M.R.O. 1—5,006—16-10-50.

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(2) Date of repair_____

(3) Initials of the Referencer_____

MADRAS RECORD OFFICE

Government of Madras

Marine DEPARTMENT

G.O. No. ~~B.P. No.~~	456-57	Press Mis.
Dated	18. 12.	1898 ~~T95~~.

Not to be folded or roughly handled

18th December 1890, Nos. , Marine.

GOVERNMENT OF MADRAS.

MARINE DEPARTMENT.

Read—again the following papers :—

G.O., dated 16th January 1889, No. 14, Marine.
" " 18th March " " 100 "
" " 14th June " " 252 "

G.O., dated 15th July 1890, No. 262, Marine.

Read—the following papers :—

From Captain H. A. STREET, H.M.'s I.M., Presidency Port Officer, to the Chief Secretary to Government, dated Madras, 21st May 1890, No. 646—268-G.

In accordance with the instructions contained in para. 3 of G.O., No. 100, dated 18th March 1889, the boat rules at present in force at Madras and the several coast ports of this Presidency have been revised and consolidated, in consultation with the Solicitor to Government, and a draft of the same having been prepared, it was circulated to the different Collectors of the maritime districts and the Conservator of the Port of Madras for any remarks they might respectively have to offer thereon.

2. The draft, which I have the honor to forward herewith for the approval of Government, is the one which has been amended after communicating with the officials referred to above.

3. With reference thereto, I beg to point out that, at the suggestion of the Collector of South Canara, it has been made clear that the rules do not apply to boats coming into a port from any system of inland navigation. A rule (No. 4) has been made at the instance of the Port officer, Cocanada, to provide for the licensing of boats used for the purposes of fishing, and also for the sails of each fishing boat being marked with the number of the boat.

4. As at coast ports, it has never been found practicable to register the boatmen. Rule No. 11 has been drawn up so as to provide for the registering at such ports of only the tindals of boats, and in the concluding portion of this rule the employment of any person either as a tindal or boatman who, in the opinion of the registering officer, is inefficient, is prohibited.

5. The above are the most important of the changes and additions which have been made, and meet with general approval.

6. A question having arisen as to whether a steam launch is a *boat* within the meaning of the Act, the Government Solicitor, to whom the matter was referred, informed me that it would be a legal question for the Magistrate to decide, on a case

Order—dated 15th July 1890, No. 262, Marine.

These papers will be forwarded with reference to G.O., No. 252, dated 14th June 1889, paragraph 2, to the Advocate-General, for favor of his opinion on the legal questions involved.

(True Extract.)

(Signed) J. F. PRICE,
Chief Secretary.

To the Government Solicitor (with copies of past correspondence).

READ—also the following papers:—

From the Government Solicitor, Madras, dated 26th August 1890, No. 414.

ABSTRACT.—Forwarding the following opinion of the Advocate-General, dated 25th August 1890, on the Madras Boat rules:—

OPINION.

I think that section 6, clause (*k*) of the Ports Act (X of 1889) read with section 15, give the Madras Government power to make rules for the inspection of catamarans, * fixing rates of hire for boats conveying cargo or passengers, † and levying fees for surveys, registration and inspection of boats, ‡ all matters connected with the licensing and regulation of catamarans and boats.

* Letter from Chief Secretary, Madras Government, 18th March 1890, No. 101, Marine.
† Captain Street's letter No. 646, of 21st May 1890, paragraph 8, and
‡ Paragraph 2, letter submitting rules.

2 The rules appear to me to be within the powers conferred by the Ports Act, and, therefore, in my opinion, no fresh local enactment is necessary.

(Signed) J. H. SPRING BRANSON,
Advocate-General.

Reference, dated 25th September 1890.

With reference to paragraph 2 of G.O., No. 252, dated 14th June 1889, and to G.O., No. 262, dated 15th July 1890, the Advocate-General has expressed his opinion that the revised boat rules proposed by the Presidency Port Officer are within the powers conferred on the Local Government by Act X of 1889, and that no fresh local enactment is necessary to cover any of them. There is, therefore, now no legal objection to the rules being published.

2. It is observed, however, that the schedule of revised rates for the port of Pámban seems to be badly drawn up or worded. There is nothing to show whether the rates for "against tide" are to be charged when the weather is fair or foul, or either or both; and the sentence "should a greater quantity * * * increased in proportion" is not well expressed and its meaning is not clear. The Presidency Port Officer will revise the schedule and re-submit it to Government.

3. Adverting to paragraph 6 of Captain Street's letter No. 646—268-G., dated 21st May 1890, the Government is of opinion that a steam launch is a "boat" within the meaning of the Act and should be exempt from rule 22. Any additions to, or alterations in, the draft rules that may be rendered necessary by this decision should be submitted by the Presidency Port Officer in view to the publication of the rules in the Gazette.

(Signed) J. F. PRICE,
Chief Secretary.

To the Presidency Port Officer.

From Captain H. A. STREET, H.M.'s I.M., Presidency Port Officer, to the Chief Secretary to Government, dated Madras, 11th October 1890, No. 646—487-G.

With respect to Marine Department Reference of 25th September 1890 on Current No. 773 of 1890, I have the honor to forward the accompanying draft boat rules finally revised in communication with the Government Solicitor so as to render the same applicable to steam launches also, with the exception of rule 22, and beg that early sanction may be accorded to the rules being brought in force.

2. It is presumed that, with the introduction of these rules, all existing rules will be null and void, and that the following enactments will no longer be in force, viz.:—

Act IV of 1842.
" IX of 1846.
" IV of 1869.
" II of 1873.
" I of 1877.
" I of 1881.

3. The instructions of Government as regards the proposed schedule of boat-hire rates for Pámban are receiving attention.

Reference, dated 17th October 1890.

The schedule of rates for Pámban, which should be expedited, is awaited. It will be more convenient to issue the revised rules and schedules at the same time.

(Signed) J. F. PRICE,
Chief Secretary.

To the Presidency Port Officer.

From Captain H. A. STREET, H.M.'s I.M., Presidency Port Officer, to the Chief Secretary to Government, dated Madras, 16th October 1890, No. 646—501-G.

In continuation of my letter, No. 646—487-G., dated 11th October 1890, and with respect to paragraph 2 of Marine Department Reference on Current No. 773 of 1890, I have the honor to forward the accompanying amended schedule of revised rates of boat-hire for the port of Pámban.

From Captain H. A. STREET, H. M.'s I.M., Presidency Port Officer, to the Chief Secretary to Government, dated Madras, 16th October 1890, No. 646—503-G.

Adverting to paragraph 6 of my letter, No. 646—273-G., of 23rd May 1890, I have the honor to forward, for the sanction of Government, the accompanying revised schedule of boat-hire rates for the port of Cocanada.

2. These rates have the approval of the Godávari District Port Conservancy Board.

Reference, dated 18th November 1890, No. 210.

With reference to his letter No. 646—501, dated 16th October 1890, submitting a revised schedule of rates of boat-hire for Pámban, the Presidency Port Officer is requested to report whether clause (*b*) of the schedule is intended to mean that no excess passengers or cargo are to be *allowed*. What the clause says at present is that payment for the excess is not admissible. If necessary, the wording of the clause should be altered.

of breach of rules by the owner or crew of a steam launch coming before him, and that the question cannot be decided by a statement in the rules. This is a point on which the orders of Government are required, for both at Cocanada and Tuticorin the British India Steam Navigation Company's Agents own steam launches, and these boats take passengers from the shore to vessels in the roadstead and *vice versâ*, and a charge for each passenger so carried is made. At present the owners of these boats have been required to take out a license, and it seems to me that, as long as a charge is made for passengers carried, the boats should be treated in the light of boats plying for hire. At Bombay the steam launches belonging to the agents of the different steam ship companies there, which take passengers to and from vessels belonging to the company the agents represent, are considered as boats *not* plying for hire, because no charge is made, but the boats, if capable of carrying more than 12 passengers, are surveyed and the owners have to take out a passenger certificate for each boat. On the other hand, the steam launches which take passengers on payment to Elephanta, for instance, or other places of interest in the vicinity of the town, are considered as "boats plying for hire," and the owners have not only to take out a license but are required to have their boats surveyed and to take out a passenger certificate. It therefore seems to me that the steam launches at Cocanada and Tuticorin should be treated in the same light as the steam launches which at Bombay are considered as boats plying for hire, and should be subject to survey, and required to hold a passenger certificate. The only question is, whether they should not be exempt from rule No. 22 which renders it incumbent on an owner of a boat plying for hire to let out such boat on hire.

7. It will be observed that in the revised rules no mention is made of double boat hire on Sundays and close holidays, and as the Collectors and other officials consulted are unanimous in considering that double boat hire on these occasions should not be charged, and as I am also of the same opinion, I have not included in the present rules the old rule authorising such charge to be made. Should the Government be of the same opinion, revised rates of boat hire for the different ports at which it has hitherto been customary to charge double rates on Sundays and close holidays will have to be sanctioned, and a draft of the revised rates proposed for each port will be submitted in due course.

8. With respect to the fixing of rates of hire for boats conveying cargo and passengers, the Government Solicitor has informed me that in his opinion section 6 (*k*) of Act X of 1889 does not empower Government to fix the rate of boat hire to be charged for such purposes. I enclose a copy of his letter to me on the subject. Mr. Sinkinson, the Officiating Secretary to the Government of India, Department of Finance and Commerce, in para. 3 of his letter, No. 2382, dated 13th May 1889, to the Chief Secretary to the Government of Madras, states that section 6 (*k*), read with section 15 of Act X of 1889, appears to provide sufficiently for the powers required, *i.e.*, to fix rates of hire.

ENCLOSURES.

From E. BARCLAY, Esq., Government Solicitor, to the Presidency Port Officer, Madras, dated Madras, 6th May 1890, No. 235.

In reply to your letter of yesterday, No. 633—750 M., I have to advise you that in my opinion section 6 (*k*) of Act X of 1889 does not empower Government to fix the rate of boat hire to be charged for the carriage of cargo and passengers. The section merely empowers Government to make rules for licensing and regulating boats, &c., plying for hire; but the word "regulating" is used in several other sub-sections in respect of matters for which no charge is intended to be made (see sub-sections *a*, *b*, *e*, *g*, *h*, *i*, *l*, *m*, *n*, *o*, and *p*). Again, where Government is authorised to make rules fixing rates, such power is expressly given, as in sub-section *j*. I think, therefore, that it would be necessary to give Government power by express words to make rules fixing rates of hire for boats conveying cargo or passengers and that without such express words, the power cannot be inferred.

From Captain H. A. STREET, H.M.'s I.M., Presidency Port Officer, to the Chief Secretary to Government, dated Madras, 21st May 1890, No. 646—269-G.

In connection with the draft of revised boat rules to be issued under section 6 (*k*) of Act X of 1889, which was forwarded for the approval of Government with my letter No. 646—268 G., dated 21st May 1890, and in accordance with the instructions contained in paragraph 2 of G.O., No. 205, dated 13th May 1889, I have the honor to submit herewith a draft of the revised fees to be charged for the survey, registration, licensing and inspection of cargo and other boats at Madras and the several coast ports of this Presidency.

2. The Government Solicitor has informed me that he doubts very much whether the power given by section 6 (*k*) of Act X of 1889 to Government to make rules for licensing and regulating boats includes power to make a rule for levying fees for licensing and regulating the same. In paragraph 3 of his letter, No. 2382, dated 13th May 1889, to the Government of Madras, Mr. Sinkinson, the Officiating Secretary to the Government of India, seems to be of a different opinion.

From Captain H. A. STREET, H.M.'s I.M., Presidency Port Officer, to the Chief Secretary to Government, dated Madras, 23rd May 1890, No. 646—273-G.

In continuation of my letter, No. 646—268 G., dated 21st May 1890, giving cover to a draft of revised boat rules to be made applicable to the port of Madras and the several coast ports of this Presidency, I have the honor to forward herewith, for the approval of Government, a schedule of revised rates of boat hire for each of the ports in the districts marginally specified. The rates proposed have been placed before the Collectors of the different maritime districts and have met with approval.

Ganjam.	Tanjore.
Vizagapatam.	Madura.
Kistna.	Tinnevelly.
Nellore.	Malabar.
South Arcot.	South Canara.

2. No increase has been made in the ordinary rates now in force, as it is thought that the double rates, which are proposed under the heading "Extraordinary charges" and the rates allowed for "Return trips," will compensate, in some measure, the boat-owners for any loss they may incur through no provision having been made in the revised boat rules for charging double hire on Sundays and gazetted holidays.

3. The double hire allowed at present on Sundays and gazetted holidays has been paid more frequently at ports on the Eastern than on the Western coast, as the steamers on the Madras and Rangoon line generally require to work on a Sunday, especially when calling at Bimlipatam and Vizagapatam. At these two ports Sunday is, as a rule, the busiest day with the boatmen as on other days it is seldom that a steamer calls which requires quick despatch, and though the new rates have met with the approval of the Collectors and are considered sufficient by the local Port officers, I should not be surprised if some little difficulty with the boatmen is experienced when they are first brought into force.

4. As a rule shippers generally, I have been led to understand, have their own private arrangements with boat-owners in respect to boat hire, and the sanctioned rates are, I believe, more frequently paid by Government servants and private passengers than by firms who ship largely and constantly.

5. In preparing the different schedules, I have confined myself simply to the rates to be charged, as under the new boat rules it is left to the Registering officer to issue instructions respecting the plying of the boats; their respective cargo loads; equipment and crew.

6. The revised rates proposed for the port of Cocanada are still under consideration, but will be forwarded in due course.

2. In the rates for Cocanada forwarded with letter No. 646—503, of the 16th October 1890, demurrage for a cargo boat is entered at 12 annas *per day* beyond three. It seems probable, however, that the charge is intended to be *per hour*. The Presidency Port Officer will report on the point.

(Signed) J. F. PRICE,
Chief Secretary.

To the Presidency Port Officer.

From Captain H. A. STREET, H.M.'s I.M., Presidency Port Officer, Madras, to the Chief Secretary to Government, dated Madras, 19th November 1890, No. 646—555-G.

In reply to Marine Department Reference No. 210, dated 18th November 1890, I have the honor to state that clause (*b*) of the schedule of boat-hire rates, &c., for Pámban may be amended as follows:—

"No cargo or passengers shall be carried in excess of the quantity or number specified in the license."

2. The entry in respect to demurrage rate for Cocanada is correct.

ORDER—dated 18th December 1890, No. 456, Marine.

The boat rules and schedules of rates of boat-hire, as now revised and printed as an appendix to this order, are approved. They will, with reference to section 6 (2) of Act X of 1889, be published for information in the Fort St. George and District Gazettes concerned and a period of two months will be permitted to elapse before they are finally issued for guidance.

Act IV of 1842 (India).
„ IX of 1846 („)
„ IV of 1869 (Madras).
„ II of 1873 („)
„ I of 1877 („)
„ I of 1881 („)

2. The question of the repeal of the Acts marginally noted will be remitted for consideration in the Legislative Department.

(True Extract.)

J. F. PRICE,
Chief Secretary.

To the Presidency Port Officer. 6
„ Collectors of Maritime Districts. 105 } Depd 26/12/90.
„ Legislative Department. 1 depd 24/12
Gazette. 6-1-91.

ENDORSEMENT—dated 18th December 1890, No. 457, Marine.

Copy to the Government of India, Finance and Commerce Department, for information, with reference to letter No. 2382, dated 13th May 1889.

J. F. PRICE,
Chief Secretary.

1 Gaz. Depd 26/12

Exd. P. L. Pereira.

APPENDIX.

RULES passed by the Government of Madras under the provisions of sec. 6, clause (*k*) read with section 15 of Act X of 1889 for licensing and regulating catamarans plying for hire, and flats and cargo, passenger and other boats (not being boats coming into the Port from any system of inland navigation) plying whether for hire or not, or whether regularly or only occasionally in, or partly within and partly without, any Port, and for determining the quantity of cargo and number of passengers to be carried by any such vessel.

[NOTE.—The expression "Boat" or "Boats" when used in any of the following rules shall be held as including steam launches, catamarans, flats, cargo, passenger and other boats.]

1. Owners of boats shall be subject to the control of the Registering officer appointed by Government and shall carry out at all times all orders issued by him in connection with the plying of their boats and which are not inconsistent with these rules, and shall supply the tindal of each registered boat with a printed copy of these rules and of any orders issued by the Registering officer, which copy shall be shown to any passenger by such boat demanding to see the same.

2. No person, either as owner or servant, shall use any boat to carry goods or passengers for hire to or from any ship or vessel at the port or from place to place within the limits of the port as defined for the time being under Act XII of 1875, unless such person shall have previously received a license from the Registering officer to so use such boat, and unless the boat which such person shall so use has been registered as hereinafter mentioned. This rule is not to be considered as interfering with boats forming part of a vessel's equipment or boats maintained solely for purposes of pleasure. The right of withdrawing this exemption will be vested in the Registering officer should it appear that the interests of Government require such withdrawal.

3. The Registering officer shall, upon the application of the owner or owners of a boat, and upon such boat being brought by him or them to such place as the Registering officer shall appoint for that purpose, survey and measure or cause to be surveyed and measured such boat in the presence of the owner or owners thereof or of any other person duly appointed for that purpose by such owner or owners and, on being satisfied that a boat is seaworthy and fit for the service of the port, will, upon the owner or owners delivering to him a document signed by such owner or owners specifying his or their name or names, occupation or respective occupations and place or respective places of residence and subscribing to a declaration that he or they fully understand these rules, grant a license, in a form approved by Government, to such owner or owners to use the boat for the purposes of carrying goods and passengers or goods or passengers for hire within the limits of the port. Such license shall express the dimensions of the boat, its rig, the equipment, and the number of the crew considered necessary by the Registering officer as well as the number of passengers and quantity of cargo it is to be permitted to carry, and every such license shall also contain a number for such boat and the name or names, occupation or occupations, and place or places of residence of the owner or owners thereof, and the name and place of residence of the tindal of such boat; all of which particulars shall be entered by the Registering officer in a book or register to be kept by him for that purpose.

4. The owner or owners of every registered boat, not being a catamaran, used for the purposes of fishing, shall obtain a license for such boat in the manner hereinbefore provided, and every such boat shall be registered in manner hereinbefore also provided, and every such boat shall carry on one of its sails and on each side of such boat a number to be assigned to such boat by the Registering officer when such boat is registered, and no person shall use any boat for the purpose of fishing until such license shall have been obtained and such boat shall have been registered nor without such number being so placed as aforesaid.

5. Every owner of a registered boat, not being a catamaran, shall paint upon a white ground in black English figures not less than six inches in length, on a conspicuous part of the bow of such boat on one side and of the quarter on the other,

the number of such boat mentioned in the register and in his license. No person shall paint or cause to be painted or counterfeited upon any boat not duly registered any such figures as aforesaid or other mark likely to induce the belief that such boat has been registered.

6. For the better prevention of fraud and omission in painting on registered boats the figures above mentioned, the Registering officer shall cause the number of each boat on its being registered to be cut or branded thereon in the native characters most commonly in use in the port, and the owner or owners of every such boat shall keep cut or branded and painted on his or their registered boat the English and vernacular figures thereon and shall not hide or obliterate them or any of them. No person whether an owner of a registered boat or boats or not shall alter or erase or shall assist in altering or erasing any such figures as aforesaid. All numbers painted or branded on a registered boat shall be effaced by the Registering officer on the license granted in respect of such boat being withdrawn.

7. So often as the ownership of any registered boat shall be changed the licensed owner shall, within six days after such change shall have taken place, produce his license to the Registering officer who will cancel the same, issue a fresh license to the new owner of such boat and amend the original entry in the register in respect of such boat or make a new entry in respect thereof as the Registering officer shall think fit, the new owner shall subscribe a declaration as provided in rule II before a license shall be issued to him.

8. So often as the tindal of any registered boat shall be changed or any alteration shall be made affecting any of the particulars contained in the license held by the owner or owners of such boat (except as specified in rule 4) such change or alteration shall be reported within 24 hours after the same shall have taken place by the owner or owners of such boat to the Registering officer who will amend such license and the register accordingly, except in cases where any such alteration affects the carrying capacity of such boat in which cases the boat shall be remeasured, and the original license held by the owner or owners thereof shall be cancelled and a fresh license be issued.

9. All owners of registered boats shall submit their boats when called on to do so, to the inspection of the Registering officer or any person duly authorized by him, and shall execute such repairs to their respective registered boats as the Registering officer or such other person as aforesaid shall direct, to render them efficient, and no owner or other person shall use any such boat until such repairs shall have been duly executed.

10. All registered boats shall be manned and provided with such equipment as may be determined on by the Registering officer and noted in the license and no owner shall allow his registered boat to ply without the requisite complement of men or equipment. Every boat-owner shall, if so required, carry in his registered boat such number of passengers and quantity of goods as shall be expressed in the license granted in respect of his registered boat.

11. All men employed as tindals in a registered boat at a coast port, and all men employed as tindals and as boatmen in registered boats at Madras, shall be registered in the office of the Registering officer in a book to be kept for that purpose by him, and no others shall ply or be allowed to ply in registered boats except on emergency and with the permission of the Registering officer. No person who, in the opinion of the Registering officer, is unaccustomed to the use of boats or is inefficient, shall be registered either as a tindal or a boatman, or shall be employed in any registered boat.

12. The owner or owners of every registered boat shall cause the tindal and Boatmen employed therein to wear, when afloat in such boat, a metal badge engraved with their respective registered numbers, and to be supplied by the Registering officer free of charge.

13 No tindal or boatman serving in any registered boat shall by wilful neglect of his duty or by desertion cause any impediment to the service of such boat.

14. No owner of a registered boat or other person shall use the same for the purpose of fishing or of taking off or landing any cargo or passengers or communicating with any vessel without having previously received the permission of the Registering officer so to do.

15. The Registering officer shall from time to time determine the hours between which registered boats are to ply to and from the shore or from place to place within the limits of the port and shall be at liberty to prevent any registered boat from leaving the shore when in his judgment danger would be incurred by so doing, and all persons shall comply with the orders and directions of the Registering officer in these respects.

16. No registered boat shall ply in fine weather if loaded with passengers or cargo beyond the number or quantity specified in the license granted in respect of such boat or, in rough weather, with a greater number or quantity than that authorized for the occasion by the Registering officer; all persons shall, on being required so to do by the tindal or owner of a registered boat, leave the boat or, as the case may be, remove therefrom such quantity of cargo which such person shall have placed or shall have caused to be placed in such boat as the tindal or owner shall require him to remove if the number of passengers or quantity of cargo then in such boat shall exceed the number or quantity, as the case may be, allowed by this rule.

17. No tindal or other person in charge of or navigating any registered boat shall attempt to make such boat fast or shall take it alongside of a vessel approaching an anchorage before such vessel has come to an anchor.

18. All passengers and goods shall be landed or shipped from within the limits that shall be determined by Government Notification, and no person engaged in shipping or landing passengers or goods shall do so beyond such limits unless the sanction of the chief customs authority at the port shall have been previously obtained.

19. Every registered boat being on the beach or at the usual landing place unemployed for half an hour shall be considered to be disengaged.

20. No registered boat shall be engaged in advance without the permission of the Registering officer previously obtained and then not for a longer period than one day.

21. The owner or one of the owners of every registered boat shall, when the same shall not be engaged in actual service for hire, and unless otherwise directed by the Registering officer, attend daily in person or by his agent at the office of the Registering officer from 6 A.M. until 6 P.M. so as to be ready to provide, upon immediate notice, his or their registered boat for service.

22. No owner of a registered boat, not being a steam launch, or person in charge thereof shall refuse to let on hire such boat without having and assigning reasonable cause for such refusal to the satisfaction of the Registering officer.

23. The rate of hire to be charged for the carriage of cargo and passengers respectively will be determined from time to time by Government Notification, and no owner of a registered boat or person deputed by any owner of a registered boat to carry any cargo or passengers shall demand a rate beyond that sanctioned by such notification for the carriage of any such cargo or passengers.

24. Any person who shall be convicted of disobedience of any of these rules shall be liable to forfeit any license which may have been granted to him under any of these rules.

NOTE

Attention is called to the provisions of section 54 of Act X of 1889, which is as follows:—

Penalty for disobedience to rules and orders of the Local Government.

"If any person disobeys any rule or order which a Local Government has made in pursuance of this Act and for the punishment of disobedience to which express provision has not been made elsewhere in this Act, he shall be punished for every such offence with fine which may extend to [illegible] rupees."

RULES for Survey, Registration, Licensing and Inspection of Cargo and other Boats.

In exercise of the powers conferred by section 6, clause (*k*) read with section 15 of the Indian Ports Act X of 1889, the Governor of Fort St. George in Council hereby notifies, that the rules published by Government at page 316 of the *Fort St. George Gazette* of 28th June 1881, Part I, prescribing fees for survey, registration, licensing and inspection of cargo and other boats plying for hire in any port or ports in which the said Act is in force, or to which the said rules have been or shall be extended, are hereby repealed in so far as they prescribe or affect fees for survey, registration, licensing and inspection of cargo and other boats at those ports, and from or after the publication of this notification the following fees alone shall be due and leviable for such purposes:—

	RS.	A.	P.
For each survey and measurement, as required by the boat rules, provided the boat is found seaworthy	1	0	0
On each occasion of a boat being found unseaworthy on being surveyed	0	8	0
For registration on each of the occasions prescribed by the boat rules	1	0	0
For granting a license on each of the occasions prescribed by the boat rules	1	0	0
For each annual inspection	1	0	0

2. Half the above rates shall be due and leviable in the case of canoes; and in the case of catamarans the existing scale, under which the corresponding fees do not exceed 8 annas, shall continue to be in force.

N.B.—No fee is leviable for amending a license or register.

SCHEDULE of revised rates of boat-hire for the ports of Gopálpur, Sonapur, Barwar, Pundi, Bapanapadu and Calingapatam.

Between sunrise and 8 p.m.

	RS.	A.	P.
Accommodation boat, per trip			
Do. return trip from same vessel	2	0	0
Do. return trip from different vessel	1	0	0
Cargo boat, per trip	2	0	0
Do. return trip from same vessel	1	0	0
Do. return trip from different vessel	0	12	0
Catamarans, per trip	1	0	0
Water boat, per trip	0	5	0
*	3	8	0

* This charge includes cost of filling casks, providing ropes, buckets, &c.

Cargo boat for landing horses, per trip	2	0	0
For boats employed in landing carriage—			
If one boat is used, per trip	3	0	0
If two boats are required, then for each boat, per trip	2	8	0
Transhipping cargo—			
For first trip, in addition to ordinary hire	1	0	0
For each succeeding trip per day	0	12	0

Extraordinary rates.

Between 8 P.M. and 4 A.M., provided the boat leaves the shore after 8 P.M., per trip.	Double the ordinary rate.
Between 4 A.M. and sunrise, per trip	An ordinary rate and a half.
During the period that either the surf or the current flag may be hoisted, and on all occasions when a boat carries a double crew by direction of the Port officer.	Double the ordinary rate.

In cases of extraordinary service, as rendering aid to a vessel in distress within the limits of the port, the Port officer, or other officer in charge of the port, shall adjudge and allow such additional hire as the circumstances of the case may seem to warrant, reporting the same for the information of the Collector of the district.

SCHEDULE of revised rates of boat-hire for the port of Bimlipatam.

Between sunrise and 8 p.m.

	RS.	A.	P.
Accommodation boat, per trip	2	4	0
Do. return trip from same vessel	1	2	0
Do. return trip from different vessel	2	4	0
Cargo boat, per trip	1	8	0
Do. return trip from same vessel	1	0	0
Do. return trip from different vessel	1	8	0
Water boat holding 2 tons, per trip	*3	8	0

* This charge includes cost of filling casks, providing ropes, buckets, &c.

Cargo boat for landing horses, per trip	2	0	0
For boats employed in landing a carriage—			
If one boat is used, per trip	3	0	0
If two boats are required, then for each boat, per trip	2	8	0

Transhipping.

For the first trip, in addition to the ordinary charge, per trip ..	1	8	0
For each succeeding trip per day	1	2	0
Catamarans	0	5	0

Extraordinary rates.

Between 8 P.M. and 4 A.M., provided the boat leaves the shore after 8 P.M., per trip.	Double rates.
Between 4 A.M. and sunrise, per trip	An ordinary fare and a half.
When a double crew is considered necessary by the Port officer, per trip.	Double rates.
When surf or current flag is hoisted, per trip	Do.

In cases of extraordinary service, as rendering aid to a vessel in distress within the limits of the port, the Port officer, or other officer in charge of the port, shall adjudge and allow such additional hire as the circumstances of the case may seem to warrant, reporting the same for the information of the Collector of the district.

SCHEDULE of revised rates of boat hire for the port of Vizagapatam.

Between sunrise and 8 p.m.

	RS.	A.	P.
Accommodation boat, per trip	2	4	0
Do. return trip from same vessel	1	2	0
Do. return trip from different vessel	2	4	0
Cargo boat, per trip	1	8	0
Do. return trip from same vessel	1	0	0
Do. return trip from different vessel	1	8	0
Water boat holding 2 tons, per trip	†3	8	0

† This charge includes filling casks, providing ropes, buckets, &c.

Cargo boat for landing horses, per trip	2	0	0
For boats employed in landing a carriage—			
If one boat is used, per trip	3	0	0
If two boats are required, then for each boat, per trip	2	8	0

Transhipping.

For the first trip, in addition to the ordinary charge, per trip ..	1	8	0
For each succeeding trip per day	1	2	0
Catamarans, per trip	0	5	0

Canoes.

For passage from any part of the backwater to any other part of the same, each person	0	0	2
For passage from any part of the backwater to any other part of same with either a bundle or baggage	0	0	3
A load of cargo, per trip	0	8	0

NOTE.—Canoes cannot be used to convey passengers or cargo beyond the limits of the backwater.

Extraordinary rates.

Between 8 P.M. and 4 A.M., provided the boat leaves the shore after 8 P.M., per trip	Double rates.
Between 4 A.M. and sunrise, per trip	An ordinary fare and a half.
When a double crew is considered necessary by the Port officer, per trip.	Double rates.
When surf or current flag is hoisted, per trip	Do.

In cases of extraordinary service as rendering aid to a vessel in distress within the limits of the port, the Port officer, or other officer in charge of the port, shall adjudge and allow such additional hire as the circumstances of the case may seem to warrant, reporting the same for the information of the Collector of the district.

SCHEDULE of revised rates of boat-hire for the port of boats at Pudimadaka and Pentakóta.

Between sunrise and 8 p. m.

	RS.	A.	P.
Accommodation boat, per trip	2	4	0
Do. return trip from same vessel	1	2	0
Do. return trip from different vessel	2	4	0
Cargo boat, per trip	1	8	0
Do. return trip from same vessel	1	0	0
Do. return trip from different vessel	1	8	0
Water boat holding 2 tons, per trip	*3	8	0

* This charge includes filling casks, providing ropes, buckets, &c.

Cargo boat for landing horses per trip	2	0	0
For boats employed in landing a carriage—			
If one boat is used, per trip	3	0	0
If two boats are required, then for each boat, per trip	2	8	0
For boats employed in landing or receiving cargo behind the surf at Pudimadaka, per trip	0	8	0

Transhipping.

For the first trip, in addition to the ordinary charge, per trip ..	1	8	0
For each succeeding trip per day	1	2	0
Catamarans, per trip	0	5	0

Extraordinary rates.

Between 8 P.M. and 4 A.M., provided the boat leaves the shore after 8 P.M., per trip.	Double rates.
Between 4 A.M. and sunrise, per trip	An ordinary fare and a half.
When a double crew is considered necessary by the Port officer per trip.	Double rates.
When surf or current flag is hoisted, per trip	Do.

In cases of extraordinary service, as rendering aid to a vessel in distress within the limits of the port, the Port officer, or other officer in charge of the port, shall adjudge and allow such additional hire as the circumstances of the case may seem to warrant, reporting the same for the information of the Collector of the district.

SCHEDULE of revised rates for the port of Masulipatam.

Ordinary rates.

To or from a vessel in or under 5 fathoms low water to or from the Pier head—

	RS.	A.	P.
First-class boats, per trip	10	0	0
Second and third class boats and accommodation boats, per trip ..	7	8	0
Catamarans, per trip	0	8	0
To or from a vessel outside of five fathoms low water—			
First-class boats, per trip	15	0	0
Second and third class boats and accommodation boats, per trip ..	10	8	0
Catamarans, per trip	1	0	0

Extraordinary rates.

In cases of extraordinary service, as rendering aid to a vessel in distress within the limits of the port, the Port officer shall adjudge and allow such additional hire as the circumstances of the case may seem to warrant, reporting the same for the information of the Collector of the district.

SCHEDULE of revised rates of boat-hire for the ports of Kottapalem, Nizampatam, Ipurupalem and Motupalle in the Kistna district.

Between sunrise and 8 p.m.

	RS.	A.	P.
Accommodation boat, per trip	2	0	0
Do. return trip from same vessel	1	0	0
Do. return trip from different vessel	2	0	0
Cargo boat, per trip	1	8	0
Do. return trip from same vessel	0	12	0
Do. return trip from different vessel	1	8	0
Do. carrying ballast, per trip	1	12	0
Do. carrying horses, per trip	2	0	0
Do. carrying carriage for each boat and per trip ..	2	8	0
Do. water, per trip	*3	0	0

* This includes cost of filling casks, providing ropes, &c.

Transhipping.

For first trip, in addition to the ordinary fare, per trip	1	0	0
For each succeeding trip per day	0	12	0

Extraordinary rates.

Between 8 P.M. and 4 A.M., provided the boat leaves the shore after 8 P.M., per trip.	Double the ordinary rate.
Between 4 A.M. and sunrise, per trip	An ordinary rate and a half.
During the period that either the surf or the current flag may be hoisted, and on all occasions when a boat carries double crew by direction of the Port officer.	Double the ordinary rate.

In case of extraordinary service, as rendering aid to a vessel in distress within the limits of the port, the Port officer, or other officer in charge of the port, shall adjudge and allow such additional hire as the circumstances of the case may seem to warrant, reporting the same for the information of the Collector of the district.

SCHEDULE of revised rates of boat-hire for the ports of Kottapatam, Itamukkala, Ramayapatam and Iskapalle in the Nellore district.

Between sunrise and 8 p.m.

		RS.	A.	P.
Accommodation Masula boat, per trip		2	0	0
Do.	do. return trip from same vessel ..	1	0	0
Do.	do. return trip from different vessel ..	2	0	0

	Boats of 4 tons and upwards.			Masula boats.		
	RS.	A.	P.	RS.	A.	P.
Cargo boat, per trip	2	0	0	1	8	0
Do. return trip from same vessel	1	0	0	0	12	0
Do. return trip from different vessel ..	2	0	0	1	8	0
Do. landing horses for each boat, per trip ..	3	0	0	2	0	0
Do. landing carriages for each boat used, per trip	3	0	0	2	8	0
Do. carrying ballast, per trip	2	2	0	1	12	0
Do. water, per trip	†4	10	0	3	0	0

† This charge includes all expenses connected with filling casks, &c., as bringing the water alongside the vessel.

Transhipping.

	Boats of 4 tons and upwards. RS. A. P.	Masula boats. RS. A. P.
For first trip, in addition to the ordinary fare in each case.	1 0 0	0 12 0
For each succeeding trip during the day	0 12 0	0 8 0
Catamarans, per trip	..	0 4 0
Do. when employed for rafting timber, landing or shipping dead weight.	..	1 0 0

Extraordinary rates.

Between 8 P.M. and 4 A.M., provided the boat leaves the shore after 8 P.M., per trip.	Double rates.
Between 4 A.M. and sunrise	An ordinary fare and a half for all boats.
During the period that either the surf or current flag may be hoisted, and on all occasions when a boat carries a double crew, by direction of the Port officer or Port Conservator.	Double the ordinary rate.

In cases of extraordinary service, as rendering aid to a vessel in distress within the limits of the port, the Port officer, or other officer in charge of the port, shall adjudge and allow such additional hire as the circumstances of the case may seem to warrant, reporting the same for the information of the Collector of the district.

SCHEDULE of revised rates of boat-hire for the port of Cuddalore and Porto Novo, South Arcot district.

Between sunrise and 8 p.m.

	To vessels: In 7 fathoms low water and not outside of 10 fathoms low water. RS. A. P.	To vessels: In less than 7 fathoms low water. RS. A. P.
Accommodation boat, per trip	7 0 0	3 8 0
Do. return trip from same vessel.	3 8 0	1 12 0
Do. return trip from different vessel.	7 0 0	3 8 0
Cargo boat, per trip	6 0 0	3 0 0
Do. return trip from same vessel	3 0 0	1 8 0
Do. return trip from different vessel ..	6 0 0	3 0 0
Do. carrying ballast, per trip	7 0 0	4 0 0
Tapal boat, per trip	3 0 0	1 8 0
Water boat, per trip	*7 0 0	*4 0 0

*NOTE.—These charges include filling casks, providing ropes, buckets, &c., and hire of boat.

Catamarans, per trip	0 12 0	0 6 0
Do. for rafting timber, for each catamaran per day	2 12 0	1 6 0

Transhipping.

For the first trip, in addition to the ordinary fare ..	1 0 0	1 0 0
For each succeeding trip per day	0 12 0	0 12 0

Extraordinary charges.

Between 8 P.M. and 4 A.M., provided that the boat proceeds outside the bar after 8 P.M.	Double hire.	Double hire.
Between 4 A.M. and sunrise	An ordinary fare and a half.	An ordinary fare and a half.
When surf or current flag is hoisted	Double hire.	Double hire.
When any increase to the ordinary crew is considered necessary by the Port Conservator.	8 annas per day for each extra man engaged.	

In cases of extraordinary service, as rendering aid to a vessel in distress within the limits of the port, the Port officer, or other officer in charge of the port, shall adjudge and allow such additional hire as the circumstances of the case may seem to warrant, reporting the same for the information of the Collector of the district.

SCHEDULE of revised rates of boat-hire for the ports of Negapatam, Nagore, Tirumalavasal Tranquebar, Topputurai, Mutupet, Adirampatam and Valangani.

Between sunrise and 8 p.m.

	To vessels: In and under 5 fathoms low water. RS. A. P.	To vessels: Beyond 5 fathoms and not outside of 6 fathoms low water. RS. A. P.
Accommodation boat, per trip	1 8 0	2 4 0
Do. return trip from same vessel..	0 12 0	1 2 0
Do. return trip from different vessel	1 8 0	2 4 0
First-class cargo boats when carrying ordinary cargo, per trip.	3 0 0	4 8 0
First-class cargo boats when carrying Railway material or coal, per trip.	4 0 0	6 0 0
Second-class boats, per trip	2 4 0	3 6 0
Return fare for first and second class boats from same vessel.	Half ordinary rate.	
Return fare for first and second class boats from different vessel.	Full rates.	
Catamarans, per trip	0 8 0	0 12 0

Transhipping.

First and second class boats—	
For the first trip, in addition to the fare for an ordinary trip.	Two-thirds of the ordinary fare per trip allowed to the class of boat according as the work is carried on in and under 5 fathoms or outside of 5 fathoms low water.
For each succeeding trip during the day	Half the ordinary fare allowed to the class of boat according as the work is carried on in and under 5 fathoms or outside of 5 fathoms low water.

Extraordinary rates.

Between 8 P.M. and 4 A.M., provided the boat proceeds outside the bar after 8 P.M., per trip.	Double rates.
Between 4 A.M. and sunrise, per trip	An ordinary rate and a half.
When surf or current flag is hoisted, per trip ..	Double rates
When any increase to the ordinary crew is considered necessary by the Port officer or Port Conservator of the port, per trip.	Annas 4 for each extra man per trip.

In cases of extraordinary service, as rendering aid to a vessel in distress within the limits of the port, the Port officer, or other officer in charge of the port, shall adjudge and allow such additional hire as the circumstances of the case may seem to warrant, reporting the same for the information of the Collector of the district.

SCHEDULE of revised rates of boat-hire for the port of Pámban.

—	Fair weather with tide or at slack water.	Against tide in either fair or foul weather.	Foul weather with tide or at slack water.
IN RESPECT TO CARGO.	RS. A. P.	RS. A. P.	RS. A. P.
Cargo Boats.			
For each trip either to the north roadstead on the basin to import or export goods to and from the Custom house	2 0 0	3 0 0	4 0 0
For each trip to Tirkey Pallum roadstead on the basin to import or export goods to and from the Custom house	1 0 0	1 8 0	2 0 0
For each trip to Koondoogal harbour roadstead on the basin to import or export goods to and from the Custom house	4 0 0	6 0 0	8 0 0
For each trip to lighten vessels by receiving goods at the north roadstead and delivering the same at the basin or *vice versa*	3 0 0	5 0 0	6 0 0
For each trip to lighten vessels by receiving goods at Koondoogal harbour or *vice versa*	5 0 0	7 8 0	10 0 0
In lightening vessels, should a laden boat not be discharged in 24 hours, for every succeeding day	1 0 0 7 0 0	1 8 0 10 8 0	2 0 0 14 0 0
Hire of a cargo boat per day without the crew			
Hire of a cargo boat per day without the crew to be alongside of vessels, oar the cargo, or such other job	1 0 0	1 8 0	2 0 0
Canoes.			
For each trip to the north roadstead to any part of the channel with goods, passengers or letters	0 4 0	0 8 0	..
For each trip to Koondoogal harbour with goods, passengers or letters	0 8 0	1 0 0	..
	Per ton.	Per ton.	Per ton.
Transhipping rates	0 8 0	0 12 0	1 0 0
	Per hour.	Per hour.	Per hour.
Detention hire	1 0 0	1 8 0	2 0 0
	1st-class boat.	2nd-class boat.	3rd-class boat.
Water trip (irrespective of weather or tide)	10 0 0	8 0 0	5 0 0

(*a*) All boats and dhonies and canoes will be entitled to half the amount of hire if returned unused by parties engaging them after the boats have put off from the shore.

(*b*) No cargo or passengers shall be carried in excess of the quantity or number specified in the license.

(*c*) In cases of extraordinary service, as rendering aid to a vessel in distress within the limits of the port, the Port officer shall adjudge and allow such additional hire as the circumstances of the case may seem to warrant, reporting the same for the information of the Collector of the district.

SCHEDULE of revised rates of boat-hire for the port of Tuticorin.

—	Boat hire to the roadstead or beyond Devil's point.	Boat hire to near the Key-stone rock.	Boat hire to Therukaipallem.	Boat hire to inner harbour.
Between sunrise and 8 p.m.	RS. A. P.	RS. A. P.	RS. A. P.	RS. A. P.
First-class boats, 16 to 22 tons, carrying 75 bales of cotton of 400 lb. or 60 bales of 500 lb.	12 8 0	10 0 0	..	5 0 0
Second-class boats, 12 to 16 tons, carrying 56 bales of 400 lb. or 45 bales of 500 lb.	9 6 0	7 8 0	..	4 0 0
Third-class boats or small dhonies	6 0 0	5 0 0	4 0 0	3 0 0
Canoes for bubash purposes only (using not less than 6 oars)	3 0 0	..	..	..
Transhipping.				
For the first trip		Half hire.		
For each succeeding trip during the day		Do.		
Water trip including all charges		Full hire.		
Return trip		Half hire if from the same ship.		
Landing horses		Full hire.		
Do. carriages		Do.		
Extraordinary rates.				
Between 8 P.M. and 4 A.M., per trip	..	..	..	Double rates.
Do. 4 A.M. and sunrise, per trip	..	..	..	An ordinary fare and a half.

In cases of extraordinary service, as proceeding to a vessel in distress within the limits of the port, the Port officer shall adjudge and allow such additional hire as the circumstances of the case may seem to warrant, reporting the same for the information of the Collector of the district.

SCHEDULE of revised rates of boat-hire for the port of Cochin.

Ordinary rates.

	Outer roads.	Inner harbour.
	RS. A. P.	RS. A. P.
Boats carrying 6 large pipes of oil or 7 small or 12 puncheons or 20 hogsheads	2 8 0	1 0 0
Boats carrying 50 bales yarn or fibre or 50 cases coffee or 12 bales of hides	3 4 0	1 0 0
Boats carrying 100 bags of rice, coffee, pepper, &c., per 100 bags	3 12 0	1 0 0
Boats carrying coir, dholls or rolls of coir yarn or coils of coir rope, per boat load	3 6 0	1 0 0
One cargo boat loaded with general cargo or passengers	3 8 0	1 2 0
Landing ballast or coals, per ton	0 10 0	0 5 0
Transhipping cargo from one vessel to another, per trip	2 0 0	..
Transhipping coals or ballast, per ton	0 8 0	..
Licensed Kettoo vullum or boats from 3 to 4 tons with cargo, per ton	2 4 0	0 12 0
Ordinary passenger boat, per trip	2 0 0	0 12 0
Water trip—		
For a load of 20 casks of 50 gallons each, including all charges, per trip	15 0 0	12 12 0
Return trip	Half the ordinary rates	
Do. with cargo from a different vessel	Full ordinary rates.	

Extraordinary rates.

Boats proceeding to vessels beyond 7 fathoms low water but not outside of port limits, per trip	Double rates.
For a boat employed between 8 P.M. and 4 A.M. in proceeding to outer roads and back, provided the boat left the shore after 8 P.M., per trip	Double outer rates.
Boats employed in inner roads between 8 P.M. and 4 A.M., per trip	Double inner harbour rates.

In cases of extraordinary service, as rendering aid to a vessel in distress within the limits of the port, the Port officer shall adjudge and allow such additional hire as the circumstances of the case may seem to warrant, reporting the same for the information of the Collector of the district.

SCHEDULE of revised rates of boat-hire for the ports of Calicut and all other ports in the Malabar district except Cochin.

Between sunrise and 8 p.m. RS. A. P.

Boats capable of carrying 1 ton and under, whether laden or unladen—	
From the beach to vessels—under 3 fathoms at all ports, per trip	0 6 0
From the pier at Calicut to vessels—in 3 fathoms and under, per trip	0 4 0
From the beach to vessels—in 3 fathoms and under 5 fathoms, per trip	0 14 0
Do. do. in 5 fathoms and under 7 fathoms, per trip	1 8 0
Do. do. beyond 7 fathoms, per trip	According to agreement.
Return trip from vessels in 3 fathoms and not over 7 fathoms—	
From the same vessel	Half the ordinary rate.
From a different vessel	Full ordinary rates.
Transhipping between vessels in 3 fathoms and not over 7 fathoms—	
For the first trip, in addition to the ordinary hire	Two-thirds the ordinary rate.
For each succeeding trip	Half the ordinary rate.
Water trip to vessels in 3 fathoms and not over 7 fathoms—	
12 annas per hogshead, in addition to the ordinary rate.	
To vessels beyond 7 fathoms, according to agreement.	

Extraordinary rates.

Boats with an awning	4 annas, in addition to ordinary rate, each trip.
Boats employed between 8 P.M. and 4 A.M.	Double hire.
Between 4 A.M. and sunrise	One and a half the ordinary hire.

In cases of extraordinary service, as proceeding to a vessel in distress within the limits of the port, the Port officer shall adjudge and allow such additional hire as the circumstances of the case may seem to warrant, reporting the same for the information of the Collector of the district.

SCHEDULE of revised rates of boat-hire for the port of Mangalore.

BETWEEN SUNRISE AND 8 P.M.

Ordinary charges.

	Outside the bar. RS. A. P.	Inside the bar. RS. A. P.
For a boat of 10 corges (or 15 tons) burthen and upwards, per trip	1 4 0*	3 2 0
For boats of less than 10 corges burthen but not below 2 corges, per trip	1 6 5*	0 8 0*
For a boat of 1 corge burthen but less than 2 corges, per trip	1 12 0	0 8 0
For a boat receiving or delivering goods at the back of the surf	..	Half rates.
For a boat transhipping	Half rates according to size.	Do.
Return trip	Do.	Do.
Water trip including filling and putting on board, per trip	According to agreement.	8 0 0

*Per corge.

NOTE.—An extra charge of Rs. 2 per 600 gallons is made for the use of the port tank, and Annas 8 per 100 gallons if casks are used. No charge is made when vessels use their own boats and casks for watering.

Extraordinary charges.

	Outside the bar.	Inside the bar.
For boats when employed between 8 P.M. and 4 A.M.	Double rates whether by corge or trip.	Double rates.

In cases of extraordinary service, as rendering aid to a vessel in distress within the limits of the port, the Port officer, or other officer in charge of the port, shall adjudge and allow such additional hire as the circumstances of the case may seem to warrant, reporting the same for the information of the Collector of the district.

SCHEDULE of revised rates of boat-hire for the ports of Malpi, Barkur and Coondapoor.

BETWEEN SUNRISE AND 8 P.M.

Ordinary charge.

	Outside the bar. RS. A. P.	Inside the bar. RS. A. P.
For a boat of 10 corges (or 15 tons) burthen and upwards, per trip	12 8 0	3 2 0
For a boat of less than 10 corges burthen but not 3 corges, per trip	1 4 0†	0 5 0†
For a boat of 2 corges and less than 3 corges, per trip	1 8 0†	0 5 0†
For a boat of less than 2 corges, per trip	1 12 0†	0 4 0†
For a boat of 1 corge when loaded with provisions, per trip	1 8 0	0 8 0
Return trip for any of above boats from same vessel, per trip	Half of the rates in each case.	
Return trip from a different vessel	Full rates in each case.	
For the report boat, per trip	1 12 0	0 8 0
Water boat including all charges, per trip	1 12 0†	0 4 0†

†Per corge.

Extraordinary rates.

Boats employed between 8 P.M. and 4 A.M.	.. Double ordinary rates.
Do. do. 4 A.M. and sunrise	.. An ordinary rate and a half.

In cases of extraordinary service, as rendering aid to a vessel in distress within the limits of the port, the Port officer, or other officer in charge of the port, shall adjudge and allow such additional hire as the circumstances of the case may seem to warrant, reporting the same for the information of the Collector of the district.

(Signed) H. A. STREET, Capt., H.M.'s I.M.,
Presidency Port Officer.

SCHEDULE of revised rates of Boat-hire for the Port of Cocanada in respect of Export Cargo.

Articles.	Packages.	Net weight.	Rate. RS. A. P.	Per
Rice	Bags ..	164 lb.	3 0 0	100 bags.
Gram (all kinds)	,, ..	164 ,,	3 0 0	,,
Wheat	,, ..	164 ,,	3 0 0	,,
Grains not otherwise specified	,, ..	164 ,,	3 0 0	,,
Salt	,, ..	168 ,,	3 0 0	,,
Refined sugar	,, ..	164 ,,	3 0 0	,,
Betel nuts	,, ..	164 ,,	3 0 0	,,
Fenugreek seed	,, ..	164 ,,	3 0 0	,,
Crushed bones	,, ..	164 ,,	3 0 0	,,
Nux vomica	,, ..	164 ,,	3 0 0	,,
Poonac	,, ..	164 ,,	3 0 0	,,
Cholum	,, ..	164 ,,	3 4 0	,,
Raggi	,, ..	164 ,,	3 4 0	,,
Cumbu	,, ..	164 ,,	3 4 0	,,
Paddy	,, ..	164 ,,	3 4 0	,,
Gingelly seed	,, ..	164 ,,	3 4 0	,,
Castor seed	,, ..	164 ,,	3 0 0	,,
Rape seed	,, ..	164 ,,	3 4 0	,,
Mustard seed	,, ..	164 ,,	5 0 0	,,
Jaggery	,, ..	82 ,,	3 0 0	,,
Turmeric	,, ..	164 ,,	5 0 0	,,
Coriander seed	,, ..	82 ,,	3 0 0	,,
Cassia bark	,, ..	164 ,,	4 8 0	,,
Do.	,, ..	164 ,,	3 0 0	,,
Bones	,, ..	300 ,,	8 0 0	100 bales.
Garlic	Bales ..	400 ,,	10 0 0	,,
Myrabolams	,, ..	400 ,,	10 0 0	,,
Cotton	,, ..	252 ,,	8 0 0	,,
Do.	,, ..	400 ,,	10 0 0	,,
Hemp	,, ..	300 to 400 lb.	12 8 0	,,
Coir yarns	,, ..	300 to 400 ,,	12 8 0	,,
Jute	,, ..	..	12 8 0	,,
Chillies	,, ..	..	12 8 0	,,
Gunnies	,, ..	400 to 700 lb.	0 6 0	per bale.
Twist	,, ..	400 lb.	0 4 0	,,
Piece-goods	,, ..	250 ,,	12 8 0	100 bales.
Raw skins and hides	,, ..	172 ,,	6 4 0	100 cases.
Tanned hides and skins	Cases ..	160 ,,	6 4 0	,,
Tobacco	,, ..	112 ,,	3 0 0	,,
Castor oil	,, ..	300 to 450 lb.	0 2 0	Cask.
Ghee	Casks ..	625 lb.	0 4 0	,,
Tin plates	,, ..	625 ,,	0 4 0	,,
Cement	,, ..	700 ,,	0 4 0	,,
Castor oil	..	150 to 210 lb.	8 0 0	100 bundles.
Ghee	Bundles ..	164 lb.	5 0 0	,,
Molasses	,, ..	164 ,,	0 2 0	Bundle.
Cocoanuts	,, ..	..	0 2 0	100 horns.
Copra	Loose ..	164 lb.	3 4 0	100 bags.
Horns	Bags ..	..	10 0 0	100 bales.
Do. loose	Bales ..			
All the other goods in bags				
Do. do. bales				

To or from Coringa, Talravo, or Nilapilly, 4, 8 and 12 annas, respectively, in excess of the above charges per 100 bags.

From Coringa to Talravo or Nilapilly per every 100 bags, and *vice versa*, respectively .. .. — RS. A. P. 1 6 0 and 1 12 0

From Nilapilly, Talravo or Coringa to a vessel on the Coringa bar or above it, and *vice versa*, per 100 bags respectively. — 2 12 0 / 1 8 0 / 1 4 0

From a godown to a vessel opposite to or near it, per 100 bags .. .. — 0 12 0

SCHEDULE of revised rates of Boat-hire for the Port of Cocanada in respect of Import Cargo.

[Import cargo will be paid for at the rate of annas 7½ per ton of register tonnage.]

	RS.	A.	P.
Demurrage for the detention of a cargo boat alongside of a vessel in the roads or in any of the rivers, for each day beyond three, for every 100 bags the boat is licensed to carry	0	12	0
Return trips, half the above charges if from the same vessel. If from another vessel, full hire.			
Transhipping cargo from one vessel to another, per trip	Half the rate from shore to ship.		

The bag is calculated at two Bengal maunds or 164 lb. each.

Accommodation Boats.

	RS.	A.	P.
1st class, per trip from Cocanada to the roads	4	0	0
2nd do. do. do. do.	3	0	0
3rd do. do. do. do.	2	0	0
If detained alongside of the vessel above 3 hours, for every hour extra	0	12	0
First-class accommodation boats from Nilapilly to Cocanada or to a vessel in Cocanada roads and *vice versa*, if not exceeding one day	7	0	0
Do. do. do. Talravo ..	6	0	0
Do. do. do. Coringa ..	5	0	0

In excess of one day, per diem half of the above charges extra to be made.

Extra hire to all vessels in more than 5 fathoms in the South-west monsoon or 6 fathoms in the North-east, one-third the above hire for all classes of boats.

GOVERNMENT OF MADRAS.

MARINE DEPARTMENT.

READ—again the following papers:—

G.O., dated 16th January 1889, No. 14, Marine.
" " 18th March " " 100 "
" " 14th June " " 252 "

G.O., dated 15th July 1890, No. 262, Marine.

Read—the following papers:—

From Captain H. A. STREET, H.M.'s I.M., Presidency Port Officer, to the Chief Secretary to Government, dated Madras, 21st May 1890, No. 646—268-G.

In accordance with the instructions contained in para. 3 of G.O., No. 100, dated 18th March 1889, the boat rules at present in force at Madras and the several coast ports of this Presidency have been revised and consolidated, in consultation with the Solicitor to Government, and a draft of the same having been prepared, it was circulated to the different Collectors of the maritime districts and the Conservator of the Port of Madras for any remarks they might respectively have to offer thereon.

2. The draft, which I have the honor to forward herewith for the approval of Government, is the one which has been amended after communicating with the officials referred to above.

3. With reference thereto, I beg to point out that, at the suggestion of the Collector of South Canara, it has been made clear that the rules do not apply to boats coming into a port from any system of inland navigation. A rule (No. 4) has been made at the instance of the Port officer, Cocanada, to provide for the licensing of boats used for the purposes of fishing, and also for the sails of each fishing boat being marked with the number of the boat.

4. As at coast ports, it has never been found practicable to register the boatmen. Rule No. 11 has been drawn up so as to provide for the registering at such ports of only the tindals of boats, and in the concluding portion of this rule the employment of any person either as a tindal or boatman who, in the opinion of the registering officer, is inefficient, is prohibited.

5. The above are the most important of the changes and additions which have been made, and meet with general approval.

6. A question having arisen as to whether a steam launch is a *boat* within the meaning of the Act, the Government Solicitor, to whom the matter was referred, informed me that it would be a legal question for the Magistrate to decide, on a case

of breach of rules by the owner or crew of a steam launch coming before him, and that the question cannot be decided by a statement in the rules. This is a point on which the orders of Government are required, for both at Cocanada and Tuticorin the British India Steam Navigation Company's Agents own steam launches, and these boats take passengers from the shore to vessels in the roadstead and *vice versâ*, and a charge for each passenger so carried is made. At present the owners of these boats have been required to take out a license, and it seems to me that, as long as a charge is made for passengers carried, the boats should be treated in the light of boats plying for hire. At Bombay the steam launches belonging to the agents of the different steam ship companies there, which take passengers to and from vessels belonging to the company the agents represent, are considered as boats *not* plying for hire, because no charge is made, but the boats, if capable of carrying more than 12 passengers, are surveyed and the owners have to take out a passenger certificate for each boat. On the other hand, the steam launches which take passengers on payment to Elephanta, for instance, or other places of interest in the vicinity of the town, are considered as "boats plying for hire," and the owners have not only to take out a license but are required to have their boats surveyed and to take out a passenger certificate. It therefore seems to me that the steam launches at Cocanada and Tuticorin should be treated in the same light as the steam launches which at Bombay are considered as boats plying for hire, and should be subject to survey, and required to hold a passenger certificate. The only question is, whether they should not be exempt from rule No. 22 which renders it incumbent on an owner of a boat plying for hire to let out such boat on hire.

7. It will be observed that in the revised rules no mention is made of double boat hire on Sundays and close holidays, and as the Collectors and other officials consulted are unanimous in considering that double boat hire on these occasions should not be charged, and as I am also of the same opinion, I have not included in the present rules the old rule authorising such charge to be made. Should the Government be of the same opinion, revised rates of boat hire for the different ports at which it has hitherto been customary to charge double rates on Sundays and close holidays will have to be sanctioned, and a draft of the revised rates proposed for each port will be submitted in due course.

8. With respect to the fixing of rates of hire for boats conveying cargo and passengers, the Government Solicitor has informed me that in his opinion section 6 (*k*) of Act X of 1889 does not empower Government to fix the rate of boat hire to be charged for such purposes. I enclose a copy of his letter to me on the subject. Mr. Sinkinson, the Officiating Secretary to the Government of India, Department of Finance and Commerce, in para. 3 of his letter, No. 2382, dated 13th May 1889, to the Chief Secretary to the Government of Madras, states that section 6 (*k*), read with section 15 of Act X of 1889, appears to provide sufficiently for the powers required, *i.e.*, to fix rates of hire.

ENCLOSURES.

From E. BARCLAY, Esq., Government Solicitor, to the Presidency Port Officer, Madras, dated Madras, 6th May 1890, No. 235.

In reply to your letter of yesterday, No. 633—750 M., I have to advise you that in my opinion section 6 (*k*) of Act X of 1889 does not empower Government to fix the rate of boat hire to be charged for the carriage of cargo and passengers. The section merely empowers Government to make rules for licensing and regulating boats, &c., plying for hire; but the word "regulating" is used in several other sub-sections in respect of matters for which no charge is intended to be made (see sub-sections *a*, *b*, *e*, *g*, *h*, *i*, *l*, *m*, *n*, *o*, and *p*). Again, where Government is authorised to make rules fixing rates, such power is expressly given, as in sub-section *j*. I think, therefore, that it would be necessary to give Government power by express words to make rules fixing rates of hire for boats conveying cargo or passengers and that without such express words, the power cannot be inferred.

From Captain H. A. STREET, H.M.'s I.M., Presidency Port Officer, to the Chief Secretary to Government, dated Madras, 21st May 1890, No. 646—269-G.

In connection with the draft of revised boat rules to be issued under section 6 (*k*) of Act X of 1889, which was forwarded for the approval of Government with my letter No. 646—268 G., dated 21st May 1890, and in accordance with the instructions contained in paragraph 2 of G.O., No. 205, dated 13th May 1889, I have the honor to submit herewith a draft of the revised fees to be charged for the survey, registration, licensing and inspection of cargo and other boats at Madras and the several coast ports of this Presidency.

2. The Government Solicitor has informed me that he doubts very much whether the power given by section 6 (*k*) of Act X of 1889 to Government to make rules for licensing and regulating boats includes power to make a rule for levying fees for licensing and regulating the same. In paragraph 3 of his letter, No. 2382, dated 13th May 1889, to the Government of Madras, Mr. Sinkinson, the Officiating Secretary to the Government of India, seems to be of a different opinion.

From Captain H. A. STREET, H.M.'s I.M., Presidency Port Officer, to the Chief Secretary to Government, dated Madras, 23rd May 1890, No. 646—273-G.

In continuation of my letter, No. 646—268 G., dated 21st May 1890, giving cover to a draft of revised boat rules to be made applicable to the port of Madras and the several coast ports of this Presidency, I have the honor to forward herewith, for the approval of Government, a schedule of revised rates of boat hire for each of the ports in the districts marginally specified. The rates proposed have been placed before the Collectors of the different maritime districts and have met with approval.

Ganjam.	Tanjore.
Vizagapatam.	Madura.
Kistna.	Tinnevelly.
Nellore.	Malabar.
South Arcot.	South Canara.

2. No increase has been made in the ordinary rates now in force, as it is thought that the double rates, which are proposed under the heading "Extraordinary charges" and the rates allowed for "Return trips," will compensate, in some measure, the boat-owners for any loss they may incur through no provision having been made in the revised boat rules for charging double hire on Sundays and gazetted holidays.

3. The double hire allowed at present on Sundays and gazetted holidays has been paid more frequently at ports on the Eastern than on the Western coast, as the steamers on the Madras and Rangoon line generally require to work on a Sunday, especially when calling at Bimlipatam and Vizagapatam. At these two ports Sunday is, as a rule, the busiest day with the boatmen as on other days it is seldom that a steamer calls which requires quick despatch, and though the new rates have met with the approval of the Collectors and are considered sufficient by the local Port officers, I should not be surprised if some little difficulty with the boatmen is experienced when they are first brought into force.

4. As a rule shippers generally, I have been led to understand, have their own private arrangements with boat-owners in respect to boat hire, and the sanctioned rates are, I believe, more frequently paid by Government servants and private passengers than by firms who ship largely and constantly.

5. In preparing the different schedules, I have confined myself simply to the rates to be charged, as under the new boat rules it is left to the Registering officer to issue instructions respecting the plying of the boats; their respective cargo loads; equipment and crew.

6. The revised rates proposed for the port of Cocanada are still under consideration, but will be forwarded in due course.

Order—dated 15th July 1890, No. 262, Marine.

These papers will be forwarded with reference to G.O., No. 252, dated 14th June 1889, paragraph 2, to the Advocate-General, for favor of his opinion on the legal questions involved.

(True Extract.)

(Signed) J. F. PRICE,
Chief Secretary.

To the Government Solicitor (with copies of past correspondence).

READ—also the following papers:—

From the Government Solicitor, Madras, dated 26th August 1890, No. 414.

ABSTRACT.—Forwarding the following opinion of the Advocate-General, dated 25th August 1890, on the Madras Boat rules:—

OPINION.

I think that section 6, clause (*k*) of the Ports Act (X of 1889) read with section 15, give the Madras Government power to make rules for the inspection of catamarans, * fixing rates of hire for boats conveying cargo or passengers, † and levying fees for surveys, registration and inspection of boats, ‡ all matters connected with the licensing and regulation of catamarans and boats.

* Letter from Chief Secretary, Madras Government, 18th March 1890, No. 101, Marine.
† Captain Street's letter No. 646, of 21st May 1890, paragraph 8, and
‡ Paragraph 2, letter submitting rules.

2. The rules appear to me to be within the powers conferred by the Ports Act, and, therefore, in my opinion, no fresh local enactment is necessary.

(Signed) J. H. SPRING BRANSON,
Advocate-General.

Reference, dated 25th September 1890.

With reference to paragraph 2 of G.O., No. 252, dated 14th June 1889, and to G.O., No. 262, dated 15th July 1890, the Advocate-General has expressed his opinion that the revised boat rules proposed by the Presidency Port Officer are within the powers conferred on the Local Government by Act X of 1889, and that no fresh local enactment is necessary to cover any of them. There is, therefore, now no legal objection to the rules being published.

2. It is observed, however, that the schedule of revised rates for the port of Pámban seems to be badly drawn up or worded. There is nothing to show whether the rates for "against tide" are to be charged when the weather is fair or foul, or either or both; and the sentence "should a greater quantity * * * increased in proportion" is not well expressed and its meaning is not clear. The Presidency Port Officer will revise the schedule and re-submit it to Government.

3. Adverting to paragraph 6 of Captain Street's letter No. 646—268-G., dated 21st May 1890, the Government is of opinion that a steam launch is a "boat" within the meaning of the Act and should be exempt from rule 22. Any additions to, or alterations in, the draft rules that may be rendered necessary by this decision should be submitted by the Presidency Port Officer in view to the publication of the rules in the Gazette.

(Signed) J. F. PRICE,
Chief Secretary.

To the Presidency Port Officer.

From Captain H. A. STREET, H.M.'s I.M., Presidency Port Officer, to the Chief Secretary to Government, dated Madras, 11th October 1890, No. 646—487-G.

With respect to Marine Department Reference of 25th September 1890 on Current No. 773 of 1890, I have the honor to forward the accompanying draft boat rules finally revised in communication with the Government Solicitor so as to render the same applicable to steam launches also, with the exception of rule 22, and beg that early sanction may be accorded to the rules being brought in force.

2. It is presumed that, with the introduction of these rules, all existing rules will be null and void, and that the following enactments will no longer be in force, viz.:—

Act IV of 1842.
" IX of 1846.
" IV of 1869.
" II of 1873.
" I of 1877.
" I of 1881.

3. The instructions of Government as regards the proposed schedule of boat-hire rates for Pámban are receiving attention.

Reference, dated 17th October 1890.

The schedule of rates for Pámban, which should be expedited, is awaited. It will be more convenient to issue the revised rules and schedules at the same time.

(Signed) J. F. PRICE,
Chief Secretary.

To the Presidency Port Officer.

From Captain H. A. STREET, H.M.'s I.M., Presidency Port Officer, to the Chief Secretary to Government, dated Madras, 16th October 1890, No. 646—501-G.

In continuation of my letter, No. 646—487-G., dated 11th October 1890, and with respect to paragraph 2 of Marine Department Reference on Current No. 773 of 1890, I have the honor to forward the accompanying amended schedule of revised rates of boat-hire for the port of Pámban.

From Captain H. A. STREET, H. M.'s I.M., Presidency Port Officer, to the Chief Secretary to Government, dated Madras, 16th October 1890, No. 646—503-G.

Adverting to paragraph 6 of my letter, No. 646—273-G., of 23rd May 1890, I have the honor to forward, for the sanction of Government, the accompanying revised schedule of boat-hire rates for the port of Cocanada.

2. These rates have the approval of the Godávari District Port Conservancy Board.

Reference, dated 18th November 1890, No. 210.

With reference to his letter No. 646—501, dated 16th October 1890, submitting a revised schedule of rates of boat-hire for Pámban, the Presidency Port Officer is requested to report whether clause (*b*) of the schedule is intended to mean that no excess passengers or cargo are to be *allowed*. What the clause says at present is that payment for the excess is not admissible. If necessary, the wording of the clause should be altered.

2. In the rates for Cocanada forwarded with letter No. 646—503, of the [illegible] October 1890, demurrage for a cargo boat is entered at 12 annas *per day* beyond three. It seems probable, however, that the charge is intended to be *per hour*. The Presidency Port Officer will report on the point.

(Signed) J. F. PRICE,
Chief Secretary.

To the Presidency Port Officer.

From Captain H. A. STREET, H.M.'s I.M., Presidency Port Officer, Madras, to the Chief Secretary to Government, dated Madras, 19th November 1890, No. 646—555-G.

In reply to Marine Department Reference No. 210, dated 18th November 1890, I have the honor to state that clause (*b*) of the schedule of boat-hire rates, &c., for Pámban may be amended as follows:—

"No cargo or passengers shall be carried in excess of the quantity or number specified in the license."

2. The entry in respect to demurrage rate for Cocanada is correct.

ORDER—dated 18th December 1890, No. 456, Marine.

The boat rules and schedules of rates of boat-hire, as now revised and printed as an appendix to this order, are approved. They will, with reference to section 6 (2) of Act X of 1889, be published for information in the Fort St. George and District Gazettes concerned and a period of two months will be permitted to elapse before they are finally issued for guidance.

Act IV of 1842 (India).
" IX of 1846 (")
" IV of 1869 (Madras).
" II of 1873 (")
" I of 1877 (")
" I of 1881 (")

2. The question of the repeal of the Acts marginally noted will be remitted for consideration in the Legislative Department.

(True Extract.)

J. F. PRICE,
Chief Secretary.

To the Presidency Port Officer.
" Collectors of Maritime Districts.
" Legislative Department.
Gazette.

ENDORSEMENT—dated 18th December 1890, No. 457, Marine.

Copy to the Government of India, Finance and Commerce Department, for information, with reference to letter No. 2382, dated 13th May 1889.

J. F. PRICE,
Chief Secretary.

Exd. P. L. Pereira.

APPENDIX.

RULES passed by the Government of Madras under the provisions of sec. 6, clause (*k*) read with section 15 of Act X of 1889 for licensing and regulating catamarans plying for hire, and flats and cargo, passenger and other boats (not being boats coming into the Port from any system of inland navigation) plying whether for hire or not, or whether regularly or only occasionally in, or partly within and partly without, any Port, and for determining the quantity of cargo and number of passengers to be carried by any such vessel.

[NOTE.—The expression "Boat" or "Boats" when used in any of the following rules shall be held as including steam launches, catamarans, flats, cargo, passenger and other boats.]

1. Owners of boats shall be subject to the control of the Registering officer appointed by Government and shall carry out at all times all orders issued by him in connection with the plying of their boats and which are not inconsistent with these rules, and shall supply the tindal of each registered boat with a printed copy of these rules and of any orders issued by the Registering officer, which copy shall be shown to any passenger by such boat demanding to see the same.

2. No person, either as owner or servant, shall use any boat to carry goods or passengers for hire to or from any ship or vessel at the port or from place to place within the limits of the port as defined for the time being under Act XII of 1875, unless such person shall have previously received a license from the Registering officer to so use such boat, and unless the boat which such person shall so use has been registered as hereinafter mentioned. This rule is not to be considered as interfering with boats forming part of a vessel's equipment or boats maintained solely for purposes of pleasure. The right of withdrawing this exemption will be vested in the Registering officer should it appear that the interests of Government require such withdrawal.

3. The Registering officer shall, upon the application of the owner or owners of a boat, and upon such boat being brought by him or them to such place as the Registering officer shall appoint for that purpose, survey and measure or cause to be surveyed and measured such boat in the presence of the owner or owners thereof or of any other person duly appointed for that purpose by such owner or owners and, on being satisfied that a boat is seaworthy and fit for the service of the port, will, upon the owner or owners delivering to him a document signed by such owner or owners specifying his or their name or names, occupation or respective occupations and place or respective places of residence and subscribing to a declaration that he or they fully understand these rules, grant a license, in a form approved by Government, to such owner or owners to use the boat for the purposes of carrying goods and passengers or goods or passengers for hire within the limits of the port. Such license shall express the dimensions of the boat, its rig, the equipment, and the number of the crew considered necessary by the Registering officer as well as the number of passengers and quantity of cargo it is to be permitted to carry, and every such license shall also contain a number for such boat and the name or names, occupation or occupations, and place or places of residence of the owner or owners thereof, and the name and place of residence of the tindal of such boat; all of which particulars shall be entered by the Registering officer in a book or register to be kept by him for that purpose.

4. The owner or owners of every registered boat, not being a catamaran, used for the purposes of fishing, shall obtain a license for such boat in the manner hereinbefore provided, and every such boat shall be registered in manner hereinbefore also provided, and every such boat shall carry on one of its sails and on each side of such boat a number to be assigned to such boat by the Registering officer when such boat is registered, and no person shall use any boat for the purpose of fishing until such license shall have been obtained and such boat shall have been registered nor without such number being so placed as aforesaid.

5. Every owner of a registered boat, not being a catamaran, shall paint upon a white ground in black English figures not less than six inches in length, on a conspicuous part of the bow of such boat on one side and of the quarter on the other

the number of such boat mentioned in the register and in his license. No person shall paint or cause to be painted or counterfeited upon any boat not duly registered such figures as aforesaid or other mark likely to induce the belief that such boat has been registered.

6. For the better prevention of fraud and omission in painting on registered boats the figures above mentioned, the Registering officer shall cause the number of each boat on its being registered to be cut or branded thereon in the native characters most commonly in use in the port, and the owner or owners of every such boat shall keep cut or branded and painted on his or their registered boat the English and vernacular figures thereon and shall not hide or obliterate them or any of them. No person whether an owner of a registered boat or boats or not shall alter or erase or shall assist in altering or erasing any such figures as aforesaid. All numbers painted or branded on a registered boat shall be effaced by the Registering officer on the license granted in respect of such boat being withdrawn.

7. So often as the ownership of any registered boat shall be changed the licensed owner shall, within six days after such change shall have taken place, produce his license to the Registering officer who will cancel the same, issue a fresh license to the new owner of such boat and amend the original entry in the register in respect of such boat or make a new entry in respect thereof as the Registering officer shall think fit, the new owner shall subscribe a declaration as provided in rule 11 before a license shall be issued to him.

8. So often as the tindal of any registered boat shall be changed or any alteration shall be made affecting any of the particulars contained in the license held by the owner or owners of such boat (except as specified in rule 4) such change or alteration shall be reported within 24 hours after the same shall have taken place by the owner or owners of such boat to the Registering officer who will amend such license and the register accordingly, except in cases where any such alteration affects the carrying capacity of such boat in which cases the boat shall be remeasured, and the original license held by the owner or owners thereof shall be cancelled and a fresh license be issued.

9. All owners of registered boats shall submit their boats when called on to do so, to the inspection of the Registering officer or any person duly authorized by him, and shall execute such repairs to their respective registered boats as the Registering officer or such other person as aforesaid shall direct, to render them efficient, and no owner or other person shall use any such boat until such repairs shall have been duly executed.

10. All registered boats shall be manned and provided with such equipment as may be determined on by the Registering officer and noted in the license and no owner shall allow his registered boat to ply without the requisite complement of men or equipment. Every boat-owner shall, if so required, carry in his registered boat such number of passengers and quantity of goods as shall be expressed in the license granted in respect of his registered boat.

11. All men employed as tindals in a registered boat at a coast port, and all men employed as tindals and as boatmen in registered boats at Madras, shall be registered in the office of the Registering officer in a book to be kept for that purpose by him, and no others shall ply or be allowed to ply in registered boats except on emergency and with the permission of the Registering officer. No person who, in the opinion of the Registering officer, is unaccustomed to the use of boats or is inefficient, shall be registered either as a tindal or a boatman, or shall be employed in any registered boat.

12. The owner or owners of every registered boat shall cause the tindal and Boatmen employed therein to wear, when afloat in such boat, a metal badge engraved with their respective registered numbers, and to be supplied by the Registering officer free of charge.

13. No tindal or boatman serving in any registered boat shall by wilful neglect of his duty or by desertion cause any impediment to the service of such boat.

14. No owner of a registered boat or other person shall use the same for the purpose of fishing or of taking off or landing any cargo or passengers or communicating with any vessel without having previously received the permission of the Registering officer so to do.

15. The Registering officer shall from time to time determine the hours between which registered boats are to ply to and from the shore or from place to place within the limits of the port and shall be at liberty to prevent any registered boat from leaving the shore when in his judgment danger would be incurred by so doing, and all persons shall comply with the orders and directions of the Registering officer in these respects.

16. No registered boat shall ply in fine weather if loaded with passengers or cargo beyond the number or quantity specified in the license granted in respect of such boat or, in rough weather, with a greater number or quantity than that authorized for the occasion by the Registering officer; all persons shall, on being required so to do by the tindal or owner of a registered boat, leave the boat or, as the case may be, remove therefrom such quantity of cargo which such person shall have placed or shall have caused to be placed in such boat as the tindal or owner shall require him to remove if the number of passengers or quantity of cargo then in such boat shall exceed the number or quantity, as the case may be, allowed by this rule.

17. No tindal or other person in charge of or navigating any registered boat shall attempt to make such boat fast or shall take it alongside of a vessel approaching an anchorage before such vessel has come to an anchor.

18. All passengers and goods shall be landed or shipped from within the limits that shall be determined by Government Notification, and no person engaged in shipping or landing passengers or goods shall do so beyond such limits unless the sanction of the chief customs authority at the port shall have been previously obtained.

19. Every registered boat being on the beach or at the usual landing place unemployed for half an hour shall be considered to be disengaged.

20. No registered boat shall be engaged in advance without the permission of the Registering officer previously obtained and then not for a longer period than one day.

21. The owner or one of the owners of every registered boat shall, when the same shall not be engaged in actual service for hire, and unless otherwise directed by the Registering officer, attend daily in person or by his agent at the office of the Registering officer from 6 A.M. until 6 P.M. so as to be ready to provide, upon immediate notice, his or their registered boat for service.

22. No owner of a registered boat, not being a steam launch, or person in charge thereof shall refuse to let on hire such boat without having and assigning reasonable cause for such refusal to the satisfaction of the Registering officer.

23. The rate of hire to be charged for the carriage of cargo and passengers respectively will be determined from time to time by Government Notification, and no owner of a registered boat or person deputed by any owner of a registered boat to carry any cargo or passengers shall demand a rate beyond that sanctioned by such notification for the carriage of any such cargo or passengers.

24. Any person who shall be convicted of disobedience of any of these rules shall be liable to forfeit any license which may have been granted to him under any of these rules.

NOTE.

Attention is called to the provisions of section 54 of Act X of 1889, which is as follows:—

Penalty for disobedience to rules and orders of the Local Government.

"If any person disobeys any rule or order which a Local Government has made in pursuance of this Act and for the punishment of disobedience to which express provision has not been made elsewhere in this Act, he shall be punished for every such offence with fine which may extend to 100 rupees."

RULES for Survey, Registration, Licensing and Inspection of Cargo and other Boats.

In exercise of the powers conferred by section 6, clause (*k*) read with section 15 of the Indian Ports Act X of 1889, the Governor of Fort St. George in Council hereby notifies, that the rules published by Government at page 316 of the *Fort St. George Gazette* of 28th June 1881, Part I, prescribing fees for survey, registration, licensing and inspection of cargo and other boats plying for hire in any port or ports in which the said Act is in force, or to which the said rules have been or shall be extended, are hereby repealed in so far as they prescribe or affect fees for survey, registration, licensing and inspection of cargo and other boats at those ports, and from or after the publication of this notification the following fees alone shall be due and leviable for such purposes:—

	RS.	A.	P.
For each survey and measurement, as required by the boat rules, provided the boat is found seaworthy	1	0	0
On each occasion of a boat being found unseaworthy on being surveyed	0	8	0
For registration on each of the occasions prescribed by the boat rules	1	0	0
For granting a license on each of the occasions prescribed by the boat rules	1	0	0
For each annual inspection	1	0	0

2. Half the above rates shall be due and leviable in the case of canoes; and in the case of catamarans the existing scale, under which the corresponding fees do not exceed 8 annas, shall continue to be in force.

N.B.—No fee is leviable for amending a license or register.

SCHEDULE of revised rates of boat-hire for the ports of Gopálpur, Sonapur, Barwar, Pundi, Bapanapadu and Calingapatam.

Between sunrise and 8 p.m.

	RS.	A.	P.
Accommodation boat, per trip	2	0	0
Do. return trip from same vessel	1	0	0
Do. return trip from different vessel	0	12	0
Cargo boat, per trip	2	0	0
Do. return trip from same vessel	1	0	0
Do. return trip from different vessel	0	12	0
Catamarans, per trip	1	0	0
Water boat, per trip	0	5	0
* This charge includes cost of filling casks, providing ropes, buckets, &c.	*3	8	0
Cargo boat for landing horses, per trip	2	0	0
For boats employed in landing carriage—			
If one boat is used, per trip	3	0	0
If two boats are required, then for each boat, per trip	2	8	0
Transhipping cargo—			
For first trip, in addition to ordinary hire	1	0	0
For each succeeding trip per day	0	12	0

Extraordinary rates.

Between 8 P.M. and 4 A.M., provided the boat leaves the shore after 8 P.M., per trip.	Double the ordinary rate.
Between 4 A.M. and sunrise, per trip	An ordinary rate and a half.
During the period that either the surf or the current flag may be hoisted, and on all occasions when a boat carries a double crew by direction of the Port officer.	Double the ordinary rate.

In cases of extraordinary service, as rendering aid to a vessel in distress within the limits of the port, the Port officer, or other officer in charge of the port, shall adjudge and allow such additional hire as the circumstances of the case may seem to warrant, reporting the same for the information of the Collector of the district.

SCHEDULE of revised rates of boat-hire for the port of Bimlipatam.

Between sunrise and 8 p.m.

	RS.	A.	P.
Accommodation boat, per trip	2	4	0
Do. return trip from same vessel	1	2	0
Do. return trip from different vessel	2	4	0
Cargo boat, per trip	1	8	0
Do. return trip from same vessel	1	0	0
Do. return trip from different vessel	1	8	0
Water boat holding 2 tons, per trip	*3	8	0
* This charge includes cost of filling casks, providing ropes, buckets, &c.			
Cargo boat for landing horses, per trip	2	0	0
For boats employed in landing a carriage—			
If one boat is used, per trip	3	0	0
If two boats are required, then for each boat, per trip	2	8	0

Transhipping.

For the first trip, in addition to the ordinary charge, per trip ..	1 8 0
For each succeeding trip per day	1 2 0
Catamarans	0 5 0

Extraordinary rates.

Between 8 P.M. and 4 A.M., provided the boat leaves the shore after 8 P.M., per trip.	Double rates.
Between 4 A.M. and sunrise, per trip	An ordinary fare and a half.
When a double crew is considered necessary by the Port officer, per trip.	Double rates.
When surf or current flag is hoisted, per trip	Do.

In cases of extraordinary service, as rendering aid to a vessel in distress within the limits of the port, the Port officer, or other officer in charge of the port, shall adjudge and allow such additional hire as the circumstances of the case may seem to warrant, reporting the same for the information of the Collector of the district.

SCHEDULE of revised rates of boat hire for the port of Vizagapatam.

Between sunrise and 8 p.m.

	RS.	A.	P.
Accommodation boat, per trip	2	4	0
Do. return trip from same vessel	1	2	0
Do. return trip from different vessel	2	4	0
Cargo boat, per trip	1	8	0
Do. return trip from same vessel	1	0	0
Do. return trip from different vessel	1	8	0
Water boat holding 2 tons, per trip	†3	8	0
† This charge includes filling casks, providing ropes, buckets, &c.			
Cargo boat for landing horses, per trip	2	0	0
For boats employed in landing a carriage—			
If one boat is used, per trip	3	0	0
If two boats are required, then for each boat, per trip	2	8	0

Transhipping.

For the first trip, in addition to the ordinary charge, per trip ..	1	8	0
For each succeeding trip per day	1	2	0
Catamarans, per trip	0	5	0

Canoes.

For passage from any part of the backwater to any other part of the same, each person	0	0	2
For passage from any part of the backwater to any other part of same with either a bundle or baggage	0	0	3
A load of cargo, per trip	0	8	0

NOTE.—Canoes cannot be used to convey passengers or cargo beyond the limits of the backwater.

Extraordinary rates.

Between 8 P.M. and 4 A.M., provided the boat leaves the shore after 8 P.M., per trip	Double rates.
Between 4 A.M. and sunrise, per trip	An ordinary fare and a half.
When a double crew is considered necessary by the Port officer, per trip.	Double rates.
When surf or current flag is hoisted, per trip	Do.

In cases of extraordinary service as rendering aid to a vessel in distress within the limits of the port, the Port officer, or other officer in charge of the port, shall adjudge and allow such additional hire as the circumstances of the case may seem to warrant, reporting the same for the information of the Collector of the district.

SCHEDULE of revised rates of boat-hire for the port of boats at Pudimadaka and Pentakóta.

Between sunrise and 8 p. m.

	RS.	A.	P.
Accommodation boat, per trip	2	4	0
Do. return trip from same vessel	1	2	0
Do. return trip from different vessel	2	4	0
Cargo boat, per trip	1	8	0
Do. return trip from same vessel	1	0	0
Do. return trip from different vessel	1	8	0
Water boat holding 2 tons, per trip	*3	8	0

* This charge includes filling casks, providing ropes, buckets, &c.

Cargo boat for landing horses per trip	2	0	0
For boats employed in landing a carriage—			
If one boat is used, per trip	3	0	0
If two boats are required, then for each boat, per trip	2	8	0
For boats employed in landing or receiving cargo behind the surf at Pudimadaka, per trip	0	8	0

Transhipping.

For the first trip, in addition to the ordinary charge, per trip ..	1	8	0
For each succeeding trip per day	1	2	0
Catamarans, per trip	0	5	0

Extraordinary rates.

Between 8 P.M. and 4 A.M., provided the boat leaves the shore after 8 P.M., per trip.	Double rates.
Between 4 A.M. and sunrise, per trip	An ordinary fare and a half.
When a double crew is considered necessary by the Port officer per trip.	Double rates.
When surf or current flag is hoisted, per trip	Do.

In cases of extraordinary service, as reudering aid to a vessel in distress within the limits of the port, the Port officer, or other officer in charge of the port, shall adjudge and allow such additional hire as the circumstances of the case may seem to warrant, reporting the same for the information of the Collector of the district.

SCHEDULE of revised rates for the port of Masulipatam.

Ordinary rates.

To or from a vessel in or under 5 fathoms low water to or from the Pier head—

	RS.	A.	P.
First-class boats, per trip	10	0	0
Second and third class boats and accommodation boats, per trip ..	7	8	0
Catamarans, per trip	0	8	0
To or from a vessel outside of five fathoms low water—			
First-class boats, per trip	15	0	0
Second and third class boats and accommodation boats, per trip ..	10	8	0
Catamarans, per trip	1	0	0

Extraordinary rates.

In cases of extraordinary service, as rendering aid to a vessel in distress within the limits of the port, the Port officer shall adjudge and allow such additional hire as the circumstances of the case may seem to warrant, reporting the same for the information of the Collector of the district.

SCHEDULE of revised rates of boat-hire for the ports of Kottapalem, Nizampatam, Ipurupalem and Motupalle in the Kistna district.

Between sunrise and 8 p.m.

	RS.	A.	P.
Accommodation boat, per trip	2	0	0
Do. return trip from same vessel	1	0	0
Do. return trip from different vessel	2	0	0
Cargo boat, per trip	1	8	0
Do. return trip from same vessel	0	12	0
Do. return trip from different vessel	1	8	0
Do. carrying ballast, per trip	1	12	0
Do. carrying horses, per trip	2	0	0
Do. carrying carriage for each boat and per trip ..	2	8	0
Do. water, per trip	*3	0	0

* This includes cost of filling casks, providing ropes, &c.

Transhipping.

For first trip, in addition to the ordinary fare, per trip	1	0	0
For each succeeding trip per day	0	12	0

Extraordinary rates.

Between 8 P.M. and 4 A.M., provided the boat leaves the shore after 8 P.M., per trip.	Double the ordinary rate.
Between 4 A.M. and sunrise, per trip	An ordinary rate and a half.
During the period that either the surf or the current flag may be hoisted, and on all occasions when a boat carries double crew by direction of the Port officer.	Double the ordinary rate.

In case of extraordinary service, as rendering aid to a vessel in distress within the limits of the port, the Port officer, or other officer in charge of the port, shall adjudge and allow such additional hire as the circumstances of the case may seem to warrant, reporting the same for the information of the Collector of the district.

SCHEDULE of revised rates of boat-hire for the ports of Kottapatam, Itamukkala, Ramayapatam and Iskapalle in the Nellore district.

Between sunrise and 8 p.m.

	RS.	A.	P.
Accommodation Masula boat, per trip	2	0	0
Do. do. return trip from same vessel ..	1	0	0
Do. do. return trip from different vessel ..	2	0	0

	Boats of 4 tons and upwards. RS.	A.	P.	Masula boats. RS.	A.	P.
Cargo boat, per trip	2	0	0	1	8	0
Do. return trip from same vessel	1	0	0	0	12	0
Do. return trip from different vessel ..	2	0	0	1	8	0
Do. landing horses for each boat, per trip ..	3	0	0	2	0	0
Do. landing carriages for each boat used, per trip	3	0	0	2	8	0
Do. carrying ballast, per trip	2	2	0	1	12	0
Do. water, per trip	†4	10	0	3	0	0

† This charge includes all expenses connected with filling casks, &c., as bringing the water alongside the vessel.

Transhipping.

	Boats of 4 tons and upwards.	Masula boats.
	RS. A. P.	RS. A. P.
For first trip, in addition to the ordinary fare in each case.	1 0 0	0 12 0
For each succeeding trip during the day	0 12 0	0 8 0
Catamarans, per trip	..	0 4 0
Do. when employed for rafting timber, landing or shipping dead weight.	..	1 0 0

Extraordinary rates.

Between 8 P.M. and 4 A.M., provided the boat leaves the shore after 8 P.M., per trip.	Double rates.
Between 4 A.M. and sunrise	An ordinary fare and a half for all boats.
During the period that either the surf or current flag may be hoisted, and on all occasions when a boat carries a double crew, by direction of the Port officer or Port Conservator.	Double the ordinary rate.

In cases of extraordinary service, as rendering aid to a vessel in distress within the limits of the port, the Port officer, or other officer in charge of the port, shall adjudge and allow such additional hire as the circumstances of the case may seem to warrant, reporting the same for the information of the Collector of the district.

SCHEDULE of revised rates of boat-hire for the port of Cuddalore and Porto Novo, South Arcot district.

Between sunrise and 8 p.m.

	To vessels: In 7 fathoms low water and not outside of 10 fathoms low water.	To vessels: In less than 7 fathoms low water.
	RS. A. P.	RS. A. P.
Accommodation boat, per trip	7 0 0	3 8 0
Do. return trip from same vessel.	3 8 0	1 12 0
Do. return trip from different vessel.	7 0 0	3 8 0
Cargo boat, per trip	6 0 0	3 0 0
Do. return trip from same vessel	3 0 0	1 8 0
Do. return trip from different vessel ..	6 0 0	3 0 0
Do. carrying ballast, per trip	7 0 0	4 0 0
Tapal boat, per trip	3 0 0	1 8 0
Water boat, per trip	*7 0 0	*4 0 0

*NOTE.—These charges include filling casks, providing ropes, buckets, &c., and hire of boat.

Catamarans, per trip	0 12 0	0 6 0
Do. for rafting timber, for each catamaran per day	2 12 0	1 6 0

Transhipping.

For the first trip, in addition to the ordinary fare ..	1 0 0	1 0 0
For each succeeding trip per day	0 12 0	0 12 0

Extraordinary charges.

Between 8 P.M. and 4 A.M., provided that the boat proceeds outside the bar after 8 P.M.	Double hire.	Double hire.
Between 4 A.M. and sunrise	An ordinary fare and a half.	An ordinary fare and a half.
When surf or current flag is hoisted	Double hire.	Double hire.
When any increase to the ordinary crew is considered necessary by the Port Conservator.	8 annas per day for each extra man engaged.	

In cases of extraordinary service, as rendering aid to a vessel in distress within the limits of the port, the Port officer, or other officer in charge of the port, shall adjudge and allow such additional hire as the circumstances of the case may seem to warrant, reporting the same for the information of the Collector of the district.

SCHEDULE of revised rates of boat-hire for the ports of Negapatam, Nagore, Tirumalavasal Tranquebar, Topputurai, Mutupet, Adirampatam and Valangani.

Between sunrise and 8 p.m.

	To vessels: In and under 5 fathoms low water.	To vessels: Beyond 5 fathoms and not outside of 6 fathoms low water.
	RS. A. P.	RS. A. P.
Accommodation boat, per trip	1 8 0	2 4 0
Do. return trip from same vessel..	0 12 0	1 2 0
Do. return trip from different vessel	1 8 0	2 4 0
First-class cargo boats when carrying ordinary cargo, per trip.	3 0 0	4 8 0
First-class cargo boats when carrying Railway material or coal, per trip.	4 0 0	6 0 0
Second-class boats, per trip	2 4 0	3 6 0
Return fare for first and second class boats from same vessel.	Half ordinary rate.	
Return fare for first and second class boats from different vessel.	Full rates.	
Catamarans, per trip	0 8 0	0 12 0

Transhipping.

First and second class boats— For the first trip, in addition to the fare for an ordinary trip.	Two-thirds of the ordinary fare per trip allowed to the class of boat according as the work is carried on in and under 5 fathoms or outside of 5 fathoms low water.
For each succeeding trip during the day	Half the ordinary fare allowed to the class of boat according as the work is carried on in and under 5 fathoms or outside of 5 fathoms low water.

Extraordinary rates.

Between 8 P.M. and 4 A.M., provided the boat proceeds outside the bar after 8 P.M., per trip.	Double rates.
Between 4 A.M. and sunrise, per trip	An ordinary rate and a half.
When surf or current flag is hoisted, per trip ..	Double rates.
When any increase to the ordinary crew is considered necessary by the Port officer or Port Conservator of the port, per trip.	Annas 4 for each extra man per trip.

In cases of extraordinary service, as rendering aid to a vessel in distress within the limits of the port, the Port officer, or other officer in charge of the port, shall adjudge and allow such additional hire as the circumstances of the case may seem to warrant, reporting the same for the information of the Collector of the district.

SCHEDULE of revised rates of boat-hire for the port of Pámban.

—	Fair weather with tide or at slack water.	Against tide in either fair or foul weather.	Foul weather with tide or at slack water.
IN RESPECT TO CARGO.	RS. A. P.	RS. A. P.	RS. A. P.
Cargo Boats.			
For each trip either to the north roadstead on the basin to import or export goods to and from the Custom house	2 0 0	3 0 0	4 0 0
For each trip to Tirkey Pallum roadstead on the basin to import or export goods to and from the Custom house	1 0 0	1 8 0	2 0 0
For each trip to Koondoogal harbour roadstead on the basin to import or export goods to and from the Custom house	4 0 0	6 0 0	8 0 0
For each trip to lighten vessels by receiving goods at the north roadstead and delivering the same at the basin or *vice versa* ..	3 0 0	5 0 0	6 0 0
For each trip to lighten vessels by receiving goods at Koondoogal harbour or *vice versa*	5 0 0	7 8 0	10 0 0
In lightening vessels, should a laden boat not be discharged in 24 hours, for every succeeding day	1 0 0	1 8 0	2 0 0
Hire of a cargo boat per day without the crew	7 0 0	10 8 0	14 0 0
Hire of a cargo boat per day without the crew to be alongside of vessels, oar the cargo, or such other job	1 0 0	1 8 0	2 0 0
Canoes.			
For each trip to the north roadstead to any part of the channel with goods, passengers or letters	0 4 0	0 8 0	..
For each trip to Koondoogal harbour with goods, passengers or letters	0 8 0	1 0 0	..
	Per ton.	Per ton.	Per ton.
Transhipping rates	0 8 0	0 12 0	1 0 0
	Per hour.	Per hour.	Per hour.
Detention hire	1 0 0	1 8 0	2 0 0
	1st-class boat.	2nd-class boat.	3rd-class boat.
Water trip (irrespective of weather or tide)	10 0 0	8 0 0	5 0 0

(*a*) All boats and dhonies and canoes will be entitled to half the amount of hire if returned unused by parties engaging them after the boats have put off from the shore.

(*b*) No cargo or passengers shall be carried in excess of the quantity or number specified in the license.

(*c*) In cases of extraordinary service, as rendering aid to a vessel in distress within the limits of the port, the Port officer shall adjudge and allow such additional hire as the circumstances of the case may seem to warrant, reporting the same for the information of the Collector of the district.

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SCHEDULE of revised rates of boat-hire for the port of Tuticorin.

—	Boat hire to the roadstead or beyond Devil's point.	Boat hire to near the Key-stone rock.	Boat hire to Therukaipallem.	Boat hire to inner harbour.
Between sunrise and 8 p.m.	RS. A. P.	RS. A. P.	RS. A. P.	RS. A. P.
First-class boats, 16 to 22 tons, carrying 75 bales of cotton of 400 lb. or 60 bales of 500 lb. ..	12 8 0	10 0 0	..	5 0 0
Second-class boats, 12 to 16 tons, carrying 56 bales of 400 lb. or 45 bales of 500 lb.	9 6 0	7 8 0	..	4 0 0
Third-class boats or small dhonies	6 0 0	5 0 0	4 0 0	3 0 0
Canoes for bubash purposes only (using not less than 6 oars)	3 0 0	..	..	..
Transhipping.				
For the first trip		Half hire.		
For each succeeding trip during the day ..		Do.		
Water trip including all charges		Full hire.		
Return trip		Half hire if from the same ship.		
Landing horses		Full hire.		
Do. carriages		Do.		
Extraordinary rates.				
Between 8 P.M. and 4 A.M., per trip	..	..	..	Double rates.
Do. 4 A.M. and sunrise, per trip	..	..	..	An ordinary fare and a half.

In cases of extraordinary service, as proceeding to a vessel in distress within the limits of the port, the Port officer shall adjudge and allow such additional hire as the circumstances of the case may seem to warrant, reporting the same for the information of the Collector of the district.

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SCHEDULE of revised rates of boat-hire for the port of Cochin.

Ordinary rates.

	Outer roads.	Inner harbour.
	RS. A. P.	RS. A. P.
Boats carrying 6 large pipes of oil or 7 small or 12 puncheons or 20 hogsheads	2 8 0	1 0 0
Boats carrying 50 bales yarn or fibre or 50 cases coffee or 12 bales of hides	3 4 0	1 0 0
Boats carrying 100 bags of rice, coffee, pepper, &c., per 100 bags	3 12 0	1 0 0
Boats carrying coir, dholls or rolls of coir yarn or coils of coir rope, per boat load	3 6 0	1 0 0
One cargo boat loaded with general cargo or passengers	3 8 0	1 2 0
Landing ballast or coals, per ton	0 10 0	0 5 0
Transhipping cargo from one vessel to another, per trip	2 0 0	..
Transhipping coals or ballast, per ton	0 8 0	..
Licensed Kettoo vullum or boats from 3 to 4 tons with cargo, per ton	2 4 0	0 12 0
Ordinary passenger boat, per trip	2 0 0	0 12 0
Water trip—		
For a load of 20 casks of 50 gallons each, including all charges, per trip	15 0 0	12 12 0
Return trip	Half the ordinary rates	
Do, with cargo from a different vessel ..	Full ordinary rates.	

Extraordinary rates.

Boats proceeding to vessels beyond 7 fathoms low water but not outside of port limits, per trip	Double rates.
For a boat employed between 8 P.M. and 4 A.M. in proceeding to outer roads and back, provided the boat left the shore after 8 P.M., per trip	Double outer rates.
Boats employed in inner roads between 8 P.M. and 4 A.M., per trip	Double inner harbour rates.

In cases of extraordinary service, as rendering aid to a vessel in distress within the limits of the port, the Port officer shall adjudge and allow such additional hire as the circumstances of the case may seem to warrant, reporting the same for the information of the Collector of the district.

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SCHEDULE of revised rates of boat-hire for the ports of Calicut and all other ports in the Malabar district except Cochin.

Between sunrise and 8 p.m.

	RS. A. P.
Boats capable of carrying 1 ton and under, whether laden or unladen—	
From the beach to vessels—under 3 fathoms at all ports, per trip..	0 6 0
From the pier at Calicut to vessels—in 3 fathoms and under, per trip	0 4 0
From the beach to vessels—in 3 fathoms and under 5 fathoms, per trip	0 14 0
Do. do. in 5 fathoms and under 7 fathoms, per trip	1 8 0
Do. do. beyond 7 fathoms, per trip	According to agreement.
Return trip from vessels in 3 fathoms and not over 7 fathoms—	
From the same vessel	Half the ordinary rate.
From a different vessel	Full ordinary rates.
Transhipping between vessels in 3 fathoms and not over 7 fathoms—	
For the first trip, in addition to the ordinary hire ..	Two-thirds the ordinary rate.
For each succeeding trip	Half the ordinary rate.
Water trip to vessels in 3 fathoms and not over 7 fathoms—	
12 annas per hogshead, in addition to the ordinary rate.	
To vessels beyond 7 fathoms, according to agreement.	

Extraordinary rates.

Boats with an awning	4 annas, in addition to ordinary rate, each trip.
Boats employed between 8 P.M. and 4 A.M.	Double hire.
Between 4 A.M. and sunrise	One and a half the ordinary hire.

In cases of extraordinary service, as proceeding to a vessel in distress within the limits of the port, the Port officer shall adjudge and allow such additional hire as the circumstances of the case may seem to warrant, reporting the same for the information of the Collector of the district.

SCHEDULE of revised rates of boat-hire for the port of Mangalore.

BETWEEN SUNRISE AND 8 P.M.

Ordinary charges.

	Outside the bar. RS. A. P.	Inside the bar. RS. A. P.
For a boat of 10 corges (or 15 tons) burthen and upwards, per trip	1 4 0*	3 2 0
For boats of less than 10 corges burthen but not below 2 corges, per trip	1 6 5*	0 8 0*
For a boat of 1 corge burthen but less than 2 corges, per trip	1 12 0	0 8 0
For a boat receiving or delivering goods at the back of the surf	..	Half rates.
For a boat transhipping	Half rates according to size.	Do.
Return trip	Do.	Do.
Water trip including filling and putting on board, per trip	According to agreement.	8 0 0

* Per corge.

NOTE.—An extra charge of Rs. 2 per 600 gallons is made for the use of the port tank, and Annas 8 per 100 gallons if casks are used. No charge is made when vessels use their own boats and casks for watering.

Extraordinary charges.

	Outside the bar.	Inside the bar.
For boats when employed between 8 P.M. and 4 A.M.	Double rates whether by corge or trip.	Double rates.

In cases of extraordinary service, as rendering aid to a vessel in distress within the limits of the port, the Port officer, or other officer in charge of the port, shall adjudge and allow such additional hire as the circumstances of the case may seem to warrant, reporting the same for the information of the Collector of the district.

SCHEDULE of revised rates of boat-hire for the ports of Malpi, Barkur and Coondapoor.

BETWEEN SUNRISE AND 8 P.M.

Ordinary charge.

	Outside the bar. RS. A. P.	Inside the bar. RS. A. P.
For a boat of 10 corges (or 15 tons) burthen and upwards, per trip	12 8 0	3 2 0
For a boat of less than 10 corges burthen but not 3 corges, per trip	1 4 0†	0 5 0†
For a boat of 2 corges and less than 3 corges, per trip	1 8 0†	0 5 0†
For a boat of less than 2 corges, per trip	1 12 0†	0 4 0†
For a boat of 1 corge when loaded with provisions, per trip	1 8 0	0 8 0
Return trip for any of above boats from same vessel, per trip	Half of the rates in each case.	
Return trip from a different vessel	Full rates in each case.	
For the report boat, per trip	1 12 0	0 8 0
Water boat including all charges, per trip	1 12 0†	0 4 0†

† Per corge.

Extraordinary rates.

Boats employed between 8 P.M. and 4 A.M. ..	Double ordinary rates.
Do. do. 4 A.M. and sunrise ..	An ordinary rate and a half.

In cases of extraordinary service, as rendering aid to a vessel in distress within the limits of the port, the Port officer, or other officer in charge of the port, shall adjudge and allow such additional hire as the circumstances of the case may seem to warrant, reporting the same for the information of the Collector of the district.

(Signed) H. A. STREET, Capt., H.M.'s I.M.,
Presidency Port Officer.

SCHEDULE of revised rates of Boat-hire for the Port of Cocanada in respect of Export Cargo.

Articles.	Packages.	Net weight.	Rate. RS. A. P.	Per
	Bags ..	164 lb.	3 0 0	100 bags.
Rice	,, ..	164 ,,	3 0 0	,,
Gram (all kinds)	,, ..	164 ,,	3 0 0	,,
Wheat	,, ..	164 ,,	3 0 0	,,
Grains not otherwise specified	,, ..	168 ,,	3 0 0	,,
Salt	,, ..	164 ,,	3 0 0	,,
Refined sugar	,, ..	164 ,,	3 0 0	,,
Betel nuts	,, ..	164 ,,	3 0 0	,,
Fenugreek seed	,, ..	164 ,,	3 0 0	,,
Crushed bones	,, ..	164 ,,	3 0 0	,,
Nux vomica	,, ..	164 ,,	3 0 0	,,
Poonac	,, ..	164 ,,	3 0 0	,,
Cholum	,, ..	164 ,,	3 0 0	,,
Raggi	,, ..	164 ,,	3 4 0	,,
Cumbu	,, ..	164 ,,	3 4 0	,,
Paddy	,, ..	164 ,,	3 4 0	,,
Gingelly seed	,, ..	164 ,,	3 4 0	,,
Castor seed	,, ..	164 ,,	3 4 0	,,
Rape seed	,, ..	164 ,,	3 0 0	,,
Mustard seed	,, ..	164 ,,	3 4 0	,,
Jaggery	,, ..	164 ,,	5 0 0	,,
Turmeric	,, ..	82 ,,	3 0 0	,,
Coriander seed	,, ..	164 ,,	5 0 0	,,
Cassia bark	,, ..	82 ,,	3 0 0	,,
Do.	,, ..	164 ,,	4 8 0	,,
Bones	,, ..	164 ,,	3 0 0	,,
Garlic	Bales ..	300 ,,	8 0 0	100 bales.
Myrabolams	,, ..	400 ,,	10 0 0	,,
Cotton	,, ..	400 ,,	10 0 0	,,
Do.	,, ..	252 ,,	8 0 0	,,
Hemp	,, ..	400 ,,	10 0 0	,,
Coir yarns	,, ..	300 to 400 lb.	12 8 0	,,
Jute	,, ..	300 to 400 ,,	12 8 0	,,
Chillies	,, ..	..	12 8 0	,,
Gunnies	,, ..	..	12 8 0	,,
Twist	,, ..	400 to 700 lb.	0 6 0	per bale.
Piece-goods	,, ..	400 lb.	0 4 0	,,
Raw skins and hides	,, ..	250 ,,	12 8 0	100 bales.
Tanned hides and skins	Cases ..	172 ,,	6 4 0	100 cases.
Tobacco	,, ..	160 ,,	6 4 0	,,
Castor oil	,, ..	112 ,,	3 0 0	,,
Ghee	Casks ..	300 to 450 lb.	0 2 0	Cask.
Tin plates	,, ..	625 lb.	0 4 0	,,
Cement	,, ..	625 ,,	0 4 0	,,
Castor oil	,, ..	700 ,,	0 4 0	,,
Ghee	Bundles ..	150 to 210 lb.	8 0 0	100 bundles.
Molasses	,, ..	164 lb.	5 0 0	,,
Cocoanuts	,, ..	164 ,,	0 2 0	Bundle.
Copra	Loose ..	..	0 2 0	100 horns.
Horns	Bags ..	164 lb.	3 4 0	100 bags.
Do. loose	Bales ..	..	10 0 0	100 bales.
All the other goods in bags				
Do. do. bales				

To or from Coringa, Talravo, or Nilapilly, 4, 8 and 12 annas, respectively, in excess of the above charges per 100 bags.

	RS. A. P.
From Coringa to Talravo or Nilapilly per every 100 bags, and *vice versa*, respectively	1 6 0 and 1 12 0
From Nilapilly, Talravo or Coringa to a vessel on the Coringa bar or above it, and *vice versa*, per 100 bags respectively.	2 12 0 1 8 0 1 4 0
From a godown to a vessel opposite to or near it, per 100 bags	0 12 0

SCHEDULE of revised rates of Boat-hire for the Port of Cocanada in respect of Import Cargo.

[Import cargo will be paid for at the rate of annas 7½ per ton of register tonnage.]

	RS. A. P.
Demurrage for the detention of a cargo boat alongside of a vessel in the roads or in any of the rivers, for each day beyond three, for every 100 bags the boat is licensed to carry	0 12 0
Return trips, half the above charges if from the same vessel. If from another vessel, full hire.	
Transhipping cargo from one vessel to another, per trip	Half the rate from shore to ship.

The bag is calculated at two Bengal maunds or 164 lb. each.

Accommodation Boats.

	RS. A. P.
1st class, per trip from Cocanada to the roads	4 0 0
2nd do. do. do. do.	3 0 0
3rd do. do. do. do.	2 0 0
If detained alongside of the vessel above 3 hours, for every hour extra	0 12 0
First-class accommodation boats from Nilapilly to Cocanada or to a vessel in Cocanada roads and *vice versa*, if not exceeding one day	7 0 0
Do. do. do. Talravo ..	6 0 0
Do. do. do. Coringa ..	5 0 0
In excess of one day, per diem half of the above charges extra to be made.	
Extra hire to all vessels in more than 5 fathoms in the South-west monsoon or 6 fathoms in the North-east, one-third the above hire for all classes of boats.	

12-3-42 GVL

20-9-5756

Govt. of {1890} Madras.

MARINE.

10.11.24 II

18-12-5756

Issued

Recd. *Encl.*

G.O., &c., 18th December 1890,
Nos. 456, 457.

DECEMBER.

Boat Rules.

Approving, as revised, the — and schedules of rates of boat-hire, and remitting to the Legislative Department the question of the repeal of certain Acts in consequence of the introduction of the revised rules.

19 8/2

Cuo773

In the matter of the Madras Boat Rules

— O p i n i o n —

1 I think that Section 6 clause (K) of the Ports Act, X of 1889 read with section 18 give the Madras Government power to make rules for the inspection of catamarans (a), fixing rates of hire for boats conveying cargo or passengers (b), levying fees for surveys, registration and inspection of boats (c), all matters connected with the licensing and regulation of catamarans and boats.

2 The Rules appear to me to be within the powers conferred by the Ports Act, and, therefore, in my opinion, no fresh local enactment is necessary.

(a) Letter from Chf. Secy, Madras Govt 18th March 1890 No 101 Marine

(b) Captn. Streets letter No 046 of 21st May 1890 para 8: and

(c) para. 2 letter submitting Rules

Madras
25th Augt 1890

(Signed) J H Spring Branson
Advocate General

(True Copy)

Ernest Barclay

Government Solicitor.

18 Aug 90

Marine Department

Read also the following papers:-

C No 773

From.

Ernest Barclay.
The Govt Solicitor
Madras.

To

The Chief Secretary
to Government
Octacamund

Dated 26th August 1890
Received 27
No 414

Enclosures 3 returned

Abstract forwarding the following opinion of the Advocate-General dated 25th June 1890, on the Quarantine Boat Rules:-

with enclosures
Forwarded, with reference to the Order of Government dated 15th July 1890 No 262 - Marine.

Ernest Barclay

Government Solicitor

Marine Dept

From the I.P.O. No 646/260
d/21.5.90.
From —do— No 646/269
d/21.5.90.
From —do— No 646/273
d/23.5.90.
From the Govt: Solicitor
No 414. d/26.8.90.

Reference d/25 September 189

With reference to
para: 2 of G.O. No 252 d/
14th June 1889, and No 2
d/15th July 1890, the Advoc
General has expressed
opinion that the revis
boat rules proposed by
the P.P. officer are with
the powers conferred o
the Local Govt by Act x
1889 and that
no fresh local enactm
is necessary to cover a
of them. There is therefo
now no legal objecti
to the rules being pu
lished.

2. It is observed, howe
that the schedule of r
vised rates for the
of Pamban seem
badly drawn

vided. There is nothing
show whether the
tes for "against tide"
e to be charged when
e weather is fair or
ul, or either or both,
d the seytence "should
greater quantity x x x
creased in proportion"
not well expressed
d its meaning is not
ear. The P.P.O. will re-
ise the schedule & resub-
it it for publication.
adverting to para 6 of
Street's No. 646/268 G. dt
5.90 the Govt: is of opinio
t a steam launch is
boat" within the mean
g of the act and
ould be exempt from
le 22. Any additions
r alterations in the
ft rules that may be
idered necessary by
decision should be
bmitted by the P.P.O.
view to the publication
e rules in the Gazette.
(From orders)

4/1884

DESPATCHED
25 SEP 90
P. P. Office

Revised Boat Rules.

Reference to P.P.O.
(From orders)

AV. 899

No 646/487 G.

PRESIDENCY PORT OFFICE,
Madras, 11th October 1890.

Heading.
Boat-Rules

From

THE PRESIDENCY PORT OFFICER,
MADRAS,

To

THE CHIEF SECRETARY TO GOVERNMENT,
MARINE DEPARTMENT,
FORT ST. GEORGE.

SIR,

With respect to Marine Department Reference of 25th September 1890 on current No. 773 of 1890, I have the honor to forward the accompanying draft boat rules finally revised in communication with the — Government Solicitor so as to render the same applicable to Steam Launches also, with the exception of Rule 22, and beg that early sanction may be accorded to the Rules being — brought into force.

2. It is presumed that, with the introduction of these rules, all existing rules will be null and void, and that the following enactments will no

longer

longer be in force. viz:—

Act IV of 1842.
IX of 1846.
IV of 1869.
II of 1873.
I of 1877.
I of 1881.

3. The instructions of Government as regards the proposed schedule of boat hire rates for Pamban are receiving attention.

I have the honor to be,
Sir,
Your Obedient Servant,

H. P. Steel
Captain H. M. I. M.
Presidency Port Officer.

(Standing)

(See 265)

Rules passed by the Government of Madras under the provisions of Act X of 1889 for licensing and regulating catamarans plying for hire, and flats and cargo, passenger and other boats (not being boats coming into the Port from any system of inland navigation) plying whether for hire or not, or whether regularly or only occasionally in, or partly within and partly without, any Port, and for determining the quantity of cargo and number of passengers to be carried by any such vessel.

[NOTE.—The expression "Boat" or "Boats" when used in any of the following rules shall be held as including catamarans, flats, cargo, passenger and other boats.]

1. Owners of boats shall be subject to the control of the Registering officer appointed by Government and shall carry out at all times all orders issued by him in connection with the plying of their boats and which are not inconsistent with these rules, and shall supply the Tindal of each registered boat with a printed copy of these rules and of any orders issued by the Registering officer, which copy shall be shown to any passenger by such boat demanding to see the same.

2. No person, either as owner or servant, shall use any boat to carry goods or passengers for hire to or from any ship or vessel at the port or from place to place within the limits of the port as defined for the time being under Act XII of 1875, unless such person shall have previously received a license from the Registering officer to so use such boat, and unless the boat which such person shall so use has been registered as hereinafter mentioned. This rule is not to be considered as interfering with boats forming part of a vessel's equipment or boats maintained solely for purposes of pleasure. The right of withdrawing this exemption will be vested in the Registering officer should it appear that the interests of Government require such withdrawal.

3. The Registering officer shall, upon the application of the owner or owners of a boat, and upon such boat being brought by him or them to such place as the Registering officer shall appoint for that purpose, survey and measure or cause to be surveyed and measured such boat in the presence of the owner or owners thereof or of any other person duly appointed for that purpose by such owner or owners and, on being satisfied that a boat is seaworthy and fit for the service of the port, will, upon the owner or owners delivering to him a document signed by such owner or owners specifying his or their name or names, occupation or respective occupations and place or respective places of residence and subscribing to a declaration that he or they fully understand these rules grant a license, in a form approved by Government, to such owner or owners to use the boat for the purposes of carrying goods and passengers or goods or passengers for hire within the limits of the Port. Such license shall express the dimensions of the boat, its rig, the equipment, and the number of the crew considered necessary by the Registering officer as well as the number of passengers and quantity of cargo it is to be permitted to carry, and every such license shall also contain a number for such boat and the name or names, occupation or occupations, and place or places of residence of the owner or owners thereof, and the name and place of residence of the tindal of such boat; all of which particulars shall be entered by the Registering officer in a book or register to be kept by him for that purpose.

4. The owner or owners of every registered boat, not being a catamaran, used for the purposes of fishing, shall obtain a license for such boat in the manner hereinbefore provided, and every such boat shall be registered in manner hereinbefore also provided, and every such boat shall carry on one of its sails and on each side of such boat a number to be assigned to such boat by the Registering officer when such boat is registered, and no person shall use any boat for the purpose of fishing until such license shall have been obtained and such boat shall have been registered nor without such number being so placed as aforesaid.

5. Every owner of a registered boat, not being a catamaran, shall paint upon a white ground in black English figures not less than six inches in length, on a conspicuous part of the bow of such boat on one side and of the quarter on the other, the number of such boat mentioned in the register and in his license. No person shall paint or cause to be painted or counterfeited upon any boat not duly registered any such figures as aforesaid or other mark likely to induce the belief that such boat has been registered.

6. For the better prevention of fraud and omission in painting on registered boats the figures above mentioned, the Registering officer shall cause the number of each boat on its being registered to be cut or branded thereon in the native characters most commonly in use in the port, and the owner or owners of every such boat shall keep cut or branded and painted on his or their registered boat the English and vernacular figures thereon and shall not hide or obliterate them or any of them. No person whether an owner of a registered boat or boats or not shall alter or erase or shall assist in altering or erasing any such figures as aforesaid. All numbers painted or branded on a registered boat shall be effaced by the Registering officer on the license granted in respect of such boat being withdrawn.

7. So often as the ownership of any registered boat shall be changed the licensed owner shall, within six days after such change shall have taken place, produce his license to the Registering officer who will cancel the same, issue a fresh license to the new owner of such boat and amend the original entry in the register in respect of such boat or make a new entry in respect thereof as the Registering officer shall think fit, the new owner shall subscribe a declaration as provided in rule II before a license shall be issued to him.

8. So often as the tindal of any registered boat shall be changed or any alteration shall be made affecting any of the particulars contained in the license held by the owner or owners of such boat (except as specified in rule IV) such change or alteration shall be reported within 24 hours after the same shall have taken place by the owner or owners of such boat to the Registering officer who will amend such license and the register accordingly, except in cases where any such alteration affects the carrying capacity of such boat in which cases the boat shall be remeasured, and the original license held by the owner or owners thereof shall be cancelled and a fresh license be issued.

9. All owners of registered boats shall submit their boats when called on to do so, to the inspection of the Registering officer or any person duly authorized by him, and shall execute such repairs to their respective registered boats as the Registering officer or such other person as aforesaid shall direct, to render them efficient, and no owner or other person shall use any such boat until such repairs shall have been duly executed.

10. All registered boats shall be manned and provided with such equipment as may be determined on by the Registering officer and noted in the license and no owner shall allow his registered boat to ply without the requisite complement of men or equipment. Every boat-owner shall, if so required, carry in his registered boat such number of passengers and quantity of goods as shall be expressed in the license granted in respect of his registered boat.

11. All men employed as Tindals in a registered boat at a coast port, and all men employed as Tindals and as Boatmen in registered boats at Madras, shall be registered in the office of the Registering officer in a book to be kept for that purpose by him, and no others shall ply or be allowed to ply in registered boats except on emergency and with the permission of the Registering officer. No person who, in the opinion of the Registering officer, is unaccustomed to the use of boats or is inefficient, shall be registered either as a Tindal or a Boatman, or shall be employed in any registered boat.

12. The owner or owners of every registered boat shall cause the Tindal and Boatmen employed therein to wear, when afloat in such boat, a metal badge engraved with their respective registered numbers, and to be supplied by the Registering officer free of charge.

13. No tindal or boatman serving in any registered boat shall by wilful neglect of his duty or by desertion cause any impediment to the service of such boat.

14. No owner of a registered boat or other person shall use the same for the purpose of fishing or of taking off or landing any cargo or passengers or communicating with any vessel without having previously received the permission of the Registering officer so to do.

15. The Registering officer shall from time to time determine the hours between which registered boats are to ply to and from the shore or from place to place within the limits of the port and shall be at liberty to prevent any registered boat from leaving the shore when in his judgment danger would be incurred by so doing, and all persons shall comply with the orders and directions of the Registering officer in these respects.

16. No registered boat shall ply in fine weather if loaded with passengers or cargo beyond the number or quantity specified in the license granted in respect of such boat or, in rough weather, with a greater number or quantity than that authorized for the occasion by the Registering officer; all persons shall, on being required so to do by the tindal or owner of a registered boat, leave the boat or, as the case may be, remove therefrom such quantity of cargo which such person shall have placed or shall have caused to be placed in such boat as the tindal or owner shall require him to remove if the number of passengers or quantity of cargo then in such boat shall exceed the number or quantity, as the case may be, allowed by this rule.

17. No tindal or other person in charge of or navigating any registered boat shall attempt to make such boat fast or shall take it alongside of a vessel approaching an anchorage before such vessel has come to an anchor.

18. All passengers and goods shall be landed or shipped from within the limits that shall be determined by Government Notification, and no person engaged in shipping or landing passengers or goods shall do so beyond such limits unless the sanction of the chief customs authority at the port shall have been previously obtained.

19. Every registered boat being on the Beach or at the usual landing place unemployed for half an hour shall be considered to be disengaged.

20. No registered boat shall be engaged in advance without the permission of the Registering officer previously obtained and then not for a longer period than one day.

21. The owner or one of the owners of every registered boat shall, when the same shall not be engaged in actual service for hire, and unless otherwise directed by the Registering officer, attend daily in person or by his agent at the office of the Registering officer from 6 A.M. until 6 P.M. so as to be ready to provide, upon immediate notice, his or their registered boat for service.

22. No owner of a registered boat or person in charge thereof shall refuse to let on hire such boat without having and assigning reasonable cause for such refusal to the satisfaction of the Registering officer.

23. The rate of hire to be charged for the carriage of cargo and passengers respectively will be determined from time to time by Government Notification, and no owner of a registered boat or person deputed by any owner of a registered boat to carry any cargo or passengers shall demand a rate beyond that sanctioned by such notification for the carriage of any such cargo or passengers.

24. Any person who shall be convicted of disobedience of any of these rules shall be liable to forfeit any license which may have been granted to him under any of these rules.

NOTE.

Attention is called to the provisions of Section 54 of Act X of 1889, which is as follows:—

Penalty for disobedience to rules and orders of the Local Government.

"If any person disobeys any rule or order which a Local Government has made in pursuance of this Act and for the punishment of disobedience to which express provision has not been made elsewhere in this Act, he shall be punished for every such offence with fine which may extend to 100 rupees."

Cl. 899

Marine 1890) DEPARTMENT.

From

THE PRESIDENCY PORT OFFICER,

Madras,

To

THE CHIEF SECY. TO GOVERNMENT,

MARINE DEPARTMENT,

Fort St. George.

No. 646/487 G

Dated 11 } October 1890.
Received 11 }

No.

Acn. 1.

Subject.

Submitting for early sanction draft port rules as finally revised

DESPATCHED 17 OCT 90 IN M.S.

To The D. P. Offr.

C.P. 1890 Cl 12/10 24 P

C.S. Read 17.10.890

Ref 17 October 1890

The schedule of rates which have to be published for Pamban to awaited. It will be more convenient to issue the revised rules & schedules at the same time.

D 15 Oct.

D.P.B. 14/X/90

Schedule of Revised rates for the Port of Pamban (Cl 13) 26 (Substitute)

In respect to cargo.

	R.	a.	R.	a.	R.	a.
	Sheltered anchorage with tide or at all times.		Exposed Lighter in fair weather.		Exposed weather with tide or at all times.	
Cargo boats.						
For each trip either to the North Roadstead on the Basin to import or export goods to and from the Custom House	2	a	3	a	4	a
For each trip to Tirkey Kallum — Do — Do —	1	a	1	8	2	a
For each trip to Koondoogal Harbour — Do — Do —	4	a	6	a	8	a
For — Do — to lighten vessels by receiving goods at the North Roadstead and delivering the same at the Basin or Vice Versa.	3	a	5	a	6	a
For Do — to Do — at Koondoogal Harbour or — do —	5	a	7	8	10	a
In lightening vessels, should a laden boat not be discharged in 24 hours for every succeeding day	1	a	1	8	2	a
Hire of a cargo boat per day without the crew to weigh vessels in distress —	7	a	10	8	14	a
Hire of — Do — Do — to be alongside of vessels, or the cargo, or such other job —	1	a	1	8	2	a
Canoes.						
For each trip to the North Roadstead to any part of the Channel with goods, passengers or letters		a	4	a	8	
For each trip to Koondoogal Harbour with Do		a	8	1	a	
Transhipping rates — Per ton		a	8	a	12	1 a
Detention hire — Per hour	1	a	1	8	2	a

Water

	1st Class Boat.	2nd Class Boat.	3rd Class Boat.
	Rs. a	Rs. a	Rs. a
Water trip — (Irrespective of weather or tide)	10 "	8 "	5 "

(a) All boats and dhonies and canoes will be entitled to half the amount of hire if returned unused by parties engaging them after the boats are put off from the shore.

(b) Payment for cargo or passengers carried in excess of the quantity or number specified in the license will not be admissible.

(c) In cases of extraordinary service as — rendering aid to a vessel in distress within the limits of the port, the Port Officer shall — adjudge and allow such additional hire as the circumstances of the case may seem to warrant, reporting the same for the information of the Collector of the District.

H. A. Thacker
Captain H. M's. I. M.
Presidency Port Officer.

M. 1/926 of 20

Cl 426 2.

No 646/501 G.

PRESIDENCY PORT OFFICE,
Madras, 16th October 1890.

Heading.

Rate of boat hire for the port of Pamban

From

THE PRESIDENCY PORT OFFICER,
MADRAS,

To

THE CHIEF SECRETARY TO GOVERNMENT,
MARINE DEPARTMENT,
FORT ST. GEORGE.

Sir,

In continuation of my letter No 646/487 G, dated 11th October 1890, and with respect to para 2 of Marine Department Reference on Current No 773 of 1890, I have the honor to forward the accompanying amended Schedule of revised rates of boat hire for the port of Pamban.

I have the honor to be,
Sir,
Your Obedient Servant,

H. A. Thacker
Captain H. M's. I. M.
Presidency Port Officer.

A1° 926

Marine (1890) Department.

From

The Presidency Port Officer,

Madras,

To

The Chief Secy. to Government,

Marine Department,

Fort St. George.

No. 646/501 G.

Dated 16th October 1890.

Received 16th

Cur. No.

Subject.

Forwarding amended schedule of revised rates of boat hire for the port of Pamban.

Proposed Rates of Boat hire for the Port of Cocanada in respect of Export Cargo.

Articles	Packages	Net-weight	Rate	Per
Rice	Bags	164 lbs	1½-3/-	100 bags
Gram (all kinds)	"	164 "	" 3/-	"
Wheat	"	164 "	" 3/-	"
Grains not otherwise specified	"	164 "	" 3/-	"
Salt	"	164 "	" 3/-	"
Refined sugar	"	168 "	" 3/-	"
Betel nuts	"	164 "	" 3/-	"
Fenugreek seed	"	164 "	" 3/-	"
Crushed bones	"	164 "	" 3/-	"
Nux Vomica	"	164 "	" 3/-	"
Soonac	"	164 "	" 3/-	"
Cholum	"	164 "	" 3/-	"
Raggi	"	164 "	" 3/-	"
Cumbu	"	164 "	" 3/-	"
Paddy	"	164 "	" 3/4	"
Gingelly seed	"	164 "	" 3/4	"
Castor seed	"	164 "	" 3/4	"
Rape seed	"	164 "	" 3/4	"
Mustard seed	"	164 "	" 3/4	"
Jaggery	"	164 "	" 3/-	"
Turmeric	"	164 "	" 3/4	"
Coriander seed	"	164 "	" 5/-	"
Cassia Bark	"	82 "	" 3/-	"
do do	"	164 "	" 5/-	"
Bones	"	82 "	" 3/-	"

Articles	Packages	Net weight	Rate	Per
Garlic	Bags	164 lbs	Rs 4/8	100 bags.
Myrabolams	"	164 "	" 3/-	"
Cotton	Bales	300 "	" 8/-	100 bales
Cotton	"	400 "	" 10/-	"
Hemp	"	400 "	" 10/-	"
Coir Yarns	"	252 "	" 8/-	"
Jute	"	400 "	" 10/-	"
Chillies	"	300 to 400	" 12/8	"
Grunnies	"	300 to 400	" 12/8	"
Twist	"		" 12/8	"
Piece goods	"		" 12/8	"
Raw skins and hides	"	400 to 700	6 Annas	per Bale
Tanned Hides and skins	"	400 lbs	4 — " —	"
Tobacco	"	250 "	Rs 12/8	100 bales
Castor oil	Cases	172 "	" 6/4	100 cases
Ghee	"	160 "	" 6/4	"
Tin plates	"	112 "	" 3/-	"
Cement	Casks	300 to 450	2 Annas	Cask
Castor oil	"	625 "	4 — " —	"
Ghee	"	625 "	4 — " —	"
Molasses	"	700 "	4 — " —	"
Cocoanuts	Bundles	150 to 210	Rs 8/-	100 bundles
Copra	"	164 "	" 5/-	"
Horns	"	164 "	2 Annas	Bundle
do loose	loose	—	2 — " —	100 horns
All the other goods in bags	Bags	164 "	Rs 3/4	100 bags.
All the other goods in bales	Bales	—	Rs 10/-	100 bales

To or from Coringa, Tabravo, or Nilapilly, 4, 8 and 12 Annas respectively in excess of the above charges per 100 bags.

From Coringa to Tabravo or Nilapilly per every 100 bags, and vice versa respectively — — } Rs a-p 1-6-" and 1-12-"

From Nilapilly, Tabravo or Coringa to a vessel on the Coringa bar or above it and vice versa per 100 bags respectively — — — — — — } 2-12-" 1-8-" 1-4-"

From a godown to a vessel opposite to or near it per 100 bags — — — — — — — } 4-12-"

Proposed rates of Boat-hire for the Port of Cocanada in respect of Import-Cargo

Import-cargo will be paid for at the rate of Annas 7½ per ton of Register tonnage.

Demurrage for the detention of a cargo boat alongside of a vessel in the roads or in any of the rivers for each day beyond three for every 100 bags the boat is licensed to carry } Rs a-p "-12-"

Return trips half the above charges if from the same vessel. If from another vessel, full hire.

Transhipping cargo from one vessel to another, per trip — — — — — — } Half the rate from shore to ship.

The bag is calculated at two Bengal Maunds or 164 lbs each.

Accommodation

Accommodation Boats

	Rs. a. p.
1st Class per trip from Cocanada to the Roads	4 – 0 – 0
2d — " — do — do — do —	3 – 0 – 0
3d — " — do — do — do —	2 – 0 – 0
If detained alongside of the vessel above 3 hours for every hour extra — — —	0 – 12 – 0
First Class accommodation boats from Rillapilly to Cocanada or to a vessel in Cocanada Roads and vice versa, if not exceeding one day — — — —	7 – 0 – 0
Do — Do — Do — Tatravo —	6 – 0 – 0
Do — Do — Do — Coringa —	5 – 0 – 0

In excess of one day per diem, half of the above charges extra to be made.

Extra hire to all vessels in more than 5 fathoms in the South-West Monsoon or 6 fathoms in the North-East, one third the above hire for all classes of boats.

H. Hatteet

Captain H.M's I.M.
Presidency Port Officer.

m. 1/932 dtd

Ad 5932

27

No 646. G / 503 G

PRESIDENCY PORT OFFICE,
Madras, 16th October 1890.
Despd 18th — " —

Heading.

Cocanada boat hire rates.

From

THE PRESIDENCY PORT OFFICER,
MADRAS,

To

THE CHIEF SECRETARY TO GOVERNMENT,
MARINE DEPARTMENT,
FORT ST. GEORGE.

Sir,

Adverting to para 6 of my letter No 646/273 G of 23d May 1890, I have the honor to forward for the sanction of Government the accompanying revised schedule of boat-hire rates for the port of Cocanada.

2. These rates have the approval of the Godavari District Port Conservancy Board.

I have the honor to be
Sir,
Your Obedient Servant

H. Hatteet

Captain H.M's I.M.
Presidency Port Officer.

Judgt 15-7-90 No. 262 Mar.

el 2. 932

Marine. (1890) Department.

From

The Presidency Port Officer,

Madras,

To

The Chief Secy. to Government,

Marine Department,

Fort St. George.

No. 646/503 G.

Dated 16th October 1890.
Received 18th

No.

Cn.t.

Subject.

Forwarding for sanction the Schedule of revised rates of boat hire for the port of Cocanada.

Proof 10/12

th December 1890, Nos. , Marine.

GOVERNMENT OF MADRAS.

MARINE DEPARTMENT.

Read—again the following papers:—

G.O., dated 16th January 1889, No. 14, Marine.
" " 18th March " " 100 "
" " 14th June " " 252 "

G.O., dated 15th July 1890, No. 262, Marine.

Read—the following papers:—

From Captain H. A. STREET, H.M.'s I.M., Presidency Port Officer, to the Chief Secretary to Government, dated Madras, 21st May 1890, No. 646—268-G.

In accordance with the instructions contained in para. 3 of G.O., No. 100, dated 18th March 1889, the boat rules at present in force at Madras and the several coast ports of this Presidency have been revised and consolidated, in consultation with the Solicitor to Government, and a draft of the same having been prepared, it was circulated to the different Collectors of the maritime districts and the Conservator of the Port of Madras for any remarks they might respectively have to offer thereon.

2. The draft, which I have the honor to forward herewith for the approval of Government, is the one which has been amended after communicating with the officials referred to above.

3. With reference thereto, I beg to point out that, at the suggestion of the Collector of South Canara, it has been made clear that the rules do not apply to boats coming into a port from any system of inland navigation. A rule (No. 4) has been made at the instance of the Port officer, Cocanada, to provide for the licensing of boats used for the purposes of fishing, and also for the sails of each fishing boat being marked with the number of the boat.

4. As at coast ports, it has never been found practicable to register the boatmen. Rule No. 11 has been drawn up so as to provide for the registering at such ports of only the tindals of boats, and in the concluding portion of this rule the employment of any person either as a tindal or boatman who, in the opinion of the registering officer, is inefficient, is prohibited.

5. The above are the most important of the changes and additions which have been made, and meet with general approval.

6. A question having arisen as to whether a steam launch is a *boat* within the meaning of the Act, the Government Solicitor, to whom the matter was referred, informed me that it would be a legal question for the Magistrate to decide, on a case

of breach of rules by the owner or crew of a steam launch coming before him, and that the question cannot be decided by a statement in the rules. This is a point on which the orders of Government are required, for both at Cocanada and Tuticorin the British India Steam Navigation Company's Agents own steam launches, and these boats take passengers from the shore to vessels in the roadstead and *vice versâ*, and a charge for each passenger so carried is made. At present the owners of these boats have been required to take out a license, and it seems to me that, as long as a charge is made for passengers carried, the boats should be treated in the light of boats plying for hire. At Bombay the steam launches belonging to the agents of the different steam ship companies there, which take passengers to and from vessels belonging to the company the agents represent, are considered as boats *not* plying for hire, because no charge is made, but the boats, if capable of carrying more than 12 passengers, are surveyed and the owners have to take out a passenger certificate for each boat. On the other hand, the steam launches which take passengers on payment to Elephanta, for instance, or other places of interest in the vicinity of the town, are considered as "boats plying for hire," and the owners have not only to take out a license but are required to have their boats surveyed and to take out a passenger certificate. It therefore seems to me that the steam launches at Cocanada and Tuticorin should be treated in the same light as the steam launches which at Bombay are considered as boats plying for hire, and should be subject to survey, and required to hold a passenger certificate. The only question is, whether they should not be exempt from rule No. 22 which renders it incumbent on an owner of a boat plying for hire to let out such boat on hire.

7. It will be observed that in the revised rules no mention is made of double boat hire on Sundays and close holidays, and as the Collectors and other officials consulted are unanimous in considering that double boat hire on these occasions should not be charged, and as I am also of the same opinion, I have not included in the present rules the old rule authorising such charge to be made. Should the Government be of the same opinion, revised rates of boat hire for the different ports at which it has hitherto been customary to charge double rates on Sundays and close holidays will have to be sanctioned, and a draft of the revised rates proposed for each port will be submitted in due course.

8. With respect to the fixing of rates of hire for boats conveying cargo and passengers, the Government Solicitor has informed me that in his opinion section 6 (*k*) of Act X of 1889 does not empower Government to fix the rate of boat hire to be charged for such purposes. I enclose a copy of his letter to me on the subject. Mr. Sinkinson, the Officiating Secretary to the Government of India, Department of Finance and Commerce, in para. 3 of his letter, No. 2382, dated 13th May 1889, to the Chief Secretary to the Government of Madras, states that section 6 (*k*), read with section 15 of Act X of 1889, appears to provide sufficiently for the powers required, *i.e.*, to fix rates of hire.

ENCLOSURES.

From E. BARCLAY, Esq., Government Solicitor, to the Presidency Port Officer, Madras, dated Madras, 6th May 1890, No. 235.

In reply to your letter of yesterday, No. 633—750 M., I have to advise you that in my opinion section 6 (*k*) of Act X of 1889 does not empower Government to fix the rate of boat hire to be charged for the carriage of cargo and passengers. The section merely empowers Government to make rules for licensing and regulating boats, &c., plying for hire; but the word "regulating" is used in several other sub-sections in respect of matters for which no charge is intended to be made (see sub-sections *a*, *b*, *e*, *g*, *h*, *i*, *l*, *m*, *n*, *o*, and *p*). Again, where Government is authorised to make rules fixing rates, such power is expressly given, as in sub-section *j*. I think, therefore, that it would be necessary to give Government power by express words to make rules fixing rates of hire for boats conveying cargo or passengers and that without such express words, the power cannot be inferred.

From Captain H. A. STREET, H.M.'s I.M., Presidency Port Officer, to the Chief Secretary to Government, dated Madras, 21st May 1890, No. 646—269-G.

In connection with the draft of revised boat rules to be issued under section 6 (*k*) of Act X of 1889, which was forwarded for the approval of Government with my letter No. 646—268 G., dated 21st May 1890, and in accordance with the instructions contained in paragraph 2 of G.O., No. 205, dated 13th May 1889, I have the honor to submit herewith a draft of the revised fees to be charged for the survey, registration, licensing and inspection of cargo and other boats at Madras and the several coast ports of this Presidency.

2. The Government Solicitor has informed me that he doubts very much whether the power given by section 6 (*k*) of Act X of 1889 to Government to make rules for licensing and regulating boats includes power to make a rule for levying fees for licensing and regulating the same. In paragraph 3 of his letter, No. 2382, dated 13th May 1889, to the Government of Madras, Mr. Sinkinson, the Officiating Secretary to the Government of India, seems to be of a different opinion.

From Captain H. A. STREET, H.M.'s I.M., Presidency Port Officer, to the Chief Secretary to Government, dated Madras, 23rd May 1890, No. 646—273-G.

In continuation of my letter, No. 646—268 G., dated 21st May 1890, giving cover to a draft of revised boat rules to be made applicable to the port of Madras and the several coast ports of this Presidency, I have the honor to forward herewith, for the approval of Government, a schedule of revised rates of boat hire for each of the ports in the districts marginally specified. The rates proposed have been placed before the Collectors of the different maritime districts and have met with approval.

Ganjam.	Tanjore.
Vizagapatam	Madura.
Kistna.	Tinnevelly.
Nellore.	Malabar.
South Arcot.	South Canara.

2. No increase has been made in the ordinary rates now in force, as it is thought that the double rates, which are proposed under the heading "Extraordinary charges" and the rates allowed for "Return trips," will compensate, in some measure, the boat-owners for any loss they may incur through no provision having been made in the revised boat rules for charging double hire on Sundays and gazetted holidays.

3. The double hire allowed at present on Sundays and gazetted holidays has been paid more frequently at ports on the Eastern than on the Western coast, as the steamers on the Madras and Rangoon line generally require to work on a Sunday, especially when calling at Bimlipatam and Vizagapatam. At these two ports Sunday is, as a rule, the busiest day with the boatmen as on other days it is seldom that a steamer calls which requires quick despatch, and though the new rates have met with the approval of the Collectors and are considered sufficient by the local Port officers, I should not be surprised if some little difficulty with the boatmen is experienced when they are first brought into force.

4. As a rule shippers generally, I have been led to understand, have their own private arrangements with boat-owners in respect to boat hire, and the sanctioned rates are, I believe, more frequently paid by Government servants and private passengers than by firms who ship largely and constantly.

5. In preparing the different schedules, I have confined myself simply to the rates to be charged, as under the new boat rules it is left to the Registering officer to issue instructions respecting the plying of the boats; their respective cargo loads; equipment and crew.

6. The revised rates proposed for the port of Cocanada are still under consideration, but will be forwarded in due course.

Order—dated 15th July 1890, No. 262, Marine.

These papers will be forwarded with reference to G.O., No. 252, dated 14th June 1889, paragraph 2, to the Advocate-General, for favor of his opinion on the legal questions involved.

(True Extract.)

(Signed) J. F. PRICE,
Chief Secretary.

To the Government Solicitor (with copies of past correspondence).

READ—also the following papers:—

From the Government Solicitor, Madras, dated 26th August 1890, No. 414.

ABSTRACT.—Forwarding the following opinion of the Advocate-General, dated 25th August 1890, on the Madras Boat rules:—

OPINION.

I think that section 6, clause (*k*) of the Ports Act (X of 1889) read with section 15, give the Madras Government power to make rules for the inspection of catamarans, * fixing rates of hire for boats conveying cargo or passengers, † and levying fees for surveys, registration and inspection of boats, ‡ all matters connected with the licensing and regulation of catamarans and boats.

* Letter from Chief Secretary, Madras Government, 18th March 1890, No. 101, Marine.
† Captain Street's letter No. 646, of 21st May 1890, paragraph 8, and
‡ Paragraph 2, letter submitting rules.

2 The rules appear to me to be within the powers conferred by the Ports Act, and, therefore, in my opinion, no fresh local enactment is necessary.

(Signed) J. H. SPRING BRANSON,
Advocate-General.

Reference, dated 25th September 1890.

With reference to paragraph 2 of G.O., No. 252, dated 14th June 1889, and to G.O., No. 262, dated 15th July 1890, the Advocate-General has expressed his opinion that the revised boat rules proposed by the Presidency Port Officer are within the powers conferred on the Local Government by Act X of 1889, and that no fresh local enactment is necessary to cover any of them. There is, therefore, now no legal objection to the rules being published.

2. It is observed, however, that the schedule of revised rates for the port of Pámban seems to be badly drawn up or worded. There is nothing to show whether the rates for "against tide" are to be charged when the weather is fair or foul, or either or both; and the sentence "should a greater quantity * * * increased in proportion" is not well expressed and its meaning is not clear. The Presidency Port Officer will revise the schedule and re-submit it to Government.

3. Adverting to paragraph 6 of Captain Street's letter No. 646—268-G., dated 21st May 1890, the Government is of opinion that a steam launch is a "boat" within the meaning of the Act and should be exempt from rule 22. Any additions to, or alterations in, the draft rules that may be rendered necessary by this decision should be submitted by the Presidency Port Officer in view to the publication of the rules in the Gazette.

(Signed) J. F. PRICE,
Chief Secretary.

To the Presidency Port Officer.

From Captain H. A. STREET, H.M.'s I.M., Presidency Port Officer, to the Chief Secretary to Government, dated Madras, 11th October 1890, No. 646—487-G.

With respect to Marine Department Reference of 25th September 1890 on Current No. 773 of 1890, I have the honor to forward the accompanying draft boat rules finally revised in communication with the Government Solicitor so as to render the same applicable to steam launches also, with the exception of rule 22, and beg that early sanction may be accorded to the rules being brought in force.

2. It is presumed that, with the introduction of these rules, all existing rules will be null and void, and that the following enactments will no longer be in force, viz.:—

Act IV of 1842.
" IX of 1846.
" IV of 1869.
" II of 1873.
" I of 1877.
" I of 1881.

3. The instructions of Government as regards the proposed schedule of boat-hire rates for Pámban are receiving attention.

Reference, dated 17th October 1890.

The schedule of rates for Pámban, which should be expedited, is awaited. It will be more convenient to issue the revised rules and schedules at the same time.

(Signed) J. F. PRICE,
Chief Secretary.

To the Presidency Port Officer.

From Captain H. A. STREET, H.M.'s I.M., Presidency Port Officer, to the Chief Secretary to Government, dated Madras, 16th October 1890, No. 646—501-G.

In continuation of my letter, No. 646—487-G., dated 11th October 1890, and with respect to paragraph 2 of Marine Department Reference on Current No. 773 of 1890, I have the honor to forward the accompanying amended schedule of revised rates of boat-hire for the port of Pámban.

From Captain H. A. STREET, H. M.'s I.M., Presidency Port Officer, to the Chief Secretary to Government, dated Madras, 16th October 1890, No. 646—503-G.

Adverting to paragraph 6 of my letter, No. 646—273-G., of 23rd May 1890, I have the honor to forward, for the sanction of Government, the accompanying revised schedule of boat-hire rates for the port of Cocanada.

2. These rates have the approval of the Godávari District Port Conservancy Board.

ENCLOSURE.

PROPOSED Rates of Boat-hire for the Port of Cocanada in respect of Export Cargo.

Articles.	Packages.	Net weight.	Rate. RS.	A.	P.	Per
Rice	Bags	164 lb.	3	0	0	100 bags.
Gram (all kinds)	,,	164 ,,	3	0	0	,,
Wheat	,,	164 ,,	3	0	0	,,
Grains not otherwise specified	,,	164 ,,	3	0	0	,,
Salt	,,	164 ,,	3	0	0	,,
Refined sugar	,,	168 ,,	3	0	0	,,
Betel nuts	,,	164 ,,	3	0	0	,,
Fenugreek seed	,,	164 ,,	3	0	0	,,
Crushed bones	,,	164 ,,	3	0	0	,,
Nux vomica	,,	164 ,,	3	0	0	,,
Poonac	,,	164 ,,	3	0	0	,,
Cholum	,,	164 ,,	3	0	0	,,
Raggi	,,	164 ,,	3	0	0	,,
Cumbu	,,	164 ,,	3	0	0	,,
Paddy	,,	164 ,,	3	0	0	,,
Gingelly seed	,,	164 ,,	3	4	0	,,
Castor seed	,,	164 ,,	3	4	0	,,
Rape seed	,,	164 ,,	3	4	0	,,
Mustard seed	,,	164 ,,	3	4	0	,,
Jaggery	,,	164 ,,	3	4	0	,,
Turmeric	,,	164 ,,	3	0	0	,,
Coriander seed	,,	164 ,,	3	4	0	,,
Cassia bark	,,	164 ,,	5	0	0	,,
Do.	,,	82 ,,	3	0	0	,,
Bones	,,	164 ,,	5	0	0	,,
Garlic	,,	82 ,,	3	0	0	,,
Myrabolams	,,	164 ,,	4	8	0	,,
Cotton	,,	164 ,,	3	0	0	,,
Do.	Bales	300 ,,	8	0	0	100 bales.
Hemp	,,	400 ,,	10	0	0	,,
Coir yarns	,,	400 ,,	10	0	0	,,
Jute	,,	252 ,,	8	0	0	,,
Chillies	,,	400 ,,	10	0	0	,,
Gunnies	,,	300 to 400 lb.	12	8	0	,,
Twist	,,	300 to 400 ,,	12	8	0	,,
Piece-goods	,,	..	12	8	0	,,
Raw skins and hides	,,	..	12	8	0	,,
Tanned hides and skins	,,	400 to 700 lb.	0	6	0	per bale.
Tobacco	,,	400 lb.	0	4	0	,,
Castor oil	,,	250 ,,	12	8	0	100 bales.
Ghee	Cases	172 ,,	6	4	0	100 cases.
Tin plates	,,	160 ,,	6	4	0	,,
Cement	,,	112 ,,	3	0	0	,,
Castor oil	Casks	300 to 450 lb.	0	2	0	Cask.
Ghee	,,	625 lb.	0	4	0	,,
Molasses	,,	625 ,,	0	4	0	,,
Cocoanuts	,,	700 ,,	0	4	0	,,
Copra	Bundles	150 to 210 lb.	8	0	0	100 bundles.
Horns	,,	164 lb.	5	0	0	,,
Do. loose	,,	164 ,,	0	2	0	Bundle.
All the other goods in bags	Loose	..	0	2	0	100 horns.
Do. do. bales	Bags	164 lb.	3	4	0	100 bags.
	Bales	..	10	0	0	100 bales.

To or from Coringa, Talravo, or Nilapilly, 4, 8 and 12 annas, respectively, in excess of the above charges per 100 bags.

	RS.	A.	P.
From Coringa to Talravo or Nilapilly per every 100 bags, and *vice versa*, respectively	1	6	0
From Nilapilly, Talravo or Coringa to a vessel on the Coringa bar or above it, and *vice versa*, per 100 bags respectively.	1 and 1	12	0
	2	12	0
	1	8	0
From a godown to a vessel opposite to or near it, per 100 bags	1	4	0
	0	12	0

PROPOSED Rates of Boat-hire for the Port of Cocanada in respect of Import Cargo.

[Import cargo will be paid for at the rate of annas 7½ per ton of register tonnage.]

	RS.	A.	P.
Demurrage for the detention of a cargo boat alongside of a vessel in the roads or in any of the rivers, for each day beyond three, for every 100 bags the boat is licensed to carry	0	12	0
Return trips, half the above charges if from the same vessel. If from another vessel, full hire.			
Transhipping cargo from one vessel to another, per trip	Half the rate from shore to ship.		

The bag is calculated at two Bengal maunds or 164 lb. each.

Accommodation boats.

	RS.	A.	P.
1st class, per trip from Cocanada to the roads	4	0	0
2nd do. do. do. do.	3	0	0
3rd do. do. do. do.	2	0	0
If detained alongside of the vessel above 3 hours, for every hour extra	0	12	0
First-class accommodation boats from Nilapilly to Cocanada or to a vessel in Cocanada roads and *vice versa*, if not exceeding one day	7	0	0
Do. do. do. Talravo	6	0	0
Do. do. do. Coringa	5	0	0

In excess of one day, per diem half of the above charges extra to be made.

Extra hire to all vessels in more than 5 fathoms in the South-west monsoon or 6 fathoms in the North-east, one-third the above hire for all classes of boats.

Reference, dated 18th November 1890, No. 210.

With reference to his letter No. 646—501, dated 16th October 1890, submitting a revised schedule of rates of boat-hire for Pámban, the Presidency Port Officer is requested to report whether clause (*b*) of the schedule is intended to mean that no excess passengers or cargo are to be *allowed*. What the clause says at present is that payment for the excess is not admissible. If necessary, the wording of the clause should be altered.

2. In the rates for Cocanada forwarded with letter No. 646—503, of the 16th October 1890, demurrage for a cargo boat is entered at 12 annas *per day* beyond three. It seems probable, however, that the charge is intended to be *per hour*. The Presidency Port Officer will report on the point.

(Signed) J. F. PRICE,
Chief Secretary.

To the Presidency Port Officer.

From Captain H. A. STREET, H.M.'s I.M., Presidency Port Officer, Madras, to the Chief Secretary to Government, dated Madras, 19th November 1890, No. 646—555-G.

In reply to Marine Department Reference No. 210, dated 18th November 1890, I have the honor to state that clause (*b*) of the schedule of boat-hire rates, &c., for Pámban may be amended as follows:—

"No cargo or passengers shall be carried in excess of the quantity or number specified in the license."

2. The entry in respect to demurrage rate for Cocanada is correct.

ORDER—dated th December 1890, No. , Marine.

The boat rules and schedules of rates of boat-hire, as now revised and printed as an appendix to this order, are approved. They will, with reference to section 6 (2) of Act X of 1889, be published for information in the Fort St. George and District Gazettes concerned and a period of two months will be permitted to elapse before they are finally issued for guidance.

Act IV of 1842 (India).
" IX of 1846 (")
" IV of 1869 (Madras).
" II of 1873 (")
" I of 1877 (")
" I of 1881 (")

2. The question of the repeal of the Acts marginally noted will be remitted for consideration in the Legislative Department.

(True Extract.)

J. F. PRICE,
Chief Secretary.

To the Presidency Port Officer.
" Collectors of Maritime Districts.
" Legislative Department.
Gazette.

ENDORSEMENT—dated th December 1890, No. , Marine.

Copy to the Government of India, Finance and Commerce Department, for information, with reference to letter No. 2382, dated 13th May 1889.

Chief Secretary.

APPENDIX.

RULES passed by the Government of Madras under the provisions of sec. 6, clause (*k*) read with section 15 of Act X of 1889 for licensing and regulating catamarans plying for hire, and flats and cargo, passenger and other boats (not being boats coming into the Port from any system of inland navigation) plying whether for hire or not, or whether regularly or only occasionally in, or partly within and partly without, any Port, and for determining the quantity of cargo and number of passengers to be carried by any such vessel.

[NOTE.—The expression "Boat" or "Boats" when used in any of the following rules shall be held as including steam launches, catamarans, flats, cargo, passenger and other boats.]

1. Owners of boats shall be subject to the control of the Registering officer appointed by Government and shall carry out at all times all orders issued by him in connection with the plying of their boats and which are not inconsistent with these rules, and shall supply the tindal of each registered boat with a printed copy of these rules and of any orders issued by the Registering officer, which copy shall be shown to any passenger by such boat demanding to see the same.

2. No person, either as owner or servant, shall use any boat to carry goods or passengers for hire to or from any ship or vessel at the port or from place to place within the limits of the port as defined for the time being under Act XII of 1875, unless such person shall have previously received a license from the Registering officer to so use such boat, and unless the boat which such person shall so use has been registered as hereinafter mentioned. This rule is not to be considered as interfering with boats forming part of a vessel's equipment or boats maintained solely for purposes of pleasure. The right of withdrawing this exemption will be vested in the Registering officer should it appear that the interests of Government require such withdrawal.

3. The Registering officer shall, upon the application of the owner or owners of a boat, and upon such boat being brought by him or them to such place as the Registering officer shall appoint for that purpose, survey and measure or cause to be surveyed and measured such boat in the presence of the owner or owners thereof or of any other person duly appointed for that purpose by such owner or owners and, on being satisfied that a boat is seaworthy and fit for the service of the port, will, upon the owner or owners delivering to him a document signed by such owner or owners specifying his or their name or names, occupation or respective occupations and place or respective places of residence and subscribing to a declaration that he or they fully understand these rules, grant a license, in a form approved by Government, to such owner or owners to use the boat for the purposes of carrying goods and passengers or goods or passengers for hire within the limits of the port. Such license shall express the dimensions of the boat, its rig, the equipment, and the number of the crew considered necessary by the Registering officer as well as the number of passengers and quantity of cargo it is to be permitted to carry, and every such license shall also contain a number for such boat and the name or names, occupation or occupations, and place or places of residence of the owner or owners thereof, and the name and place of residence of the tindal of such boat; all of which particulars shall be entered by the Registering officer in a book or register to be kept by him for that purpose.

4. The owner or owners of every registered boat, not being a catamaran, used for the purposes of fishing, shall obtain a license for such boat in the manner hereinbefore provided, and every such boat shall be registered in manner hereinbefore also provided, and every such boat shall carry on one of its sails and on each side of such boat a number to be assigned to such boat by the Registering officer when such boat is registered, and no person shall use any boat for the purpose of fishing until such license shall have been obtained and such boat shall have been registered nor without such number being so placed as aforesaid.

5. Every owner of a registered boat, not being a catamaran, shall paint upon a white ground in black English figures not less than six inches in length, on a conspicuous part of the bow of such boat on one side and of the quarter on the other,

the number of such boat mentioned in the register and in his license. No person shall paint or cause to be painted or counterfeited upon any boat not duly registered any such figures as aforesaid or other mark likely to induce the belief that such boat has been registered.

6. For the better prevention of fraud and omission in painting on registered boats the figures above mentioned, the Registering officer shall cause the number of each boat on its being registered to be cut or branded thereon in the native characters most commonly in use in the port, and the owner or owners of every such boat shall keep cut or branded and painted on his or their registered boat the English and vernacular figures thereon and shall not hide or obliterate them or any of them. No person whether an owner of a registered boat or boats or not shall alter or erase or shall assist in altering or erasing any such figures as aforesaid. All numbers painted or branded on a registered boat shall be effaced by the Registering officer on the license granted in respect of such boat being withdrawn.

7. So often as the ownership of any registered boat shall be changed the licensed owner shall, within six days after such change shall have taken place, produce his license to the Registering officer who will cancel the same, issue a fresh license to the new owner of such boat and amend the original entry in the register in respect of such boat or make a new entry in respect thereof as the Registering officer shall think fit, the new owner shall subscribe a declaration as provided in rule 11 before a license shall be issued to him.

8. So often as the tindal of any registered boat shall be changed or any alteration shall be made affecting any of the particulars contained in the license held by the owner or owners of such boat (except as specified in rule 4) such change or alteration shall be reported within 24 hours after the same shall have taken place by the owner or owners of such boat to the Registering officer who will amend such license and the register accordingly, except in cases where any such alteration affects the carrying capacity of such boat in which cases the boat shall be remeasured, and the original license held by the owner or owners thereof shall be cancelled and a fresh license be issued.

9. All owners of registered boats shall submit their boats when called on to do so, to the inspection of the Registering officer or any person duly authorized by him, and shall execute such repairs to their respective registered boats as the Registering officer or such other person as aforesaid shall direct, to render them efficient, and no owner or other person shall use any such boat until such repairs shall have been duly executed.

10. All registered boats shall be manned and provided with such equipment as may be determined on by the Registering officer and noted in the license and no owner shall allow his registered boat to ply without the requisite complement of men or equipment. Every boat-owner shall, if so required, carry in his registered boat such number of passengers and quantity of goods as shall be expressed in the license granted in respect of his registered boat.

11. All men employed as tindals in a registered boat at a coast port, and all men employed as tindals and as boatmen in registered boats at Madras, shall be registered in the office of the Registering officer in a book to be kept for that purpose by him, and no others shall ply or be allowed to ply in registered boats except on emergency and with the permission of the Registering officer. No person who, in the opinion of the Registering officer, is unaccustomed to the use of boats or is inefficient, shall be registered either as a tindal or a boatman, or shall be employed in any registered boat.

12. The owner or owners of every registered boat shall cause the tindal and Boatmen employed therein to wear, when afloat in such boat, a metal badge engraved with their respective registered numbers, and to be supplied by the Registering officer free of charge.

13 No tindal or boatman serving in any registered boat shall by wilful neglect of his duty or by desertion cause any impediment to the service of such boat.

14. No owner of a registered boat or other person shall use the same for the purpose of fishing or of taking off or landing any cargo or passengers or communicating with any vessel without having previously received the permission of the Registering officer so to do.

15. The Registering officer shall from time to time determine the hours between which registered boats are to ply to and from the shore or from place to place within the limits of the port and shall be at liberty to prevent any registered boat from leaving the shore when in his judgment danger would be incurred by so doing, and all persons shall comply with the orders and directions of the Registering officer in these respects.

16. No registered boat shall ply in fine weather if loaded with passengers or cargo beyond the number or quantity specified in the license granted in respect of such boat or, in rough weather, with a greater number or quantity than that authorized for the occasion by the Registering officer; all persons shall, on being required so to do by the tindal or owner of a registered boat, leave the boat or, as the case may be, remove therefrom such quantity of cargo which such person shall have placed or shall have caused to be placed in such boat as the tindal or owner shall require him to remove if the number of passengers or quantity of cargo then in such boat shall exceed the number or quantity, as the case may be, allowed by this rule.

17. No tindal or other person in charge of or navigating any registered boat shall attempt to make such boat fast or shall take it alongside of a vessel approaching an anchorage before such vessel has come to an anchor.

18. All passengers and goods shall be landed or shipped from within the limits that shall be determined by Government Notification, and no person engaged in shipping or landing passengers or goods shall do so beyond such limits unless the sanction of the chief customs authority at the port shall have been previously obtained.

19. Every registered boat being on the beach or at the usual landing place unemployed for half an hour shall be considered to be disengaged.

20. No registered boat shall be engaged in advance without the permission of the Registering officer previously obtained and then not for a longer period than one day.

21. The owner or one of the owners of every registered boat shall, when the same shall not be engaged in actual service for hire, and unless otherwise directed by the Registering officer, attend daily in person or by his agent at the office of the Registering officer from 6 A.M. until 6 P.M. so as to be ready to provide, upon immediate notice, his or their registered boat for service.

22. No owner of a registered boat, not being a steam launch, or person in charge thereof shall refuse to let on hire such boat without having and assigning reasonable cause for such refusal to the satisfaction of the Registering officer.

23. The rate of hire to be charged for the carriage of cargo and passengers respectively will be determined from time to time by Government Notification, and no owner of a registered boat or person deputed by any owner of a registered boat to carry any cargo or passengers shall demand a rate beyond that sanctioned by such notification for the carriage of any such cargo or passengers.

24. Any person who shall be convicted of disobedience of any of these rules shall be liable to forfeit any license which may have been granted to him under any of these rules.

NOTE

Attention is called to the provisions of section 54 of Act X of 1889, which is as follows:—

Penalty for disobedience to rules and orders of the Local Government.

"If any person disobeys any rule or order which a Local Government has made in pursuance of this Act and for the punishment of disobedience to which express provision has not been made elsewhere in this Act, he shall be punished for every such offence with fine which may extend to 100 rupees."

ENCLOSURE.

RULES for Survey, Registration, Licensing and Inspection of Cargo and other Boats.

In exercise of the powers conferred by section 6, clause (*k*) read with section 15 of the Indian Ports Act X of 1889, the Governor of Fort St. George in Council hereby notifies, that the rules published by Government at page 316 of the *Fort St. George Gazette* of 28th June 1881, Part I, prescribing fees for survey, registration, licensing and inspection of cargo and other boats plying for hire in any port or ports in which the said Act is in force, or to which the said rules have been or shall be extended, are hereby repealed in so far as they prescribe or affect fees for survey, registration, licensing and inspection of cargo and other boats at those ports, and from or after the publication of this notification the following fees alone shall be due and leviable for such purposes :—

	RS.	A.	P.
For each survey and measurement, as required by the boat rules, provided the boat is found seaworthy	1	0	0
On each occasion of a boat being found unseaworthy on being surveyed	0	8	0
For registration on each of the occasions prescribed by the boat rules	1	0	0
For granting a license on each of the occasions prescribed by the boat rules	1	0	0
For each annual inspection	1	0	0

2. Half the above rates shall be due and leviable in the case of canoes ; and in the case of catamarans the existing scale, under which the corresponding fees do not exceed 8 annas, shall continue to be in force.

N.B.—No fee is leviable for amending a license or register.

ENCLOSURES.

SCHEDULE of revised rates of boat hire for the ports of Gopálpur, Sonapur, Barwar, Pundi, Bapanapadu and Calingapatam.

Between sunrise and 8 p.m.

	RS.	A.	P.
Accommodation boat, per trip	2	0	0
Do. return trip from same vessel	1	0	0
Do. return trip from different vessel	2	0	0
Cargo boat, per trip	1	0	0
Do. return trip from same vessel	1	0	0
Do. return trip from different vessel	0	12	0
Catamarans, per trip	1	0	0
Water boat, per trip	0	5	0
	*3	8	0

* This charge includes cost of filling casks, providing ropes, buckets, &c.

Cargo boat for landing horses, per trip	2	0	0
For boats employed in landing carriage—			
If one boat is used, per trip	3	0	0
If two boats are required, then for each boat, per trip	2	8	0
Transhipping cargo—			
For first trip, in addition to ordinary hire	1	0	0
For each succeeding trip per day	0	12	0

Extraordinary rates.

Between 8 P.M. and 4 A.M., provided the boat leaves the shore after 8 P.M., per trip.	Double the ordinary rate.
Between 4 A.M. and sunrise, per trip	An ordinary rate and a half.
During the period that either the surf or the current flag may be hoisted, and on all occasions when a boat carries a double crew by direction of the Port officer.	Double the ordinary rate.

In cases of extraordinary service, as rendering aid to a vessel in distress within the limits of the port, the Port officer, or other officer in charge of the port, shall adjudge and allow such additional hire as the circumstances of the case may seem to warrant, reporting the same for the information of the Collector of the district.

SCHEDULE of revised rates of boat-hire for the port of Bimlipatam.

Between sunrise and 8 p.m.

	RS.	A.	P.
Accommodation boat, per trip	2	4	0
Do. return trip from same vessel	1	2	0
Do. return trip from different vessel	2	4	0
Cargo boat, per trip	1	8	0
Do. return trip from same vessel	1	0	0
Do. return trip from different vessel	1	8	0
Water boat holding 2 tons, per trip	*3	8	0

* This charge includes cost of filling casks, providing ropes, buckets, &c.

Cargo boat for landing horses, per trip	2	0	0
For boats employed in landing a carriage—			
If one boat is used, per trip	3	0	0
If two boats are required, then for each boat, per trip	2	8	0

Transhipping.

For the first trip, in addition to the ordinary charge, per trip	1	8	0
For each succeeding trip per day	1	2	0
Catamarans	0	5	0

Extraordinary rates.

Between 8 P.M. and 4 A.M., provided the boat leaves the shore after 8 P.M., per trip.	Double rates.
Between 4 A.M. and sunrise, per trip	An ordinary fare and a half.
When a double crew is considered necessary by the Port officer, per trip.	Double rates.
When surf or current flag is hoisted, per trip	Do.

In cases of extraordinary service, as rendering aid to a vessel in distress within the limits of the port, the Port officer, or other officer in charge of the port, shall adjudge and allow such additional hire as the circumstances of the case may seem to warrant, reporting the same for the information of the Collector of the district.

SCHEDULE of revised rates of boat hire for the port of Vizagapatam.

Between sunrise and 8 p.m.

	RS.	A.	P.
Accommodation boat, per trip	2	4	0
Do. return trip from same vessel	1	2	0
Do. return trip from different vessel	2	4	0
Cargo boat, per trip	1	8	0
Do. return trip from same vessel	1	0	0
Do. return trip from different vessel	1	8	0
Water boat holding 2 tons, per trip	†3	8	0

† This charge includes filling casks, providing ropes, buckets, &c.

Cargo boat for landing horses, per trip	2	0	0
For boats employed in landing a carriage—			
If one boat is used, per trip	3	0	0
If two boats are required, then for each boat, per trip	2	8	0

Transhipping.

For the first trip, in addition to the ordinary charge, per trip	1	8	0
For each succeeding trip per day	1	2	0
Catamarans, per trip	0	5	0

Canoes.

For passage from any part of the backwater to any other part of the same, each person	0	0	2
For passage from any part of the backwater to any other part of same with either a bundle or baggage	0	0	3
A load of cargo, per trip	0	8	0

NOTE.—Canoes cannot be used to convey passengers or cargo beyond the limits of the backwater.

Extraordinary rates.

Between 8 P.M. and 4 A.M., provided the boat leaves the shore after 8 P.M., per trip.	Double rates.
Between 4 A.M. and sunrise, per trip	An ordinary fare and a half.
When a double crew is considered necessary by the Port officer, per trip.	Double rates.
When surf or current flag is hoisted, per trip	Do.

In cases of extraordinary service as rendering aid to a vessel in distress within the limits of the port, the Port officer, or other officer in charge of the port, shall adjudge and allow such additional hire as the circumstances of the case may seem to warrant, reporting the same for the information of the Collector of the district.

SCHEDULE of revised rates of boat-hire for the port of boats at Pudimadaka and Pentakóta.

Between sunrise and 8 p. m.

		RS.	A.	P.
Accommodation boat, per trip				
Do.	return trip from same vessel	2	4	0
Do.	return trip from different vessel	1	2	0
Cargo boat, per trip		2	4	0
Do.	return trip from same vessel	1	8	0
Do.	return trip from different vessel	1	0	0
Water boat holding 2 tons, per trip		1	8	0
	.. ..	*3	8	0

* This charge includes filling casks, providing ropes, buckets, &c.

Cargo boat for landing horses per trip	2	0	0
For boats employed in landing a carriage—			
If one boat is used, per trip	3	0	0
If two boats are required, then for each boat, per trip	2	8	0
For boats employed in landing or receiving cargo behind the surf at Pudimadaka, per trip	0	8	0

Transhipping.

For the first trip, in addition to the ordinary charge, per trip ..	1	8	0
For each succeeding trip per day	1	2	0
Catamarans, per trip	0	5	0

Extraordinary rates.

Between 8 P.M. and 4 A.M., provided the boat leaves the shore after 8 P.M., per trip.	Double rates.
Between 4 A.M. and sunrise, per trip	An ordinary fare and a half.
When a double crew is considered necessary by the Port officer per trip.	Double rates.
When surf or current flag is hoisted, per trip	Do.

In cases of extraordinary service, as rendering aid to a vessel in distress within the limits of the port, the Port officer, or other officer in charge of the port, shall adjudge and allow such additional hire as the circumstances of the case may seem to warrant, reporting the same for the information of the Collector of the district.

SCHEDULE of revised rates for the port of Masulipatam.

Ordinary rates.

To or from a vessel in or under 5 fathoms low water to or from the Pier head—

	RS.	A.	P.
First-class boats, per trip	10	0	0
Second and third class boats and accommodation boats, per trip ..	7	8	0
Catamarans, per trip	0	8	0
To or from a vessel outside of five fathoms low water—			
First-class boats, per trip	15	0	0
Second and third class boats and accommodation boats, per trip ..	10	8	0
Catamarans, per trip	1	0	0

Extraordinary rates.

In cases of extraordinary service, as rendering aid to a vessel in distress within the limits of the port, the Port officer shall adjudge and allow such additional hire as the circumstances of the case may seem to warrant, reporting the same for the information of the Collector of the district.

SCHEDULE of revised rates of boat hire for the ports of Kottapalem, Nizampatam, Ipurupalem and Motupalle in the Kistna district.

Between sunrise and 8 p.m.

		RS.	A.	P.
Accommodation boat, per trip		2	0	0
Do.	return trip from same vessel	1	0	0
Do.	return trip from different vessel	2	0	0
Cargo boat, per trip		1	8	0
Do.	return trip from same vessel	0	12	0
Do.	return trip from different vessel	1	8	0
Do.	carrying ballast, per trip	1	12	0
Do.	carrying horses, per trip	2	0	0
Do.	carrying carriage for each boat and per trip ..	2	8	0
Do.	water, per trip	*3	0	0

* This includes cost of filling casks, providing ropes, &c.

Transhipping.

For first trip, in addition to the ordinary fare, per trip	1	0	0
For each succeeding trip per day	0	12	0

Extraordinary rates.

Between 8 P.M. and 4 A.M., provided the boat leaves the shore after 8 P.M., per trip.	Double the ordinary rate.
Between 4 A.M. and sunrise, per trip	An ordinary rate and a half.
During the period that either the surf or the current flag may be hoisted, and on all occasions when a boat carries double crew by direction of the Port officer.	Double the ordinary rate.

In case of extraordinary service, as rendering aid to a vessel in distress within the limits of the port, the Port officer, or other officer in charge of the port, shall adjudge and allow such additional hire as the circumstances of the case may seem to warrant, reporting the same for the information of the Collector of the district.

SCHEDULE of revised rates of boat hire for the ports of Kottapatam, Itamukkala, Ramayapatam and Iskapalle in the Nellore district.

Between sunrise and 8 p.m.

		RS.	A.	P.
Accommodation Masula boat, per trip		2	0	0
Do.	do. return trip from same vessel ..	1	0	0
Do.	do. return trip from different vessel ..	2	0	0

B.

		Boats of 4 tons and upwards. RS.	A.	P.	Masula boats. RS.	A.	P.
Cargo boat, per trip		2	0	0	1	8	0
Do.	return trip from same vessel	1	0	0	0	12	0
Do.	return trip from different vessel ..	2	0	0	1	8	0
Do.	landing horses for each boat, per trip ..	3	0	0	2	0	0
Do.	landing carriages for each boat used, per trip	2	2	0	1	12	0
Do.	carrying ballast, per trip	† 4	10	0	3	0	0
Do.	water, per trip						

† This charge includes all expenses connected with filling casks, &c., as bringing the water alongside the vessel.

Transhipping.

	Boats of 4 tons and upwards.	Masula boats.
	RS. A. P.	RS. A. P.
For first trip, in addition to the ordinary fare in each case.	1 0 0	0 12 0
For each succeeding trip during the day	0 12 0	0 8 0
Catamarans, per trip	..	0 4 0
Do. when employed for rafting timber, landing or shipping dead weight.	..	1 0 0

Extraordinary rates.

Between 8 P.M. and 4 A.M., provided the boat leaves the shore after 8 P.M., per trip.	Double rates.
Between 4 A.M. and sunrise	An ordinary fare and a half for all boats.
During the period that either the surf or current flag may be hoisted, and on all occasions when a boat carries a double crew, by direction of the Port officer or Port Conservator.	Double the ordinary rate.

In cases of extraordinary service, as rendering aid to a vessel in distress within the limits of the port, the Port officer, or other officer in charge of the port, shall adjudge and allow such additional hire as the circumstances of the case may seem to warrant, reporting the same for the information of the Collector of the district.

SCHEDULE of revised rates of boat-hire for the port of Cuddalore and Porto Novo, South Arcot district.

Between sunrise and 8 p.m.

	To vessels: In 7 fathoms low water and not outside of 10 fathoms low water.	To vessels: In less than 7 fathoms low water.
	RS. A. P.	RS. A. P.
Accommodation boat, per trip	7 0 0	3 8 0
Do. return trip from same vessel.	3 8 0	1 12 0
Do. return trip from different vessel.	7 0 0	3 8 0
Cargo boat, per trip	6 0 0	3 0 0
Do. return trip from same vessel	3 0 0	1 8 0
Do. return trip from different vessel ..	6 0 0	3 0 0
Do. carrying ballast, per trip	7 0 0	4 0 0
Tapal boat, per trip	3 0 0	1 8 0
Water boat, per trip	*7 0 0	*4 0 0

* NOTE.—These charges include filling casks, providing ropes, buckets, &c., and hire of boat.

Catamarans, per trip	0 12 0	0 6 0
Do. for rafting timber, for each catamaran per day	2 12 0	1 6 0

Transhipping.

For the first trip, in addition to the ordinary fare ..	1 0 0	1 0 0
For each succeeding trip per day	0 12 0	0 12 0

Extraordinary charges.

Between 8 P.M. and 4 A.M., provided that the boat proceeds outside the bar after 8 P.M.	Double hire.	Double hire.
Between 4 A.M. and sunrise	An ordinary fare and a half.	An ordinary fare and a half.
When surf or current flag is hoisted	Double hire.	Double hire.
When any increase to the ordinary crew is considered necessary by the Port Conservator.	8 annas per day for each extra man engaged.	

In cases of extraordinary service, as rendering aid to a vessel in distress within the limits of the port, the Port officer, or other officer in charge of the port, shall adjudge and allow such additional hire as the circumstances of the case may seem to warrant, reporting the same for the information of the Collector of the district.

SCHEDULE of revised rates of boat-hire for the ports of Negapatam, Nagore, Tirumalavasal, Tranquebar, Topputurai, Mutupet, Adirampatam and Valangani.

Between sunrise and 8 p.m.

	To vessels: In and under 5 fathoms low water.	To vessels: Beyond 5 fathoms and not outside of 6 fathoms low water.
	RS. A. P.	RS. A. P.
Accommodation boat, per trip	1 8 0	2 4 0
Do. return trip from same vessel..	0 12 0	1 2 0
Do. return trip from different vessel	1 8 0	2 4 0
First-class cargo boats when carrying ordinary cargo, per trip.	3 0 0	4 8 0
First-class cargo boats when carrying Railway material or coal, per trip.	4 0 0	6 0 0
Second-class boats, per trip	2 4 0	3 6 0
Return fare for first and second class boats from same vessel	Half ordinary rate.	
Return fare for first and second class boats from different vessel.	Full rates.	
Catamarans, per trip	0 8 0	0 12 0

Transhipping.

First and second class boats—	
For the first trip, in addition to the fare for an ordinary trip.	Two-thirds of the ordinary fare per trip allowed to the class of boat according as the work is carried on in and under 5 fathoms or outside of 5 fathoms low water.
For each succeeding trip during the day	Half the ordinary fare allowed to the class of boat according as the work is carried on in and under 5 fathoms or outside of 5 fathoms low water.

Extraordinary rates.

Between 8 P.M. and 4 A.M., provided the boat proceeds outside the bar after 8 P.M., per trip.	Double rates.
Between 4 A.M. and sunrise, per trip	An ordinary rate and a half.
When surf or current flag is hoisted, per trip ..	Double rates
When any increase to the ordinary crew is considered necessary by the Port officer or Port Conservator of the port, per trip.	Annas 4 for each extra man per trip.

In cases of extraordinary service, as rendering aid to a vessel in distress within the limits of the port, the Port officer, or other officer in charge of the port, shall adjudge and allow such additional hire as the circumstances of the case may seem to warrant, reporting the same for the information of the Collector of the district.

SCHEDULE of revised rates for the port of Pámban.

—	Fair weather with tide or at slack water.	Against tide in either fair or foul weather.	Foul weather with tide or at slack water.
IN RESPECT TO CARGO.	RS. A. P.	RS. A. P.	RS. A. P.
Cargo Boats.			
For each trip either to the north roadstead on the basin to import or export goods to and from the Custom house	2 0 0	3 0 0	4 0 0
For each trip to Tirkey Pallum roadstead on the basin to import or export goods to and from the Custom house	1 0 0	1 8 0	2 0 0
For each trip to Koondoogal harbour roadstead on the basin to import or export goods to and from the Custom house	4 0 0	6 0 0	8 0 0
For each trip to lighten vessels by receiving goods at the north roadstead and delivering the same at the basin or *vice versa* ..	3 0 0	5 0 0	6 0 0
For each trip to lighten vessels by receiving goods at Koondoogal harbour or *vice versa*	5 0 0	7 8 0	10 0 0
In lightening vessels, should a laden boat not be discharged in 24 hours, for every succeeding day	1 0 0	1 8 0	2 0 0
Hire of a cargo boat per day without the crew	7 0 0	10 8 0	14 0 0
Hire of a cargo boat per day without the crew to be alongside of vessels, oar the cargo, or such other job	1 0 0	1 8 0	2 0 0
Canoes.			
For each trip to the north roadstead to any part of the channel with goods, passengers or letters	0 4 0	0 8 0	..
For each trip to Koondoogal harbour with goods, passengers or letters	0 8 0	1 0 0	..
	Per ton.	Per ton.	Per ton.
Transhipping rates	0 8 0	0 12 0	1 0 0
	Per hour.	Per hour.	Per hour.
Detention hire	1 0 0	1 8 0	2 0 0
	1st-class boat.	2nd-class boat.	3rd-class boat.
Water trip (irrespective of weather or tide)	10 0 0	8 0 0	5 0 0

(*a*) All boats and dhonies and canoes will be entitled to half the amount of hire if returned unused by parties engaging them after the boats have put off from the shore.

(*b*) No cargo or passengers shall be carried in excess of the quantity or number specified in the license.

(*c*) In cases of extraordinary service, as rendering aid to a vessel in distress within the limits of the port, the Port officer shall adjudge and allow such additional hire as the circumstances of the case may seem to warrant, reporting the same for the information of the Collector of the district.

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SCHEDULE of revised rates of boat hire for the port of Tuticorin.

—	Boat hire to the roadstead or beyond Devil's point.	Boat hire to near the Key-stone rock.	Boat hire to Therukaipallem.	Boat hire to inner harbour.
Between sunrise and 8 p.m.	RS. A. P.	RS. A. P.	RS. A. P.	RS. A. P.
First-class boats, 16 to 22 tons, carrying 75 bales of cotton of 400 lb. or 60 bales of 500 lb. ..	12 8 0	10 0 0	..	5 0 0
Second-class boats, 12 to 16 tons, carrying 56 bales of 400 lb. or 45 bales of 500 lb.	9 6 0	7 8 0	..	4 0 0
Third-class boats or small dhonies	6 0 0	5 0 0	4 0 0	3 0 0
Canoes for bubash purposes only (using not less than 6 oars)	3 0 0	..	..	..
Transhipping.				
For the first trip	Half hire.			
For each succeeding trip during the day ..	Do.			
Water trip including all charges	Full hire.			
Return trip	Half hire if from the same ship.			
Landing horses	Full hire.			
Do. carriages	Do.			
Extraordinary rates.				
Between 8 P.M. and 4 A.M., per trip	..	..	..	Double rates.
Do. 4 A.M. and sunrise, per trip	..	..	..	An ordinary fare and a half.

In cases of extraordinary service, as proceeding to a vessel in distress within the limits of the port, the Port officer shall adjudge and allow such additional hire as the circumstances of the case may seem to warrant, reporting the same for the information of the Collector of the district.

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SCHEDULE of revised rates of boat-hire for the port of Cochin.

Ordinary rates.

	Outer roads. RS. A. P.	Inner harbour. RS. A. P.
Boats carrying 6 large pipes of oil or 7 small or 12 puncheons or 20 hogsheads	2 8 0	1 0 0
Boats carrying 50 bales yarn or fibre or 50 cases coffee or 12 bales of hides	3 4 0	1 0 0
Boats carrying 100 bags of rice, coffee, pepper, &c., per 100 bags	3 12 0	1 0 0
Boats carrying coir, dholls or rolls of coir yarn or coils of coir rope, per boat load	3 6 0	1 0 0
One cargo boat loaded with general cargo or passengers	3 8 0	1 2 0
Landing ballast or coals, per ton	0 10 0	0 5 0
Transhipping cargo from one vessel to another, per trip	2 0 0	..
Transhipping coals or ballast, per ton	0 8 0	..
Licensed Kettoo vullum or boats from 3 to 4 tons with cargo, per ton	2 4 0	0 12 0
Ordinary passenger boat, per trip	2 0 0	0 12 0
Water trip—		
For a load of 20 casks of 50 gallons each, neluding all charges, per trip	15 0 0	12 12 0
Return trip	Half the ordinary rates	
Do. with cargo from a different vessel ..	Full ordinary rates.	

Extraordinary rates.

Boats proceeding to vessels beyond 7 fathoms low water but not outside of port limits, per trip	Double rates.
For a boat employed between 8 P.M. and 4 A.M. in proceeding to outer roads and back, provided the boat left the shore after 8 P.M., per trip	Double outer rates.
Boats employed in inner roads between 8 P.M. and 4 A.M., per trip	Double inner harbour rates.

In cases of extraordinary service, as rendering aid to a vessel in distress within the limits of the port, the Port officer shall adjudge and allow such additional hire as the circumstances of the case may seem to warrant, reporting the same for the information of the Collector of the district.

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SCHEDULE of revised rates of boat-hire for the ports of Calicut and all other ports in the Malabar district except Cochin.

Between sunrise and 8 p.m.

	RS. A. P.
Boats capable of carrying 1 ton and under, whether laden or unladen—	
From the beach to vessels—under 3 fathoms at all ports, per trip..	0 6 0
From the pier at Calicut to vessels—in 3 fathoms and under, per trip	0 4 0
From the beach to vessels—in 3 fathoms and under 5 fathoms, per trip	0 14 0
Do. do. in 5 fathoms and under 7 fathoms, per trip	1 8 0
Do. do. beyond 7 fathoms, per trip	According to agreement.

Return trip from vessels in 3 fathoms and not over 7 fathoms—
From the same vessel .. .. Half the ordinary rate.
From a different vessel .. .. Full ordinary rates.
Transhipping between vessels in 3 fathoms and not over 7 fathoms—
For the first trip, in addition to the ordinary hire .. Two-thirds the ordinary rate.
For each succeeding trip .. .. Half the ordinary rate.
Water trip to vessels in 3 fathoms and not over 7 fathoms—
12 annas per hogshead, in addition to the ordinary rate.
To vessels beyond 7 fathoms, according to agreement.

Extraordinary rates.

Boats with an awning .. .. 4 annas, in addition to ordinary rate, each trip.
Boats employed between 8 P.M. and 4 A.M. .. .. Double hire.
Between 4 A.M. and sunrise .. .. One and a half the ordinary hire.

In cases of extraordinary service, as proceeding to a vessel in distress within the limits of the port, the Port officer shall adjudge and allow such additional hire as the circumstances of the case may seem to warrant, reporting the same for the information of the Collector of the district.

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SCHEDULE of revised rates of boat-hire for the port of Mangalore.

BETWEEN SUNRISE AND 8 P.M.

Ordinary charges.

	Outside the bar. RS. A. P.	Inside the bar. RS. A. P.
For a boat of 10 corges (or 15 tons) burthen and upwards, per trip	1 4 0*	3 2 0
For boats of less than 10 corges burthen but not below 2 corges, per trip	1 6 5*	0 8 0*
For a boat of 1 corge burthen but less than 2 corges, per trip	1 12 0	0 8 0
For a boat receiving or delivering goods at the back of the surf	..	Half rates.
For a boat transhipping	Half rates according to size.	Do.
Return trip	Do.	Do.
Water trip including filling and putting on board, per trip	According to agreement.	8 0 0

*Per corge.

NOTE.—An extra charge of Rs. 2 per 600 gallons is made for the use of the port tank, and Annas 8 per 100 gallons if casks are used. No charge is made when vessels use their own boats and casks for watering.

Extraordinary charges.

	Outside the bar.	Inside the bar.
For boats when employed between 8 P.M. and 4 A.M.	Double rates whether by corge or trip.	Double rates.

In cases of extraordinary service, as rendering aid to a vessel in distress within the limits of the port, the Port officer, or other officer in charge of the port, shall adjudge and allow such additional hire as the circumstances of the case may seem to warrant, reporting the same for the information of the Collector of the district.

SCHEDULE of revised rates of boat-hire for the ports of Malpi, Barkur and Coondapoor.

BETWEEN SUNRISE AND 8 P.M.

Ordinary charge.

	Outside the bar. RS. A. P.	Inside the bar. RS. A. P.
For a boat of 10 corges (or 15 tons) burthen and upwards, per trip	12 8 0	3 2 0
For a boat of less than 10 corges burthen but not 3 corges, per trip	1 4 0*	0 5 0*
For a boat of 2 corges and less than 3 corges, per trip	1 8 0*	0 5 0*
For a boat of less than 2 corges, per trip	1 12 0*	0 4 0*
For a boat of 1 corge when loaded with provisions, per trip	1 8 0	0 8 0
Return trip for any of above boats from same vessel, per trip	Half of the rates in each case.	
Return trip from a different vessel	Full rates in each case.	
For the report boat, per trip	1 12 0	0 8 0
Water boat including all charges, per trip	1 12 0*	0 4 0*

* Per corge.

Extraordinary rates.

Boats employed between 8 P.M. and 4 A.M. .. Double ordinary rates.
Do. do. 4 A.M. and sunrise .. An ordinary rate and a half.

In cases of extraordinary service, as rendering aid to a vessel in distress within the limits of the port, the Port officer, or other officer in charge of the port, shall adjudge and allow such additional hire as the circumstances of the case may seem to warrant, reporting the same for the information of the Collector of the district.

(Signed) H. A. STREET, Capt., H.M.'s I.M.,
Presidency Port Officer.

H.C. For Supdt., Govt

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Mar Govt. 4501/17
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DESPATCHED
18 NOV 90
IN M.S

To the P. P. Off.

F.D.B.
12/11

No 210 Dy 16/11/90

Reference.
~~Previous.~~

With refce: to his
letter No. 646-501 dy. 16.x.90
submitting a revised
schedule of rates of boat
hire for Pamban, the
P.P.O. is requested to report
whether clause (b) of the
schedule ~~to~~ is intended
to mean that no excess
passengers or cargo are
to be ~~carried~~ allowed -
what the clause says
at present ~~appears~~ is that
payment for the excess
not admissible. If neces-
sary, the wording of the clause should be
altered.

2. In the rates for loca-
-nada forwarded with
letter No. 646-503 of the
16.x.90 demurrage for
a cargo boat is entered
at 12 annas per day be-
-yond three - It seems
probable, however, that
the charge is intended to
be per hour. The P.P.O. will
report on the point.

JUNE 1890, No. , MARINE.

October

GOVERNMENT OF MADRAS.

MARINE DEPARTMENT.

R. E. from Dep

READ—the following papers :—

From Captain H. A. STREET, H.M.'s I.M., Presidency Port Officer, to the Chief Secretary to Government, dated Madras, 21st May 1890, No. 646—268 G.

In accordance with the instructions contained in para. 3 of G.O., No. 100, dated 18th March 1889, the boat rules at present in force at Madras and the several coast ports of this Presidency have been revised and consolidated, in consultation with the Solicitor to Government, and a draft of the same having been prepared, it was circulated to the different Collectors of the maritime districts and the Conservator of the Port of Madras for any remarks they might respectively have to offer thereon.

2. The draft, which I have the honor to forward herewith for the approval of Government, is the one which has been amended after communicating with the officials referred to above.

3. With reference thereto, I beg to point out that, at the suggestion of the Collector of South Canara, it has been made clear that the rules do not apply to boats coming into a port from any system of inland navigation. A rule (No. 4) has been made at the instance of the Port officer, Cocanada, to provide for the licensing of boats used for the purposes of fishing, and also for the sails of each fishing boat being marked with the number of the boat.

4. As at coast ports, it has never been found practicable to register the boatmen. Rule No. 11 has been drawn up so as to provide for the registering at such ports of only the tindals of boats, and in the concluding portion of this rule the employment of any person either as a tindal or boatman who, in the opinion of the registering officer, is inefficient, is prohibited.

5. The above are the most important of the changes and additions which have been made, and meet with general approval.

6. A question having arisen as to whether a steam launch is a *boat* within the meaning of the Act, the Government Solicitor, to whom the matter was referred, informed me that it would be a legal question for the Magistrate to decide, on a case of breach of rules by the owner or crew of a steam launch coming before him, and that the question cannot be decided by a statement in the rules. This is a point on which the orders of Government are required, for both at Cocanada and Tuticorin the British India Steam Navigation Company's Agents own steam launches, and these boats take passengers from the shore to vessels in the roadstead and *vice versâ*, and a charge for each passenger so carried is made. At present the owners of these boats have been required to take out a license, and it seems to me that, as long as a charge is made for passengers carried, the boats should be treated in the light of boats plying for hire. At Bombay the steam launches belonging to the agents of the different steam ship companies there, which take passengers to and from vessels belonging to the company the agents represent, are considered as boats *not* plying for hire, because no charge is made, but the boats, if capable of carrying more than 12 passengers, are surveyed and the owners have to take out a passenger certificate for each boat. On the other hand, the steam launches which take passengers on payment to Elephanta, for instance, or other places of interest in the vicinity of the town, are considered as

"boats plying for hire," and the owners have not only to take out a license but are required to have their boats surveyed and to take out a passenger certificate. It therefore seems to me that the steam launches at Cocanada and Tuticorin should be treated in the same light as the steam launches which at Bombay are considered as boats plying for hire, and should be subject to survey, and required to hold a passenger certificate. The only question is, whether they should not be exempt from rule No. 22 which renders it incumbent on an owner of a boat plying for hire to let out such boat on hire.

7. It will be observed that in the revised rules no mention is made of double boat hire on Sundays and close holidays, and as the Collectors and other officials consulted are unanimous in considering that double boat hire on these occasions should not be charged, and as I am also of the same opinion, I have not included in the present rules the old rule authorising such charge to be made. Should the Government be of the same opinion, revised rates of boat hire for the different ports at which it has hitherto been customary to charge double rates on Sundays and close holidays will have to be sanctioned, and a draft of the revised rates proposed for each port will be submitted in due course.

8. With respect to the fixing of rates of hire for boats conveying cargo and passengers, the Government Solicitor has informed me that in his opinion section 6 (*k*) of Act X of 1889 does not empower Government to fix the rate of boat hire to be charged for such purposes. I enclose a copy of his letter to me on the subject. Mr. Sinkinson, the Officiating Secretary to the Government of India, Department of Finance and Commerce, in para. 3 of his letter, No. 2382, dated 13th May 1889, to the Chief Secretary to the Government of Madras, states that section 6 (*k*), read with section 15 of Act X of 1889, appears to provide sufficiently for the powers required, *i.e.*, to fix rates of hire.

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ENCLOSURES.

From E. BARCLAY, Esq., Government Solicitor, to the Presidency Port Officer, Madras, dated Madras, 6th May 1890, No. 235.

In reply to your letter of yesterday, No. 633—750 M., I have to advise you that in my opinion section 6 (*k*) of Act X of 1889 does not empower Government to fix the rate of boat hire to be charged for the carriage of cargo and passengers. The section merely empowers Government to make rules for licensing and regulating boats, &c., plying for hire; but the word "regulating" is used in several other sub-sections in respect of matters for which no charge is intended to be made (see sub-sections *a*, *b*, *e*, *g*, *h*, *i*, *l*, *m*, *n*, *o*, and *p*). Again, where Government is authorised to make rules fixing rates, such power is expressly given, as in sub-section *j*. I think, therefore, that it would be necessary to give Government power by express words to make rules fixing rates of hire for boats conveying cargo or passengers and that without such express words, the power cannot be inferred.

— Section 6, clause (K) read with section 15 of

Rules passed by the Government of Madras under the provisions of Act X of 1889 for licensing and regulating catamarans plying for hire, and flats and cargo, passenger and other boats (not being boats coming into the Port from any system of inland navigation) plying whether for hire or not, or whether regularly or only occasionally in, or partly within and partly without, any Port, and for determining the quantity of cargo and number of passengers to be carried by any such vessel.

[Note.—The expression "Boat" or "Boats" when used in any of the following rules shall be held as including catamarans, flats, cargo, passenger and other boats.]

1. Owners of boats shall be subject to the control of the Registering officer appointed by Government and shall carry out at all times all orders issued by him in connection with the plying of their boats and which are not inconsistent with these rules, and shall supply the Jindal of each registered boat with a printed copy of these rules and of any orders issued by the Registering officer, which copy shall be shown to any passenger by such boat demanding to see the same.

Press
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steam launches,

2. No person, either as owner or servant, shall use any boat to carry goods or passengers for hire to or from any ship or vessel at the port or from place to place within the limits of the port as defined for the time being under Act XII of 1875, unless such person shall have previously received a license from the Registering officer to so use such boat, and unless the boat which such person shall so use has been registered as hereinafter mentioned. This rule is not to be considered as interfering with boats forming part of a vessel's equipment or boats maintained solely for purposes of pleasure. The right of withdrawing this exemption will be vested in the Registering officer should it appear that the interests of Government require such withdrawal.

3. The Registering officer shall, upon the application of the owner or owners of a boat, and upon such boat being brought by him or them to such place as the Registering officer shall appoint for that purpose, survey and measure or cause to be surveyed and measured such boat in the presence of the owner or owners thereof or of any other person duly appointed for that purpose by such owner or owners and, on being satisfied that a boat is seaworthy and fit for the service of the port, will, upon the owner or owners delivering to him a document signed by such owner or owners specifying his or their name or names, occupation or respective occupations and place or respective places of residence and subscribing to a declaration that he or they fully understand these rules grant a license, in a form approved by Government, to such owner or owners to use the boat for the purposes of carrying goods and passengers or goods or passengers for hire within the limits of the Port. Such license shall express the dimensions of the boat, its rig, the equipment, and the number of the crew considered necessary by the Registering officer as well as the number of passengers and quantity of cargo it is to be permitted to carry, and every such license shall also contain a number for such boat and the name or names, occupation or occupations, and place or places of residence of the owner or owners thereof, and the name and place of residence of the tindal of such boat; all of which particulars shall be entered by the Registering officer in a book or register to be kept by him for that purpose.

4. The owner or owners of every registered boat, not being a catamaran, used for the purposes of fishing, shall obtain a license for such boat in the manner hereinbefore provided, and every such boat shall be registered in manner hereinbefore also provided, and every such boat shall carry on one of its sails and on each side of such boat a number to be assigned to such boat by the Registering officer when such boat is registered, and no person shall use any boat for the purpose of fishing until such license shall have been obtained and such boat shall have been registered nor without such number being so placed as aforesaid.

5. Every owner of a registered boat, not being a catamaran, shall paint upon a white ground in black English figures not less than six inches in length, on a conspicuous part of the bow of such boat on one side and of the quarter on the other, the number of such boat mentioned in the register and in his license. No person shall paint or cause to be painted or counterfeited upon any boat not duly registered any such figures as aforesaid or other mark likely to induce the belief that such boat has been registered.

6. For the better prevention of fraud and omission in painting on registered boats the figures above mentioned, the Registering officer shall cause the number of each boat on its being registered to be cut or branded thereon in the native characters most commonly in use in the port, and the owner or owners of every such boat shall keep cut or branded and painted on his or their registered boat the English and vernacular figures thereon and shall not hide or obliterate them or any of them. No person whether an owner of a registered boat or boats or not shall alter or erase or shall assist in altering or erasing any such figures as aforesaid. All numbers painted or branded on a registered boat shall be effaced by the Registering officer on the license granted in respect of such boat being withdrawn.

7. So often as the ownership of any registered boat shall be changed the licensed owner shall, within six days after such change shall have taken place, produce his license to the Registering officer who will cancel the same, issue a fresh license to the new owner of such boat and amend the original entry in the register in respect of such

boat or make a new entry in respect thereof as the Registering officer shall think fit, the new owner shall subscribe a declaration as provided in rule II before a license shall be issued to him.

8. So often as the tindal of any registered boat shall be changed or any alteration shall be made affecting any of the particulars contained in the license held by the owner or owners of such boat (except as specified in rule 4) such change or alteration shall be reported within 24 hours after the same shall have taken place by the owner or owners of such boat to the Registering officer who will amend such license and the register accordingly, except in cases where any such alteration affects the carrying capacity of such boat in which cases the boat shall be remeasured, and the original license held by the owner or owners thereof shall be cancelled and a fresh license be issued.

9. All owners of registered boats shall submit their boats when called on to do so, to the inspection of the Registering officer or any person duly authorized by him, and shall execute such repairs to their respective registered boats as the Registering officer or such other person as aforesaid shall direct, to render them efficient, and no owner or other person shall use any such boat until such repairs shall have been duly executed.

10. All registered boats shall be manned and provided with such equipment as may be determined on by the Registering officer and noted in the license and no owner shall allow his registered boat to ply without the requisite complement of men or equipment. Every boat-owner shall, if so required, carry in his registered boat such number of passengers and quantity of goods as shall be expressed in the license granted in respect of his registered boat.

11. All men employed as Tindals in a registered boat at a coast port, and all men employed as Tindals and as Boatmen in registered boats at Madras, shall be registered in the office of the Registering officer in a book to be kept for that purpose by him, and no others shall ply or be allowed to ply in registered boats except on emergency and with the permission of the Registering officer. No person who, in the opinion of the Registering officer, is unaccustomed to the use of boats or is inefficient, shall be registered either as a Tindal or a Boatman, or shall be employed in any registered boat.

12. The owner or owners of every registered boat shall cause the Tindal and Boatmen employed therein to wear, when afloat in such boat, a metal badge engraved with their respective registered numbers, and to be supplied by the Registering officer free of charge.

13. No tindal or boatman serving in any registered boat shall by wilful neglect of his duty or by desertion cause any impediment to the service of such boat.

14. No owner of a registered boat or other person shall use the same for the purpose of fishing or of taking off or landing any cargo or passengers or communicating with any vessel without having previously received the permission of the Registering officer so to do.

15. The Registering officer shall from time to time determine the hours between which registered boats are to ply to and from the shore or from place to place within the limits of the port and shall be at liberty to prevent any registered boat from leaving the shore when in his judgment danger would be incurred by so doing, and all persons shall comply with the orders and directions of the Registering officer in these respects.

16. No registered boat shall ply in fine weather if loaded with passengers or cargo beyond the number or quantity specified in the license granted in respect of such boat or, in rough weather, with a greater number or quantity than that authorized for the occasion by the Registering officer; all persons shall, on being required so to do by the tindal or owner of a registered boat, leave the boat or, as the case may be, remove therefrom such quantity of cargo which such person shall have placed or shall have caused to be placed in such boat as the tindal or owner shall require him to remove if the number of passengers or quantity of cargo then in such boat shall exceed the number or quantity, as the case may be, allowed by this rule.

17. No tindal or other person in charge of or navigating any registered boat shall attempt to make such boat fast or shall take it alongside of a vessel approaching an anchorage before such vessel has come to an anchor.

18. All passengers and goods shall be landed or shipped from within the limits that shall be determined by Government Notification, and no person engaged in shipping or landing passengers or goods shall do so beyond such limits unless the sanction of the chief customs authority at the port shall have been previously obtained.

19. Every registered boat being on the beach or at the usual landing place unemployed for half an hour shall be considered to be disengaged.

20. No registered boat shall be engaged in advance without the permission of the Registering officer previously obtained and then not for a longer period than one day.

21. The owner or one of the owners of every registered boat shall, when the same shall not be engaged in actual service for hire, and unless otherwise directed by the Registering officer, attend daily in person or by his agent at the office of the Registering officer from 6 A.M. until 6 P.M. so as to be ready to provide, upon immediate notice, his or their registered boat for service.

22. No owner of a registered boat or person in charge thereof shall refuse to let on hire such boat without having and assigning reasonable cause for such refusal to the satisfaction of the Registering officer.

23. The rate of hire to be charged for the carriage of cargo and passengers respectively will be determined from time to time by Government Notification, and no owner of a registered boat or person deputed by any owner of a registered boat to carry any cargo or passengers shall demand a rate beyond that sanctioned by such notification for the carriage of any such cargo or passengers.

24. Any person who shall be convicted of disobedience of any of these rules shall be liable to forfeit any license which may have been granted to him under any of these rules.

NOTE.

Attention is called to the provisions of section 54 of Act X of 1889, which is as follows:—

Penalty for disobedience to rules and orders of the Local Government.

"If any person disobeys any rule or order which a Local Government has made in pursuance of this Act and for the punishment of disobedience to which express provision has not been made elsewhere in this Act, he shall be punished for every such offence with fine which may extend to 100 rupees."

From Captain H. A. STREET, H.M.'s I.M., Presidency Port Officer, to the Chief Secretary to Government, dated Madras, 21st May 1890, No. 646—269 G.

In connection with the draft of revised boat rules to be issued under section 6 (*k*) of Act X of 1889, which was forwarded for the approval of Government with my letter No. 646—268 G., dated 21st May 1890, and in accordance with the instructions contained in paragraph 2 of G.O., No. 205, dated 13th May 1889, I have the honor to submit herewith a draft of the revised fees to be charged for the survey, registration, licensing and inspection of cargo and other boats at Madras and the several coast ports of this Presidency.

2. The Government Solicitor has informed me that he doubts very much whether the power given by section 6 (*k*) of Act X of 1889 to Government to make rules for licensing and regulating boats includes power to make a rule for levying fees for licensing and regulating the same. In paragraph 3 of his letter, No. 2382, dated 13th May 1889, to the Government of Madras, Mr. Sinkinson, the Officiating Secretary to the Government of India, seems to be of a different opinion.

ENCLOSURE.

RULES for Survey, Registration, Licensing and Inspection of Cargo and other Boats.

In exercise of the powers conferred by section 7 of the Indian Ports Act X of 1889, the Governor of Fort St. George in Council hereby notifies, that the rules published by Government at page 316 of the *Fort St. George Gazette* of 28th June 1881, Part I, prescribing fees for survey, registration, licensing and inspection of cargo and other boats plying for hire in any port or ports in which the said Act is in force, or to which the said rules have been or shall be extended, are hereby repealed in so far as they prescribe or affect fees for survey, registration, licensing and inspection of cargo and other boats at those ports, and from or after the publication of this notification the following fees alone shall be due and leviable for such purposes:—

	RS.	A.	P.
For each survey and measurement, as required by the boat rules, provided the boat is found seaworthy	1	0	0
On each occasion of a boat being found unseaworthy on being surveyed	0	8	0
For registration on each of the occasions prescribed by the boat rules	1	0	0
For granting a license on each of the occasions prescribed by the boat rules	1	0	0
For each annual inspection	1	0	0

2. Half the above rates shall be due and leviable in the case of canoes; and in the case of catamarans the existing scale, under which the corresponding fees do not exceed 8 annas, shall continue to be in force.

N.B.—No fee is leviable for amending a license or register.

From Captain H. A. STREET, H.M.'s I.M., Presidency Port Officer, to the Chief Secretary to Government, dated Madras, 23rd May 1890, No. 646—273 G.

In continuation of my letter, No. 646—268 G., dated 21st May 1890, giving cover to a draft of revised boat rules to be made applicable to the port of Madras and the several coast ports of this Presidency, I have the honor to forward herewith, for the approval of Government, a schedule of revised rates of boat hire for each of the ports in the districts marginally specified. The rates proposed have been placed before the Collectors of the different maritime districts and have met with approval.

Ganjam.	Tanjore.
Vizagapatam.	Madura.
Kistna.	Tinnevelly.
Nellore.	Malabar.
South Arcot.	South Canara.

2. No increase has been made in the ordinary rates now in force, as it is thought that the double rates, which are proposed under the heading "Extraordinary charges" and the rates allowed for "Return trips," will compensate, in some measure, the boat-owners for any loss they may incur through no provision having been made in the revised boat rules for charging double hire on Sundays and gazetted holidays.

3. The double hire allowed at present on Sundays and gazetted holidays has been paid more frequently at ports on the Eastern than on the Western coast, as the steamers on the Madras and Rangoon line generally require to work on a Sunday, especially when calling at Bimlipatam and Vizagapatam. At these two ports Sunday is, as a rule, the busiest day with the boatmen as on other days it is seldom that a steamer calls which requires quick despatch, and though the new rates have met with the approval of the Collectors and are considered sufficient by the local Port officers, I should not be surprised if some little difficulty with the boatmen is experienced when they are first brought into force.

4. As a rule shippers generally, I have been led to understand, have their own private arrangements with boat-owners in respect to boat hire, and the sanctioned rates are, I believe, more frequently paid by Government servants and private passengers than by firms who ship largely and constantly.

5. In preparing the different schedules, I have confined myself simply to the rates to be charged, as under the new boat rules it is left to the Registering officer to issue instructions respecting the plying of the boats; their respective cargo loads; equipment and crew.

6. The revised rates proposed for the port of Cocanada are still under consideration, but will be forwarded in due course.

ENCLOSURES.

SCHEDULE of revised rates of boat hire for the ports of Gopálpur, Sonapur, Barwar, Pundi, Bapanapadu and Calingapatam.

Between sunrise and 8 p.m.

	Rs.	A.	P.
Accommodation boat, per trip	2	0	0
Do. return trip from same vessel	1	0	0
Do. return trip from different vessel	2	0	0
Cargo boat, per trip	1	0	0
Do. return trip from same vessel	0	12	0
Do. return trip from different vessel	1	0	0
Catamarans, per trip	0	5	0
Water boat, per trip	*3	8	0
* This charge includes cost of filling casks, providing ropes, buckets, &c.			
Cargo boat for landing horses, per trip	2	0	0
For boats employed in landing carriage—			
If one boat is used, per trip	3	0	0
If two boats are required, then for each boat, per trip	2	8	0
Transhipping cargo—			
For first trip, in addition to ordinary hire	1	0	0
For each succeeding trip per day	0	12	0

Extraordinary rates.

Between 8 P.M. and 4 A.M., provided the boat leaves the shore after 8 P.M., per trip.	Double the ordinary rate.
Between 4 A.M. and sunrise, per trip	An ordinary rate and a half.
During the period that either the surf or the current flag may be hoisted, and on all occasions when a boat carries a double crew by direction of the Port officer.	Double the ordinary rate.

In cases of extraordinary service, as rendering aid to a vessel in distress within the limits of the port, the Port officer, or other officer in charge of the port, shall adjudge and allow such additional hire as the circumstances of the case may seem to warrant, reporting the same for the information of the Collector of the district.

SCHEDULE of revised rates of boat hire for the port of Bimlipatam.

Between sunrise and 8 p.m.

	Rs.	A.	P.
Accommodation boat, per trip	2	4	0
Do. return trip from same vessel	1	2	0
Do. return trip from different vessel	2	4	0
Cargo boat, per trip	1	8	0
Do. return trip from same vessel	1	0	0
Do. return trip from different vessel	1	8	0
Water boat holding 2 tons, per trip	*3	8	0

* This charge includes cost of filling casks, providing ropes, buckets, &c.

	Rs.	A.	P.
Cargo boat for landing horses, per trip	2	0	0
For boats employed in landing a carriage—			
If one boat is used, per trip	3	0	0
If two boats are required, then for each boat, per trip	2	8	0

Transhipping.

For the first trip, in addition to the ordinary charge, per trip	1	8	0
For each succeeding trip per day	1	2	0
Catamarans	0	5	0

Extraordinary rates.

Between 8 P.M. and 4 A.M., provided the boat leaves the shore after 8 P.M., per trip.	Double rates.
Between 4 A.M. and sunrise, per trip	An ordinary fare and a half.
When a double crew is considered necessary by the Port officer, per trip.	Double rates.
When surf or current flag is hoisted, per trip	Do.

In cases of extraordinary service, as rendering aid to a vessel in distress within the limits of the port, the Port officer, or other officer in charge of the port, shall adjudge and allow such additional hire as the circumstances of the case may seem to warrant, reporting the same for the information of the Collector of the district.

SCHEDULE of revised rates of boat hire for the port of Vizagapatam.

Between sunrise and 8 p.m.

	Rs.	A.	P.
Accommodation boat, per trip	2	4	0
Do. return trip from same vessel	1	2	0
Do. return trip from different vessel	2	4	0
Cargo boat, per trip	1	8	0
Do. return trip from same vessel	1	0	0
Do. return trip from different vessel	1	8	0
Water boat holding 2 tons, per trip	*3	8	0

* This charge includes filling casks, providing ropes, buckets, &c.

Cargo boat for landing horses, per trip	2	0	0
For boats employed in landing a carriage—			
If one boat is used, per trip	3	0	0
If two boats are required, then for each boat, per trip	2	8	0

Transhipping.

For the first trip, in addition to the ordinary charge, per trip	1	8	0
For each succeeding trip per day	1	2	0
Catamarans, per trip	0	5	0

Canoes.

For passage from any part of the backwater to any other part of the same, each person	0	0	2
For passage from any part of the backwater to any other part of same with either a bundle or baggage	0	0	3
A load of cargo, per trip	0	8	0

NOTE.—Canoes cannot be used to convey passengers or cargo beyond the limits of the backwater.

Extraordinary rates.

Between 8 P.M. and 4 A.M., provided the boat leaves the shore after 8 P.M., per trip.	Double rates.
Between 4 A.M. and sunrise, per trip	An ordinary fare and a half.
When a double crew is considered necessary by the Port officer, per trip.	Double rates.
When surf or current flag is hoisted, per trip	Do.

In cases of extraordinary service as rendering aid to a vessel in distress within the limits of the port, the Port officer, or other officer in charge of the port, shall adjudge and allow such additional hire as the circumstances of the case may seem to warrant, reporting the same for the information of the Collector of the district.

SCHEDULE of revised rates of boat hire for the port of boats at Pudimadaka and Pentakóta.

Between sunrise and 8 p. m.

	Rs.	A.	P.
Accommodation boat, per trip	2	4	0
Do. return trip from same vessel	1	2	0
Do. return trip from different vessel	2	4	0
Cargo boat, per trip	1	8	0
Do. return trip from same vessel	1	0	0
Do. return trip from different vessel	1	8	0
Water boat holding 2 tons, per trip	*3	8	0
* This charge includes filling casks, providing ropes, buckets, &c.			
Cargo boat for landing horses per trip	2	0	0
For boats employed in landing a carriage—			
If one boat is used, per trip	3	0	0
If two boats are required, then for each boat, per trip	2	8	0
For boats employed in landing or receiving cargo behind the surf at Pudimadaka, per trip	0	8	0

Transhipping.

For the first trip, in addition to the ordinary charge, per trip ..	1	8	0
For each succeeding trip per day	1	2	0
Catamarans, per trip	0	5	0

Extraordinary char rates.

Between 8 P.M. and 4 A.M., provided the boat leaves the shore after 8 P.M., per trip.	Double rates.
Between 4 A.M. and sunrise, per trip	An ordinary fare and a half.
When a double crew is considered necessary by the Port officer per trip.	Double rates.
When surf or current flag is hoisted, per trip	Do.

In cases of extraordinary service, as rendering aid to a vessel in distress within the limits of the port, the Port officer, or other officer in charge of the port, shall adjudge and allow such additional hire as the circumstances of the case may seem to warrant, reporting the same for the information of the Collector of the district.

SCHEDULE of revised rates for the port of Masulipatam.

Ordinary rates.

To or from a vessel in or under 5 fathoms low water to or from the Pier head—

	Rs.	A.	P.
First-class boats, per trip	10	0	0
Second and third class boats and accommodation boats, per trip ..	7	8	0
Catamarans, per trip	0	8	0

To or from a vessel outside of five fathoms low water—	Rs.	A.	P.
First-class boats, per trip	15	0	0
Second and third class boats and accommodation boats, per trip ..	10	8	0
Catamarans, per trip	1	0	0

Extraordinary rates.

In cases of extraordinary service, as rendering aid to a vessel in distress within the limits of the port, the Port officer shall adjudge and allow such additional hire as the circumstances of the case may seem to warrant, reporting the same for the information of the Collector of the district.

SCHEDULE of revised rates of boat hire for the ports of Kottapalem, Nizampatam, Ipurupalem and Motupalle in the Kistna district.

Between sunrise and 8 p.m.

	Rs.	A.	P.
Accommodation boat, per trip	2	0	0
Do. return trip from same vessel	1	0	0
Do. return trip from different vessel	2	0	0
Cargo boat, per trip	1	8	0
Do. return trip from same vessel	0	12	0
Do. return trip from different vessel	1	8	0
Do. carrying ballast, per trip	1	12	0
Do. carrying horses, per trip	2	0	0
Do. carrying carriage for each boat and per trip ..	2	8	0
Do. water, per trip	3	0	0

* This includes cost of filling casks, providing ropes, &c.

Transhipping.

For first trip, in addition to the ordinary fare, per trip	1	0	0
For each succeeding trip per day	0	12	0

Extraordinary rates.

Between 8 P.M. and 4 A.M., provided the boat leaves the shore after 8 P.M., per trip.	Double the ordinary rate.
Between 4 A.M. and sunrise, per trip	An ordinary rate and a half.
During the period that either the surf or the current flag may be hoisted, and on all occasions when a boat carries double crew by direction of the Port officer.	Double the ordinary rate.

In case of extraordinary service, as rendering aid to a vessel in distress within the limits of the port, the Port officer, or other officer in charge of the port, shall adjudge and allow such additional hire as the circumstances of the case may seem to warrant, reporting the same for the information of the Collector of the district.

SCHEDULE of revised rates of boat hire for the ports of Kottapatam, Itamukkala, Ramayapatam and Iskapalle in the Nellore district.

Between sunrise and 8 p.m.

	Rs.	A.	P.
Accommodation Masula boat, per trip	2	0	0
Do. do. return trip from same vessel ..	1	0	0
Do. do. return trip from different vessel ..	2	0	0

B.

	Boats of 4 tons and upwards. Rs.	A.	P.	Masula boats. Rs.	A.	P.
Cargo boat, per trip	2	0	0	1	8	0
Do. return trip from same vessel	1	0	0	0	12	0
Do. return trip from different vessel ..	2	0	0	1	8	0
Do. landing horses for each boat, per trip ..	3	0	0	2	0	0
Do. landing carriages for each boat used, per trip	3	0	0	2	8	0
Do. carrying ballast, per trip	2	2	0	1	12	0
Do. water, per trip	* 4	10	0	3	0	0

* This charge includes all expenses connected with filling casks, &c., as bringing the water alongside the vessel.

Transshipping.

	Boats of 4 tons and upwards.	Masula boats.
	RS. A. P.	RS. A. P.
For first trip, in addition to the ordinary fare in each case.	1 0 0	0 12 0
For each succeeding trip during the day	0 12 0	0 8 0
Catamarans, per trip	..	0 4 0
Do. when employed for rafting timber, landing or shipping dead weight.	..	1 0 0

Extraordinary rates.

Between 8 P.M. and 4 A.M., provided the boat leaves the shore after 8 P.M., per trip.	Double rates.
Between 4 A.M. and sunrise	An ordinary fare and a half for all boats.
During the period that either the surf or current flag may be hoisted, and on all occasions when a boat carries a double crew, by direction of the Port officer or Port Conservator.	Double the ordinary rate.

In cases of extraordinary service, as rendering aid to a vessel in distress within the limits of the port, the Port officer, or other officer in charge of the port, shall adjudge and allow such additional hire as the circumstances of the case may seem to warrant, reporting the same for the information of the Collector of the district.

SCHEDULE of revised rates of boat hire for the port of Cuddalore and Porto Novo, South Arcot district.

Between sunrise and 8 p.m.

	To vessels	
	In 7 fathoms low water and not outside of 10 fathoms low water.	In less than 7 fathoms low water.
	RS. A. P.	RS. A. P.
Accommodation boat, per trip	7 0 0	3 8 0
Do. return trip from same vessel.	3 8 0	1 12 0
Do. return trip from different vessel.	7 0 0	3 8 0
Cargo boat, per trip	6 0 0	3 0 0
Do. return trip from same vessel	3 0 0	1 8 0
Do. return trip from different vessel ..	6 0 0	3 0 0
Do carrying ballast, per trip	7 0 0	4 0 0
Tapal boat, per trip	3 0 0	1 8 0
Water boat, per trip	*7 0 0	*4 0 0

*NOTE.—These charges include filling casks, providing ropes, buckets, &c., and hire of boat.

Catamarans, per trip	0 12 0	0 6 0
Do. for rafting timber, for each catamaran per day	2 12 0	1 6 0
Transshipping.		
For the first trip, in addition to the ordinary fare ..	1 0 0	1 0 0
For each succeeding trip per day	0 12 0	0 12 0
Extraordinary charges.		
Between 8 P.M. and 4 A.M., provided that the boat proceeds outside the bar after 8 P.M.	Double hire.	Double hire.
Between 4 A.M. and sunrise	An ordinary fare and a half.	An ordinary fare and a half.
When surf or current flag is hoisted	Double hire.	Double hire.
When any increase to the ordinary crew is considered necessary by the Port Conservator.	8 annas per day for each extra man engaged.	

In cases of extraordinary service, as rendering aid to a vessel in distress within the limits of the port, the Port officer, or other officer in charge of the port, shall adjudge and allow such additional hire as the circumstances of the case may seem to warrant, reporting the same for the information of the Collector of the district.

SCHEDULE of revised rates of boat hire for the ports of Negapatam, Nagore, Tirumalavasal, Tranquebar, Topputurai, Mutupet, Adirampatam and Valangani.

Between sunrise and 8 *p.m.*

	To vessels	
	In and under 5 fathoms low water.	Beyond 5 fathoms and not outside of 6 fathoms low water.
	Rs. A. P.	Rs. A. P.
Accommodation boat, per trip	1 8 0	2 4 0
Do. return trip from same vessel..	0 12 0	1 2 0
Do. return trip from different vessel	1 8 0	2 4 0
First-class cargo boats when carrying ordinary cargo, per trip.	3 0 0	4 8 0
First-class cargo boats when carrying Railway material or coal, per trip.	4 0 0	6 0 0
Second-class boats, per trip	2 4 0	3 6 0
Return fare for first and second class boats from same vessel	Half ordinary rate.	
Return fare for first and second class boats from different vessel.	Full rates.	
Catamarans, per trip	0 8 0	0 12 0
Transhipping.		
First and second class boats— For the first trip, in addition to the fare for an ordinary trip.	Two-thirds of the ordinary fare per trip allowed to the class of boat according as the work is carried on in and under 5 fathoms or outside of 5 fathoms low water.	
For each succeeding trip during the day	Half the ordinary fare allowed to the class of boat according as the work is carried on in and under 5 fathoms or outside of 5 fathoms low water.	
Extraordinary rates.		
Between 8 P.M. and 4 A.M., provided the boat proceeds outside the bar after 8 P.M., per trip.	Double rates.	
Between 4 A.M. and sunrise, per trip	An ordinary rate and a half.	
When surf or current flag is hoisted, per trip ..	Double rates.	
When any increase to the ordinary crew is considered necessary by the Port officer or Port Conservator of the port, per trip.	Annas 4 for each extra man per trip.	

In cases of extraordinary service, as rendering aid to a vessel in distress within the limits of the port, the Port officer, or other officer in charge of the port, shall adjudge and allow such additional hire as the circumstances of the case may seem to warrant, reporting the same for the information of the Collector of the district.

Schedule of revised rates for the port of Pámban.

—	Fair weather	Against tide	Foul weather
In respect to Cargo.	Rs. A. P.	Rs. A. P.	Rs. A. P.
Cargo Boats.			
For each trip either to the north roadstead on the basin to import or export goods to and from the Custom house	2 0 0	3 0 0	4 0 0
For each trip to Tirkey Pallum roadstead on the basin to import or export goods to and from the Custom house	1 0 0	1 8 0	2 0 0
For each trip to Koondoogal harbour roadstead on the basin to import or export goods to and from the Custom house	4 0 0	6 0 0	8 0 0
For each trip to lighten vessels by receiving goods at the north roadstead and delivering the same at the basin or *vice versa* ..	3 0 0	5 0 0	6 0 0
For each trip to lighten vessels by receiving goods at Koondoogal harbour or *vice versa*	5 0 0	7 8 0	10 0 0
In lightening vessels, should a laden boat not be discharged in 24 hours, for every succeeding day	1 0 0	1 8 0	2 0 0
Hire of a cargo boat per day without the crew to weigh vessels in distress	7 0 0	10 8 0	14 0 0
Hire of a cargo boat per day without the crew to be alongside of vessels, oar the cargo, or such other job	1 0 0	1 8 0	2 0 0
Canoes.			
For each trip to the north roadstead to any part of the channel with goods, passengers or letter	0 4 0	0 8 0	..
For each trip to Koondoogal harbour with goods, passengers or letter	0 8 0	1 0 0	..
	Per ton.	Per ton.	Per ton.
Transhipping rates	0 8 0	0 12 0	1 0 0
	1st-class boat.	2nd-class boat.	3rd-class boat.
Water trip	10 0 0	8 0 0	5 0 0
	Per hour.	Per hour.	Per hour.
Detention hire	1 0 0	1 8 0	2 0 0

(a) All boats and dhonies and canoes will be entitled to half the amount of hire if returned unused by parties engaging them after the boats have put off from the shore.

(b) Should a greater quantity be put in a boat computed at 9 tons weight or measurement, 32 Europeans or 50 Natives, the rate of hire shall be increased in proportion.

(c) In cases of extraordinary service, as rendering aid to a vessel in distress within the limits of the port, the Port officer shall adjudge and allow such additional hire as the circumstances of the case may seem to warrant, reporting the same for the information of the Collector of the district.

Schedule of revised rates of boat hire for the port of Tuticorin.

—	Boat hire to the roadstead or beyond Devil's point.	Boat hire to near the Key-stone rock.	Boat hire to Therukaipallem.	Boat hire to inner harbour.
Between sunrise and 8 p.m.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.
First-class boats, 16 to 22 tons, carrying 75 bales of cotton of 400 lb. or 60 bales of 500 lb. ..	12 8 0	10 0 0	..	5 0 0
Second-class boats, 12 to 16 tons, carrying 56 bales of 400 lb. or 45 bales of 500 lb.	9 6 0	7 8 0	..	4 0 0
Third-class boats or small dhonies	6 0 0	5 0 0	4 0 0	3 0 0
Canoes for bubash purposes only (using not less than 6 oars)	3 0 0	..	..	..
Transhipping.				
For the first trip		Half hire.		
For each succeeding trip during the day ..		Do.		
Water trip including all charges		Full hire.		
Return trip		Half hire if from the same ship.		
Landing horses		Full hire.		
Do. carriages		Do.		
Extraordinary rates.				
Between 8 P.M. and 4 A.M., per trip	..	..	..	Double rates.
Do. 4 A.M. and sunrise, per trip	..	..	..	An ordinary fare and a half.

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In cases of extraordinary service, as proceeding to a vessel in distress within the limits of the port, the Port officer shall adjudge and allow such additional hire as the circumstances of the case may seem to warrant, reporting the same for the information of the Collector of the district.

SCHEDULE of revised rates of boat hire for the port of Cochin.

Ordinary rates.

	Outer roads. Rs. A. P.	Inner harbour. Rs. A. P.
Boats carrying 6 large pipes of oil or 7 small or 12 puncheons or 20 hogsheads	2 8 0	1 0 0
Boats carrying 50 bales yarn or fibre or 50 cases coffee or 12 bales of hides	3 4 0	1 0 0
Boats carrying 100 bags of rice, coffee, pepper, &c., per 100 bags	3 12 0	1 0 0
Boats carrying coir, dholls or rolls of coir yarn or coils of coir rope, per boat load	3 6 0	1 0 0
One cargo boat loaded with general cargo or passengers	3 8 0	1 2 0
Landing ballast or coals, per ton	0 10 0	0 5 0
Transhipping cargo from one vessel to another, per trip	2 0 0	..
Transhipping coals or ballast, per ton	0 8 0	..
Licensed Kettoo vullum or boats from 3 to 4 tons with cargo, per ton	2 4 0	0 12 0
Ordinary passenger boat, per trip	2 0 0	0 12 0
Water trip—		
For a load of 20 casks of 50 gallons each, including all charges, per trip	15 0 0	12 12 0
Return trip		Half the ordinary rates.
Do. with cargo from a different vessel ..		Full ordinary rates.

Extraordinary rates.

Boats proceeding to vessels beyond 7 fathoms low water but not outside of port limits, per trip	Double rates.
For a boat employed between 8 P.M. and 4 A.M. in proceeding to outer roads and back, provided the boat left the shore after 8 P.M., per trip	Double outer rates.
Boats employed in inner roads between 8 P.M. and 4 A.M., per trip	Double inner harbour rates.

In cases of extraordinary service, as rendering aid to a vessel in distress within the limits of the port, the Port officer shall adjudge and allow such additional hire as the circumstances of the case may seem to warrant, reporting the same for the information of the Collector of the district.

SCHEDULE of revised rates of boat hire for the ports of Calicut and all other ports in the Malabar district except Cochin.

Between sunrise and 8 p.m.

	Rs. A. P.
Boats capable of carrying 1 ton and under, whether laden or unladen—	
From the beach to vessels—under 3 fathoms at all ports, per trip..	0 6 0
From the pier at Calicut to vessels—in 3 fathoms and under, per trip	0 4 0
From the beach to vessels—in 3 fathoms and under 5 fathoms, per trip	0 14 0
Do. do. in 5 fathoms and under 7 fathoms, per trip	1 8 0
Do. do. beyond 7 fathoms, per trip	According to agreement.

Return trip from vessels in 3 fathoms and not over 7 fathoms—
From the same vessel .. .. Half the ordinary rate.
From a different vessel .. .. Full ordinary rates.
Transhipping between vessels in 3 fathoms and not over 7 fathoms—
For the first trip, in addition to the ordinary hire .. Two-thirds the ordinary rate.
For each succeeding trip .. .. Half the ordinary rate.
Water trip to vessels in 3 fathoms and not over 7 fathoms—
12 annas per hogshead, in addition to the ordinary rate.
To vessels beyond 7 fathoms, according to agreement.

Extraordinary rates.

Boats with an awning .. .. 4 annas, in addition to ordinary rate, each trip.
Boats employed between 8 P.M. and 4 A.M. .. .. Double hire.
Between 4 A.M. and sunrise .. .. One and a half the ordinary hire.

In cases of extraordinary service, as proceeding to a vessel in distress within the limits of the port, the Port officer shall adjudge and allow such additional hire as the circumstances of the case may seem to warrant, reporting the same for the information of the Collector of the district.

SCHEDULE of revised rates of boat hire for the port of **Mangalore.**

BETWEEN SUNRISE AND 8 P.M.

Ordinary charges.

	Outside the bar. RS. A. P.	Inside the bar. RS. A. P.
For a boat of 10 corges (or 15 tons) burthen and upwards, per trip	1 4 0*	3 2 0
For boats of less than 10 corges burthen but not below 2 corges, per trip	1 6 5*	0 8 0*
For a boat of 1 corge burthen but less than 2 corges, per trip	1 12 0	0 8 0
For a boat receiving or delivering goods at the back of the surf		Half rates.
For a boat transhipping	Half rates according to size.	Do.
Return trip	Do.	Do.
Water trip including filling and putting on board, per trip	According to agreement.	8 0 0

*Per corge.

NOTE.—An extra charge of Rs. 2 per 600 gallons is made for the use of the port tank, and Annas 8 per 100 gallons if casks are used. No charge is made when vessels use their own boats and casks for watering.

Extraordinary charges.

	Outside the bar.	Inside the bar.
For boats when employed between 8 P.M. and 4 A.M.	Double rates whether by corge or trip.	Double rates.

In cases of extraordinary service, as rendering aid to a vessel in distress within the limits of the port, the Port officer, or other officer in charge of the port, shall adjudge and allow such additional hire as the circumstances of the case may seem to warrant, reporting the same for the information of the Collector of the district.

SCHEDULE of revised rates of boat hire for the ports of Malpi, Barkur and Coondapoor.

BETWEEN SUNRISE AND 8 P.M.

Ordinary charge.

	Outside the bar. RS. A. P.	Inside the bar. RS. A. P.
For a boat of 10 corges (or 15 tons) burthen and upwards, per trip	12 8 0	3 2 0
For a boat of less than 10 corges burthen but not 3 corges, per trip	1 4 0*	0 5 0*
For a boat of 2 corges and less than 3 corges, per trip	1 8 0*	0 5 0*
For a boat of less than 2 corges, per trip	1 12 0*	0 4 0*
For a boat of 1 corge when loaded with provisions, per trip	1 8 0	0 8 0
Return trip for any of above boats from same vessel, per trip	Half of the rates in each case.	
Return trip from a different vessel	Full rates in each case.	
For the report boat, per trip	1 12 0	0 8 0
Water boat including all charges, per trip	1 12 0*	0 4 0*

* Per corge.

Extraordinary rates.

Boats employed between 8 P.M. and 4 A.M. .. Double ordinary rates.
Do. do. 4 A.M. and sunrise .. An ordinary rate and a half.

In cases of extraordinary service, as rendering aid to a vessel in distress within the limits of the port, the Port officer, or other officer in charge of the port, shall adjudge and allow such additional hire as the circumstances of the case may seem to warrant, reporting the same for the information of the Collector of the district.

(Signed) H. A. STREET, Capt., H.M.'s I.M.,
Presidency Port Officer.

GOVERNMENT OF MADRAS.

MARINE DEPARTMENT.

Read—again the following papers:—

G.O., dated 16th January 1889, No. 14, Marine.
" " 18th March " " 100 "
" " 14th June " " 252 "

G.O., dated 15th July 1890, No. 262, Marine.

Read—the following papers:—

From Captain H. A. STREET, H.M.'s I.M., Presidency Port Officer, to the Chief Secretary to Government, dated Madras, 21st May 1890, No. 646—268 G.

In accordance with the instructions contained in para. 3 of G.O., No. 100, dated 18th March 1889, the boat rules at present in force at Madras and the several coast ports of this Presidency have been revised and consolidated, in consultation with the Solicitor to Government, and a draft of the same having been prepared, it was circulated to the different Collectors of the maritime districts and the Conservator of the Port of Madras for any remarks they might respectively have to offer thereon.

2. The draft, which I have the honor to forward herewith for the approval of Government, is the one which has been amended after communicating with the officials referred to above.

3. With reference thereto, I beg to point out that, at the suggestion of the Collector of South Canara, it has been made clear that the rules do not apply to boats coming into a port from any system of inland navigation. A rule (No. 4) has been made at the instance of the Port officer, Cocanada, to provide for the licensing of boats used for the purposes of fishing, and also for the sails of each fishing boat being marked with the number of the boat.

4. As at coast ports, it has never been found practicable to register the boatmen. Rule No. 11 has been drawn up so as to provide for the registering at such ports of only the tindals of boats, and in the concluding portion of this rule the employment of any person either as a tindal or boatman who, in the opinion of the registering officer, is inefficient, is prohibited.

5. The above are the most important of the changes and additions which have been made, and meet with general approval.

6. A question having arisen as to whether a steam launch is a *boat* within the meaning of the Act, the Government Solicitor, to whom the matter was referred, informed me that it would be a legal question for the Magistrate to decide, on a case of breach of rules by the owner or crew of a steam launch coming before him, and that the question cannot be decided by a statement in the rules. This is a point on which the orders of Government are required, for both at Cocanada and Tuticorin the British India Steam Navigation Company's Agents own steam launches, and these boats take passengers from the shore to vessels in the roadstead and *vice versâ*, and a charge for each passenger so carried is made. At present the owners of these boats have been required to take out a license, and it seems to me that, as long as a charge is made for passengers carried, the boats should be treated in the light of boats plying for hire. At Bombay the steam launches belonging to the agents of the different

steam ship companies there, which take passengers to and from vessels belonging to the company the agents represent, are considered as boats *not* plying for hire, because no charge is made, but the boats, if capable of carrying more than 12 passengers, are surveyed and the owners have to take out a passenger certificate for each boat. On the other hand, the steam launches which take passengers on payment to Elephanta, for instance, or other places of interest in the vicinity of the town, are considered as "boats plying for hire," and the owners have not only to take out a license but are required to have their boats surveyed and to take out a passenger certificate. It therefore seems to me that the steam launches at Cocanada and Tuticorin should be treated in the same light as the steam launches which at Bombay are considered as boats plying for hire, and should be subject to survey, and required to hold a passenger certificate. The only question is, whether they should not be exempt from rule No. 22 which renders it incumbent on an owner of a boat plying for hire to let out such boat on hire.

7. It will be observed that in the revised rules no mention is made of double boat hire on Sundays and close holidays, and as the Collectors and other officials consulted are unanimous in considering that double boat hire on these occasions should not be charged, and as I am also of the same opinion, I have not included in the present rules the old rule authorising such charge to be made. Should the Government be of the same opinion, revised rates of boat hire for the different ports at which it has hitherto been customary to charge double rates on Sundays and close holidays will have to be sanctioned, and a draft of the revised rates proposed for each port will be submitted in due course.

8. With respect to the fixing of rates of hire for boats conveying cargo and passengers, the Government Solicitor has informed me that in his opinion section 6 (*k*) of Act X of 1889 does not empower Government to fix the rate of boat hire to be charged for such purposes. I enclose a copy of his letter to me on the subject. Mr. Sinkinson, the Officiating Secretary to the Government of India, Department of Finance and Commerce, in para. 3 of his letter, No. 2382, dated 13th May 1889, to the Chief Secretary to the Government of Madras, states that section 6 (*k*), read with section 15 of Act X of 1889, appears to provide sufficiently for the powers required, *i.e.*, to fix rates of hire.

ENCLOSURES.

From E. BARCLAY, Esq., Government Solicitor, to the Presidency Port Officer, Madras, dated Madras, 6th May 1890, No. 235.

In reply to your letter of yesterday, No. 633—750 M., I have to advise you that in my opinion section 6 (*k*) of Act X of 1889 does not empower Government to fix the rate of boat hire to be charged for the carriage of cargo and passengers. The section merely empowers Government to make rules for licensing and regulating boats, &c., plying for hire; but the word "regulating" is used in several other sub-sections in respect of matters for which no charge is intended to be made (see sub-sections *a*, *b*, *e*, *g*, *h*, *i*, *l*, *m*, *n*, *o*, and *p*). Again, where Government is authorised to make rules fixing rates, such power is expressly given, as in sub-section *j*. I think, therefore, that it would be necessary to give Government power by express words to make rules fixing rates of hire for boats conveying cargo or passengers and that without such express words, the power cannot be inferred.

RULES passed by the Government of Madras under the provisions of sec. 6, clause (*k*) read with section 15 of Act X of 1889 for licensing and regulating catamarans plying for hire, and flats and cargo, passenger and other boats (not being boats coming into the Port from any system of inland navigation) plying whether for hire or not, or whether regularly or only occasionally in, or partly within and partly without, any Port, and for determining the quantity of cargo and number of passengers to be carried by any such vessel.

[NOTE.—The expression "Boat" or "Boats" when used in any of the following rules shall be held as including steam launches, catamarans, flats, cargo, passenger and other boats.]

1. Owners of boats shall be subject to the control of the Registering officer appointed by Government and shall carry out at all times all orders issued by him in

connection with the plying of their boats and which are not inconsistent with these rules, and shall supply the tindal of each registered boat with a printed copy of these rules and of any orders issued by the Registering officer, which copy shall be shown to any passenger by such boat demanding to see the same.

2. No person, either as owner or servant, shall use any boat to carry goods or passengers for hire to or from any ship or vessel at the port or from place to place within the limits of the port as defined for the time being under Act XII of 1875, unless such person shall have previously received a license from the Registering officer to so use such boat, and unless the boat which such person shall so use has been registered as hereinafter mentioned. This rule is not to be considered as interfering with boats forming part of a vessel's equipment or boats maintained solely for purposes of pleasure. The right of withdrawing this exemption will be vested in the Registering officer should it appear that the interests of Government require such withdrawal.

3. The Registering officer shall, upon the application of the owner or owners of a boat, and upon such boat being brought by him or them to such place as the Registering officer shall appoint for that purpose, survey and measure or cause to be surveyed and measured such boat in the presence of the owner or owners thereof or of any other person duly appointed for that purpose by such owner or owners and, on being satisfied that a boat is seaworthy and fit for the service of the port, will, upon the owner or owners delivering to him a document signed by such owner or owners specifying his or their name or names, occupation or respective occupations and place or respective places of residence and subscribing to a declaration that he or they fully understand these rules, grant a license, in a form approved by Government, to such owner or owners to use the boat for the purposes of carrying goods and passengers or goods or passengers for hire within the limits of the port. Such license shall express the dimensions of the boat, its rig, the equipment, and the number of the crew considered necessary by the Registering officer as well as the number of passengers and quantity of cargo it is to be permitted to carry, and every such license shall also contain a number for such boat and the name or names, occupation or occupations, and place or places of residence of the owner or owners thereof, and the name and place of residence of the tindal of such boat; all of which particulars shall be entered by the Registering officer in a book or register to be kept by him for that purpose.

4. The owner or owners of every registered boat, not being a catamaran, used for the purposes of fishing, shall obtain a license for such boat in the manner hereinbefore provided, and every such boat shall be registered in manner hereinbefore also provided, and every such boat shall carry on one of its sails and on each side of such boat a number to be assigned to such boat by the Registering officer when such boat is registered, and no person shall use any boat for the purpose of fishing until such license shall have been obtained and such boat shall have been registered nor without such number being so placed as aforesaid.

5. Every owner of a registered boat, not being a catamaran, shall paint upon a white ground in black English figures not less than six inches in length, on a conspicuous part of the bow of such boat on one side and of the quarter on the other, the number of such boat mentioned in the register and in his license. No person shall paint or cause to be painted or counterfeited upon any boat not duly registered any such figures as aforesaid or other mark likely to induce the belief that such boat has been registered.

6. For the better prevention of fraud and omission in painting on registered boats the figures above mentioned, the Registering officer shall cause the number of each boat on its being registered to be cut or branded thereon in the native characters most commonly in use in the port, and the owner or owners of every such boat shall keep cut or branded and painted on his or their registered boat the English and vernacular figures thereon and shall not hide or obliterate them or any of them. No person whether an owner of a registered boat or boats or not shall alter or erase or shall assist in altering or erasing any such figures as aforesaid. All numbers painted or branded on a registered boat shall be effaced by the Registering officer on the license granted in respect of such boat being withdrawn.

7. So often as the ownership of any registered boat shall be changed the licensed owner shall, within six days after such change shall have taken place, produce his license to the Registering officer who will cancel the same, issue a fresh license to the new owner of such boat and amend the original entry in the register in respect of such boat or make a new entry in respect thereof as the Registering officer shall think fit, the new owner shall subscribe a declaration as provided in rule 11 before a license shall be issued to him.

8. So often as the tindal of any registered boat shall be changed or any alteration shall be made affecting any of the particulars contained in the license held by the owner or owners of such boat (except as specified in rule 4) such change or alteration shall be reported within 24 hours after the same shall have taken place by the owner or owners of such boat to the Registering officer who will amend such license and the register accordingly, except in cases where any such alteration affects the carrying capacity of such boat in which cases the boat shall be remeasured, and the original license held by the owner or owners thereof shall be cancelled and a fresh license be issued.

9. All owners of registered boats shall submit their boats when called on to do so, to the inspection of the Registering officer or any person duly authorized by him, and shall execute such repairs to their respective registered boats as the Registering officer or such other person as aforesaid shall direct, to render them efficient, and no owner or other person shall use any such boat until such repairs shall have been duly executed.

10. All registered boats shall be manned and provided with such equipment as may be determined on by the Registering officer and noted in the license and no owner shall allow his registered boat to ply without the requisite complement of men or equipment. Every boat-owner shall, if so required, carry in his registered boat such number of passengers and quantity of goods as shall be expressed in the license granted in respect of his registered boat.

11. All men employed as tindals in a registered boat at a coast port, and all men employed as tindals and as boatmen in registered boats at Madras, shall be registered in the office of the Registering officer in a book to be kept for that purpose by him, and no others shall ply or be allowed to ply in registered boats except on emergency and with the permission of the Registering officer. No person who, in the opinion of the Registering officer, is unaccustomed to the use of boats or is inefficient, shall be registered either as a tindal or a boatman, or shall be employed in any registered boat.

12. The owner or owners of every registered boat shall cause the tindal and Boatmen employed therein to wear, when afloat in such boat, a metal badge engraved with their respective registered numbers, and to be supplied by the Registering officer free of charge.

13. No tindal or boatman serving in any registered boat shall by wilful neglect of his duty or by desertion cause any impediment to the service of such boat.

14. No owner of a registered boat or other person shall use the same for the purpose of fishing or of taking off or landing any cargo or passengers or communicating with any vessel without having previously received the permission of the Registering officer so to do.

15. The Registering officer shall from time to time determine the hours between which registered boats are to ply to and from the shore or from place to place within the limits of the port and shall be at liberty to prevent any registered boat from leaving the shore when in his judgment danger would be incurred by so doing, and all persons shall comply with the orders and directions of the Registering officer in these respects.

16. No registered boat shall ply in fine weather if loaded with passengers or cargo beyond the number or quantity specified in the license granted in respect of such boat or, in rough weather, with a greater number or quantity than that authorized for the occasion by the Registering officer; all persons shall, on being required so to

do by the tindal or owner of a registered boat, leave the boat or, as the case may be, remove therefrom such quantity of cargo which such person shall have placed or shall have caused to be placed in such boat as the tindal or owner shall require him to remove if the number of passengers or quantity of cargo then in such boat shall exceed the number or quantity, as the case may be, allowed by this rule.

17. No tindal or other person in charge of or navigating any registered boat shall attempt to make such boat fast or shall take it alongside of a vessel approaching an anchorage before such vessel has come to an anchor.

18. All passengers and goods shall be landed or shipped from within the limits that shall be determined by Government Notification, and no person engaged in shipping or landing passengers or goods shall do so beyond such limits unless the sanction of the chief customs authority at the port shall have been previously obtained.

19. Every registered boat being on the beach or at the usual landing place unemployed for half an hour shall be considered to be disengaged.

20. No registered boat shall be engaged in advance without the permission of the Registering officer previously obtained and then not for a longer period than one day.

21. The owner or one of the owners of every registered boat shall, when the same shall not be engaged in actual service for hire, and unless otherwise directed by the Registering officer, attend daily in person or by his agent at the office of the Registering officer from 6 A.M. until 6 P.M. so as to be ready to provide, upon immediate notice, his or their registered boat for service.

22. No owner of a registered boat, not being a steam launch, or person in charge thereof shall refuse to let on hire such boat without having and assigning reasonable cause for such refusal to the satisfaction of the Registering officer.

23. The rate of hire to be charged for the carriage of cargo and passengers respectively will be determined from time to time by Government Notification, and no owner of a registered boat or person deputed by any owner of a registered boat to carry any cargo or passengers shall demand a rate beyond that sanctioned by such notification for the carriage of any such cargo or passengers.

24. Any person who shall be convicted of disobedience of any of these rules shall be liable to forfeit any license which may have been granted to him under any of these rules.

NOTE.

Attention is called to the provisions of section 54 of Act X of 1889, which is as follows:—

Penalty for disobedience to rules and orders of the Local Government.

"If any person disobeys any rule or order which a Local Government has made in pursuance of this Act and for the punishment of disobedience to which express provision has not been made elsewhere in this Act, he shall be punished for every such offence with fine which may extend to 100 rupees."

From Captain H. A. STREET, H.M.'s I.M., Presidency Port Officer, to the Chief Secretary to Government, dated Madras, 21st May 1890, No. 646—269-G.

In connection with the draft of revised boat rules to be issued under section 6 (*k*) of Act X of 1889, which was forwarded for the approval of Government with my letter No. 646—268 G., dated 21st May 1890, and in accordance with the instructions contained in paragraph 2 of G.O., No. 205, dated 13th May 1889, I have the honor to submit herewith a draft of the revised fees to be charged for the survey, registration, licensing and inspection of cargo and other boats at Madras and the several coast ports of this Presidency.

2. The Government Solicitor has informed me that he doubts very much whether the power given by section 6 (*k*) of Act X of 1889 to Government to make rules for licensing and regulating boats includes power to make a rule for levying fees for licensing and regulating the same. In paragraph 3 of his letter, No. 2382, dated 13th May 1889, to the Government of Madras, Mr. Sinkinson, the Officiating Secretary to the Government of India, seems to be of a different opinion.

ENCLOSURE.

RULES for Survey, Registration, Licensing and Inspection of Cargo and other Boats.

In exercise of the powers conferred by section 6, clause (*k*) read with section 15 of the Indian Ports Act X of 1889, the Governor of Fort St. George in Council hereby notifies, that the rules published by Government at page 316 of the *Fort St. George Gazette* of 28th June 1881, Part I, prescribing fees for survey, registration, licensing and inspection of cargo and other boats plying for hire in any port or ports in which the said Act is in force, or to which the said rules have been or shall be extended, are hereby repealed in so far as they prescribe or affect fees for survey, registration, licensing and inspection of cargo and other boats at those ports, and from or after the publication of this notification the following fees alone shall be due and leviable for such purposes:—

	RS.	A.	P.
For each survey and measurement, as required by the boat rules, provided the boat is found seaworthy	1	0	0
On each occasion of a boat being found unseaworthy on being surveyed	0	8	0
For registration on each of the occasions prescribed by the boat rules	1	0	0
For granting a license on each of the occasions prescribed by the boat rules	1	0	0
For each annual inspection	1	0	0

2. Half the above rates shall be due and leviable in the case of canoes; and in the case of catamarans the existing scale, under which the corresponding fees do not exceed 8 annas, shall continue to be in force.

N.B.—No fee is leviable for amending a license or register.

From Captain H. A. STREET, H.M.'s I.M., Presidency Port Officer, to the Chief Secretary to Government, dated Madras, 23rd May 1890, No. 646—273-G.

In continuation of my letter, No. 646—268 G., dated 21st May 1890, giving cover to a draft of revised boat rules to be made applicable to the port of Madras and the several coast ports of this Presidency, I have the honor to forward herewith, for the approval of Government, a schedule of revised rates of boat hire for each of the ports in the districts marginally specified. The rates proposed have been placed before the Collectors of the different maritime districts and have met with approval.

Ganjam.	Tanjore.
Vizagapatam.	Madura.
Kistna.	Tinnevelly.
Nellore.	Malabar.
South Arcot.	South Canara.

2. No increase has been made in the ordinary rates now in force, as it is thought that the double rates, which are proposed under the heading "Extraordinary charges" and the rates allowed for "Return trips," will compensate, in some measure, the boat-owners for any loss they may incur through no provision having been made in the revised boat rules for charging double hire on Sundays and gazetted holidays.

3. The double hire allowed at present on Sundays and gazetted holidays has been paid more frequently at ports on the Eastern than on the Western coast, as the steamers on the Madras and Rangoon line generally require to work on a Sunday, especially when calling at Bimlipatam and Vizagapatam. At these two ports Sunday is, as a rule, the busiest day with the boatmen as on other days it is seldom that a steamer calls which requires quick despatch, and though the new rates have met with the

approval of the Collectors and are considered sufficient by the local Port officers, I should not be surprised if some little difficulty with the boatmen is experienced when they are first brought into force.

4. As a rule shippers generally, I have been led to understand, have their own private arrangements with boat-owners in respect to boat hire, and the sanctioned rates are, I believe, more frequently paid by Government servants and private passengers than by firms who ship largely and constantly.

5. In preparing the different schedules, I have confined myself simply to the rates to be charged, as under the new boat rules it is left to the Registering officer to issue instructions respecting the plying of the boats; their respective cargo loads; equipment and crew.

6. The revised rates proposed for the port of Cocanada are still under consideration, but will be forwarded in due course.

ENCLOSURES.

SCHEDULE of revised rates of boat hire for the ports of Gopálpur, Sonapur, Barwar, Pundi, Bapanapadu and Calingapatam.

Between sunrise and 8 p.m.

	RS.	A.	P.
Accommodation boat, per trip	2	0	0
Do. return trip from same vessel	1	0	0
Do. return trip from different vessel	2	0	0
Cargo boat, per trip	1	0	0
Do. return trip from same vessel	0	12	0
Do. return trip from different vessel	1	0	0
Catamarans, per trip	0	5	0
Water boat, per trip	*3	8	0

* This charge includes cost of filling casks, providing ropes, buckets, &c.

Cargo boat for landing horses, per trip	2	0	0
For boats employed in landing carriage—			
If one boat is used, per trip	3	0	0
If two boats are required, then for each boat, per trip	2	8	0
Transhipping cargo—			
For first trip, in addition to ordinary hire	1	0	0
For each succeeding trip per day	0	12	0

Extraordinary rates.

Between 8 P.M. and 4 A.M., provided the boat leaves the shore after 8 P.M., per trip.	Double the ordinary rate.
Between 4 A.M. and sunrise, per trip	An ordinary rate and a half.
During the period that either the surf or the current flag may be hoisted, and on all occasions when a boat carries a double crew by direction of the Port officer.	Double the ordinary rate.

In cases of extraordinary service, as rendering aid to a vessel in distress within the limits of the port, the Port officer, or other officer in charge of the port, shall adjudge and allow such additional hire as the circumstances of the case may seem to warrant, reporting the same for the information of the Collector of the district.

SCHEDULE of revised rates of boat hire for the port of Bimlipatam.

Between sunrise and 8 p.m.

	RS.	A.	P.
Accommodation boat, per trip	2	4	0
Do. return trip from same vessel	1	2	0
Do. return trip from different vessel	2	4	0
Cargo boat, per trip	1	8	0
Do. return trip from same vessel	1	0	0
Do. return trip from different vessel	1	8	0
Water boat holding 2 tons, per trip	*3	8	0

* This charge includes cost of filling casks, providing ropes, buckets, &c.

	RS.	A.	P.
Cargo boat for landing horses, per trip	2	0	0
For boats employed in landing a carriage—			
If one boat is used, per trip	3	0	0
If two boats are required, then for each boat, per trip	2	8	0

Transhipping.

For the first trip, in addition to the ordinary charge, per trip ..	1	8	0
For each succeeding trip per day	1	2	0
Catamarans	0	5	0

Extraordinary rates.

Between 8 P.M. and 4 A.M., provided the boat leaves the shore after 8 P.M., per trip. Double rates.

Between 4 A.M. and sunrise, per trip .. .. An ordinary fare and a half.

When a double crew is considered necessary by the Port officer, per trip. Double rates.

When surf or current flag is hoisted, per trip .. .. .. Do.

In cases of extraordinary service, as rendering aid to a vessel in distress within the limits of the port, the Port officer, or other officer in charge of the port, shall adjudge and allow such additional hire as the circumstances of the case may seem to warrant, reporting the same for the information of the Collector of the district.

SCHEDULE of revised rates of boat hire for the port of Vizagapatam.

Between sunrise and 8 p.m.

	RS.	A.	P.
Accommodation boat, per trip			
Do. return trip from same vessel	2	4	0
Do. return trip from different vessel	1	2	0
Cargo boat, per trip	2	4	0
Do. return trip from same vessel	1	8	0
Do. return trip from different vessel	1	0	0
Water boat holding 2 tons, per trip	1	8	0
.. ..	*3	8	0

* This charge includes filling casks, providing ropes, buckets, &c.

Cargo boat for landing horses, per trip	2	0	0
For boats employed in landing a carriage—			
If one boat is used, per trip	3	0	0
If two boats are required, then for each boat, per trip	2	8	0

Transhipping.

For the first trip, in addition to the ordinary charge, per trip ..	1	8	0
For each succeeding trip per day	1	2	0
Catamarans, per trip	0	5	0

Canoes.

For passage from any part of the backwater to any other part of the same, each person	0	0	2
For passage from any part of the backwater to any other part of same with either a bundle or baggage	0	0	3
A load of cargo, per trip	0	8	0

NOTE.—Canoes cannot be used to convey passengers or cargo beyond the limits of the backwater.

Extraordinary rates.

Between 8 P.M. and 4 A.M., provided the boat leaves the shore after 8 P.M., per trip. Double rates.

Between 4 A.M. and sunrise, per trip .. .. An ordinary fare and a half.

When a double crew is considered necessary by the Port officer, per trip. Double rates.

When surf or current flag is hoisted, per trip .. .. .. Do.

In cases of extraordinary service as rendering aid to a vessel in distress within the limits of the port, the Port officer, or other officer in charge of the port, shall adjudge and allow such additional hire as the circumstances of the case may seem to warrant, reporting the same for the information of the Collector of the district.

SCHEDULE of revised rates of boat hire for the port of boats at Pudimadaka and Pentakóta.

Between sunrise and 8 p. m.

	RS.	A.	P.
Accommodation boat, per trip	2	4	0
Do. return trip from same vessel	1	2	0
Do. return trip from different vessel	2	4	0
Cargo boat, per trip	1	8	0
Do. return trip from same vessel	1	0	0
Do. return trip from different vessel	1	8	0
Water boat holding 2 tons, per trip	*3	8	0

* This charge includes filling casks, providing ropes, buckets, &c.

Cargo boat for landing horses per trip	2	0	0
For boats employed in landing a carriage—			
If one boat is used, per trip	3	0	0
If two boats are required, then for each boat, per trip	2	8	0
For boats employed in landing or receiving cargo behind the surf at Pudimadaka, per trip	0	8	0

Transhipping.

For the first trip, in addition to the ordinary charge, per trip ..	1	8	0
For each succeeding trip per day	1	2	0
Catamarans, per trip	0	5	0

Extraordinary rates.

Between 8 P.M. and 4 A.M., provided the boat leaves the shore after 8 P.M., per trip. Double rates.

Between 4 A.M. and sunrise, per trip .. .. An ordinary fare and a half.

When a double crew is considered necessary by the Port officer per trip. Double rates.

When surf or current flag is hoisted, per trip .. .. .. Do.

In cases of extraordinary service, as rendering aid to a vessel in distress within the limits of the port, the Port officer, or other officer in charge of the port, shall adjudge and allow such additional hire as the circumstances of the case may seem to warrant, reporting the same for the information of the Collector of the district.

SCHEDULE of revised rates for the port of Masulipatam.

Ordinary rates.

To or from a vessel in or under 5 fathoms low water to or from the Pier head—

	RS.	A.	P.
First-class boats, per trip	10	0	0
Second and third class boats and accommodation boats, per trip ..	7	8	0
Catamarans, per trip	0	8	0
To or from a vessel outside of five fathoms low water—			
First-class boats, per trip	15	0	0
Second and third class boats and accommodation boats, per trip ..	10	8	0
Catamarans, per trip	1	0	0
		3	

Extraordinary rates.

In cases of extraordinary service, as rendering aid to a vessel in distress within the limits of the port, the Port officer shall adjudge and allow such additional hire as the circumstances of the case may seem to warrant, reporting the same for the information of the Collector of the district.

SCHEDULE of revised rates of boat hire for the ports of Kottapalem, Nizampatam, Ipurupalem and Motupalle in the Kistna district.

Between sunrise and 8 p.m.

		RS.	A.	P.
Accommodation boat, per trip		2	0	0
Do.	return trip from same vessel	1	0	0
Do.	return trip from different vessel	2	0	0
Cargo boat, per trip		1	8	0
Do.	return trip from same vessel	0	12	0
Do.	return trip from different vessel	1	8	0
Do.	carrying ballast, per trip	1	12	0
Do.	carrying horses, per trip	2	0	0
Do.	carrying carriage for each boat and per trip ..	2	8	0
Do.	water, per trip	3	0	0

* This includes cost of filling casks, providing ropes, &c.

Transhipping.

For first trip, in addition to the ordinary fare, per trip	1	0 0
For each succeeding trip per day	0	12 0

Extraordinary rates.

Between 8 P.M. and 4 A.M., provided the boat leaves the shore after 8 P.M., per trip.	Double the ordinary rate.
Between 4 A.M. and sunrise, per trip	An ordinary rate and a half.
During the period that either the surf or the current flag may be hoisted, and on all occasions when a boat carries double crew by direction of the Port officer.	Double the ordinary rate.

In case of extraordinary service, as rendering aid to a vessel in distress within the limits of the port, the Port officer, or other officer in charge of the port, shall adjudge and allow such additional hire as the circumstances of the case may seem to warrant, reporting the same for the information of the Collector of the district.

SCHEDULE of revised rates of boat hire for the ports of Kottapatam, Itamukkala, Ramayapatam and Iskapalle in the Nellore district.

Between sunrise and 8 p.m.

		RS.	A.	P.
Accommodation Masula boat, per trip		2	0	0
Do.	do. return trip from same vessel ..	1	0	0
Do.	do. return trip from different vessel ..	2	0	0

B.

		Boats of 4 tons and upwards. RS.	A.	P.	Masula boats. RS.	A.	P.
Cargo boat, per trip		2	0	0	1	8	0
Do.	return trip from same vessel	1	0	0	0	12	0
Do.	return trip from different vessel ..	2	0	0	1	8	0
Do.	landing horses for each boat, per trip ..	3	0	0	2	0	0
Do.	landing carriages for each boat used, per trip	3	0	0	2	8	0
Do.	carrying ballast, per trip	2	2	0	1	12	0
Do.	water, per trip	*4	10	0	3	0	0

* This charge includes all expenses connected with filling casks, &c., as bringing the water alongside the vessel.

Transhipping.

	Boats of 4 tons and upwards. RS.	A.	P.	Masula boats. RS.	A.	P.
For first trip, in addition to the ordinary fare in each case.	1	0	0	0	12	0
For each succeeding trip during the day	0	12	0	0	8	0
Catamarans, per trip				0	4	0
Do. when employed for rafting timber, landing or shipping dead weight.				1	0	0

Extraordinary rates.

Between 8 P.M. and 4 A.M., provided the boat leaves the shore after 8 P.M., per trip.	Double rates.
Between 4 A.M. and sunrise	An ordinary fare and a half for all boats.
During the period that either the surf or current flag may be hoisted, and on all occasions when a boat carries a double crew, by direction of the Port officer or Port Conservator.	Double the ordinary rate.

In cases of extraordinary service, as rendering aid to a vessel in distress within the limits of the port, the Port officer, or other officer in charge of the port, shall adjudge and allow such additional hire as the circumstances of the case may seem to warrant, reporting the same for the information of the Collector of the district.

SCHEDULE of revised rates of boat hire for the port of Cuddalore and Porto Novo, South Arcot district.

Between sunrise and 8 p.m.

	To vessels In 7 fathoms low water and not outside of 10 fathoms low water. RS.	A.	P.	To vessels In less than 7 fathoms low water. RS.	A.	P.
Accommodation boat, per trip	7	0	0	3	8	0
Do. return trip from same vessel.	3	8	0	1	12	0
Do. return trip from different vessel.	7	0	0	3	8	0
Cargo boat, per trip	6	0	0	3	0	0
Do. return trip from same vessel	3	0	0	1	8	0
Do. return trip from different vessel ..	6	0	0	3	0	0
Do. carrying ballast, per trip	7	0	0	4	0	0
Tapal boat, per trip	3	0	0	1	8	0
Water boat, per trip	*7	0	0	*4	0	0

* NOTE.—These charges include filling casks, providing ropes, buckets, &c., and hire of boat.

Catamarans, per trip	0	12	0	0	6	0
Do. for rafting timber, for each catamaran per day	2	12	0	1	6	0

Transhipping.

For the first trip, in addition to the ordinary fare ..	1	0	0	1	0	0
For each succeeding trip per day	0	12	0	0	12	0

Extraordinary charges.

Between 8 P.M. and 4 A.M., provided that the boat proceeds outside the bar after 8 P.M.	Double hire.	Double hire.
Between 4 A.M. and sunrise	An ordinary fare and a half.	An ordinary fare and a half.
When surf or current flag is hoisted	Double hire.	Double hire.
When any increase to the ordinary crew is considered necessary by the Port Conservator.	8 annas per day for each extra man engaged.	

In cases of extraordinary service, as rendering aid to a vessel in distress within the limits of the port, the Port officer, or other officer in charge of the port, shall adjudge and allow such additional hire as the circumstances of the case may seem to warrant, reporting the same for the information of the Collector of the district.

SCHEDULE of revised rates of boat hire for the ports of Negapatam, Nagore, Tirumalavasal, Tranquebar, Topputurai, Mutupet, Adirampatam and Valangani.

Between sunrise and 8 p.m.

	To vessels	
	In and under 5 fathoms low water.	Beyond 5 fathoms and not outside of 6 fathoms low water.
	RS. A. P.	RS. A. P.
Accommodation boat, per trip	1 8 0	2 4 0
Do. return trip from same vessel ..	0 12 0	1 2 0
Do. return trip from different vessel	1 8 0	2 4 0
First-class cargo boats when carrying ordinary cargo, per trip.	3 0 0	4 8 0
First-class cargo boats when carrying Railway material or coal, per trip.	4 0 0	6 0 0
Second-class boats, per trip	2 4 0	3 6 0
Return fare for first and second class boats from same vessel.	Half ordinary rate.	
Return fare for first and second class boats from different vessel.	Full rates.	
Catamarans, per trip	0 8 0	0 12 0

Transhipping.

First and second class boats—	
For the first trip, in addition to the fare for an ordinary trip.	Two-thirds of the ordinary fare per trip allowed to the class of boat according as the work is carried on in and under 5 fathoms or outside of 5 fathoms low water.
For each succeeding trip during the day	Half the ordinary fare allowed to the class of boat according as the work is carried on in and under 5 fathoms or outside of 5 fathoms low water.

Extraordinary rates.

Between 8 P.M. and 4 A.M., provided the boat proceeds outside the bar after 8 P.M., per trip.	Double rates.
Between 4 A.M. and sunrise, per trip	An ordinary rate and a half.
When surf or current flag is hoisted, per trip ..	Double rates
When any increase to the ordinary crew is considered necessary by the Port officer or Port Conservator of the port, per trip.	Annas 4 for each extra man per trip.

In cases of extraordinary service, as rendering aid to a vessel in distress within the limits of the port, the Port officer, or other officer in charge of the port, shall adjudge and allow such additional hire as the circumstances of the case may seem to warrant, reporting the same for the information of the Collector of the district.

SCHEDULE of revised rates for the port of Pámban.

—	Fair weather with tide or at slack water.	Against tide in either fair or foul weather.	Foul weather with tide or at slack water.
IN RESPECT TO CARGO.	RS. A. P.	RS. A. P.	RS. A. P.
Cargo Boats.			
For each trip either to the north roadstead on the basin to import or export goods to and from the Custom house	2 0 0	3 0 0	4 0 0
For each trip to Tirkey Pallum roadstead on the basin to import or export goods to and from the Custom house	1 0 0	1 8 0	2 0 0
For each trip to Koondoogal harbour roadstead on the basin to import or export goods to and from the Custom house	4 0 0	6 0 0	8 0 0
For each trip to lighten vessels by receiving goods at the north roadstead and delivering the same at the basin or *vice versa* ..	3 0 0	5 0 0	6 0 0
For each trip to lighten vessels by receiving goods at Koondoogal harbour or *vice versa*	5 0 0	7 8 0	10 0 0
In lightening vessels, should a laden boat not be discharged in 24 hours, for every succeeding day	1 0 0	1 8 0	2 0 0
Hire of a cargo boat per day without the crew [illegible]	7 0 0	10 8 0	14 0 0
Hire of a cargo boat per day without the crew to be alongside of [illegible]	1 0 0	1 8 0	2 0 0
Hire of a cargo boat per day without the crew to be alongside of vessels, oar the cargo, or such other job			
Canoes.			
For each trip to the north roadstead to any part of the channel with goods, passengers or letters	0 4 0	0 8 0	..
For each trip to Koondoogal harbour with goods, passengers or letters	0 8 0	1 0 0	..
	Per ton.	Per ton.	Per ton.
Transhipping rates	0 8 0	0 12 0	1 0 0
	Per hour.	Per hour.	Per hour.
Detention hire	1 0 0	1 8 0	2 0 0
	1st-class boat. 10 0 0	2nd-class boat. 8 0 0	3rd-class boat. 5 0 0
Water trip (irrespective of weather or tide)			

(*a*) All boats and dhonies and canoes will be entitled to half the amount of hire if returned unused by parties engaging them after the boats have put off from the shore.

~~(*b*) Payment for cargo or passengers carried in excess of the quantity or number specified in the license will not be admissible.~~

(*c*) In cases of extraordinary service, as rendering aid to a vessel in distress within the limits of the port, the Port officer shall adjudge and allow such additional hire as the circumstances of the case may seem to warrant, reporting the same for the information of the Collector of the district.

No cargo or passengers shall be carried in excess of the quantity or number specified in the license.

SCHEDULE of revised rates of boat hire for the port of Tuticorin.

—	Boat hire to the roadstead or beyond Devil's point.	Boat hire to near the Keystone rock.	Boat hire to Therukaipallem.	Boat hire to inner harbour.
Between sunrise and 8 p.m.	RS. A. P.	RS. A. P.	RS. A. P.	RS. A. P.
First-class boats, 16 to 22 tons, carrying 75 bales of cotton of 400 lb. or 60 bales of 500 lb. ..	12 8 0	10 0 0	..	5 0 0
Second-class boats, 12 to 16 tons, carrying 56 bales of 400 lb. or 45 bales of 500 lb.	9 6 0	7 8 0	..	4 0 0
Third-class boats or small dhonies	6 0 0	5 0 0	4 0 0	3 0 0
Canoes for bubash purposes only (using not less than 6 oars)	3 0 0	..	..	..
Transhipping.				
For the first trip		Half hire.		
For each succeeding trip during the day ..		Do.		
Water trip including all charges		Full hire.		
Return trip		Half hire if from the same ship.		
Landing horses		Full hire.		
Do. carriages		Do.		
Extraordinary rates.				
Between 8 P.M. and 4 A.M., per trip	..	..	..	Double rates.
Do. 4 A.M. and sunrise, per trip	..	..	..	An ordinary fare and a half.

In cases of extraordinary service, as proceeding to a vessel in distress within the limits of the port, the Port officer shall adjudge and allow such additional hire as the circumstances of the case may seem to warrant, reporting the same for the information of the Collector of the district.

SCHEDULE of revised rates of boat hire for the port of Cochin.

Ordinary rates.

	Outer roads. RS. A. P.	Inner harbour. RS. A. P.
Boats carrying 6 large pipes of oil or 7 small or 12 puncheons or 20 hogsheads	2 8 0	1 0 0
Boats carrying 50 bales yarn or fibre or 50 cases coffee or 12 bales of hides	3 4 0	1 0 0
Boats carrying 100 bags of rice, coffee, pepper, &c., per 100 bags	3 12 0	1 0 0
Boats carrying coir, dholls or rolls of coir yarn or coils of coir rope, per boat load	3 6 0	1 0 0
One cargo boat loaded with general cargo or passengers	3 8 0	1 2 0
Landing ballast or coals, per ton	0 10 0	0 5 0
Transhipping cargo from one vessel to another, per trip	2 0 0	..
Transhipping coals or ballast, per ton	0 8 0	..
Licensed Kettoo vullum or boats from 3 to 4 tons with cargo, per ton	2 4 0	0 12 0
Ordinary passenger boat, per trip	2 0 0	0 12 0
Water trip—		
For a load of 20 casks of 50 gallons each, including all charges, per trip	15 0 0	12 12 0
Return trip	Half the ordinary rates	
Do. with cargo from a different vessel ..	Full ordinary rates.	

Extraordinary rates.

Boats proceeding to vessels beyond 7 fathoms low water but not outside of port limits, per trip	Double rates.
For a boat employed between 8 P.M. and 4 A.M. in proceeding to outer roads and back, provided the boat left the shore after 8 P.M., per trip	Double outer rates.
Boats employed in inner roads between 8 P.M. and 4 A.M., per trip	Double inner harbour rates.

In cases of extraordinary service, as rendering aid to a vessel in distress within the limits of the port, the Port officer shall adjudge and allow such additional hire as the circumstances of the case may seem to warrant, reporting the same for the information of the Collector of the district.

SCHEDULE of revised rates of boat hire for the ports of Calicut and all other ports in the Malabar district except Cochin.

Between sunrise and 8 p.m.

	RS. A. P.
Boats capable of carrying 1 ton and under, whether laden or unladen—	
From the beach to vessels—under 3 fathoms at all ports, per trip..	0 6 0
From the pier at Calicut to vessels—in 3 fathoms and under, per trip	0 4 0
From the beach to vessels—in 3 fathoms and under 5 fathoms, per trip	0 14 0
Do. do. in 5 fathoms and under 7 fathoms, per trip	1 8 0
Do. do. beyond 7 fathoms, per trip	According to agreement.

Return trip from vessels in 3 fathoms and not over 7 fathoms—	
From the same vessel	Half the ordinary rate.
From a different vessel	Full ordinary rates.
Transhipping between vessels in 3 fathoms and not over 7 fathoms—	
For the first trip, in addition to the ordinary hire ..	Two-thirds the ordinary rate.
For each succeeding trip	Half the ordinary rate.
Water trip to vessels in 3 fathoms and not over 7 fathoms—	
12 annas per hogshead, in addition to the ordinary rate.	
To vessels beyond 7 fathoms, according to agreement.	

Extraordinary rates.

Boats with an awning	4 annas, in addition to ordinary rate, each trip.
Boats employed between 8 P.M. and 4 A.M.	Double hire.
Between 4 A.M. and sunrise	One and a half the ordinary hire.

In cases of extraordinary service, as proceeding to a vessel in distress within the limits of the port, the Port officer shall adjudge and allow such additional hire as the circumstances of the case may seem to warrant, reporting the same for the information of the Collector of the district.

SCHEDULE of revised rates of boat hire for the port of Mangalore.

BETWEEN SUNRISE AND 8 P.M.

Ordinary charges.

	Outside the bar. RS. A. P.	Inside the bar. RS. A. P.
For a boat of 10 corges (or 15 tons) burthen and upwards, per trip	1 4 0*	3 2 0
For boats of less than 10 corges burthen but not below 2 corges, per trip	1 6 5*	0 8 0*
For a boat of 1 corge burthen but less than 2 corges, per trip	1 12 0	0 8 0
For a boat receiving or delivering goods at the back of the surf	.. Half rates according to size.	Half rates. Do.
For a boat transhipping	Do.	Do.
Return trip		
Water trip including filling and putting on board, per trip	According to agreement.	8 0 0

*Per corge.

NOTE.—An extra charge of Rs. 2 per 600 gallons is made for the use of the port tank, and Annas 8 per 100 gallons if casks are used. No charge is made when vessels use their own boats and casks for watering.

Extraordinary charges.

	Outside the bar.	Inside the bar.
For boats when employed between 8 P.M. and 4 A.M.	Double rates whether by corge or trip.	Double rates.

In cases of extraordinary service, as rendering aid to a vessel in distress within the limits of the port, the Port officer, or other officer in charge of the port, shall adjudge and allow such additional hire as the circumstances of the case may seem to warrant, reporting the same for the information of the Collector of the district.

SCHEDULE of revised rates of boat hire for the ports of Malpi, Barkur and Coondapoor.

BETWEEN SUNRISE AND 8 P.M.

Ordinary charge.

	Outside the bar. RS. A. P.	Inside the bar. RS. A. P.
For a boat of 10 corges (or 15 tons) burthen and upwards, per trip	12 8 0	3 2 0
For a boat of less than 10 corges burthen but not 3 corges, per trip	1 4 0*	0 5 0*
For a boat of 2 corges and less than 3 corges, per trip	1 8 0*	0 5 0*
For a boat of less than 2 corges, per trip	1 12 0*	0 4 0*
For a boat of 1 corge when loaded with provisions, per trip	1 8 0	0 8 0
Return trip for any of above boats from same vessel, per trip	Half of the rates in each case.	
Return trip from a different vessel	Full rates in each case.	
For the report boat, per trip	1 12 0	0 8 0
Water boat including all charges, per trip	1 12 0*	0 4 0*

* Per corge.

Extraordinary rates.

Boats employed between 8 P.M. and 4 A.M. ..	Double ordinary rates.
Do. do. 4 A.M. and sunrise ..	An ordinary rate and a half.

In cases of extraordinary service, as rendering aid to a vessel in distress within the limits of the port, the Port officer, or other officer in charge of the port, shall adjudge and allow such additional hire as the circumstances of the case may seem to warrant, reporting the same for the information of the Collector of the district.

(Signed) H. A. STREET, Capt., H.M.'s I.M.,
Presidency Port Officer.

Order—dated 15th July 1890, No. 262, Marine.

These papers will be forwarded with reference to G.O., No. 252, dated 14th June 1889, paragraph 2, to the Advocate-General, for favor of his opinion on the legal questions involved.

(True Extract.)

(Signed) J. F. PRICE,
Chief Secretary.

To the Government Solicitor (with copies of past correspondence).

READ—also the following papers:—

From the Government Solicitor, Madras, dated 26th August 1890, No. 414.

ABSTRACT.—Forwarding the following opinion of the Advocate-General, dated 25th August 1890, on the Madras Boat rules:—

OPINION.

I think that section 6, clause (*k*) of the Ports Act (X of 1889) read with section 15, give the Madras Government power to make rules for the inspection of catamarans, * fixing rates of hire for boats conveying cargo or passengers, † and levying fees for surveys, registration and inspection of boats, ‡ all matters connected with the licensing and regulation of catamarans and boats.

* Letter from Chief Secretary, Madras Government, 18th March 1890, No. 101, Marine.
† Captain Street's letter No. 646, of 21st May 1890, paragraph 8, and
‡ Paragraph 2, letter submitting rules.

2. The rules appea to me to be within the powers conferred by the Ports Act, and, therefore, in my opinion, no fresh local enactment is necessary.

(Signed) J. H. SPRING BRANSON,
Advocate-General.

Reference, dated 25th September 1890.

With reference to paragraph 2 of G.O., No. 252, dated 14th June 1889, and to G.O., No. 262, dated 15th July 1890, the Advocate-General has expressed his opinion that the revised boat rules proposed by the Presidency Port Officer are within the powers conferred on the Local Government by Act X of 1889, and that no fresh local enactment is necessary to cover any of them. There is, therefore, now no legal objection to the rules being published.

2. It is observed, however, that the schedule of revised rates for the port of Pámban seems to be badly drawn up or worded. There is nothing to show whether the rates for "against tide" are to be charged when the weather is fair or foul, or either or both; and the sentence "should a greater quantity * * * increased in proportion" is not well expressed and its meaning is not clear. The Presidency Port Officer will revise the schedule and re-submit it to Government.

3. Adverting to paragraph 6 of Captain Street's letter No. 646—268-G., dated 21st May 1890, the Government is of opinion that a steam launch is a "boat" within the meaning of the Act and should be exempt from rule 22. Any additions to, or alterations in, the draft rules that may be rendered necessary by this decision should be submitted by the Presidency Port Officer in view to the publication of the rules in the Gazette.

(Signed) J. F. PRICE,
Chief Secretary.

To the Presidency Port Officer.

From Captain H. A. STREET, H.M.'s I.M., Presidency Port Officer, to the Chief Secretary to Government, dated Madras, 11th October 1890, No. 646—487-G.

With respect to Marine Department Reference of 25th September 1890 on Current No. 773 of 1890, I have the honor to forward the accompanping draft boat rules finally revised in communication with the Government Solicitor so as to render the same applicable to steam launches also, with the exception of rule 22, and beg that early sanction may be accorded to the rules being brought in force.

2. It is presumed that, with the introduction of these rules, all existing rules will be null and void, and that the following enactments will no longer be in force, viz.:—

Act IV of 1842.
" IX of 1846.
" IV of 1869.
" II of 1873.
" I of 1877.
" I of 1881.

3. The instructions of Government as regards the proposed schedule of boat hire rates for Pámban are receiving attention.

Reference, dated 17th October 1890.

The schedule of rates for Pámban, which should be expedited, is awaited. It will be more convenient to issue the revised rules and schedules at the same time.

(Signed) J. F. PRICE,
Chief Secretary.

To the Presidency Port Officer.

From Captain H. A. STREET, H.M.'s I.M., Presidency Port Officer, to the Chief Secretary to Government, dated Madras, 16th October 1890, No. 646—501-G.

In continuation of my letter, No. 646—487-G., dated 11th October 1890, and with respect to paragraph 2 of Marine Department Reference on Current No. 773 of 1890, I have the honor to forward the accompanying amended schedule of revised rates of boat-hire for the port of Pámban.

5

From Captain H. A. STREET, H.M.'s I.M., Presidency Port Officer, to the Chief Secretary to Government, dated Madras, 16th October 1890, No. 646—503-G.

Adverting to paragraph 6 of my letter, No. 646—273-G., of 23rd May 1890, I have the honor to forward, for the sanction of Government, the accompanying revised schedule of boat-hire rates for the port of Cocanada.

2. These rates have the approval of the Godávari District Port Conservancy Board.

—

ENCLOSURE.

PROPOSED Rates of Boat-hire for the Port of Cocanada in respect of Export Cargo.

Articles.	Packages.	Net weight.	Rate.	Per
			RS. A. P.	
Rice	Bags	164 lb.	3 0 0	100 bags.
Gram (all kinds)	,,	164 ,,	3 0 0	,,
Wheat	,,	164 ,,	3 0 0	,,
Grains not otherwise specified	,,	164 ,,	3 0 0	,,
Salt	,,	164 ,,	3 0 0	,,
Refined sugar	,,	168 ,,	3 0 0	,,
Betel nuts	,,	164 ,,	3 0 0	,,
Fenugreek seed	,,	164 ,,	3 0 0	,,
Crushed bones	,,	164 ,,	3 0 0	,,
Nux vomica	,,	164 ,,	3 0 0	,,
Poonac	,,	164 ,,	3 0 0	,,
Cholum	,,	164 ,,	3 0 0	,,
Raggi	,,	164 ,,	3 0 0	,,
Cumbu	,,	164 ,,	3 0 0	,,
Paddy	,,	164 ,,	3 4 0	,,
Gingelly seed	,,	164 ,,	3 4 0	,,
Castor seed	,,	164 ,,	3 4 0	,,
Rape seed	,,	164 ,,	3 4 0	,,
Mustard seed	,,	164 ,,	3 4 0	,,
Jaggery	,,	164 ,,	3 0 0	,,
Turmeric	,,	164 ,,	3 4 0	,,
Coriander seed	,,	164 ,,	5 0 0	,,
Cassia bark	,,	82 ,,	3 0 0	,,
Do.	,,	164 ,,	5 0 0	,,
Bones	,,	82 ,,	3 0 0	,,
Garlic	,,	164 ,,	4 8 0	,,
Myrabolams	,,	164 ,,	3 0 0	,,
Cotton	Bales	300 ,,	8 0 0	100 bales.
Do.	,,	400 ,,	10 0 0	,,
Hemp	,,	400 ,,	10 0 0	,,
Coir yarns	,,	252 ,,	8 0 0	,,
Jute	,,	400 ,,	10 0 0	,,
Chillies	,,	300 to 400 lb.	12 8 0	,,
Gunnies	,,	300 to 400 ,,	12 8 0	,,
Twist	,,	..	12 8 0	,,
Piece-goods	,,	..	12 8 0	,,
Raw skins and hides	,,	400 to 700 lb.	0 6 0	per bale.
Tanned hides and skins	,,	400 lb.	0 4 0	,,
Tobacco	,,	250 ,,	12 8 0	100 bales.
Castor oil	Cases	172 ,,	6 4 0	100 cases.
Ghee	,,	160 ,,	6 4 0	,,
Tin plates	,,	112 ,,	3 0 0	,,
Cement	Casks	300 to 450 lb.	0 2 0	Cask.
Castor oil	,,	625 lb.	0 4 0	,,
Ghee	,,	625 ,,	0 4 0	,,
Molasses	,,	700 ,,	0 4 0	,,
Cocoanuts	Bundles	150 to 210 lb.	8 0 0	100 bundles.
Copra	,,	164 lb.	5 0 0	,,
Horns	,,	164 ,,	0 2 0	Bundle.
Do. loose	Loose	..	0 2 0	100 horns.
All the other goods in bags	Bags	164 lb.	3 4 0	100 bags.
Do. do. bales	Bales	..	10 0 0	100 bales.

To or from Coringa, Talravo, or Nilapilly, 4, 8 and 12 annas, respectively, in excess of the above charges per 100 bags.

	RS. A. P.
From Coringa to Talravo or Nilapilly per every 100 bags, and *vice versa* respectively	1 6 0 and 1 12 0
From Nilapilly, Talravo or Coringa to a vessel on the Coringa bar or above it, and *vice versa*, per 100 bags respectively.	2 12 0 1 8 0 1 4 0
From a godown to a vessel opposite to or near it, per 100 bags	0 12 0

PROPOSED Rates of Boat-hire for the Port of Cocanada in respect of Import Cargo.

[Import cargo will be paid for at the rate of annas 7½ per ton of register tonnage.]

	RS. A. P.
Demurrage for the detention of a cargo boat alongside of a vessel in the roads or in any of the rivers, for each day beyond three, for every 100 bags the boat is licensed to carry	0 12 0
Return trips, half the above charges if from the same vessel. If from another vessel, full hire.	
Transhipping cargo from one vessel to another, per trip	Half the rate from shore to ship.

The bag is calculated at two Bengal maunds or 164 lb. each.

Accommodation boats.

	4 0 0
1st class, per trip from Cocanada to the roads	3 0 0
2nd do. do. do. do.	2 0 0
3rd do. do. do. do.	
If detained alongside of the vessel above 3 hours, for every hour extra	0 12 0
First-class accommodation boats from Nilapilly to Cocanada or to a vessel in Cocanada roads and *vice versa*, if not exceeding	
one day	7 0 0
Do. do. do. Talravo	6 0 0
Do. do. do. Coringa	5 0 0
In excess of one day, per diem half of the above charges extra to be made.	
Extra hire to all vessels in more than 5 fathoms in the South-west monsoon or 6 fathoms in the North-east, one-third the above hire for all classes of boats.	

From the P.P.O. No. 646/555
dt. 19/X/90

Order

Printed corrects disposed of by Draft

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No 646 / 535 G

PRESIDENCY PORT OFFICE,

Madras, 19 November 1890.

Heading.

Boat-hire

From

THE PRESIDENCY PORT OFFICER,

MADRAS,

To

THE CHIEF SECRETARY TO GOVERNMENT,

MARINE DEPARTMENT,

FORT ST. GEORGE.

SIR,

In reply to Marine Department Reference No. 210, dated 18th November 1890, I have the honor to state that clause (b) of the Schedule of boat-hire rates &c. for Pamban may be amended as follows —

"No cargo or passengers shall be carried in excess of the quantity or number specified in the License."

2. The entry in respect to demurrage rate for —

Coconada

Coconada is correct.

I have the honor to be,

Sir,

Your Obedient Servant,

H. Catheart

Captain H. M's. 9th

Presidency Port Officer.

Marine Cons 1059.

Marine 1890) DEPARTMENT.

From

THE PRESIDENCY PORT OFFICER,

Madras,

To

THE CHIEF SECY. TO GOVERNMENT,

MARINE DEPARTMENT,

Fort St. George.

No. 646/555 G.

Dated 19 November 1890.
Received

No.

Subject.

Regarding surveys, schedule of boathire rates for Pamban.

Marine Dept.

C. 773 & connected papers.

Orders are requested whether the rules and regulations proposed by the P. P. Officer may now be published for future guidance.

It will be seen from the correspce that this Govt doubted whether it had power to frame all the rules proposed but the Govt of India considered that §6(k) read with §15 of Act X of 1889 provided sufficiently for the powers required. This view is shared by the Advocate General, who is also of opinion that no fresh local enactment is necessary with reference to any of the rules proposed.

The P. P. O. asks for orders as to whether a steam launch is a boat within the meaning of Act X of 1889 - & if so, enquires whether they should be exempt from rule 22 which renders it incumbent on the owner of a boat plying for hire to let out such boat on hire. The Advocate Genl has not expressed an opinion on this point - may India be asked?

With reference to para: 5 of India's letter in G.O. 252

Yes - but the rules for the Port of Pamban seem to be hardly drawn up in a workable manner & there is some doubt whether it is advisable to frame rules for single ports.

'Boat' is not defined in the Act - but perhaps the opinion of Govt. as to what is a boat within the meaning of the Act.

dated 14th June 1892, it is proposed to remit to the Legislative Dept the question of repealing the local Acts referred to - copies of which are in the file.

J.D.B.
5.9.90.

Ye 2nd 12/9/90
Revised Road Rules under Act X of 1869.

Upon the Draft P.O.

Note for the Hon: Mr: Garstin in reply to his remarks of the 10th inst.

The revised boat rules submitted with the P.W.D. letter No. 646-487 dy 11.X.90 are those printed at pages 2, 3, 4 and 5 of the file of currents disposed of by the draft and the revised rates for Pamban referred to in letter No. 646-501 dy 16.X.90 are at page 13 of the printed file. The explanation of this is that only the most recent rules and rates have been printed to avoid repetition, but when the Order is passed they will be printed as an Appendix to it and not with the currents. The original rules & rates are in the file.

J.D.B.
21.11.

Note for the Hon: Mr: Carstein C.S.I.

Clause (b) should be altered accordy

JG 25/11

Write this amend—t I forward draft to Govt

JG

Note for the Hon: Mr: Grose with reference to his remark of 11. XI. 90.

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attention is invited to the draft reference of 18th instant and to the P. P. Office's reply thereto No. 646/565 of 19. XI. 90. Clause (b) has not been altered pending orders.

JG 21/11

F.D.B. 21. XI.