Marine (1896) Department.

G.O., No. 150 Revised

Dated 9/3/96

[Despatch Abstract.]

Biden Home — The estimate of receipts and Charges of the — for 1896-97, approved

[M. 1 500—13-1-06.]

BACK PAPERS.

G.O.	No.	Department.	Date.	G.O.	No.	Department.	Date.

FURTHER PAPERS.

G.O.	No.	Department.	Date.	G.O.	No.	Department.	Date.
302	97						

Govt. of {1896} Madras.

MARINE.

Dated March, 9th.

Read. *Encl.*

G.O. No. 150, 9th March 1896.

MARCH.

Biden Home

The estimate of receipts and charges of the — for 1896–97, approved.

GOVERNMENT OF MADRAS.

MARINE DEPARTMENT.

Read—the following paper :—

From W. AUSTIN, Esq., I.C.S., Chairman, Harbour Trust Board, Madras, to the Joint Secretary to Government, Marine Department, dated 24th February 1896, No. 4548.

I have the honour to submit, herewith, the estimate of receipts and charges of the Biden Home for the year 1896–97.

2. The only item which calls for any remark is the provision made for repairs, with regard to which I also submit the detailed estimate received from the Board's Engineer, in accordance with the resolution passed at the meeting of the Trustees held on the 21st instant, copy of which is appended hereto.

This estimate amounts to *Rs. 1,010–4–8*, and provision has been made for Rs. 600 to be spent in 1896–97, and Rs. 500 during the remainder of the current official year.

3. In G.O. No. 541, Marine, dated 29th November 1888, Government directed that the rents to be charged for the quarters in the Biden Home should be fixed at a sufficient amount to cover the cost of upkeep and repairs. In 1893–94 the sum of *Rs. 288–9–4* was so spent upon the building; in 1894–95, *Rs. 142–1–4;* and up to date during the current year, only *Rs. 8–2–0*.

4. It is now considered necessary by the Board's Engineer to undertake the repairs detailed in his estimate, and I need only remark that they can be carried out without depleting the cash balance at credit of the account. The investment Rs. 1,000 in 3½ per cent. Government paper remains untouched, while after expenditure on repairs as estimated, the closing cash balance, as compared with opening balance of 1894–95, will only be reduced by Rs. 129.

Enclosures.

Extract of Proceedings of the Trustees of the Harbour of Madras, at a meeting held at the offices of the Board on Friday, the 21st day of February 1896.

* * * * *

4. The estimate of receipts and charges, Biden Home account, for the year 1896–97 having been printed and circulated to each Trustee, was laid upon the Board's table and discussed.

Resolved that the budget estimate be passed, and submitted to Government, with the estimate for repairs, received from the Board's Engineer.

* * * * *

(True Extract.)

(Signed) C. PINSENT,
Secretary, Harbour Trust Board.

Estimate of Receipts and Charges, Biden Home Account, 1896-97.

Items.	Actuals of 1894-95.	Actuals from 1st April to 31st December 1895.	Actuals from 1st January to 31st March 1895.	Total.	Budget estimate for 1895-96.	Budget estimate for 1896-97.
Opening Balance.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Government paper	1,000	..	..	..	1,000	1,000
Cash in the Bank of Madras	1,377	..	..	..	1,477	1,421
,, with the Superintendent	50	..	..	..	50	50
	2,427	..	..	..	2,527	2,471
Receipts.						
Interest on investments	45	35	17	52	35	35
Rent from Harbourmasters	1,177	1,035	345	1,380	1,380	1,380
Profits realized on boarding seamen	20	16	5	21	30	30
Miscellaneous	..	..	..	..	..	..
Total ..	1,242	1,086	367	1,453	1,445	1,445
Total, including opening balance ..	3,669	..	..	..	3,972	3,916
Charges.						
Establishment	492	369	123	492	492	* 492
Exchange compensation allowance	77	42	77	119	43	60
Contingencies	54	48	4	52	100	100
Municipal tax	366	366	..	366	366	366
Repairs	142	8	5	13	500	600
	1,131	833	209	1,042	1,501	1,618
Closing Balance.						
Government paper	1,000	..	..	..	1,000	1,000
Cash in the Bank of Madras	1,488	..	..	..	1,421	1,248
,, with the Superintendent	50	..	..	..	50	50
Total ..	3,669	..	..	..	3,972	3,916

* Establishment—

	Per mensem. Rs.
Superintendent	25
Cook	7
Maty	5
Waterman	2
Toty	2
Total ..	41

(Signed) W. AUSTIN,
Chairman, Harbour Trust Board.

Order—No. 150, Marine, dated 9th March 1896.

The estimate of receipts and charges is approved.

(True Extract.)

Under Secretary to Govt.

To the Chairman, Harbour Trust Board, with one repair estimate.
" Presidency Port Officer.
" Accountant-General.
" Financial Department.

Exd. T. K. Narayana Aiyangar.
Spare Copies

Public Works Department.

No 150 Marine of 9th March 1896.

PROCEEDINGS OF THE MADRAS GOVERNMENT.

Read the following

From the Chairman, Harbour Trust Board, Madras, No. 4548 dated 24th February 1896.

The estimate of receipts and charges is approved.

Closy 5.3.96 6/3/96

DEST... 17 MAR. 96

To

The Chairman, Harbour Trust Board,
with 1 repair estimate.

,, Presidency Port Officer.

,, Accountant General.

,, Financial Department.

(40—4,000—2-11-95.)

Marine Consrl No: 2 [illegible]

MARINE DEPARTMENT.

From

THE CHAIRMAN,

HARBOUR TRUST BOARD,

MADRAS.

To

THE SECRETARY TO GOVERNMENT,

Marine Department.

DATED *24th February 1896.*

DESPATCHED *27th* "

RECEIVED "

ENCLOSURE *Detailed Estimate*

No. 4548.

SUBJECT.

BIDEN HOME.

Submitting Budget Estimate of the ——— for the year 1896—97.

No 541 a/29-11-88 Marine ✓
" 303 " 9-7-89 " ✓
" 89 " 26-3-95 " ✓

G. C. & CO., SCOTTISH PRESS.

Rs 6/3 R 9/3

Biden Home - Estimate of receipts & charges.

Mar

MARINE DEPARTMENT.

FROM

THE CHAIRMAN,

HARBOUR TRUST BOARD,

MADRAS.

TO

THE SECRETARY TO GOVERNMENT,

Marine Department.

DATED *24th February 1896.*

DESPATCHED *27th* ,,

RECEIVED ,,

ENCLOSURE *Detailed Estimate*

No. 4548.

SUBJECT.

BIDEN HOME.

Submitting Budget Estimate of the ——— for the year 1896—97.

G. C. & CO., SCOTTISH PRESS.

6/3 R 9/3

Madras Harbour Trust,

24th February 1896.

No. 4548.

FROM

WARE AUSTIN, ESQ., I. C. S.,

CHAIRMAN, HARBOUR TRUST BOARD,

MADRAS.

To

THE HON'BLE COL. D. McNEIL CAMPBELL, R. E.,

SECRETARY TO GOVERNMENT,

Marine Department.

SIR,

I have the honour to submit herewith the estimate of receipts and charges of the Biden Home for the year 1896–97.

2. The only item which calls for any remark is the provision made for repairs, with regard to which I also submit the detailed estimate, received from the Board's Engineer, in accordance with the resolution passed at the meeting of the Trustees held on the 21st inst, copy of which is appended hereto.

This estimate amounts to *Rs. 1,010-4-8*, and provision has been made for Rs. 600 to be spent in 1896–97, and Rs. 500 during the remainder of the current official year.

3. In G. O., Marine, No. 541, dated 29th November 1888, Government, directed that the rents to be charged for the quarters in the Biden Home should be fixed at a sufficient amount to cover the cost of up-keep and repairs. In 1893–94 the sum of *Rs. 288-9-4* was so spent upon the building; in 1894-95 *Rs. 142-1-4*; and up to date during the current year only *Rs. 8-2-0*.

4. It is now considered necessary by the Board's Engineer to undertake the repairs detailed in his estimate, and I need only remark that they can be carried out without depleting the cash balance at credit of the account. The investment Rs. 1,000 in $3\frac{1}{2}\%$ Government paper remains untouched, while after expenditure on repairs as estimated, the closing cash balance, as compared with opening balance of 1894–95, will only be reduced by Rs. 129.

I have the honour to be,

Sir,

Your obedient servant,

Chairman,

Harbour Trust Board.

Extract of Proceedings of the Trustees of the Harbour of Madras, at a Meeting held at the Offices of the Board on Friday, the 21st day of February 1896.

* * * * *

4. The estimate of receipts and charges, Biden Home account for the year 1896–97 having been printed, and circulated to each Trustee, was laid upon the Board's table and discussed.

Resolved that the Budget estimate be passed, and submitted to Government, with the estimate for repairs, received from the Board's Engineer.

* * * * *

(True Extract.)

C. PINSENT,

Secretary,

Harbour Trust Board.

Estimate of Receipts and Charges, Biden Home Account 1896–97.

ITEMS.	Actuals of 1894-95.	Actuals from 1st April to 31st December 1895.	Actuals from 1st January to 31st March 1895.	Total.	Budget Estimate for 1895-96.	Budget Estimate for 1896-97.	Remarks.
Opening Balance.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	
Government Paper ...	1,000	...	...	...	1,000	1,000	
Cash in the Bank of Madras.	1,377	...	...	...	1,477	1,421	
Do. with the Superintendent	50	...	...	...	50	50	
	2,427	...	...	...	2,527	2,471	
Receipts.							
Interest on Investments ...	45	35	17	52	35	35	
Rent from Harbour Masters.	1,177	1,035	345	1,380	1,380	1,380	
Profits realized on boarding seamen	20	16	5	21	30	30	
Miscellaneous	...	...	...	...	...	...	
Total ...	1,242	1,086	367	1,453	1,445	1,445	
Total including opening balance	3,669	...	...	...	3,972	3,916	
Charges.							
Establishment	492	369	123	492	492	†492	
Exchange compensation allowance	77	42	77	119	43	60	
Contingencies	54	48	4	52	100	100	
Municipal tax	366	366	...	366	366	366	
Repairs	142	8	5	13	500	600	
	1,131	833	209	1,042	1,501	1,618	
Closing Balance.							
Government Paper ...	1,000	...	...	...	1,000	1,000	
Cash in the Bank of Madras	1,488	...	...	...	1,421	1,248	
Do. with the Superintendent	50	...	...	...	50	50	
Total ...	3,669	...	...	...	3,972	3,916	

† *Establishment.*

	Per mensem. Rs.	A.	P.
Superintendent ...	25	0	0
Cook ...	7	0	0
Maty ...	5	0	0
Waterman ...	2	0	0
Toty ...	2	0	0
Total Rs. ...	41	0	0

Chairman, Harbour Trust Board.

Marine Current No: 236

Ends 3

Rec'd 5-3-96

Marine (1896) Department.

From

The Presidency Port Officer,

Madras,

To

The Secretary to Government,

~~Public Works~~ (Marine) Department,

~~*Madras*~~

Chepauk

No. 1261/80 G

Dated 4th March 1896.
Received

No.

3.3.96 No. 134 Mar
15.1.94 R No. 8.
24.6.91. 273.

Subject.

Forwards with remarks letter from the Dy Port Conservator, Madras, re preliminary enquiry into the stranding of the S.S. "Argus" on the Armeghon Shoal.

Stranding of S.S. "Argus"

236/96.
No. 1451 Marine dated 9th March 1896.
4/7 Mar

Recorded.

6/3/96

COPY
6.3.96

Note

The Presidency Port Officer has stated by telephone that no action is necessary, and he has been told that under these circumstances the vessel need not be detained.

A.S.

HE 6/3 R 9/3.

11/3

Attd

VERY URGENT.

No.

MADRAS, 6th March, 1896.

FROM

MESSRS. WILSON & Co.,

MADRAS.

To

C. H. B. Burton Esqr:

Under Secretary to Government,

Chepauk.

SIR,

We have the honor to inform you that we are advised by the Dy. Conservator of the port that he sent to you yesterday morning complete papers bearing upon the question of the stranding of the S.S."ARGUS" on Armooghum Shoal, with the request that orders of Government might be passed thereon without delay. Up to time of writing (noon) the Dy. Conservator has not had a reply, and as the "ARGUS" will be ready to sail tomorrow for Calcutta,where she is urgently needed, in order to take up the March berth for Australia, we would esteem it a great favor if you would kindly obtain the said orders with the very least possible delay to enable us to clear the "ARGUS" tomorrow morning at 11 O'Clock.

We have the honor to be,

Sir,

Your most obedient Servants,

p. p. Wilson & Co.

Agents, S. S. "ARGUS".

Marine Current No: 246

Accn: 6.3.56

We the undersigned having been requested by Messrs Wilson & Co Lloyds Agents in Madras, to Survey, and report upon the SS "Argus" recently ashore on Armagham shoal, Coromandel Coast, this day proceeded on board the said Steamer in the Madras Harbour, and after careful examination made report as follows:-

The vessel still having a large quantity of coal on board, any detailed examination of her bottom from the inside is impossible. Soundings were taken in the fresh water tank forming part of the stern structure of the vessel; but we were precluded from testing the other tanks, owing to them being full of salt water having been run up yesterday. It is to be regretted that in view of a Survey being held the Masters should have ordered ~~the~~ them running up of these tanks, but from the enquiries we have made, and the absence of any signs of damage on the outside as far as the Port Diver can ascertain, we do not see any necessity for a further examination at this port.

We are of opinion that the said Steamer is in every respect, sea worthy, and in a condition to prosecute her voyage to Calcutta, where we however recommend

that

that she be docked on her arrival for the more thorough examination of her bottom.

Given under our hands at Madras this fourth day of March 1896.

Received a fee of Rs 32/- for this report.

(Sd) H.D. Baddeley
Marine Surveyor to Govt

Received a fee of Rs 32/- for this report.

(Sd) by A Rogers
Chief Engineer SS Pictor

(True copy)
Charles Kinsella
Comr R.I.M.
Dy Conservator of the Port.
4-3-96

Encl No 3
Mar 236/96

Port Office
Madras 4th March 1896.

From

The Sub Marine Diver.

To.

The Deputy Conservator of the Port
Madras.

Sir,

I beg to report that I have this day examined the bottom of the S.S. "Argus" and find it to be in good order.

I beg to remain
Sir
Your most Obedient Servant.
(Signed) R Deacon
Sub Marine Diver.

(True Copy.)
Charles - Kinsella.
Commander R.I.M.
Dy Conservator of the Port

Preliminary investigation into the grounding of the SS "Argus" on the Arnegleon shoal.

Inquiries & Johnson examined.

SS "Argus" Colombo for Madras.

Reliable sights were obtained at noon of the 21st. Sights were taken at 3 and 4 P.M. as a check which placed the vessel 7 miles inside her dead reckoning position. It was too hazy to take a reliable star. I did not attempt to verify my position by soundings. Land was sighted at 6-35 A.M. on the 22nd. About 7 A.M I saw some-thing which I took to be the light-house and altered course at 7-15. from N.W to N N W ½ W. I thought it to be Swan Pagoda light House. I could not verify my position

position and I estimated my
distance off the land at that
time to be 10 miles. I was never
off the bridge for more than 10
minutes from the time the light
house was sighted till the
vessel struck the shoal. I kept
~~the~~ full speed the whole time
upto the time the coast of a
sunken vessel was sighted. As
soon as it was reported I ran
on the bridge and put the
Engine full speed astern helm
hard aport, Sounded 4½ fms.
In attempting to work the vessel
round to the eastward she
drifted broadside on to the
shore with strong current.
When she grounded I turned the
vessel 10 points. I could make
out nothing besides the light-
house

house for 2 day
have hands lead
the wreck was
out 35 fms of c
bower and go f
10 cwt kedge.

Chief Engineer Ja
examined.—

The vessel wa
up to the time
Vessel took the
8-15 gently. En
or 5 hours each
3 4 1 2
the ship to get
the vessel stra
shaft is slight

telegraphs rang to stop full speed astern. I did not feel the vessel take the shore. She went on ground. Chief Officer James I believe examined

I kept the morning watch 4 to 8 A.M. I first sighted the land from the foreyard. I first saw light house or what appeared to be a light house. I thought it was about 9 to 10 miles off. It was too hazy to take a star or get cross bearing of the land. No soundings were taken. I went off watch ab 10 minutes to 8 leaving the Captain on the bridge. There was nothing in sight except the land and the light house. I kept the ship full speed the whole time I was on the watch. The courses

as

as put down in the log book are correct to the best of my belief. There was no hand lead going upto 7-50 A.M.
The means taken to get the vessel off after she grounded as stated in the log book are correct. I think the current when the vessel took the ground was running 2 to 3 knots.
Captain was on the bridge the whole of my watch except about 25 minutes. He was always present when the courses were changed.
3rd Officer A.E. Sandbach examined.
I went on watch at 8 o'clock
The Captain was on the bridge.
The course was N.N.W. I received the course from the Seaman

Seaman (Quarter Masters). The ship was going full speed. I felt the Captain, when he was on the bridge, was in charge of the vessel. When I sighted the mast I thought it was a vessel sunk in deep water. I sighted at about 1 point on the Starboard bow. Distance I thought about 1000 feet. I put the helm hard a. starboard and called the Captain. Captain came on the bridge at once put the helm hard aport and almost directly rang the engines to stop & full speed astern. Hand lead was used after the telegraph rang to stop full speed astern. I logged the vessel in my watch the Night previous 9.5.

Abdoorahman, Baboo and Mahomed A. Key examined.

The 3 Seamen's state that the course before the accident was N N W, and 3rd Officer gave the order to Starboard, and went and called Captain. Ships head Swung N W when the Captain came up and ordered the helm to put hard a port and the Engines full speed astern. Abdool Saudar Syrang examined. I did not see anything of the land. I was working in the alleyways, and did not go to forecastle till the telegraph rang to stop the engine.

Charles Schuck
Commander R. I. M.
& C of the Port.

3.3.96

Encls 1
Mar 235/96

No 468 Urgent Port Office
Madras 4th March 1896.

To

The Secretary to Government
Marine Department.

Through
The Presidency Port Officer
Madras

Sir,

I have the honor to report that I have held a preliminary enquiry into the stranding of the SS Argis on the Arnieghon shoal which took place on Feby 22nd 1896 at 8-15 A.M.

The cause of the stranding was the strong set to the NNW. which occurred on the 21st and 22nd. I have examined witnesses and ships books I consider the vessel was carefully navigated and the courses set as until the land was sighted at 6.35 A.M. after which it appears

me the Master was to blame for
rash navigation.

1st In assuming the light house
or what looked like a light house
was the ~~7 Pagodas~~ Seven Pagodas, without any
good reason for doing so.

2d For not slowing down until
the haze cleared and some relia-
ble bearings could be obtained

3d For not heaving the deep
Sea lead when the light house
was sighted, which would have
probably given him an idea that
he was mistaken in his position

4th For proceeding at full speed
with no lead going in hazy
weather over the land.

— After the vessel stranded the
Master did his best for the safety
of the Ship, and taking into
consideration that she has been
got

got off without loss of life or material damage, I do not recommend any further enquiry.

I attach copy of Surveyors Certificate, Divers Report as well as the evidence given by the several witnesses

I have the honor to be
Sir
Your most obt Servant.

Charles L Newell
Commander R. I. M.

No 1261/80 Gp Dy Conservator of the Port

Forwarded, Shewing that the Vessel does not appear to have suffered material damage, and there has been no loss of life. The Master's Certificate need not be dealt with and the circumstances by a formal Court if convened under Act V. of 1883.
The preliminary enquiry has been full and searching and as no point connected with the Stranding of the vessel remains to be cleared up, a formal enquiry under Act V of 1883 is in my opinion unnecessary. Master, doubtless, will be removed by Owners from the Command of the Ves

and all that a Court
convened under Section 7 of
Act V of 1893 could do,
would be to censure him
for carelessness, and this
would not affect him.
I understand that it is not
now the practice of the
Board of Trade to order a formal
inquiry into a shipping casualty
unless the circumstances of
the case under it likely that
the Master's certificate would
be cancelled.

H. A. Street
Commander R.I.M.
Presiding Port Officer

Madras
4. March 1896

10/3 Le 9/3

242

Govt. of 1893 Madras.

6.7.07 ✓

21-2-25

PUBLIC WORKS

Manual

Dated

Read

G.O. 9/3 / 1893 Mis. 152 Mar.

Form of Agreement

=

Of 2nd in Revolution directing
the first clause of the
Issued by Indian Seamen
paying for voyages to
Asiatic Countries should
be modified as shown
ed to the Proxy. Port Officers

=

10/3 Re 9/3

50/2

No. 983 S. R.

GOVERNMENT OF INDIA.

FINANCE AND COMMERCE DEPARTMENT.

STATISTICS and COMMERCE.

Commerce and Trade.

Merchant Shipping.

RESOLUTION.

Calcutta, the 28th February 1896.

READ—

Financial Despatch to the Secretary of State for India, No. 200, dated the 23rd July 1895, and enclosures, making proposals for the amendment of the first clause of the Form of Lascar Agreement.

Despatch from the Secretary of State for India, No. 138 (Revenue), dated the 12th December 1895, and enclosures.

The first clause of the Form of Agreement, which it is now proposed to alter, was settled in 1886 by Her Majesty's Government in consultation with the London and Liverpool Shipping Companies, the officials of the Board of Trade, and the Superintendents for Transfers of Lascars. The Government of India therefore, when proposals were made for the amendment of the clause, considered it proper to refer them to the Secretary of State in order that Shipping Companies and the officials who are charged with the interests of lascars in the United Kingdom should be given the opportunity of expressing an opinion on the effect of the proposals. The proposals were as follow:—

(1) to remove any limits within which lascars may serve on the west coast of America;
(2) to remove the southern limit on the east coast of America while retaining the proviso relating to voyages round Cape Horn;
(3) to extend the northern limit on the east coast of America from 38 to 43 degrees north latitude, so as to include the port of Boston within the limit within which lascar crews may be engaged to serve during winter;
(4) to delete the words "belonging to the same Company";
(5) to alter the words "any other vessels" to "any other steamer";
(6) to substitute "seamen" for "sailors" in the Form of Agreement wherever the word occurs.

2. From the replies received it appears that the great majority of the authorities consulted are in favour of the alterations numbered (1), (2), (4) and (6). But the majority of them and especially the Superintendents of Lascar Transfers are against any alteration that will permit of lascars being sent to ports on the east coast of America north of 38 degrees during the winter months. Her Majesty's Secretary of State for India supports this objection.

3. With regard to the fifth proposal some of those consulted remark that the word "vessel" is preferable to the word "steamer," because it might happen that it would be necessary to transfer the lascars to a sailing ship and the firemen and trimmers to steamers where the sailors would not be required.

RESOLUTION.—Having regard to the opinions stated above, the Governor General in Council does not consider it expedient that the third and fifth proposals should be proceeded with. The other alterations should be carried into effect, and His Excellency in Council accordingly directs, under section 27 (1) (*a*) of Act V of 1883, that the first clause of the Form of Agreement signed by Indian seamen engaging for voyages to foreign countries should be modified as shewn below :—

Present clause.

The several persons whose names are hereto subscribed and whose descriptions are contained on the other side of the sheet or sheets and of whom are engaged as sailors, hereby agree to serve on board the ship or any other vessel belonging to the same Company to which they may be legally transferred, in the several capacities expressed against their respective names, on voyages from to any other ports or places within the limits of 60 degrees North and 50 degrees South Latitude, trading to and fro, as the nature of the Company's service or employment may require, for any period not exceeding months, and finally to be discharged at within the said months from the date of this Agreement:

Provided always that during the said period of 12 months between the 1st day of October in one year and the 31st day of March in the succeeding year, the said crew shall not be bound to serve on voyages to any port in the Baltic or any port in America north of 38 degrees North Latitude, and between the 1st day of April and the 30th day of September south of 38 degrees South Latitude, and provided also that, save under special agreements voluntarily undertaken, the said crew shall not be bound to serve on a voyage round Cape Horn.

New clause.

The several persons whose names are hereto subscribed and whose descriptions are contained on the other side of the sheet or sheets and of whom are engaged as seamen, hereby agree to serve on board the ship or any other vessel to which they may be legally transferred, in the several capacities expressed against their respective names, on voyages from to any other ports or places within the limits of 60 degrees North and 50 degrees South Latitude, trading to and fro, as the nature of the service or employment may require, for any period not exceeding months, and finally to be discharged at within the said months from the date of this Agreement:

Provided always that during the said period of months between the 1st day of October in one year and the 31st day of March in the succeeding year, the said crew shall not be bound to serve on voyages to any port in the Baltic or any port on the east coast of America north of 38 degrees North Latitude; and provided also that, save under special agreements voluntarily undertaken, the said crew shall not be bound to serve on a voyage round Cape Horn.

ORDERED, that the foregoing Resolution be forwarded to the Governments of Madras, Bombay, and Bengal, and the Chief Commissioner of Burma, in continuation of No. 3457, dated the 19th July 1895.

Ordered also, that the Resolution be published in the *Gazette of India*.

P. F. Finlay

Secretary to the Government of India.

SECY. GOVT. MADRAS
24 JAN 95
REVENUE DEPT.

Marine Current-No. 242

GOVERNMENT OF INDIA.

Finance and Commerce Department.

STATISTICS and COMMERCE.
Commerce and Trade.
Merchant Shipping.

Recd: 6.3.96

RESOLUTION.

To

THE SECY. TO THE GOVT. OF MADRAS, BOMBAY, BENGAL MARINE DEPT.
" CHIEF COMMISSIONER OF BURMA.

No. 983 S.R.

Dated Calcutta, the 28th February 1896.

Amendment of the first clause of the Form of Lascar Agreement.

G. I. C. P. O.—No. 906 F. & C. D.—28-2-96.—125—E. N. D.

No. 152 Marine of 9th March 1896.

Communicated to the Presidency Port officer in continuation of G.O. 227 Marine, dated 31st July 1895.

7.3.96 9/3/96

DESPATCHED
17 MAR. 96

The P.S.O.

31-7-95 No. 227
29-11-94 .. 458
1-11-94 .. 417
23-10-93 .. 376.
4-6-92 .. 208.
13-5-92 .. 152-3.

With order

No. 152, MARINE, 9TH MARCH 1896.

GOVERNMENT OF MADRAS.

MARINE DEPARTMENT.

READ—the following paper :—

Resolution of the Government of India, Finance and Commerce Department (Statistics and Commerce — Commerce and Trade — Merchant Shipping), dated Calcutta, the 28th February 1896, No. 983 S.R.

Read—

Financial Despatch to the Secretary of State for India, No. 200, dated the 23rd July 1895, and enclosures, making proposals for the amendment of the first clause of the Form of Lascar Agreement.

Despatch from the Secretary of State for India, No. 138 (Revenue), dated the 12th December 1895, and enclosures.

The first clause of the Form of Agreement, which it is now proposed to alter, was settled in 1886 by Her Majesty's Government in consultation with the London and Liverpool Shipping Companies, the officials of the Board of Trade, and the Superintendents for Transfers of Lascars. The Government of India therefore, when proposals were made for the amendment of the clause, considered it proper to refer them to the Secretary of State in order that Shipping Companies and the officials who are charged with the interests of lascars in the United Kingdom should be given the opportunity of expressing an opinion on the effect of the proposals. The proposals were as follow :—

(1) to remove any limits within which lascars may serve on the west coast of America ;
(2) to remove the southern limit on the east coast of America while retaining the proviso relating to voyages round Cape Horn ;
(3) to extend the northern limit on the east coast of America from 38 to 43 degrees north latitude, so as to include the port of Boston within the limit within which lascar crews may be engaged to serve during winter ;
(4) to delete the words " belonging to the same Company " ;
(5) to alter the words " any other vessels " to " any other steamer " ;
(6) to substitute " seamen " for " sailors " in the Form of Agreement wherever the word occurs.

2. From the replies received it appears that the great majority of the authorities consulted are in favour of the alterations numbered (1), (2), (4) and (6). But the majority of them, and especially the Superintendents of Lascar Transfers are against any alteration that will permit of lascars being sent to ports on the east coast of America north of 38 degrees during the winter months. Her Majesty's Secretary of State for India supports this objection.

3. With regard to the fifth proposal some of those consulted remark that the word " vessel " is preferable to the word " steamer," because it might happen that it would be necessary to transfer the lascars to a sailing ship and the firemen and trimmers to steamers where the sailors would not be required.

Resolution.—Having regard to the opinions stated above, the Governor-General in Council does not consider it expedient that the third and fifth proposals should be proceeded with. The other alterations should be carried into effect, and His Excellency in Council accordingly directs, under section 27 (1) (*a*) of Act V of 1883, that the first clause of the Form of Agreement signed by Indian seamen engaging for voyages to foreign countries should be modified as shown below:—

Present clause.

The several persons whose names are hereto subscribed and whose descriptions are contained on the other side of the sheet or sheets and of whom are engaged as sailors, hereby agree to serve on board the ship or any other vessel belonging to the same Company to which they may be legally transferred, in the several capacities expressed against their respective names, on voyages from to any other ports or places within the limits of 60 degrees north and 50 degrees south latitude, trading to and fro, as the nature of the Company's service or employment may require, for any period not exceeding months, and finally to be discharged at within the said months from the date of this Agreement:

Provided always that during the said period of 12 months between the 1st day of October in one year and the 31st day of March in the succeeding year, the said screw shall not be bound to serve on voyages to any port in the Baltic or any port in America north of 38 degrees north latitude, and between the 1st day of April and the 30th day of September south of 38 degrees south latitude, and provided also that, save under special agreements voluntarily undertaken, the said crew shall not be bound to serve on a voyage round Cape Horn.

New clause.

The several persons whose names are hereto subscribed and whose descriptions are contained on the other side of the sheet or sheets and of whom are engaged as seamen, hereby agree to serve on board the ship or any other vessel to which they may be legally transferred, in the several capacities expressed against their respective names, on voyages from to any other ports or places within the limits of 60 degrees north and 50 degrees south latitude, trading to and fro, as the nature of the service or employment may require, for any period not exceeding months, and finally to be discharged at within the said months from the date of this Agreement:

Provided always that during the said period of months between the 1st day of October in one year and the 31st day of March in the succeeding year, the said crew shall not be bound to serve on voyages to any port in the Baltic or any port on the east coast of America north of 38 degrees north latitude; and provided also that, save under special agreements voluntarily undertaken, the said crew shall not be bound to serve on a voyage round Cape Horn.

Ordered, that the foregoing Resolution be forwarded to the Governments of Madras, Bombay and Bengal, and the Chief Commissioner of Burma, in continuation of No. 3457, dated the 19th July 1895.

Ordered also, that the Resolution be published in the *Gazette of India*.

(Signed) J. F. FINLAY,
Secy. to the Govt. of India.

Order—No. 152, Marine, dated 9th March 1896.

Communicated to the Presidency Port Officer in continuation of G.O. No. 227, Marine, dated 31st July 1895.

(True Extract.)

Under Secy. to Government.

To the Presidency Port Officer.

Form of

Exd. C. M. Brisson.
Spare Copies

125—E. N. D.

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Present clause.	*New clause.*
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Govt. of {1896} Madras.

MARINE.

Dated March, 9th.

Encl.

Recd.

G.O. No. 152, 9th March 1896.

MARCH.

Form of Agreement

Government of India Resolution directing that the first clause of the — signed by Indian seamen engaging for voyages to foreign countries should be modified as shown, communicated to the Presidency Port Officer.