

889
Name
Public Works (1896) Department.

G.O., No. 549 *was*

E
DATED 12 August 1896

[Despatch Abstract.]

Ships' Lights : The Secy: Port Officer requested to issue notices to owners & pilots of sailing vessels, of the provisions of the law in respect of — and of the penalty for non-compliance with the provisions, and to communicate with one or two local firms suggesting their laying in a stock of lights of standard patterns.

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*Removed from file
 25/11/96*

14/8 7-14/8

<i>Recd.</i>	}	1896.	<i>Enclosures.</i>
<i>Reqd.</i>			<i>Spare copies.</i>

G.O. No. 549, Marine, 12th August 1896.

AUGUST.

Ships' Lights

The Presidency Port Officer requested to issue notices to owners and tindals of sailing vessels, of the provisions of the law in respect of — and of the penalty for non-compliance with the provisions, and to communicate with one or two local firms suggesting their laying in a stock of lights of standard patterns.

GOVERNMENT OF MADRAS.

MARINE DEPARTMENT.

Read—the following papers:—

From Commander H. A. STREET, R.I.M., Presidency Port Officer, Madras, to the Secretary to Government, Marine Department, dated 3rd July 1896, No. 498/230 G.

The Acting Deputy Conservator, in his capacity as Inspector of Lights and Fog Signals at Madras Port, has drawn my attention to the very inferior description of bow lamps carried by the native-owned sailing vessels in the coasting trade, which have come under his notice since taking up his acting appointment, and states that he feels certain that the light of the lamps he has examined would, in no case, be visible at the distance specified in the Board of Trade Regulations. He considers that this is due to the coloured glass, burners, wick, &c., as well as the description of oil used being of the commonest and cheapest kind. He also states that the tindals in charge of the several native craft which have come under his notice appear generally to be ignorant of the regulations respecting lights and fog signals, and points out that to refuse clearance to native craft on the above account would press very hardly on the owners of such vessels, as lamps which would fulfil the Board of Trade conditions are, he believes, not obtainable at Madras or any other port in the Presidency, and in this view I concur.

2. Under these circumstances, it would only place the owners of the country sailing craft trading along the coast of the Presidency to great expense, involving perhaps the laying up of many vessels, to issue at once stringent orders to the several Inspectors of Lights to pass no lamps which do not fulfil the Board of Trade conditions, and I therefore submit that I should be authorised to indent on India Office for a set of lamps of approved pattern, and of the size usually used on board of brigs and schooners, to be kept as a "muster" at each of the Port offices at Cocanada, Masulipatam, Madras, Negapatam, Tuticorin, Cochin and Mangalore, and, on the receipt of these lamps, to issue a notice to the owners of native country craft that from a certain date — say six months from date of notice — no vessel will be permitted to proceed to sea, which is not provided with lamps corresponding in every particular to the "muster" to be seen at the Port offices above mentioned.

3. The cost of a set of bow side-lights is about Rs. (60) sixty, and I estimate that the total expenditure under this head would be about Rs. (420) four hundred and twenty, not including freight.

From the Presidency Port Officer, Madras, dated 21st July 1896, No. 498/244 G.

ORDER—No. 549, Marine, dated 12th August 1896.

His Excellency the Governor in Council observes that the regulations respecting lights appear to be those given in the schedule to the Merchant Shipping Act Amendment, 25 and 26, Victoria, c. 63. All that the Government can do is to insist

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on lights of the power therein specified being used. The provisions of the law on the subject are reproduced as an appendix to these Proceedings. The Presidency Port Officer will issue notices to owners and tinders in accordance therewith and point out the penalty for non-compliance.

2. Commander Street will also communicate with one or two local firms and suggest their laying in a stock of lights of standard patterns.

(True Extract.)

Under Secretary to Government.

To the Presidency Port Officer, with instructions to Surveyors.

Appendix to G.O. No. 549, Marine, dated 12th August 1896.

RULES CONCERNING SHIPS' LIGHTS.

Article 1.—In the following rules every steam ship which is under sail and not under steam is to be considered a sailing ship; and every steam ship which is under steam, whether under sail or not, is to be considered a ship under steam.

Article 2.—The lights mentioned in the following articles, and no others, shall be carried in all weathers between sunset and sunrise.

Article 3.—Sea-going steam ships when under weigh shall carry—

(a) *At the foremast head*, a bright white light so fixed as to show an uniform and unbroken light over an arc of the horizon of 20 points of the compass, so fixed as to throw the light 10 points on each side of the ship, viz., from right ahead to 2 points abaft the beam on either side, and of such a character as to be visible on a dark night with a clear atmosphere at a distance of at least five miles.

(b) *On the starboard side*, a green light so constructed as to throw an uniform and unbroken light over an arc of the horizon of 10 points of the compass, so fixed as to throw the light from right ahead to 2 points abaft the beam on the starboard side, and of such a character as to be visible on a dark night with a clear atmosphere at a distance of at least two miles.

(c) *On the port side*, a red light, so constructed as to throw an uniform unbroken light over an arc of the horizon of 10 points of the compass, so fixed as to throw the light from right ahead to 2 points abaft the beam on the port side, and of such a character as to be visible on a dark night with a clear atmosphere at a distance of at least two miles.

(d) The said green and red side lights shall be fitted with inboard screens projecting at least three feet forward from the light, so as to prevent these lights from being seen across the bow.

Article 4.—Steam ships when towing other ships shall carry two bright white mast-head lights vertically, in addition to their side lights, so as to distinguish them from other steam ships. Each of these mast-head lights shall be of the same construction and character as the mast-head lights which other steam ships are required to carry.

Article 5.—Sailing ships under weigh or being towed shall carry the same lights as steam ships under weigh, with the exception of the white mast-head lights, which they shall never carry.

Article 6.—Whenever, as in the case of small vessels during bad weather, the green and red lights cannot be fixed, these lights shall be kept on deck on their respective sides of the vessel ready for instant exhibition, and shall, on the approach of or to other vessels, be exhibited on their respective sides, in sufficient time to prevent collision, in such manner as to make them most visible, and so that the green light shall not be seen on the port side, nor the red light on the starboard side.

To make the use of these portable lights more certain and easy, they shall each be painted outside with the colour of the light they respectively contain, and shall be provided with suitable screens.

Article 7.—Ships, whether steam ships or sailing ships, when at anchor in roadsteads or fairways, shall between sunrise and sunset exhibit, where it can best be seen, but at a height not exceeding twenty feet above the hull, a white light in a globular lantern of eight inches in diameter, and so constructed as to show a clear uniform and unbroken light visible all round the horizon, and at a distance of at least one mile.

Article 8.—Sailing pilot vessels shall not carry the lights required for other sailing vessels, but shall carry a white light at the mast-head visible all round the horizon, and shall also exhibit a flare-up light every fifteen minutes.

Article 9.—Open fishing boats and other open boats shall not be required to carry side lights required for other vessels; but shall, if they do not carry such lights, carry a lantern having a green slide on the one side and a red slide on the other side; and on the approach of or to other vessels, such lantern shall be exhibited in sufficient time to prevent collision, so that the green light shall not be seen on the port side nor the red light on the starboard side.

Fishing vessels and open boats when at anchor or attached to their nets and stationary shall exhibit a bright white light.

Fishing vessels and open boats shall, however, not be prevented from using a flare-up in addition, if considered expedient.

Marine

PUBLIC WORKS DEPARTMENT.

PROCEEDINGS OF THE MADRAS GOVERNMENT.

Read the following

Letter from the Chief Port Officer (H.E. No. 498 of July 3 '96)
 2307
 498 of "21.")
 2447

J. 549 Marine 8/12 August 1896

His Excellency the
 Governor in Council observes
 that the regulations respecting
 lights appear to be those
 given in the Schedule to
 the Merchant Shipping
 Act Amendment. 25 & 26
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11/8/96

The Presy Port Officer
with instructions to surveyors

Appendix to Co. of Marine, of 12th August 1896

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points abaft the beam on either side, and of such
a character as to be visible in a dark night with
a clear atmosphere at a distance of at least
five miles.

(b) On the starboard side, a green light so constructed
as to throw an uniform and unbroken light over an
arc of the horizon of 10 points of the compass, so fixed
as to throw the light from right ahead to 2 points
abaft the beam on the starboard side, and of
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to throw an uniform unbroken light over an arc of the
horizon of 10 points of the compass, so fixed as to throw
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on the port side, and of such a character as to be visible on a dark night with a clear atmosphere at a distance of at least two miles.

(d) The said green and red side lights shall be fitted with inboard screens projecting at least three feet forward from the light, so as to prevent these lights from being seen across the bow.

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Fishing vessels and open boats shall, however, not be prevented from using a flare-up in addition, if considered expedient.

E. J. H.

J. H.

Marine (1896) DEPARTMENT.

From

THE PRESIDENCY PORT OFFICER,
Madras,

To

THE SECRETARY TO GOVERNMENT,
~~PUBLIC WORKS~~ (MARINE) DEPARTMENT,
Madras.

No. $\frac{498}{230}$ 4

Dated 3rd

Received

} July 1896.

No.

Subject.

Suggesting the introduction
of lamps according to
the Board of Trade Regulations
for the use of native-owned
sailing vessels.

RECEIVED 74

Recd 67-86

Heading.

Ships' Lights.

No.

498.
2209

Presidency Port Office,
Madras, 1st July, 1896.

From

Commander H. A. Street, R.I.M.,
Presidency Port Officer,
Madras.

To

The Secretary to Government,
Marine Department,
Chepak.

Sir,

The Acting Deputy Conservator, in his capacity as Inspector of Lights and Fog Signals at Madras Port, has drawn my attention to the very inferior description of bow lamps carried by the native-owned sailing vessels in the coasting trade, which have come under his notice since taking up his acting appointment, and states that he feels certain that the light of the lamps he has examined would, in no case, be visible at the distance specified in the Board of Trade Regulations. He considers that this is due to the colored glass, burners, wick, &c, as well as the description of oil used being of the commonest and cheapest kind. He also states that the Tindals in charge of the several native craft which have come under his notice appear generally to be ignorant of the regulations respecting lights and fog signals, and points out that to refuse clearance to native craft on the above account would press very hardly on the owners of such vessels, as lamps which would fulfil the Board of Trade conditions are, he believes, not obtainable at Madras or any other port in the Presidency, and in this view I concur.

2. Under these circumstances, it would only place
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the owners of the country sailing craft trading along the coast of the Presidency to great expense, involving perhaps the laying up of many vessels, to issue at once stringent orders to the several Inspectors of Lights to pass no lamps which do not fulfil the Board of Trade conditions, and I therefore submit that I should be authorised to indent on the India Office for a set of lamps of approved pattern, and of the size usually used on board of brigs and schooners, to be kept as a "muster" at each of the Port Offices at Coconada, Masulipatam, Madras, Negapatam, Tuticorin, Cochin and Mangalore, and, on the receipt of these lamps, to issue a notice to the owners of native country craft that from a certain date—say six months from date of notice—no vessel will be permitted to proceed to sea, which is not provided with lamps corresponding in every particular to the "muster" to be seen at the Port Offices above mentioned.

3. The cost of a set of bow side-lights is about Rs(60)sixty, and I estimate that the total expenditure under this head would be about Rupees (420) four hundred and twenty, not including freight.

I have the honour to be,

Sir,

Your Obedient Servant,

H. A. Theet

Commdr: R. I. M.,

Presidency Port Officer.

Marine
Public Works Department.

PROCEEDINGS OF THE MADRAS GOVERNMENT.

Read the following

From the Presidency Port Officer, Madras, No. 498/230 G, d/3rd July 1896.

The proposal to obtain specimen lamps by indent on the Secretary of State is approved. The Presidency Port officer will submit an indent accordingly, and will intimate to private firms in Madras the demand that is likely to arise for such lamps. When the local market has -- once been supplied the proposed -- notice to the owners of native -- country craft can be issued, and the regulations enforced.

Under what provision of the Law is the use of proper light enforceable?

A. S. H.

9.7.96

1/7/96

The Presidency Port Officer.

Editors' Table.

L. S.

48
Side lights for
Native Craft

4
Marine Department.

Memorandum.

No. 358 E 911. July 1896

The undersigned has the honour
to request, with reference to the
letter from the Presidency Port --
Officer No. 498/230 G dated 3rd July
1896, that a copy of Board of Trade
Regulations containing the "condi-
tions" as to ships' side lights may
be supplied for reference.

10/7/96

M.

CHW
The Presidency Port Officer.

26 Nov 11/96

L.S.

Marine (1896) DEPARTMENT.

From

THE PRESIDENCY PORT OFFICER,

Madras,

To

THE SECRETARY TO GOVERNMENT,

PUBLIC WORKS (MARINE) DEPARTMENT,

Madras.

No. $\frac{498}{244}$ G

Dated 21st July 1896.
Received

No.

Subject.

Forwarding for information
the pamphlet of "Instructions
as to the Survey of
passenger accommodations."

a statement of the local trade requirements and
printing on the penalty for non-compliance.
Capt. Street might communicate with me or
his local firms and suggest their laying in a
stock of lights.

6/8/96 2.8.96

8/8/96

MARINE C. No. 809

Recd 24.7.96

At the Governor
The Hon. Mr. Bliss C. J. E.
The Hon. Mr. G. J. E.

Submitted with
reference to His Excellency's
Order dated 9.7.96 on the
draft order on the previous
paper - C No. 741 -

Sections 80-83 of Act VII
of 1880 contain the law
on the subject. Sections 84-89
of the Board of Trade
Regulations contain the
instructions to Surveyors.

CRW 11/8
90/7/96
The regulations respecting lights of boats
in the three given in the schedule to Act
No. 1862, (page 756) Statute relating to the
1850, and I understand that all the ports
is to insist on lights of the kind therein prescribed
being used. The danger of neglecting standard lights to
each Port Officer is that they would insist on conformity
with these lamps instead of compliance with the law.
I would suggest that the best course would be to issue
a notice to owners and traders, embodying

No. 498/244g

Presidency Port Office,
Madras, 21st July, 1896.

From

Commander H. A. Street, R.I.M.,
Presidency Port Officer,
MADRAS.

To

The Secretary to Government,
Marine Department,
CHENNAI.

Sir,

With reference to Marine Department Memorandum
No. 358 E. dated 11th July 1896, I have the honor to for-
ward the accompanying pamphlet of "Instructions as to the
Survey of Passenger Accommodation, &c" and to refer you
to paras 84 to 99 thereof which afford the information
required. Please return the pamphlet when it is no
longer required.

I have the honor to be,

Sir,

Your Obedient Servant,

H. A. Street

Commander, R.I.M.,
Presidency Port Officer.