M.R.O. 1—82,400—1.

MADRAS RECORD OFFICE.

Government of Madras.

Marine DEPARTMENT.

G.O. No. Press Mis.

Dated 4 — 9 — 18 97

Not to be folded or roughly handled

24TH SEPTEMBER 1889, No. 406, MARINE.

GOVERNMENT OF MADRAS.

MARINE DEPARTMENT.

READ—the following paper:—

From the Presidency Port Officer, dated 9th August 1889, No. 633—342-G.

ORDER—dated 24th September 1889, No. 406, Marine.

The Government approves of the revised rules proposed by the Presidency Port Officer for all the outports in the Presidency.

The words "*any particular kind of cargo*" in rule IV (*a*) are, however, too vague. The particulars specified in rule V (*a*) of the Madras port rules sanctioned in G.O., No. 261, dated 15th June 1889, will be inserted; and the notification, as amended, published in three consecutive issues of the Fort St. George and District Gazettes, as shown in the appendix to these Proceedings.

2. The instructions to Commanders may be issued as proposed, the necessary modifications being made with reference to the enhancement of the rate of port dues sanctioned in G.O., No. 312, dated 23rd August 1889.

(True Extract.)

J. F. PRICE,
Chief Secretary.

To the Presidency Port Officer.
„ Collectors of Maritime Districts.
„ Superintendent, Government Press.

[Appendix.

Published at pages 685-86 of Gazette of 8/10/89.

Appendix to G.O., No. 406, *dated* 24*th September* 1889.

NOTIFICATION.

Under the provisions of section 6 (2) of the Indian Ports Act (X of 1889), His Excellency the Governor in Council proposes to make the following rules for all the outports in the eastern and western groups of the Madras Presidency, as specified in Part II, Schedule I of the said Act, and these rules will come into force with effect from and after the 1st January 1890, and will supersede all those hitherto in force at the various ports in question :—

(*Under Section* 6 *of the Indian Ports Act, X of* 1889.)

I.—Entering or leaving Port, Clause (*a*).

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

*(*b*) No vessels shall enter or leave the harbour between the hours of 6 P.M. and 6 A.M. without special authority from the Conservator of the Port.

II.—Berths of Vessels, Clause (*b*).

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

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

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

IV.—Taking in or discharging Ballast or any particular kind of Cargo, Clause (*e*).

(*a*) All *vessels taking in or discharging ballast or any particular kind of cargo* such as ammunition or other explosives, kerosine oil and timber within the limits of the port shall do so only at such stations as may be set apart from time to time by the Conservator.

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

V.—Keeping Free Passages, Clause (*f*).

A free passage shall be kept to all landing places, wharves and anchorages in accordance with such directions as may be issued on the subject by the Conservator, and all vessels shall move when required by the Conservator to clear such passages.

VI.—Anchoring and Mooring, Clause (*g*).

(*a*) All vessels within the port shall be anchored or moored in such manner as may be directed by the Conservator.

(*b*) The anchors of all steamers and square-rigged vessels must be buoyed, and care taken that the buoys "watch."

VII.—Moving and Warping, Clause (*h*).

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

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

VIII.—Cargo Boats, Clause (*k*).

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

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* Applies only to the ports of Cochin and Mangalore.

IX.—Fires and Lights, Clause (*l*).

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

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

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

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

X.—Signal Lights, Clause (*m*).

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

XI.—Number of Crew, Clause (*n*).

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

XII.—Employment of Persons engaged in cleaning or painting Vessels, &c., Clause (*o*).

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

Exd. W. H. French.

Govt. of (1889) Madras.

MARINE.

Issued

Recd. *Encl.*

G.O., 24th Sept. 1889, No. 406.

SEPTEMBER.

Port Rules for Outports.

Making certain — in the eastern and western groups of the Madras Presidency, and directing publication of the same in the Fort St. George and District Gazettes.

PORT OFFICE,

188 .

To

THE COMMANDER,

SIR,

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

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

The following papers are also required before the vessel can be entered or cleared, viz., the Ship's Register and one list of the officers and crew.

I am, Sir,

Your obedient servant,

Conservator of the Port.

REPORT OF ARRIVAL FORM.

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

PORT OFFICE,
,
188 .

Conservator of the Port.

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

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

Commander.

REPORT on the state of the Lights on the Coast of the Presidency of Fort St. George for the month of 188 .

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

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

PORT OFFICE,
188 .

Conservator of the Port.

STATEMENT of Passengers $\frac{\text{sailing from}}{\text{landing at}}$ the Port of by the vessel

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

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

(a) Foot notes should be added showing the number of passengers *other than natives*, *e.g.*, Europeans, Eurasians, Africans, &c. These will generally be few and can be easily distinguished.
(b) Emigrants should, as far as possible, be separated from mere passengers, and French subjects from British subjects.
(c) Whenever passengers are allowed (1) to disembark at any port short of their ultimate destination as originally intimated, or (2) to purchase tickets on board the steamer instead of on shore, the necessary corrections in the lists originally furnished should be made by the agents of vessels, and the officers concerned duly informed of the alterations effected.
(d) The *immediate* port of destination should alone be specified in the returns.

(13)

INSTRUCTIONS

TO

COMMANDERS OF VESSELS.

PORT OF ———

INSTRUCTIONS TO COMMANDERS OF VESSELS ENTERING THE PORT OF

———

Port Dues.

(Under Sections 33 and 34 of the Indian Ports Act X of 1889).

Vessels chargeable (sea-going vessels of 15 tons and upwards).	Rate of Port Dues per ton.	Due how often chargeable in respect of the same vessel.
Foreign Vessels whether Ships or Steamers.		
(i) Vessels calling at only one port within the Eastern or Western Group.		
(*a*) Vessels trading with the Straits Settlements.	2 annas	The payment of the due at the port will exempt the ship or steamer for a period of 60 days from liability to pay the due again at that port.
(*b*) Other vessels	2 annas	The due is payable on each entry into the the port.
(ii) Vessels calling at more than one port within the Eastern or Western Group.		
(*c*) Vessels trading with the Straits Settlements.	1½ annas in addition to the due chargeable under i (*a*) at the first port called at.	The payment of the due at the first port called at in the group will exempt the ship or steamer for a period of 60 days from liability to pay the due again at that or any other port in the group.
(*d*) Other vessels	1½ Annas in addition to the due chargeable under i (*b*) at the first port called at.	The due is payable once for the voyage.
Coasting Vessels.		
(*e*) Ships calling at any port ..	1 anna	The payment of the due at the port will exempt the ship for a period of 60 days from liability to pay the due again at that port.
(*f*) Steamers calling at one or more ports within the Eastern or Western group.	3 annas	The payment of the due at the first port called at in the group will exempt the steamer for a period of 30 days from liability to pay the due again at that or any other port in the group.

Port Limits.

The limits of the port are as specified below :—

The best Anchorage.

Cargo and Passenger Boats.

(*a*) No boats are to be detained alongside of a vessel after the "Re-call Signal" has been made.

(*b*) Boatmen are not to be compelled or permitted either to work on board any vessel within the port, or to receive more passengers or cargo than is specified in the boats' license.

(*c*) Any irregular practice among the crew of boats or catamarans should be brought at once to the notice of the Conservator of the Port.

(*d*) No cargo is to be landed in ships' boats without the special permission of the Conservator.

(*e*) Communication with the shore through the surf in a ship's boat is prohibited.

Fires and Lights.

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

Extinguishment of Fires.

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

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

~~Vessel to be provided with Force Pump.~~

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

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

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

Discharging or taking in Gunpowder or other Explosives.

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

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

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

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

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

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

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

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

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

Discharging of Guns in Port.

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

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

Searching for Lost Stores.

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

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

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

Removing Stones, &c.

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

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

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

Regulations respecting Lights.

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

Bad Weather Arrangements.

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

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

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

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

(*d*) On the hoisting of the Danger Signal, to take such other measures for securing the safety of his vessel as he may consider requisite, as no further instructions on that point will be furnished by the Port authorities.

Report of Casualties to Shipping.

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

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

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

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

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

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

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

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

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

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

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

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

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

Inattention to Directions of the Conservator.

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

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

APPENDIX I.

Port Signals.

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

[The Flags specified belong to the Commercial Code.]

Ordinary Day and Night Signals.

(*a*) Boat Muster Flag	A square blue Flag with four parallel red bars running acrosswise.
(*b*) Quarantine Flag	R.
(*c*) When the state of the surf renders communication with the shore dangerous.	Flag M.
(*d*) When the surf is impassable ..	Flag K.
(*e*) In case of fire (by ship) ..	By day—The red Ensign hoisted *union* downwards at the *Main*. By night—One *red* light at *Main*.
(*f*) In case of parting riding cable (by ship).	By day—Flag B hoisted *over* the red Ensign *union downwards* at *Main*. By night—Two *red* lights at *Main* hoisted vertically.
(*g*) In case of stern fast (by ship).	By day—Flag J *under* the red Ensign at peak. By night—One red over one white light at peak.
(*h*) In case of any other emergency or duties (by ship).	By day—Red Ensign union *downwards* at peak.. By night—One white light over one red light at peak.
(*i*) For a doctor (by ship) ..	By day—Flag H at *Main*. By night—One white light—one red light—one white light hoisted vertically at *Main*.
(*j*) For a police boat (by ship) ..	By day—The Union Jack hoisted under the red Ensign at peak. By night—Three white lights hoisted *vertically* at peak.
(*k*) For an accommodation boat (by ship).	By day—Flag D at *Main*. By night—Three white lights hoisted *horizontally* 4 feet apart at peak.
(*l*) For a catamaran (by ship) ..	By day—Flag G at Main. By night—Two white lights hoisted *horizontally* 4 feet apart at peak.
(*m*) General recall for boats ..	Flag S at Port Office Flagstaff.
(*n*) Vessels about to leave the harbour.	To hoist Flag N at the Fore.
(*o*) Vessel about to enter the harbour.	To hoist Flag F at the Fore.
(*p*) To signify a death having occurred on board and while a dead body remains on board.	The ship's Ensign and House Flag half-mast between sunrise and sunset. One red light at the Ensign staff at night *hoisted half-way*.

Storm Signals.

I. *The Warning Signal.*—During the prevalence of suspicious or threatening weather, or on the "Warning Signal" being hoisted, Commanders of Vessels at anchor within the limits of this port are required to attend to the following directions :—

Warning Signal.

Day.—A ball.

Night.—Three white lights arranged in a vertical line.

(*a*) Not to be absent from their respective vessels between sunset and sunrise.

(*b*) To keep their respective vessels prepared in every respect to proceed to sea at short notice.

Note.—The ball or three white lights when hoisted indicates that a cyclonic storm has formed, which will probably advance to the part of the coast on which the port is situated, but is still at a considerable distance from it.

II. *The Danger Signal.*—On this signal being hoisted, the Commander of each Vessel will take such further measures for securing the safety of his vessel as he may consider requisite without waiting for instructions from the Port Officer on that point.

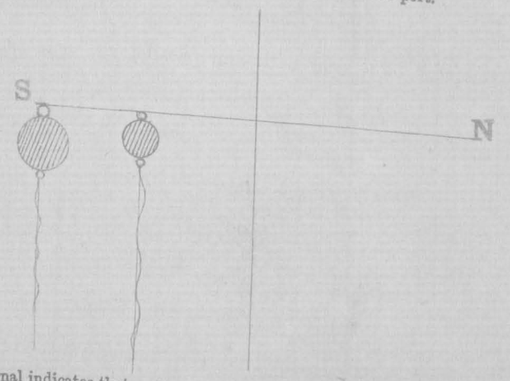
Danger Signal.

DAY.—A drum.

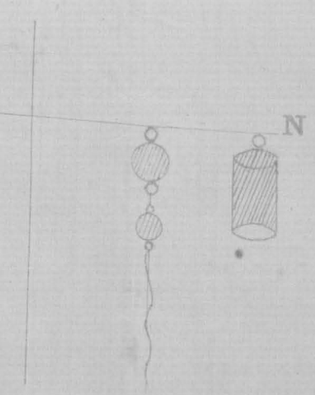
NIGHT.—Two white lights arranged in a vertical line.

NOTE.—The drum or two white lights when hoisted indicates that a storm is approaching that part of the coast on which the port is situated, and will shortly cross it.

This signal indicates that a storm of slight intensity has formed and is advancing towards the coast to the southward of the port.



This signal indicates that a storm of considerable intensity will probably strike the coast to the north of the port.



III. (1) The warning and danger signals according as they are hoisted at the northern or southern arm of the yard of the Port Flagstaff, indicate that the storm is expected to strike the coast to the north or south of the port, and when hoisted at gaff attached to the flagstaff that the centre of the storm is expected to pass over the port.

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



Marine (1889) Department.

From

The Presidency Port Officer,

Madras,

To

The Chief Secy. to Government,

Marine Department,

Fort St. George.

CHIEF SECRETARY'S
12 AUG 1889
GOVERNMENT OF MADRAS

No. 633/342 G

Dated 9th
Received 12 } August 1889.

No. 2 Encs.

Subject.

Forwarding for sanction draft of the Port Rules and Instructions to Commanders of Vessels at the outports.

Heading.

Port Rules

No. 633/3428 G

Presidency Port Office,
Madras, 9th August 1889

From

The Presidency Port Officer,

Madras.

To

The Chief Secretary to Government,

Marine Department,

Fort St. George.

Sir,

I have the honor to forward for the sanction of Government the accompanying draft of the Port Rules and Instructions to Commanders which I have drawn up to supersede those now in use at the different outports. A draft notification respecting the Rules is herewith submitted.

2. These Rules and Instructions differ very slightly from those lately sanctioned for the Port of Madras. The principal difference being is a slight addition made to rule VIII of the Port Rules respecting cargo

cargo boats. The Rules as now drawn up will apply to any port on the coast. In the Instructions to Commanders a blank space has been left purposely under the headings "Port Limits" and "the best anchorage" so that the "Instructions" can be made applicable to any port by simply entering in writing the necessary information under these heads.

3. In the letter addressed to the Commander, it is notified that the Ships Register and a list of officers and crew are required.

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

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

Marine DEPARTMENT.

C No. 812

From The P.M.O

Dated 188 .

FOR ORDERS.

The draft rules now submitted for out-port pilots closely those sanctioned for leaders in Jo. 1536-69 / 261

the Instructions to Commanders are those approved in the same order (they will be found at the with red tape marked in Jo. 2-4-69 / 145)

See IV (a) of the present rules is it is submitted to Govt. that it should be left to the Commanders to frame rules with this exception the rules may if submitted, be approved, as it is noted that they will come into force on the 1st Nov. next in the Instructions to Commanders of the schedule 2 ports where the allowance of 1st pilots here the allowed after 1st Jan. next is the reference to Jo. 372 Marine 23rd August

Hoover Hospital Hatchet

* This does not apply to ballast though the heading of the section mentions it. I think see that the Section objected to requires alteration

The word "any particular kind of cargo" in rule IV (a) are too vague. Those specified in the Madras rule should be inserted.

Madras 6 Vth Jan.

Under the Madras Coasting and
Passenger Boat Rules,
Masters are not required
explanation.

The instructions under the head
"Special written arrangement"
are not contained in the Madras
Instructions but seem subjection to X

The existing Port rules will
be found in appx C. p. 12 for. 18.6.81 / 287

The larger ports have rules of
their own, but these are practically
identical with those just referred
to.

Mr. Hall in the letter is asking
the same rules be stated that they
expended those hitherto in force

Ben 4/9

X They are taken from Section A
attached to the Cyclone Code (No. 23.10.88 / 454)

HMS
10 Sept.

FOR ORDERS.

Mds

Port. rules for ad. ports

Appendix

Appended to G.O. No. 406 dt. 24.9.89.

Notification (24) 2 87

Under the provisions of Section 6 (2) of the Indian Ports Act (X of 1889) His Excellency the Governor in Council proposes to make the following rules for all the out ports in the Eastern & western groups of the Madras Presidency, as specified in Part II, Schedule I of the said Act, ~~the port of Madras excepted~~, and these rules will come into force with effect from and after the 1st January 1890 and will supersede all those hitherto in force at the various ports in question

F. A. Theed
Captain H.M.'s I.M.
Presidency Port Officer. (Mr. Rules)

Mar. G.O. 406 / 24.9.89

M 9-9
A 11-9

14 (31)

RULES OF THE PORT OF _____

(*Under Section* 6 *of the Indian Ports Act X of* 1889).

I. Entering or leaving Port, Clause (*a*).

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

* (*b*) No vessels shall enter or leave the harbour between the hours of 6 P.M. and 6 A.M. without special authority from the Conservator of the Port.

* Applies only to the ports of ~~Vizagapatam~~, Cochin and Mangalore.

II. Berths of Vessels, Clause (*b*).

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

III. Striking yards and Masts, Clause (*c*.)

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

IV. Taking in or discharging Ballast or any particular kind of Cargo, Clause (*e*).

(*a*) All vessels taking in or discharging ballast or any particular kind of cargo (such as ammunition or other explosives, kerosene oil and Timber) within the limits of the port shall do so only at such stations as may be set apart from time to time by the Conservator.

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

V. Keeping Free Passages, Clause (*f*).

A free passage shall be kept to all landing places, wharves and anchorages in accordance with such directions as may be issued on the subject by the Conservator, and all vessels shall move when required by the Conservator to clear such passages.

VI. Anchoring and Mooring, Clause (*g*).

(*a*) All vessels within the port shall be anchored or moored in such manner as may be directed by the Conservator.

(*b*) The anchors of all steamers and square-rigged vessels must be buoyed, and care taken that the buoys "watch."

VII. Moving and Warping, Clause (*h*).

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

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

VIII. Cargo Boats, Clause (*k*).

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

IX. Fires and Lights, Clause (*l*).

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

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

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

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

X. Signal Lights—Clause (*m*).

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

XI. Number of Crew—Clause (*n*).

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

XII. Employment of Persons engaged in cleaning or painting Vessels, &c., Clause (*o*).

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

Mas of 812.

Rect letter from the I.O. 9 Aug 1889

No 533

Mar. dy 24 September 1889 no. 406.

The Govt approves of the revised rules proposed by the Pray Port officer for all the outports in the Presidency.

2. The words "any particular kind of cargo" in rule IV (a) are, however, too vague; & the particulars specified in rule 6 (a) of the Madras port rules sanctioned in G.O. 261 dated 15 June 1889 will be inserted; and the notification as amended published in 3 consecutive issues of the Fort St George and District Gazettes, as shown in the appendix to these Proceedings.

3. The instructions to Commrs may be issued as proposed, the necessary modifications being made with reference to the enhancement of the rate of port dues sanctioned in G.O. 3x2 d/23.8.89.

(From orders)

Lma 21/9

To, The Presidency Port Officer

Copy of Proceedings &c. 5-1

Do 103 3

Dept 4/10/89.

Rules for authority.

From orders.

Marine G.O. No. 406.
dt/ 24th September/89.

The Collectors of Maritime Districts
~~The District Magistrates of~~

~~Anantapur.~~
~~North Arcot, Chittoor.~~
South Arcot, Cuddalore. 8
~~Bellary.~~
South Canara, Mangalore. 8
Chingleput, Saidapet. 8
~~Coimbatore.~~
~~Cuddapah.~~
Ganjam, Chatrapur. 8
Godavari, Cocanada. 8
Kistna, Masulipatam. 8
~~Kurnool.~~
Madras (when necessary). 6
Madura. 8
Malabar, Calicut. 10
~~Nilgiris, Ootacamund.~~
Nellore. 8
~~Salem.~~
Tanjore. 9
Tinnevelly. 8
~~Trichinopoly.~~
Vizagapatam. 8

Despd 24/10/89.

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ORDINARY. PRINTED.

Marine DEPARTMENT
G.O. DATED 24.9.89
No. 406

4-5-05
3-2-05
9-3-06
12-5-06
15.3.11
12-2-12
21-11-13
14-7-17

First copy sent to Press 24.9

Returned for signature 2-10

Despatched in print

Despatch Abstract.

Port Rules for Outports.

Making certain ~~amendments~~ in the Eastern and Western groups of the Madras Presidency, and directing publication of the same in the Fort St George ~~&~~ District Gazette