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17 Jan 1895

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Re

Indian Merchant Shipping
Bill

Com^d to certain ^{officers and} ~~members~~
cautious for letter from
The Gov^t of India inti-
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ment will be proposed
in Sec 113 of the ~~—~~ so
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allotment on British
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of ~~the~~ ^{the} ~~ships~~ ^{ships}

AD AGAIN ORDER OF GOVERNMENT, DATED
18 No.

FURTHER PAPER, No.

276

OF 1895

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each to the new
-V. P. P. P. P.

Govt. of {1895} Madras. MARINE.

Issued

Recd.

Encl.

G.O., 17th Jan. 1895, No. 20.

JANUARY.

Indian Merchant Shipping Bill.

Communicating to certain officers and Mercan-
tile firms letter from the Government of India
intimating that an amendment will be proposed
in section 113 of the — so as to provide for the
allotment on British ships to native seamen of
the same space as is prescribed for European
seamen and that legislation is not to be under-
taken for the reduction of the size of lascars'
boxes.

READ AGAIN ORDER OF GOVERNMENT, DATED
18 No.

BACK PAPER, No.

OF 18

FURTHER PAPER, No.

276

OF 18

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ENCLOSURES

CURRENT No.

STATEMENT WITH DICTO.

ORDER, &c., OF GOVERNMENT—A.

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17TH JANUARY 1895, No. 20, MARINE.

GOVERNMENT OF MADRAS.

MARINE DEPARTMENT.

READ—the following papers:—

From J. E. O'CONOR, Esq., Assistant Secretary to the Government of India, Finance and Commerce Department (Statistics and Commerce—Commerce and Trade—Merchant Shipping), to the Secretary to the Government of Madras, dated Calcutta, the 19th December 1894, No. 6182-S.R.

I am directed to forward copy of a despatch from the Secretary of State for India, No. 152 (Revenue), dated the 1st November 1894, and of its enclosures, relative to the inadequacy of the accommodation at present allotted to native seamen on British ships.

2. I am to say that an amendment will be proposed in section 113 of the Indian Merchant Shipping Bill which, it is expected, will be passed into law during the forthcoming legislative session, so as to provide that the space to be allotted on British ships for the accommodation of native seamen shall be the same as that prescribed for European seamen, namely, twelve superficial and seventy-two cubic feet for each seaman.

3. I am to request that shipowners and agents may be informed of this decision, a copy of the papers referred to in the first paragraph of this letter being communicated to them.

4. I am to add, with reference to the correspondence ending with your letter No. 514 (Marine), dated the 21st November 1891, that the Government of India have also decided, having regard to the increased space to be allotted, and having regard also to the inexpediency generally of Government interference in such a matter, to omit section 114 of the Bill.

ENCLOSURES.

Despatch from the Right Honorable the Secretary of State for India, to the Government of India, dated 1st November 1894, No. 152, Revenue.

I forward, for the consideration of Your Excellency's Government, copy of papers received from the Board of Trade* concerning the inadequacy of the accommodation for lascars crews on steamers coming to London. The Board of Trade, it will be seen, have instructed their surveyors to disallow tonnage deductions for crew space on such vessels until the requirements of the English law have been complied with. These instructions contemplate that each Indian seaman shall have double the superficial and cubic space required by the existing Indian law and by section 113 of the Indian Merchant Shipping Bill now before your legislature.

2. Your predecessor's Government, at paragraph 4 of Finance letter No. 219, dated 16th August 1892, wrote that "the minimum space prescribed by law (for lascars) could not be regarded as inadequate." But the papers then forwarded showed that the Medical Officer of the port of Bombay, although he found no evidence that lascars had suffered from disease due to overcrowding, nevertheless advised an increase of the legal minimum of space for lascars.

3. In the present papers the principal Surveyor for the port of London reports that in cold climates all or nearly all lascars crew have to be below deck at the same time, that the spaces allowed for lascars are overcrowded and unhealthy, and that the smell and filth of these spaces prevented him from making a proper inspection.

4. I consider that this matter of the proper minimum space to be provided for lascars should be further investigated. The Health Officer for the port of Bombay reports that some of the steamer Companies give their lascars more than the minimum space required by the Indian law.

5. If after considering the views of the Health Officers at your ports you should be of opinion that Dr. MacCartie's representations are correct, and that some increase in the legal minimum of space is desirable, you will doubtless take the necessary steps for amending section 113 of the Indian Merchant Shipping Bill. But if after inquiry you should be of opinion that it is unnecessary to increase the present legal minimum, it will be necessary fully to explain the reasons for that conclusion, and to satisfy me as to the propriety of maintaining the difference between the minimum space required for Indian and for European seamen.

From INGRAM B. WALKER, Esq., Secretary, Board of Trade, London, to the Under Secretary of State for India, dated 10th October 1894.

I am directed by the Board of trade to transmit herewith, for the information of the Secretary of State, copies of reports which they have received from their officers relating to the accommodation provided for lascars on board two vessels belonging to the Peninsular and Oriental Steam Navigation Company.

I am to add that the Board's surveyors have been instructed, in the case of all such vessels coming under survey, to disallow the tonnage deductions for crew space until the requirements of section 9 of the Merchant Shipping Act, 1867, have been complied with.

From R. H. PENNEY, Esq., Shipwright-Surveyor, Board of Trade, to the Principal Officer, London District, dated 10th September 1894.

S.S. "Victoria," O.N. 93192.

S.S. "Parramatta," O.N. 87377.

I beg to draw the Board's attention to the condition of the forecastles or berths for firemen and seamen on board the above-named ships which have been recently inspected at this port as required by section 9, Merchant Shipping Act. 1867, owing to the ships being re-registered.

On the *Victoria* (now chartered by the Government for conveyance of troops to India), the firemen lascars are berthed amidships in houses on portside of casing over machinery. In one house there are 46 sleeping bunks erected for that number of men, but the space is certified to accommodate 27 seamen only, and in another house there are 28 bunks erected with accommodation for seventeen men only. As each man has a chest, the whole surface of the floor is covered for a depth of about eighteen inches with the same, leaving only an available cubicecapacity for each man clear of incumbrance above the chests of about 45 cubic feet, and only 54 cubic feet disregarding the chests in each case instead of 72 cubic feet as required by Merchant Shipping Act, 1867.

On the *Parramatta* the firemen and seamen (also lascars) are berthed forward in a lower forecastle, which is certified to accommodate 68 seamen, but 106 men occupied the space. As all the men, whilst the vessels are in London, are below at the same time either taking their meals or sleeping, it will be seen how overcrowded and unhealthy the spaces are, and I may add that I would not enter them to make a proper inspection in either case owing to the offensive smell and filth.

I pointed out to the owners' Superintendent (Captain Angove) in the case of the *Victoria* the necessity for providing additional accommodation for the men, as the allowance from British tonnage for crew space was made on the understanding that the provisions of section 9 Merchant Shipping Act, 1867, were complied with (Board's decision in the case of *Golconda*, M. 5238-94); but he informed me that he had no further space available for them on board the ship, it all being required for the troops. He also remarked that by the Indian Marine Act they were only required to provide six superficial feet per man, which I respectfully submit is far too little space where men can live most of the time in the open air on deck under awnings, as in the east, and much more, therefore, where they all require shelter from the weather (at one time), as in winter and at other times of the year north of the tropics.

As I believe there is similar overcrowding in all the vessels belonging to the Peninsular and Oriental Company, and as the crew spaces of nearly all of them will shortly have to be inspected

when the vessels are re-registered, owing to disallowance of *Isabella* deductions, etc., I request to be informed whether deductions from tonnage on account of crew space should be allowed in such cases.

Endorsement by the Principal Officer, London District, dated 14th September 1894.

Forwarded for the information of the Board of Trade.

I desire on this subject to call attention to the following observations of the Bombay Port Health Officer's Annual report for 1891 (*vide* M. 4032-93), with which I quite concur:—

"The space allowed to a native seaman is only six superficial feet, and it is impossible to ventilate a ship's forecastle with the above accommodation in a cold climate by any known system which is not deleterious to health."

The whole extract is well worth careful perusal, and I submit the attention of the India Office should be called to the matter, as many vessels are now coming to the United Kingdom carrying lascar crews, the owners of which plead that the crews are shipped in India and the spaces allotted to them comply with the Indian Regulations.

ORDER—dated 17th January 1895, No. 20, Marine.

Communicated to the following:—

The Chambers of Commerce, Madras, Cocanada and Cochin;

Messrs. Adamson, Mactaggart and Co.

" Alston, Low and Co.

" Andrew and Co.

" Arbuthnot and Co.

" Best and Co.

" Binny and Co.

" Gordon, Woodroffe and Co.

" Hall, Wilson and Co.

" Maiden and Co.

" Parry and Co.

" Wilson and Co.

The Presidency Port Officer.

" Protector of Emigrants.

" Chairman, Harbour Trust Board.

(True Extract.)

Ag. Chief Secretary.

To the addressees.

Exd T. K. Narayana Aiyangar.

Govt. of {1895} Madras.
MARINE.

Issued

Recd.

Enol.

G.O., 17th Jan. 1895, No. 20.

JANUARY.

Indian Merchant Shipping Bill.

Communicating to certain officers and Mercantile firms letter from the Government of India intimating that an amendment will be proposed in section 113 of the — so as to provide for the allotment on British ships to native seamen of the same space as is prescribed for European seamen and that legislation is not to be undertaken for the reduction of the size of lascars' boxes.

The following is a list of the names of the persons who have been appointed to the various positions in the Department of the Interior, under the act of March 3, 1879, for the term of four years, to-wit:

Commissioner of the General Land Office	Wm. H. Hunt
Assistant Commissioner of the General Land Office	John W. Foster
Chief of the Bureau of Land Management	John W. Foster
Chief of the Bureau of Reclamation	John W. Foster
Chief of the Bureau of Indian Affairs	John W. Foster
Chief of the Bureau of Fish and Game	John W. Foster
Chief of the Bureau of Forestry	John W. Foster
Chief of the Bureau of Geology	John W. Foster
Chief of the Bureau of Mines	John W. Foster
Chief of the Bureau of Navigation	John W. Foster
Chief of the Bureau of Public Lands	John W. Foster
Chief of the Bureau of Surveying and Mapping	John W. Foster
Chief of the Bureau of Waterways	John W. Foster
Chief of the Bureau of Wildlife	John W. Foster
Chief of the Bureau of Zoology	John W. Foster

Marine Current No. 5.

Order. D 17 Jan 1895 N. 20

P. S. Comd. to the following:

*the Chambers of Com-
merce, Madras,
Locanada & Cochín*

*Memr Adamson Martaggarth 3
Alston Low 3
Andrew and Co. 3
Arbuthnot and Co. 3
Best and Co. 3
Binny and Co. 3
Gordon, Woodroffe and Co. 3
Hall, Wilson and Co. 3
Maiden and Co. 3
Parry and Co. 3
Wilson and Co. 3*

*The Presidency Port Office 6
Protector of Emigrants and
Chairman, Harbour Trust
Board. 6*

*J. S. B.
15/1/95.*

The addresses despd 25/1/95

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1894

G. I. C. P. O. - No 399a, F. & C. D. - 16-12-94. - 135. - R. N. D.

GOVERNMENT OF INDIA.
FINANCE AND COMMERCE DEPARTMENT.

No. 152 Rev., dated 1st November 1894.

From—The Secretary of State for India (RIGHT HONOURABLE H. H. FOWLER),
To—The Government of India.

I forward, for the consideration of Your Excellency's Government, copy of papers received from the Board of Trade* concerning the inadequacy of the accommodation for lascars crews on steamers coming to London. The Board of Trade, it will be seen, have instructed their surveyors to disallow tonnage deductions for crew space on such vessels until the requirements of the English law have been complied with. These instructions contemplate that each Indian seaman shall have double the superficial and cubic space required by the existing Indian law and by section 113 of the Indian Merchant Shipping Bill now before your Legislature.

2. Your predecessor's Government, at paragraph 4 of Finance letter No. 219, dated 16th August 1892, wrote that "the minimum space prescribed by law (for lascars) could not be regarded as inadequate." But the papers then forwarded showed that the Medical Officer of the port of Bombay, although he found no evidence that lascars had suffered from disease due to overcrowding, nevertheless advised an increase of the legal minimum of space for lascars.

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Dated 10th October 1894.

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To—The Under-Secretary of State for India.

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To—The Principal Officer, London District.

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S.S. "Parramatta," O.N. 87377.

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215-6 226-6-93

Marine
CURRENT NO 5
Rev 1874 Dept
GOVERNMENT OF INDIA.
Finance and Commerce Department.
STATISTICS AND COMMERCE.
Commerce and Trade.
Merchant Shipping.

Current No 9582

To

No. 6182 S.R.

Dated Calcutta, the 19th December 1894.

Recd 24-12-94

Regd 8.1.95

Enc. 1.

Amendment of section 113 of the Indian Merchant Shipping Bill so as to provide for the allotment on British ships to native seamen of the same space as is prescribed for European seamen. Legislation not to be undertaken for the reduction of the size of lascars' boxes.

B

FINANCE AND COMMERCE DEPARTMENT.

Commerce and Trade.

209 17/1/95

The Secretary to the Govt. of Madras.

Calcutta, the 19th December 1894.

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3. I am to request that shipowners and agents may be informed of this decision, a copy of the papers referred to in the first paragraph of this letter being communicated to them.

I have the honour to be,

Your most obedient Servant,

J. E. Connor
Asstt. Secy. to the Govt. of India.

Asstt. Secy. to the Govt. of India.

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Miscellaneous
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No. 20, dated 17 1 1905

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