Nutmeg	Do.	20	
Onions	Basket	30	
Oil	Tins	30	15 gallons in each tin, 216 gallons to a ton.
Palanquin	No.	1	
Piece-goods	Bales or cases.	2 tons.	Of 50 cubic feet.
Pumpkins	No.	100	Large.
Do.	Do.	250	Small.
Puncheons (containing liquor).	Do.	4	
Pipes do. do.	Do.	3	
Do. do. do.	Half	6	
Potatoes	Baskets	30	
Piano forte	No.	1	
Potatoes	Bags	20	
Pickles of sorts	2 Tons	100 cubic feet.	
Pork	Barrels	25	
Plums	Bundles	20	
Pepper	Do.	20	
Paints	Bags	20	

Articles.	Packages.	Fair weather.	Remarks.
Roots	Bags	20	
Do.	Bundles	8	
Rattans	.....	250	
Reapers	No.	60	
Rice	Do.	25	
Skins	Do.	16	
Do.	Bales	5	
Sharks' fins	Bundles	3	
Soapnuts	Bags	25	
Spices of all sorts	Bundles	10	Large.
Do.	Do.	20	Small.
Staves	Packs	25	
Sulphur	Bundles	15	
Do.	Barrels	10	
Stick lac	Do.	12	
Do.	Bundles	25	
Do.	Cases	12	
Sugar	Bags	25	
Do.	½ Bags	40	
Do.	Casks	4	
Sugarcandy	Do.	12	
Do.	Tubs	25	
Do.	½ Tubs	50	
Silk	Bundles	10	
Tents	Sets	6	
Tamarind	Bundles	15	
Turmeric	.....	1½ tons.	Weight.
Tobacco	Bundles	15	
Tea	Chests	25	
Twine, country	Bundles	25	
Water	Casks	4	250 gals. to ton.

II.—Dead Weight.

Computed at 1½ tons to a boat-load.

Articles.	Packages.	Fair weather.	Remarks.
Ammunition, Snider.	Boxes	30	
Arm chest	No.	8	
Anchor	Do.	1	
Asphalte	Casks	10	
Blackwood	Logs	1½ ton.	
Cements	Casks	10	
Coals	.....	1½ ton.	
Copper	Cases	3	
Do.	½ Cases	6	
Guns, Iron or Brass.	3 Pounders.	3	
Do. do.	4 or 6 Pounders.	2	
Do. do.	9 Pounders.	1	
Gold lace	Cases	30	
Japan	Chests	10	
Lead sheets	Rolls	4	
Metals of all kinds.	Packages	1½ ton.	
Nails	Do.	1½ do.	
Paints	Do.	1½ do.	
Pitch	Barrels	10	
Powders of sorts, country.	Bundles	15	
Quicksilver	Packages	1½ ton	
Red lead	Do.	1½ do.	
Redwood	Pieces	2 do.	
Salt	Bags	25	
Saltpetre	Do.	25	
Steel	Tubs	20	
Shells	13 Inches	20	
Do.	10 or 8 inches.	100	
Do.	5½ do.	150	
Do.	4½ do.	300	
Shot	24 Pounders	150	
Do.	18 do.	200	
Do.	12 do.	300	
Do.	9 do.	400	
Do.	8 do.	500	
Treasure { Gold / Silver / Copper.	..	1 ton	Weight.
Tar	Barrels	10	
Tin	Packages	1½ ton	
Zinc	Cases	3	
Do.	½ do.	6	

Articles composing a Masula Boad-load—*cont.*

Articles.	Packages.	Fair weather.	Remarks.
III.—Miscellaneous Articles.			
Bullocks	No.	2	
Cow and calf	Do.	1	
Firewood: Ramiapatam	Do.	500	Large.
Do.	Do.	0	Small.
Cundarungam.	Do.	664	
Checurucottah.	Do.	2,000	
Alumbaray	Do.	2,000	
Kistnapatam	Do.	1,000	
Alepanum	Do.	100	
Cuddalore	Do.	1,500	
Acheedandoa	Do.	2,000	
Rangoon	Do.	2,000	
Ghee and Oil	Dubbers	25	
Horse	No.	1	
Linseed Oil, country.	Jars	20	
Loose Oakum	Bundles	..	Whatever quantity can be stowed conveniently.
Peeul weights of all kinds.	Peculs	50	
Pigs	No.	15	
Ponies	Do.	20	
Poultry	Baskets	..	Any quantity that can be stowed conveniently.
Sand, ballast	Tons	2	
Seed, cocoanut	No.	200	
Sheep	Do.	7	
Lower standards	Do.	40	
Middle do.	Do.	60	Telegraph stores.
Upper do.	Do.	70	
Sockets	Do.	30	
Cross feet	Do.	250	
Wire	Bundles	35	
Tarpaulin	No.	30	

N.B.—During foul weather or rough surf, 25 per cent. less to be carried in cases of all articles mentioned in this schedule: and, *when working to or from the pier*, during fine weather and smooth sea, an addition of 50 per cent. may be carried with permission from the Assistant Port Officer.

Number of Adult Passengers composing Masula Boat-load.

Europeans	12 persons.
Natives	15 do.

N.B.—Two children to be considered equal to one adult.

Goods.—Large Pier Boats shall carry the ascertained practicable quantity of goods according to their size and measurement as expressed in the licenses granted under Act IV of 1842, section 2, the tonnage being calculated on the same scale as fixed above for Masula Boats.

Passengers.—Passengers are not to be carried in the Pier Boats excepting in cases of emergency, and then only in the proportion of one adult to a ton.

Under the provisions of section 1, Act IV of 1869 (Madras), the following maximum rates have been prescribed for the hire of boats and catamarans employed in the Madras Roads:—

SCHEDULE B.

Maximum Rate of Boat and Catamaran Hire for the Port of Madras to and from Ships of all descriptions lying at anchor in the outer roadstead of the Port of Madras.

Accommodation Boat.

	Rs.	A.	P.
Ordinary trip	3	8	0
Trip beyond 9 fathoms	5	0	0
Trip in foul weather	6	0	0
Transhipment	1	0	0

Common Boats.

	To Vessels in 4 fathoms or upwards. Rs.	A.	P.	To Native Craft under 4 fathoms. Rs.	A.	P.
Ordinary trip *	2	8	0	1	8	0
Trip beyond 9 fathoms *	3	8	0	..	..	..
Transhipment	1	8	0	1	8	0
Trip in strong current or foul weather *	3	8	0	2	8	0
Do. beyond 9 fathoms *	5	0	0	..	..	..
Ballast trip *	2	12	0	1	10	0
Do. beyond 9 fathoms *	3	12	0	..	..	..
Water trip (from the beach)	3	0	0	0	0	0
Do. beyond 9 fathoms	5	0	0	..	..	..

* 8 Annas less if proceeding to or from the P[illegible]

Large Pier Boats.

	Rs.	A.	P.	
Ordinary trip, at the rate of	1	0	0	per ton.
Trip beyond 9 fathoms, additional	0	8	0	do.
Transhipment do.	0	12	0	do.
Trip in strong current or foul weather	1	8	0	do.
Trip beyond 9 fathoms	2	4	0	do.
Water trip	1	8	0	do.
Do. beyond 9 fathoms	2	4	0	do.

Sundry Charges.

	Rs.	A.	P.
Coolies employed for weighing anchors, each man	1	0	0
For tarpaulin, each trip	0	4	0
Hire of four casks to contain 500 gallons of water (2 tons) for one trip	0	9	5
For filling casks at the waters edge	0	9	0

NOTE.—A Government charge of 2 annas a ton for water is likewise levied.

If supplied from the Pier end.

	Rs.	A.	P.
Boat hire	2	8	0
Hire of four casks, at 3 annas each	0	12	0
Water, 2 tons, at 8 annas per ton	1	0	0
	4	4	0

Jolly Boats.

	Rs.	A.	P.
Ordinary trip	2	0	0

Small Catamarans.

	Rs.	A.	P.
Ordinary trip	0	8	0
Trip in foul weather or beyond 9 fathoms	1	0	0
Catamaran for rafting timber for one day	1	8	0

Large Catamarans.

		Rs.	A.	P.
Large Catamaran hire, ordinary size, of 16 logs, per trip ..	..	10	0	0
Do.	Coolies per trip, for each man ..	0	8	0
Do.	large size, of 22 logs, per trip	15	0	0
Do.	Coolies per trip, for each man	0	8	0

The above rates to apply to boats working to and from the Beach, between Clive's Battery and Parry and Co.'s office.

Extra Hire.	Accommodation Boat.			Common Boat.			Catamaran.			Large Catamaran.		
	Rs.	A.	P.	Rs.	A.	P.	Rs.	A.	P.	Rs.	A.	P.
Trip between 6 and 8 P.M.	1	12	0	0	12	0	0	2	6	..		
Do. do. 8 P.M. and 5 A.M. ..	3	8	0	1	8	0	0	5	0	..		
Do. do. Parry and Co.'s and Marine Villa ..	1	8	0	1	8	0	0	5	0	..		
Do. do. Marine Villa and Adyar ..	2	0	0	2	0	0	0	8	0	..		
Do. north of Ráyapuram ..	1	8	0	1	8	0	0	5	0	..		
For every hour, or portion of an hour beyond the first, a Boat or Catamaran is detained alongside, or on shore night or day ..	0	12	0	0	12	0	0	5	0	..		
Detention for each hour	..			..			..			2	0	0
For the coolies for every hour, each man	..			..			..			0	2	0

TO AND FROM SHIPS OF ALL DESCRIPTIONS LYING AT ANCHOR WITHIN THE MADRAS HARBOUR.

Accommodation Boat.

	Rs.	A.	P.
Ordinary trip	2	0	0
Transhipment	0	2	0

Common Boats.

	Rs.	A.	P.
Ordinary trip *	1	8	
Transhipment	1	0	
Ballast trip	1	12	0
Water trip (from the beach)	2	0	0

Large Pier Boats.

	Rs.	A.	P.
Ordinary trip per ton	0	12	0
Transhipment do.	0	8	0
Water trip	1	0	0

Water if supplied from the Pier by Common Boats.

	Rs.	A.	P.
Boat hire	1	8	0

Jolly Boats.

	Rs.	A.	P.
Ordinary trip	1	0	0

Small Catamarans.

	Rs.	A.	P.
Ordinary trip	0	5	0

* 8 annas less if proceeding to or from the pier.

APPENDIX II.

BYE-LAWS MADE BY THE HARBOUR TRUST BOARD.

The following Bye-laws made by the Harbour Trust Board, Madras, under section 70 of Madras Act II of 1886, and approved by the Governor in Council, are published for general information*:—

1. The working hours on the Madras Pier and beach, and everywhere within the precincts of the Madras Harbour premises, shall be from 6 A.M. to 6 P.M. every day, Sundays and public holidays (as observed by the Chamber of Commerce) excepted.

2. In cases of emergency and with the special permission of the Chairman, Harbour Trust Board, and the Collector of Sea Customs previously obtained, landing and shipping may be carried on upon Sundays and holidays and after regular hours.

3. Harbour dues on goods shipped or landed, together with all cooly hire and charges for carrying, packing and storing, and all godown or ground rent payable under these bye-laws, shall be charged at the rates fixed by the Board under the provisions of Act II of 1886, and such dues on all goods, whether exports or imports, shall be paid previous to the removal of the goods from the harbour premises to such person as the Board may depute to receive and grant receipts for the same. All applications for export or import of goods must be on, or must be accompanied by, forms approved by the Board and in use for the time being, and such forms must in all cases be correctly filled in and signed by the owner, exporter or consignee of the goods or his agents.

4. All goods landed at the Port of Madras shall be moved from the place or places where the same may be landed to the place or places set apart for the reception thereof by some person or persons authorised in that behalf by the Board, who shall in due course deliver the same to the consignees upon payment by the consignees of all costs and charges of receiving and of so moving such goods and of delivering the same, including all costs, charges and expenses of counting, sorting and weighing, and other costs, charges and expenses whatsoever incurred or payable under the directions, and with the sanction of the Board.

5. All coolies or porters employed under the Trust for the purpose of working cargo on the pier or beach, or in the Custom house or elsewhere wheresoever within the precincts of the harbour premises, shall wear a distinctive badge, and no such person shall be allowed to work as a cooly or porter within such precincts without such badge.

6. All necessary documents must be produced by shippers or consignees or their agents at the time of the shipping or landing of goods to the person or persons authorised by the Board to call for and inspect the same whenever required by him or them.

7. Three days' grace from date of landing will be allowed for the removal of all cargo free of godown or ground rent; after that, godown or ground rent, as the case may be, will be charged at the rates fixed by the Board under the provisions of Act II of 1886.

8. Coal and patent fuel shall be landed only at such place or places as may be approved by the Board for that purpose from time to time. Importers desiring to store the same within the limits of the Harbour Trust premises must apply to the Secretary of the Board for such space as may be required for that purpose, and such applications will be granted by the Board at their discretion, when ground is available for that purpose, on such terms as the Board shall see fit, and rent will be payable for the plots so assigned at the rate fixed by the Board under the provisions of Act II of 1886.

9. Timber or firewood shall not be discharged from any vessel lying inside the harbour, except into boats or lighters, under a penalty upon conviction before a Magistrate not exceeding Rs. 50 for each offence.

10. Timber of all descriptions and firewood shall be landed only at such places as may from time to time be assigned or set apart by the Board for that purpose, under a penalty upon conviction before a Magistrate not exceeding Rs. 50 for each offence.

11. Excepting ships' boats, no boat, lighter, raft, catamaran, or other vessel whatsoever for the conveyance by water of human beings or property, will be allowed to approach or lie alongside of the beach, or any wharf, pier or dock within the limits of the harbour premises, without a license from the Harbour Trust Board in that behalf, under a penalty upon conviction before a Magistrate not exceeding Rs. 20 for each offence; applications for such licenses shall be made to the Secretary of the Board.

* *Vide* Notifications in the *Fort St. George Gazette*, dated Ootacamund, 5th August and 26th August

12. Smoking, or the use of fire or naked lights on the pier or any jetties, or in or near any godown or enclosure or open space used for the time being for the storage of goods within the precincts of the harbour premises, is strictly prohibited; and any employé of the Harbour Trust Board is empowered to stop any person so smoking or put out such fire or naked lights, and all persons so smoking or lighting or using such fire or naked lights shall be liable to a fine not exceeding rupees one hundred for each offence.

13. The pier ladders will be available for the use of passengers and others, weather permitting, from 5 A.M. to 9 P.M.

14. All boats and other craft must lie clear of the pier ladders, under a penalty upon conviction before a Magistrate not exceeding Rs. 20 for each offence.

15. No boats, lighters, or rafts will be permitted to lie alongside of, or make fast to, the pier except when loading or unloading or for the purpose of taking off or landing passengers or baggage, under a penalty upon conviction before a Magistrate not exceeding Rs. 20 for each offence.

16. Crews must remain in their respective boats and lighters when alongside the pier, and must obey the orders and directions of the Traffic Manager or his Deputy, under a penalty upon conviction before a Magistrate not exceeding Rs. 20 for each offence.

17. Mooring buoys will be provided and maintained off the pier, and all boats, lighters, and other craft must make fast thereto when ordered to do so by the Traffic Manager or his Deputy, and not approach the pier or pier ladders until permitted to do so under a penalty not exceeding rupees twenty in each instance.

18. Lighters, boats and rafts must be securely moored at a distance of not less than one hundred yards from the pier when afloat and unemployed, and will not be permitted to make use of the Harbour Trust mooring buoys around the pier except with the permission and under the direction of the Traffic Manager or his Deputies, under a penalty upon conviction before a Magistrate not exceeding Rs. 20 for each offence.

19. No lighters, boats or other craft shall be brought ashore or beached for the purpose of repair except at such place or places as may be assigned and pointed out by the Traffic Manager or his Deputies for that purpose, under a penalty upon conviction before a Magistrate not exceeding Rs. 20 for each offence.

20. The public will be admitted to the pier when no traffic or work is going on. At all other times the Board reserve to themselves the right of excluding the public, and only those persons will be allowed upon the pier who have business to transact on the pier, or require to pass over it for purposes of embarking or landing.

21. No package containing gunpowder or other explosive shall be landed within the limits of the Port of Madras without permission first obtained from the Collector of Sea Customs and from the Chairman, Harbour Trust Board, or, in his absence, from the Secretary of the Board, and no gunpowder or other explosive shall be landed within five hours of such application being so made to the said Chairman or Secretary if made between the hours of 6 A.M. and 11 A.M., or within two hours of such application being made if made between the hours of 11 A.M. and 4 P.M., or within fifteen hours of such application being made if made after 4 P.M., except and unless the said Chairman or Secretary shall have first expressly sanctioned the earlier landing thereof, and in the landing thereof all rules or directions from time to time made or given by the Board or by the said Chairman or Secretary to ensure safety shall be rigidly adhered to and observed, under a penalty upon conviction before a Magistrate not exceeding Rs. 100 for each offence.

APPENDIX III.

QUARANTINE RULES.

(*Vide* G Os., No. 280, dated 24th May 1879, and No. 360, dated 4th July 1879).

APPENDIX A.

The following Rules for the medical inspection of vessels have been issued, for the guidance of Port Officers, Pilots, and Medical Officers of Ports, by the Government of Madras, with the previous sanction of the Governor-General in Council, with effect from the 1st June 1879, in the port of Madras:—

I.—The master of every vessel on board of which there is, either among the passengers or crew, any case of cholera, small-pox, or other epidemic disease common in India, shall report such case or cases to the pilot or other boarding officer, or if the vessel be at anchor within port limits when such disease first breaks out, shall hoist a signal, which shall be, during the day, flag R of the Commercial Code at the main, and, during the night, two white lights, one over the other, at the fore.

This is a square red flag with a yellow St. George's Cross.

II.—The Port Officer, having received information from the pilot or other boarding officer, or by signal, that any case of such disease is on board, shall communicate the information to the Health Officer of the Port.

III.—The Health Officer, as early as possible after receipt of this information, shall inspect the vessel, and more especially its sanitary condition; shall inquire into the circumstances attending the case or cases of the said disease; and shall arrange for the conveyance of all persons suffering from such disease to a hospital, unless the sick person or his friends can make adequate provision elsewhere.

IV.—The latter part of Rule No. III is, however, not to be enforced in the case of passengers bound for an onward port, unless under the clearest necessity; and of every such case a special report, explaining the reasons for the action taken, must be submitted to the Government.

V.—Where the disease or diseases in question are limited to one or two cases, the vessel shall not be prohibited from taking up the usual place of anchorage in the harbour, nor shall the passengers be detained on board pending the inspection of the Health Officer; but the master of the vessel shall be held responsible that no passenger suspected of having such disease is allowed to depart before this inspection.

VI.—Where cases have been more numerous than one or two, or when, from their occurring on pilgrim or emigrant ships, or for other special reasons, further precautions may be deemed advisable, the vessel shall anchor in the place appointed for the purpose; and none of the passengers shall be allowed to leave until the Health Officer has made his inspection.

The anchorage in the south-west monsoon shall be in 9½ fathoms with the northern boundary pillar bearing west ¼ N., and in the north-east monsoon in 9½ fathoms with the South Beach Ice House bearing W.S.W.
Or such other position as may be ordered by the Deputy Port Officer.

VII.—Vessels coming under this last rule shall be thoroughly cleansed and fumigated under the directions of the Health Officer. In the case of small-pox, it shall also be his duty to vaccinate or have vaccinated all those on board who appear to require this protection and are willing to accept it.

(*Vide* G.Os., No. 280, dated 24th May 1879, and No. 583, dated 29th October 1879).

APPENDIX B.

In exercise of the power conferred by Act I of 1870, the following Rules for quarantine against plague, yellow fever, or some fatal epidemic not ordinarily prevalent among Indian populations have been made by the Government of Madras with the previous sanction of the Governor-General in Council:—

I.—The commander of every vessel, including buggalows or other native craft arriving from a port where plague, yellow fever, or some fatal epidemic not ordinarily prevalent among Indian populations, prevails, shall, before entering the harbour, indicate by signal the port from which such vessel has come.

II.—Such commander shall not, without having first obtained permission as hereinafter provided, allow any communication either with the pilot boat, except orally, or with the shore, or with any other vessel or boat in the harbour.

III.—Immediately on the signal of such arrival being made, the Health Officer of the Port shall go alongside the vessel and ascertain by inquiry from the commander whether any person on board is then suffering, or has during the voyage suffered, from plague, yellow fever, or some fatal epidemic not ordinarily prevalent among Indian populations; and if such officer is satisfied by such inquiry that no such case has occurred, he shall by writing under his hand, to be delivered to the commander, permit free communication between such vessel and the shore and with other vessels and boats in the harbour.

IV.—If the Health Officer shall have reason to believe that any such case has occurred, he shall direct the commander to take the vessel to the quarantine anchorage duly appointed and notified by Government, there to remain for the space of fifteen days from the day of arrival in the harbour or from the date of the occurrence of the latest case of illness, and shall further direct the commander to prohibit during the said fifteen days all communication, except such as is hereinafter provided for, between such vessel and the shore, or other vessels or boats in the harbour. The Health Officer may further direct the removal of so many of the passengers and crew as may not be suffering from sickness, and whose services may not be required on board the ship, to such particular spots as may, from time to time, be fixed upon by the Local Government as places of quarantine, there to remain for a space of fifteen days, or, in the event of the occurrence of a case of sickness, for a space of fifteen days from the date of the occurrence of the last case.

V.—Any mails or cargo which may be brought by any vessel so arriving shall be landed under such precautions as may be deemed necessary by the Health Officer to prevent the spread of the disease.

VI.—It will be the duty of the Deputy Conservator of the Port to facilitate the conveyance to the vessel in quarantine of all supplies of provisions, stores, and other articles required by those on board. These supplies should be placed on the boats of the vessel, to be subsequently removed by members of her crew.

APPENDIX IV.

Port Signals.

The following are the established signals of the Port Department of Madras (section 70, Act X of 1889):—

[The Flags specified belong to the Commercial Code.]

Ordinary Day and Night Signals.

(*a*)	Boat Muster Flag	A square blue Flag with four parallel red bars running acrosswise.
(*b*)	Quarantine Flag	R.
(*c*)	When the state of the surf renders communication with the shore dangerous.	Flag M.
(*d*)	When the surf is impassable ..	Flag K.
(*e*)	In case of fire (by ship) ..	By day—The red Ensign hoisted *union* downwards at the *Main*. By night—One *red* light at *Main*.
(*f*)	In case of parting riding cable (by ship).	By day—Flag B hoisted *over* the red Ensign *union downwards* at *Main*. By night—Two *red* lights at *Main* hoisted vertically.
(*g*)	In case of stern fast (by ship).	By day—Flag J *under* the red Ensign at peak. By night—One red over one white light at peak.
(*h*)	In case of any other emergency or duties (by ship).	By day—Red Ensign union *downwards* at peak By night—One white light over one red light at peak.
(*i*)	For a doctor (by ship) ..	By day—Flag H at *Main*. By night—One white light—one red light—one white light hoisted vertically at *Main*.
(*j*)	For a police boat (by ship) ..	By day—The Union Jack hoisted under the red Ensign at peak.
	See G.O., No. 568, dated 23rd Nov. 1883.	By night—Three white lights hoisted *vertically* at peak.
(*k*)	For an accommodation boat (by ship).	By day—Flag D at *Main*. By night—Three white lights hoisted *horizontally* 4 feet apart at peak.
(*l*)	For a catamaran (by ship) ..	By day—Flag G at Main. By night—Two white lights hoisted *horizontally* 4 feet apart at peak.
(*m*)	General recall for boats ..	Flag S at Port Office Flagstaff.
(*n*)	Vessels about to leave the harbour.	To hoist Flag N at the Fore.
(*o*)	Vessel about to enter the harbour.	To hoist Flag F at the Fore.
(*p*)	To signify a death having occurred on board and while a dead body remains on board.	The ship's Ensign and House Flag half-mast between sunrise and sunset. One red light at the Ensign staff at night *hoisted half-way*.

Storm Signals.

Bad Weather or Warning Signal.

Day.—A ball.
Night.—Three white lights arranged in a vertical line.

Note.—This signal indicates that a cyclonic storm has formed which would probably advance to the part of the coast on which the port is situated, but is still at a considerable distance from it.

Danger Signal.

Day.—A drum.
Night.—Two white lights arranged in a vertical line.

Note.—This signal indicates that a storm is approaching that part of the coast on which the port is situated and will shortly cross it; and on its being hoisted, seven guns will be fired from the Salient of the North East Demi-Bastion of Fort St. George, with an interval of five minutes between each gun.

Direction of the Storm.

(a) Will be indicated by the warning or danger signal being hoisted at the northern or southern arm of the Port Flagstaff according as the storm is expected to strike the coast to the north or south of the Port.

(b) When the storm is expected to pass over the port, these signals will be hoisted at a gaff attached to the Flagstaff.

Intensity of the Storm.

Will be indicated during daylight by additional balls of half the size of the ball used as a warning signal being hoisted to the same yard-arm as the warning or danger signal, but between it and the flagstaff, in the case of a storm to the North or South of the port, and by these balls being hoisted *over* the warning or danger signal when the storm is expected to pass over the port; thus one small ball will indicate a storm of slight intensity, two balls a storm of considerable intensity.

Signal to leave the Harbour.

A small ball hoisted under the day warning or danger signals, and a red light at night at the opposite yard-arm to that at which the warning or danger signal may be displayed, will indicate that vessels are to leave the harbour at once.

WRECK SIGNALS.

From Port Office Flagstaff—

By day.—A cone apex downwards.

By night.—A red light at the mast head of the Flagstaff.

By Fort—

Two guns fired in quick succession from Saint George's Bastion, which will be twice repeated at intervals of three minutes.

Land & Port Officer.

Notification

Under the provisions of Section 6(2) of the Madras Port Act X of 1889, His Excellency the Governor in Council ~~hereby~~ ~~is pleased~~ the following Port Rules for the Port of Madras which will come into force from and after the ~~first~~ day of ~~August~~ , 1889.

By Order
Captain Hunter
Presidency Port Officer.

Heading.

Port Rules

No. G / 187 19

PRESIDENCY PORT OFFICE,
Madras, 9th May 1889.

FROM

THE PRESIDENCY PORT OFFICER,

MADRAS,

TO

THE CHIEF SECRETARY TO GOVERNMENT,

MARINE DEPARTMENT,

FORT ST. GEORGE.

SIR,

In accordance with the instructions contained in G. O No 145, dated the 9th April 1889, I have the honor to submit revised proofs of the draft Port Rules and Instructions to Commanders. A draft Notification is attached to the Rules.

2. A few alterations and additions — approved by the Advocate General — have been added both to Rules and Instructions.

The additions to the Rules are those referring :—

(a) to the embarking and debarking of Native Passengers;

(b) to the employment of persons engaged in cleaning or painting Vessels;

(c) action to be taken by Masters in case of sickness or death.

In the Instructions a paragraph has been added respecting "Bad Weather Arrangements" and the penalty attached to inattention to the directions of the Conservator.

Appendix IV has also been slightly modified to meet present requirements.

3. Should the Instructions as they now stand be approved, I beg that permission may be accorded to their being brought into use as soon as possible.

4. Pending the decision of Government in respect to the Port Dues to be levied at Madras under Act X of 1889, no alteration has been made in the clause in the Instructions relating to Port Dues.

20

I have the honor to be,

Sir,

Your Obedient Servant,

H. Abbot

Captain H. M. S. Mr.
Presidency Port Officer

(188) DEPARTMENT.

From

THE PRESIDENCY PORT OFFICER,
Madras,

To

THE CHIEF SECY. TO GOVERNMENT,
MARINE DEPARTMENT,
Fort St. George.

No.

Dated }
Received }

No.

Subject.

Lo[illegible] 21 DEPARTMENT

C No. 462

From The P.P.O.

Dated 188 .

FOR ORDERS.

Revised Port Rules and Instructions to Commanders for the Port of Madras were first submitted by the P.P.O in his letters of 13th Feb & 16 Mar 1888. They were returned for revision with a Memo. of remarks & instructions on 25-7-88. In Aug(?) '88 the P.P.O subm^d a revised draft of his rules &c, & in G.O. [illegible] of 13-7-89 these were ref^d to the Advo. Genl. for consideration. The A.G. thought they came within the scope of sec 6 Act X of 1887 & suggested a few modifications. These were accepted by Govt. The P.P.O described

Rule V(a) is evidently intended to refer to steamers on these, to facilitate the counting &c of native passengers. This will not come under sec 6 (c) which refers to the regulation of vessels while embarking passengers. I think the rule must be omitted. There was a discussion on the subject lately.

[illegible] 6

11 June

to submit revised props
all these papers will be found in fo. 9-4-89 / 145

The present current contains the revised draft subm.d of the P.P.O in accordance with the above order, with a few alterations & additions which [illegible] explained.

In the memo. of 17-7-89 it was doubted whether the rules proposed under clauses (c, above) sec 6 Act X of 1889 (clauses (c above sec 7 of the old act) fall within the scope of these clauses. But as the adv. genl. thinks they do, they may, it is submitted, be passed. Part II Sec XIV of the rules embodies with the exceptions of the substitution of flag Q for flag R the amendments proposed to India in fo. 16 proly 88 [illegible] but not yet sanctd by that Govt. Under these circumstances should not the [illegible] of [illegible] under sec 6(f) of the act be deferred, a reminder

FOR ORDERS.

[illegible]
W.P.

22

being sent to India?
The remaining rules may it is submitted be published under sec 6(2) of the act prior to formal enactment.

× The same question applies to the directions under the rules in app. A on p. 7 of the Instructions to Commanders &c. - these, being a mere repetition of the formal rule, seem in any case superfluous

As for the Instructions to Commanders &c., Capt. S. was told in the memo. of 17-7-89 that he might issue them on his own initiative if they were approved by the adv. genl. He has however preferred to submit them again to Govt.

On p. 5 certain additions regarding the appt. of the H.P.O. as Conservator of the Port, the Port Surg.n as Health Officer, the extension of sec 31 Act XII of 75 / 38 Act X of 89.

The port of Aden should be inserted, the rates of port dues altered with ref.ce to the orders recently passed (a draft on which [illegible] up to-day)
The following is said

the instructions about vaccination fees, unless these are to be revised (G.O. 13-5-89 / 202), but in the meantime those at present authorized might be notified - The same remark applies to the Boat rules on pp 10 of 14

Subject to the additions & omission (on p 17) proposed above the immediate issue of the Instructions might be authorised

[illegible]
8/6

[illegible]
11 June

Port Rules and Instructions to Commanders for the Port of Madras

Mar G.O. 261 / 15/6/89

M 10-6

23 [illegible]

Order 15 June /89 No 261.

The Government approves of the proposed Rules for the Port of Madras as revised by the P.P.O and the Advocate General, with the following exceptions:—

(1) Rule V (2) fixing the place on shore for the embarking and disembarking of native passengers, does not properly come within the scope of Section 6(a), Act X of 1889, which refers only to the regulation of vessels whilst so engaged.

(2) Rule XIV framed under clause (f) of Section 6 cannot be issued until the sanction of the Government of India (which will again be applied for) is accorded to the alteration

alterations referred to in G.O. 332 of 16th July 1888

These two rules will accordingly be omitted, and the following notification published in 3 consecutive issues of the Fort St. George Gazette

Notification

Under the provisions of Section 6(2) of the Indian Ports Act (X of 1889) His Excellency the Governor in Council proposes to make the following rules for the Port of Madras, which will come into force from and after the 1st September 1889.

(Here rules omitting V and XII)

2nd The instructions to commanders may be issued at once, the following additional notifications being inserted on page 5

(I) the

{ the quarantine rules on page 17 & 18 being omitted, the rates of port dues being altered as fixed in G.O. 243 of 10th June 1889, and

(Notifn Gazetted 18/6)

(I) the appointment of the Harbour Trust Board as conservator of the port under Section 7, and custodian of the accounts under Section 36 of the Act. (Gaz Not 40 of 27 Apr '88)

(II) the appointment of the Port and Marine Surgeon as Health Officer of the Port under Section 17 (Gaz Not 1 of 8th Jan '86)

(III) the Extension of Section 31 of the Act to the port of Madras, sanctioned in G.O. 258 of 2nd June 1881. (Gaz Not 4 of 6 Jan 1882)

(IV) the scale of overtime fees to harbour master sanctioned in G.O. 223 of 2 May 1883. (Gaz Not 12 of 2 May 1883)

(Draw Orders)

[illegible]

[illegible]

No. 262 d/ 15 June/89

Letter to the Secretary to the Govt. of India, Dept. of Finance & Commerce

Sir,

I am directed to request that early orders may be passed on my letter No. 338 d/ 16th July 1888

I have

Rules for the port ... of Madras.

(Issue Orders)

ORDER OF GOVERNMENT, DATED No.

ENCLOSURES.

CURRENT No. 462-a

STATEMENT WITH DITTO.

ORDER, &c., OF GOVERNMENT—A.

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8 Cas

...-PAPER, No. 49

25

PREVIOUS PAPER, No. 664 ... of 1889

778/89

ORDINARY. PRINTED.

Madras DEPARTMENT.

G.O. dated 15-6-89

No. 264.

First copy sent to Press.

Returned for signature.

Despatched in print.

[Despatch Abstract.]

Port Rules.

approving with certain exceptions the proposed revised rules for the Port of Madras, and permitting the immediate issue of the instructions to Commanders subject to the omissions and additions indicated.