

ORDINARY, PRINTED:

Marine DEPARTMENT

G.O. DATED 3-5-95

No. 124.

INDEXED.

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[Despatch Abstract.]

Indian Ports Act.

Directing the publication in the Fort St. Geo. Gazette and certain District Gazettes notification constituting Terokh in the Malabar District as a sub-port of Beypore, and applying the provisions of the Act to that port.

8-1-09

27/1/09

23/1/09

912 8-5-95

No.

GOVERNMENT OF INDIA.

FINANCE AND COMMERCE DEPARTMENT.

Simla, the 22nd April 1894.

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Secretary to the Government of India,
Simla.

Sir,

I am directed to :

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been obtained as required by the provisions of that sec-
tion of the Notifications was therefore illegal.
Without previous sanction to a declaration already
made cannot now be supplied, the Government of India con-
sider it is necessary that the Government of Madras
re-issue the Notifications with the necessary alterations.

I am to suggest that if the necessity the Gov-
ernment in Council is satisfied that the same be
approved.

I have the honour to be,

Sir,

Your most obedient servant,

J. R. C. M. a

Assistant Secretary to the Govt. of India.

W. G. H.

[25]

Department.



PROCEEDINGS OF THE MADRAS GOVERNMENT.

Read the following paper:—

Current No. 319

Marine DEPARTMENT.

From

The Govt of India
For: & Com: Deptt.

No. 1825 S. R.

Dated 22nd
Received 28th } April 1895.
Regd 29th
Enclosures

SUBJECT.

Approving the proposal as to
the constitution of Ferokh in
the Malabar District as a
sub-port of Beypore and sanctioning
the issue of the proposed Notifica

Mar 59-60 19-2-95 and
92 16-3-94 and
2-3 26-1-94
2410 25-11-92 and
Act 189.

19TH FEBRUARY 1895, Nos. 59, 60, MARINE.

GOVERNMENT OF MADRAS.

MARINE DEPARTMENT.

Read—again the following paper:—

G.O., dated 6th June 1894, No. 211, Marine.

Read—the following papers:—

Proceedings of the Board of Revenue (Separate Revenue), dated 9th April 1894,
Mis. No. 1526.

Read—the following letter from H. BRADLEY, Esq., Acting Collector of Malabar,
to the Secretary to the Commissioner of Salt, Abkari and Separate Revenue,
dated 3rd March 1894, Ref. on C. No. 1311, S.C.D.:—

I have the honour to request that early orders may be passed on my letter, dated
2nd September 1893, No. 148, Index, recommending that the warehouse intended for
Beypore may be constructed at Ferokh. The Board's Proceedings, No. 462, dated
4th October 1893, shows that no orders have been passed on this question. I beg to
add that Ferokh has not yet been constituted a sub-port of Beypore.

Reference thereon, dated 10th March 1894.

The Collector is requested to submit a draft notification under section 11 of Act
VIII of 1878 for declaring Ferokh to be a port, defining its limits.

Read—the following letter from H. BRADLEY, Esq., Acting Collector of Malabar,
to the Secretary to the Commissioner of Salt, Abkari and Separate Revenue,
dated 31st March 1894, Ref. on C. No. 257, S.C.D.:—

In reply to the Board's Reference on General Register No. 2237, dated 10th
March 1894, I have the honour to forward herewith a draft notification under section
11 of the Sea Customs Act declaring Ferokh to be a sub-port of Beypore and defining
its limits.

Resolution—dated 9th April 1894, Mis. No. 1526.

The notification for declaring Ferokh to be a port for the shipment and landing
of goods subordinate to Beypore and for defining its limits is submitted to Govern-
ment for approval and publication in the *Fort St. George Gazette*.

2. The Collector reports that since the extension of the railway to Calicut the
salt brought to Beypore is landed at Ferokh, and that therefore it would be advisable
to construct the warehouse intended * for
Beypore at Ferokh. The Collector further
states that he has suggested to the Pre-
sidency Port officer that Ferokh should be constituted a sub-port of Beypore.

(True Copies and Extract.)

(Signed) EDMUND MILLETT,
Assistant Secretary.

To the Secretary to Government, Revenue Department.
Copy to the Collector of Malabar.

No. 1763, Mis., Revenue.

* In G.O., 4th February 1893, No. 507, Revenue. Transferred to the Marine Department with reference to its office-note * No. 175, dated 27th January 1893.

(Signed) E. GIBSON,
Secretary to Government.

3rd May 1894.

To the Marine Department.

From Commander W. POWELL, R.I.M., Presidency Port Officer, to the Chief Secretary to Government, dated Madras, 30th May 1894, No. 1688-204-G.

In reply to Marine Department endorsement No. 929, dated 9th May 1894, on Current No. 395 (herewith returned), I have the honour to report that there is no objection to Ferokh being declared a port for the shipment and landing of goods. In order, however, to enable me to submit draft notifications for extending the provisions of Act X of 1889 to this port, a clearer and more complete definition of the north, south, east and west limits of the port is required, and a sketch of such limits is necessary also for transmission by the local Government to the Government of India.

Order—dated 6th June 1894, Mis. No. 211, Marine.

The Presidency Port officer's letter will be communicated to the Revenue Department with the request that the definitions and sketch, which are necessary, may be supplied. A copy of a letter to the Government of India, No. 80, of the 21st February 1893, accompanies for information.

(True Extract.)

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

To the Revenue Department, with papers returned,
and copy of No. 80, dated 21st February 1893.
,, Presidency Port Officer.

READ—also the following papers :—

Proceedings of the Board of Revenue (Separate Revenue), dated 20th September 1894, Mis. No. 4087.

Read—the following letter from the Collector of Malabar, to the Secretary to the Commissioner of Salt, Abkari and Separate Revenue, dated 9th August 1894, No. 138-Index :—

With reference to the Proceedings of the Board of Revenue (Separate Revenue), dated 20th June 1894, Mis. No. 2698, I have the honour to state that the limits of the sub-port of Ferokh cannot be defined as laid down in G.O., dated 21st February 1893, No. 80, as it is both unnecessary and inadvisable to allow landing and shipping from both the banks of the Mammally-Beyppore river, which flows into the sea to the south-west of the Ferokh station. The object of the sub-port is merely to give facilities for landing goods near the station itself.

2. I have therefore the honour to request that the enclosed notification, as slightly modified, may be sent up to Government with a sketch of the river herewith submitted.

3. The Government Order quoted above is herewith returned as requested.

Reference thereon dated 21st August 1894.

The Collector is requested to define the northern limits of the Ferokh port, and, if possible, to state the limits of the port in the form laid down in the Government Order without including the northern bank of the river.

To the Collector of Malabar.

Read—the following letter from the Collector of Malabar, to the Secretary to the Commissioner of Salt, Abkari and Separate Revenue, dated 29th August 1894, No. 155, Index :—

In reply to the Board's Reference on General Register No. 8454 of 1894, dated 21st August 1894, I have the honour to state that the northern limits of the Ferokh port cannot be defined in the form laid down in G.O., dated 21st February 1893, No. 80, without including the northern bank of the Beyppore river.

The accompanying map will show that any straight line drawn between the two points at the eastern and western limits on the Ferokh side will permit landing and shipping on the northern bank of the river. The customs officials will not be able to exercise proper supervision over both banks at the same time unless an additional establishment is sanctioned.

2. The northern limit may be defined as follows :—"A line so drawn that every point in it is thirty yards distant from the southern bank of the river, the entire line lying to the north of that bank, i.e., in the river itself."

The enclosures are herewith returned.

Resolution—dated 20th September 1894, Mis. No. 4087.

Submitted to Government with reference to G.O., Revenue Department, dated 15th June 1894, Mis. No. 2335.

2. The Collector states that the limits of the sub-port of Ferokh cannot be defined in the manner in which the limits of the port of Gopalpur have been defined in the Government's letter of 21st February 1893, No. 80, Marine Department, because it is unnecessary and inadvisable to allow landing and shipping on the north bank of the Mammally-Beyppore river. The Collector's notification may, however, be recast in the accompanying form.

3. The sketch submitted by the Collector is forwarded herewith.

(True Copies and Extract.)

(Signed) EDMUND MILLETT,
Assistant Secretary.

To the Secretary to Government, Revenue Department, with a sketch and notification.
Copy to the Collector of Malabar, with notification.

No. 3955, Revenue.

Transferred to the Marine Department.

(Signed) E. GIBSON,
Ag. Secretary to Government.

12th October 1894.

No. 2078.

Forwarded to the Presidency Port Officer with reference to G.O., dated 6th June 1894, No. 211, for early return with the requisite draft notifications.

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

26th October 1894.

19TH FEBRUARY 1895, Nos. 59, 60, MARINE.

From Commander W. POWELL, R.I.M., Presidency Port Officer, to the Chief Secretary to Government, dated Madras, 29th January 1895, No. 1688-24-G.

I have the honour to forward herewith the draft notifications called for in Marine Department endorsement No. 2078 of 26th October 1894, on Current No. 893, which is herewith returned.

2. For the reasons given in the Collector's letter read in Board's Proceedings (Separate Revenue), Mis. No. 4087, dated 20th September 1894, I have adhered to the definition of the limits as drawn up by the Collector. They have, however, been re-arranged in the usual order.

3. The Collector, to whom a reference was made as to the person or persons he would nominate for supervising conservancy duties and collecting port dues at Ferokh, has suggested the appointment of the Assistant Port Conservator at Beypore for the former purpose, and the Superintendent of Sea Customs at Beypore for the latter. Notification B has accordingly been drawn up, but the port of Beypore being under the control of the Port Officer at Calicut, I think it expedient that that officer should have control over Ferokh also, and have therefore made provision accordingly in the notification.

ORDER—dated 19th February 1895, No. 59, Marine.

It appears from the foregoing papers that since the railway was extended to Calicut, the salt brought to Beypore is landed at Ferokh. It is therefore desirable that Ferokh should be constituted a sub-port of Beypore in view to the landing and shipping of goods being carried on there. The sanction of the Government of India will accordingly be requested under the provisions of section 4 (1) (a) of Act X of 1889.

(True Extract.)

J. F. PRICE,
Chief Secretary.

To the Collector of Malabar.
" Presidency Port Officer.
" Revenue Department.

LETTER—to the Secretary to the Government of India, Finance and Commerce Department, dated Fort St. George, 19th February 1895, No. 60, Marine.

I am directed to request that the sanction of the Government of India may be accorded to Ferokh in the Malabar district being constituted a sub-port of Beypore and brought under the provisions of Act X of 1889.

2. Since the extension of the railway to Calicut the salt brought to Beypore is landed at Ferokh and the Revenue Department in consequence finds it necessary to declare the place to be a port for the shipment and landing of goods.

3. Copies of the notifications proposed to be issued by this Government and a sketch showing the limits of the new port accompany this letter.

J. F. PRICE,
Chief Secretary.

APPENDIX.

NOTIFICATION A.

In exercise of the power conferred by section 4 (1) (a) of Act X of 1889—the Indian Ports Act—the Governor in Council, with the previous sanction of the Governor-General in Council, is pleased to extend the provisions of the said Act to the port of Ferokh in the district of Malabar, and, under section 4 (2), to define the limits of the said port to be as follows:—

To the North.—A line so drawn that every point in it is 30 yards distant from the southern bank of the Beypore river, the entire line lying to the north of that bank, that is, in the river itself, and terminated on the east and west by the eastern and western limits, respectively, as below defined.

To the South.—The southern bank of the Beypore river lying between the eastern and western limits, as below defined, to fifty yards above high water-mark, spring tides.

To the East.—A line drawn north-west and south-east through a point on the southern bank of the Beypore river, half a mile above the railway bridge.

To the West.—A line drawn due north and south through a point on the southern bank of the Beypore river, half a mile below the railway bridge.

NOTIFICATION B.

In exercise of the powers conferred by section 7 of Act X of 1889—the Indian Ports Act—the Governor in Council hereby appoints the Port Officer at Calicut in the district of Malabar to be Port Conservator of the port of Ferokh in the same district, and the Assistant Port Conservator at Beypore to be also Assistant Port Conservator of Ferokh. The duties of the said Assistant Conservator of the port of Ferokh will be confined to conservancy matters, while the collection of port dues on vessels calling at Ferokh will rest with the Superintendent of Sea Customs at Beypore.

NOTIFICATION C.

With reference to section 6 (2) of Act X of 1889—the Indian Ports Act—notice is hereby given that the following notification will be taken into consideration on the

NOTIFICATION.

In exercise of the powers conferred by section 6 (1) of Act X of 1889—the Indian Ports Act—the Governor in Council hereby declares that the port rules contained in the notifications published at pages 726 and 727 of the *Fort St. George Gazette* of the 22nd October 1889, and republished below, shall be applicable to the port of Ferokh in the district of Malabar with effect from the

I. Entering or leaving Port, Clause (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.

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.

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.

NOTIFICATION D.

In exercise of the powers conferred by sections 33 and 34 of Act X of 1889—the Indian Ports Act—the Governor in Council, with the previous sanction of the Governor-General in Council, is pleased to declare—

(i) That after the expiration of sixty days from the day on which this notification is first published in the *Fort St. George Gazette*, port dues shall be leviable on vessels entering the port specified in the first column of the schedule hereto annexed at the rates laid down in the third column of the said schedule.

(ii) That such dues shall be levied subject to the conditions mentioned in the fourth column and the explanation given at the foot of the said schedule—

SCHEDULE.

Name of port.	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.
1	2	3	4
(Western Group) Ferokeh.	<i>Foreign Vessels whether Ships or Steamers.</i>		
	(i) Vessels calling at only one port within the 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 port.
	(ii) Vessels calling at more than one port within the 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 of 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.
	<i>Coasting Vessels.</i>		
	(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 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.

EXPLANATION.

(a) "Ship" means a sailing vessel, and "steamer" a steam vessel.

(b) "Coasting ship" or "coasting steamer" means respectively a ship or steamer which at any port discharges cargo exclusively from, or takes in cargo exclusively for, any port in the island of Ceylon or in any part of India between the westernmost part of Sind and the south-easternmost part of Burma; and "coasting steamer" includes a coasting steam vessel having a general pass under section 164 of the Sea Customs Act, 1878.

(c) "Foreign ship" or "foreign steamer" means respectively a ship or steamer not being a coasting ship or coasting steamer.

NOTIFICATION E.

In exercise of the power conferred by section 46 of Act X of 1889—the Indian Ports Act—the Governor in Council is pleased to direct that the rate of port dues chargeable on any vessel entering the port of Ferokeh in ballast and not carrying passengers shall be three-fourths of the rate laid down in Notification D above.

NOTIFICATION F.

In exercise of the power conferred by section 47 of Act X of 1889—the Indian Ports Act—and subject to the proviso thereto, the Governor in Council is pleased to direct that when a vessel enters the port of Ferokeh, but does not discharge or take cargo or passengers therein (with the exception of such unshipment and re-shipment as may be necessary for purposes of repair), she shall be charged with a port due at half the rate specified in Notification D above.

Gobt. of {1895} Madras.
MARINE.

Issued

Recd.

Encl.

G.O., &c., 19th February 1895,
Nos. 59, 60.

FEBRUARY.

Ferokh.

Directing that the Government of India be
requested to sanction — being constituted a sub-
port of Beypore under the provisions of Act X of
1889.

There are

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Maras

tion

Marine Current 319

Order. 3 May 1895, N^o 124.

A The following Notus:
will be published in the
F. S. G. and Malabar
district Gazettes:-

(Here enter the Notus. form-
ing the Appendix to N^o 60,
19.2.95, inserting "10th
June '95" in line 2 of Not^{us} C.)

2. Not^{us} D, page 6
of G.O. 5.11.92, N^o 410, will
now be republished in
the F. S. G. and Ganjam
district Gazettes; and
Not^{us} E, page 3 of G.O. 16.3.94,
N^o 92, will be republish
in the F. S. G. and Tinne-
vely district Gazettes.

Note.

It is clear from the wording
of the Not^{us} that it was under-
stood that the one sanction of
the G. O. J. covered both Notus.
The words "with the like sanc-
tion" in § 33(2) were read as
meaning "with the same
sanction".

*Office
Submit on 10th June.

So The Presy Port Officer 6
" Collector of Ganjam 6
" " " Tinnevely 6
" " " Malabar 6

3RD MAY 1895, No. 124, MARINE.

GOVERNMENT OF MADRAS.
MARINE DEPARTMENT.

READ—the following paper :—

From J. E. O'CONOR, Esq., Assistant Secretary to the Government of India, Finance and Commerce Department, to the Chief Secretary to the Government of Madras, dated Simla, the 22nd April 1895, No. 1825-S.R.

I am directed to acknowledge the receipt of your letter, No. 60 (Marine), dated the 19th February 1895, requesting the sanction of the Government of India to the constitution of Ferokeh, in the Malabar district as a sub-port of Beypore, and forwarding drafts of Notifications, marked A to F, applying the provisions of the Indian Ports Act X of 1889 to that port.

2. I am to say that the Governor-General in Council approves the proposal, and under the provisions of section 4, sub-sections (1) (a) and (2) and section 33, sub-section (2) of Act X of 1889, sanctions the issue of the proposed Notification A, extending the Act to Ferokeh and defining the limits of the port. His Excellency in Council also sanctions so much of the proposed Notification D, regarding the levy of port dues as is framed under section 33, sub-section (2) of the Act.

3. I am at the same time to bring to the notice of the Government of Madras that in their orders quoted in the margin, the issue of notifications under section 33 of Act X of 1889 was authorised in respect of the ports of Ganjam and Vembar and Pattanamadarur respectively without the previous sanction of the Government of India having been obtained as required by the provisions of that section. The issue of the notifications was therefore illegal, and as previous sanction to a declaration already made cannot now be supplied, the Government of India consider that it is necessary that the Government of Madras should re-issue the notifications with new dates.

I am to suggest that if His Excellency the Governor in Council sees no objection, this course may now be adopted.

ORDER—dated 3rd May 1895, No. 124, Marine.

The following notifications will be published in the Fort St. George and Malabar District Gazettes :—

NOTIFICATION A.

In exercise of the power conferred by section 4 (1) (a) of Act X of 1889—the Indian Ports Act—the Governor in Council, with the previous sanction of the Governor-General in Council, is pleased to extend the provisions of the said Act to the port of Ferokeh in the district of Malabar, and, under section 4 (2), to define the limits of the said port to be as follows :—

To the North.—A line so drawn that every point in it is 30 yards distant from the southern bank of the Beypore river, the entire line lying to the north of that bank, that is, in the river itself, and terminated on the east and west by the eastern and western limits, respectively, as below defined.

To the South.—The southern bank of the Beypore river lying between the eastern and western limits, as below defined, to fifty yards above high water-mark, spring tides.

To the East.—A line drawn north-west and south-east through a point on the southern bank of the Beypore river, half a mile above the railway bridge.

To the West.—A line drawn due north and south through a point on the southern bank of the Beypore river, half a mile below the railway bridge.

Extension of Ports Act.

H. L.

Please return this paper to me after issue to Chief Secy. Madras.

Refer

14/5
8/5

NOTIFICATION B.

In exercise of the powers conferred by section 7 of Act X of 1889—the Indian Ports Act—the Governor in Council hereby appoints the Port Officer at Calicut in the district of Malabar to be Port Conservator of the port of Ferokeh in the same district, and the Assistant Port Conservator at Beypore to be also Assistant Port Conservator of Ferokeh. The duties of the said Assistant Conservator of the port of Ferokeh will be confined to conservancy matters, while the collection of port dues on vessels calling at Ferokeh will rest with the Superintendent of Sea Customs at Beypore.

NOTIFICATION C.

With reference to section 6 (2) of Act X of 1889—the Indian Ports Act—notice is hereby given that the following notification will be taken into consideration on the 10th June 1895.

NOTIFICATION.

In exercise of the powers conferred by section 6 (1) of Act X of 1889—the Indian Ports Act—the Governor in Council hereby declares that the port rules contained in the notifications published at pages 726 and 727 of the *Port St. George Gazette* of the 22nd October 1889, and republished below, shall be applicable to the port of Ferokeh in the district of Malabar with effect from the

I. Entering or leaving Port, Clause (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.

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. Moring 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 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.

NOTIFICATION D.

In exercise of the powers conferred by sections 33 and 34 of Act X of 1889—the Indian Ports Act—the Governor in Council, with the previous sanction of the Governor-General in Council, is pleased to declare—

(i) That after the expiration of sixty days from the day on which this notification is first published in the *Port St. George Gazette*, port dues shall be leviable on vessels entering the port specified in the first column of the schedule hereto annexed at the rates laid down in the third column of the said schedule.

(ii) That such dues shall be levied subject to the conditions mentioned in the fourth column and the explanation given at the foot of the said schedule—

SCHEDULE.

Name of port.	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.
1	2	3	4
(West-ern Group) Ferokeh.	Foreign Vessels whether Ships or Steamers.		
	(i) Vessels calling at only one port within the 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. The due is payable on each entry into the port.
	(b) Other vessels	2 annas	
	(ii) Vessels calling at more than one port within the 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 of 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. The due is payable once for the voyage.
	(d) Other vessels Coasting Vessels.	1½ annas in addition to the due chargeable under i (b) at the first port called at.	
	(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 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.

EXPLANATION.

- (a) "Ship" means a sailing vessel, and "steamer" a steam vessel.
 (b) "Coasting ship" or "coasting steamer" means respectively a ship or steamer which at any port discharges cargo exclusively from, or takes in cargo exclusively for, any port in the island of Ceylon or in any part of India between the westernmost part of Sind and the south-easternmost part of Burma; and "coasting steamer" includes a coasting steam vessel having a general pass under section 164 of the Sea Customs Act, 1878.
 (c) "Foreign ship" or "foreign steamer" means respectively a ship or steamer not being a coasting ship or coasting steamer.

NOTIFICATION E.

In exercise of the power conferred by section 46 of Act X of 1889—the Indian Ports Act—the Governor in Council is pleased to direct that the rate of port dues chargeable on any vessel entering the port of Ferokeh in ballast and not carrying passengers shall be three-fourths of the rate laid down in Notification D above.

NOTIFICATION F.

In exercise of the power conferred by section 47 of Act X of 1889—the Indian Ports Act—and subject to the proviso thereto, the Governor in Council is pleased to direct that when a vessel enters the port of Ferokeh, but does not discharge or take cargo or passengers therein (with the exception of such unshipment and re-shipment as may be necessary for purposes of repair), she shall be charged with a port due at half the rate specified in Notification D above.

2. Notification D, page 6 of G.O., dated 5th November 1892, No. 410, will now be republished in the Fort St. George and Ganjam District Gazettes; and Notification E, page 3 of G.O., dated 16th March 1894, No. 92, will be republished in the Fort St. George and Tinnevely District Gazettes.

(True Extract.)

J. F. PRICE.
Chief Secretary.

To the Presidency Port Officer.
 „ Collector of Ganjam.
 „ „ of Tinnevely.
 „ „ of Malabar.
 „ Revenue Department.
 „ Superintendent, Government Press.
 Gazette.

Gobt. of {1895} Madras.
MARINE.

59-60. Mar. 7 19-2-95.

173. Mar. 7 14-6-95.

Issued

Recd.

Encl.

G.O., 3rd May 1895, No. 124.

MAY.

Indian Ports Act.

Directing the publication in the Fort St. George and certain District Gazettes notification constituting Ferokeh in the Malabar district as a sub-port of Beypore, and applying the provisions of the — to that port.

DEPARTMENT.

the Records from the charge of the Referencer.

No. 124. dated 10.5.1909

WHAT PURPOSE.		Initials of clerk taking the paper or of attender.	Date returned.	Initials of attender.
C. No.	Year.			
Page 408	88			
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279/4			7/12/88	
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