Block No.

Paper taken out of th

Marine (1897) Department.

G.O., No. 761-62 Mar

DATED 27 August 1897

Removed from G.O. 84 Mar 12-5-97

[Despatch Abstract.]

S. S. Amigo: Ordered that the circumstances under which the Govt. Surveyor at Madras declined to grant to the German —, the certificates requisite under the Act to enable her to take native passengers from any port in British India be ~~expl~~ reported to the Govt. of the Straits Settlements.

The Colonial Secretary, Straits Settlements, addressed.

7/9.

[M. 6. / 500—23-6-97.]

Indexed. 2/9/97

BACK PAPERS.

G.O.	No.	Department.	Date.	G.O.	No.	Department.	Date.
G.O.	415-b	Ma.	3.5.97				

FURTHER PAPERS.

G.O.	No.	Department	Date.	G.O.	No.	Department.	Date.
	5482	Mar	30.8.97				

Block No.

Paper taken out of the Records from the charge of the Referencer.

Marine (1897) Department.

CURRENT No. 991

G/

Endt.

~~Order~~ No. 4726 dated 22d. July 1897

Referred, with advertence to G.O. 415 Marine, d/3. May 1897 to the Presidency Port officer for remarks. The grounds on which the vessel was refused a passenger Certificate at Madras should be fully stated –

21/7/97

M

C.S.

The P.S.O. in original to be returned –

26/7/97

Note for M

It will be observed that the authorities at the Straits consider the vessel quite fit to carry passengers, and the French officials must have been of the same opinion. We have since learnt that a regular survey of vessels is carried out at French ports before passengers are embarked. The wording of the British Consular Agent's letter

M 4.
1,000—8-8-96.

From

The Colonial Secretary
Straits Settlements

No. 4463/97

Dated 29-6-97

Received 7-7-97

Enclosures 3

Spare copies

SUBJECT.

German S.S. Amigo

–

Stating that she — was ~~Not~~ in an ~~in~~ Sanitary condition when she reached Penang on the 30 April from India & that she complied with all the regulations as to Certificate B.

BACK PAPERS.

G.O.	No.	Department.	Date.
native passenger ships act X of 87 415 - to mar 3-5-97			

letter No. 74 d/20 April 1897 - printed with G.O. 415 Marine d/3 May 97 - conveys the contrary impression

R.S.
21 July 97

FURTHER PAPERS.

G.O.	No.	Department.	Date.
7066 of 97			

Paper taken out of the Records from the charge of the Referencer

Colonial Secretary's Office,
Singapore, 29th June , 1897.

It is requested that the following number be quoted in the reply to this letter.

Penang 4463/97.

Sir,

I am directed by the Governor of the Straits Settlements to acknowledge the receipt of your letter No. 416 of the 3rd ultimo calling attention to the case of the German S.S. "Amigo" which shipped bullocks and passengers from the French Port of Karikal for this Colony after having been refused at Madras a certificate under the Native Passenger Ships Act 1887 and suggesting that, if the law of this Colony is found insufficient to afford protection to passengers coming from British India, it may be supplemented by further legislation.

2. In reply, I am to forward, for the information of the Government of Madras, the enclosed copy of a letter from the Acting Resident

The Secretary to the
Government of Madras,
Marine Department.

Paper taken out of the Records from the charge of the

Resident Councillor, Penang, together with a report by the Indian Immigration Agent. From this it will be seen that S.S. "Amigo" on her arrival in Penang was not in an insanitary and filthy condition.

3. This vessel was inspected and measured at Singapore on the 3rd April last and was granted a one trip + licence for 441 passengers for between decks at 9 superficial feet per adult. She complied with all the regulations as to Certificate B under Section 10 of Ordinance VII of 1890.

5'?

+ The Certificate was given for the voyage from Singapore to Pondicherry. Copy enclosed

No exception is taken to this voyage. It is the voyage back which is questioned. The Certificate does not cover this voyage and to quote it in this connection only obscures the issue. R.S.

4. I am to add that no vessel on Foreign trade is allowed to carry passengers and cattle from Singapore.

I have the honour to be,

Sir,

Your obedient servant,

Acting Colonial Secretary, S.S.

mas Encl 4/1066/57

Block No.

Paper taken out of the Records from the charge of the

(Copy)

Indian Immigration Office,
Penang, 9th June, 1897.

Sir,

I have the honour to acknowledge the receipt of your letter No. C.S. 2717 of the 3rd instant regarding the case of the German steamer "Amigo".

2. There have been 5 arrivals of steamers belonging to the same company as the "Amigo" namely the "Dagmar" once, the "Trym" twice, the "Amigo" once, and the "Picciola" (which arrived this morning) once. The three first named steamers carried cattle to Acheen (Olehleh) and then came on here with passengers. The "Picciola" brought 385 passengers direct from Negapatam this morning. I understand that she is to be reserved for passengers.

3. The "Dagmar" brought only 10 passengers, all Mahomedan traders who joined relatives in Penang, Mr Broadrick having given permission for them to land. The "Trym" on the occasion of her first arrival brought about 20 passengers and was boarded by Mr Talma. The "Amigo", the "Trym" on her second arrival, and the "Picciola", were also boarded by Mr Talma and the immigrants brought to the examination depôt.

4. In all these cases except that of the "Dagmar" (when it was considered unnecessary) the immigrants were questioned as to their destination, etc. They all said they were free labourers having received no advances. They were then informed in the sense of section 27 of "The Indian Immigration Ordinance 1884" warned not to attempt to leave for Siamese or Dutch territory without passes; and generally furnished

The Honourable
The Acting Resident Councillor,
PENANG.

Block No.

Paper taken out of the Records from the charge of

furnished with any information which they desired or which it was thought might be useful to them. From the point of view of this Department I do not consider further legislation required for the protection of immigrants subsequent to their arrival in the Colony.

5. As to the seaworthiness of the ship I understand that the Harbour Master has no power under Ordinance VII of 1890 to take any action in a case like this, but I would suggest that he be asked for his remarks on this point which is a technical one. The "Amigo" received a passenger licence in Singapore, and it therefore appears either that the law in India must be more strict than that in this Colony, or that the proposal to carry bullocks ×so altered the aspect of the matter as to disqualify the "Amigo" from getting a certificate at Madras.

× The Certificate was refused at Madras before bullocks were embarked at Karikal
S. G.
17 Aug 07

6. Section 36 of Ordinance VII of 1890 provides a penalty for bringing passengers in a filthy and insanitary ship, and, if enforced, appears to me to be quite sufficient to meet the point with which it deals.

I have &c.,

(Sd.) A. H. Capper,

Assistant Protector of Chinese and Indian Immigrants.

Paper taken out of the Records from the

Mar Encl
994(57)
1066

(Copy.)

Resident Councillor's Office,
Penang, 15th June, 1897.

Immigtn. 2109/97.

Sir,

In reply to your letter of 28th May (India 3794/97) I have the honour to inform you that the S.S. "Amigo" on her last arrival from India on April 30 had on board 180 Indian passengers for Penang and 58 for Singapore.

2. This vessel was inspected on arrival by Mr Hogan, the deputy Health Officer, who reported Bills of health were satisfactory.

3. I have notified your instructions to the Health Officer who states that all Indian passenger steamers are carefully inspected on arrival in accordance with the terms of section 36 of the Passenger Ships Ordinance.

4. I have sent a copy of the letter from the Madras Government enclosed to the Indian Immigration Agent and called for a report by him on the subject which I now forward.

5. The steamers of this company - the Straits Cattle Trading Company - carry cattle and passengers to Olehleh from Madras ports and then proceed to Penang and Singapore.

6. I reported on 18th May the insanitary condition of the "Trym" on her last arrival and am now informed that vessel is no longer employed, her place being taken by the "Picciola" to carry passengers only.

I have &c.
(Sd.) J.K.Birch,
Acting Resident Councillor.

The Honourable
The Acting Colonial Secretary,
S. S.

[G.P.O.—3,000—Mar., 97.]

~~Copy~~

CERTIFICATE B.

(UNDER SECTION 10 OF ORDINANCE VII OF 1890.)

No. ~~[illegible]~~ 175

Passenger Licence issued at the Port of Singapore of the Steamer "Amigo" whereof Hemmet is Master on a Voyage from Singapapore to Pondicherry via Ports.

Name of Ship and Official Number.	Under what Flag.	Net Tonnage.	Has the Ship the proper Complement of Officers and Seamen?	If the Vessel possesses a Certificate of Seaworthiness which is in force, state where and when granted and for how long.	No. of Passengers she may carry.	Actual Number of Passengers on board.	Space allowed for their accommodation.	If to carry Upper-deck Passengers has she suitable Awnings, &c.?	Duration of Licence.	State whether a Sick Bay has been fitted up.	Has she sufficient Rice, Fuel & Water for the Voyage?	If she is to carry over 100 Passengers to the Red Sea the Name of the Medical Officer to be stated.
Amigo	German	822	Yes	Has one in force	441 adults	126 adults	9 superficial feet in the between deck	Yes	One trip	Yes	Yes	

N.B.—This Licence is available for carrying Passengers from Ports in the Straits Settlements only.
Passenger Licences for Foreign-going Vessels are to be in force for one trip only.
Vessels employed in the Home Trade or Local Limits may have their Passenger Licences extended to one or more trips not exceeding the duration of their Seaworthy Certificates.
The attention of the Master is directed to the Instructions contained on the back of this Licence.
The Licence is issued in accordance with Ordinance VII of 1890.

Dated this 5 day of April, 1897.

Licensing Officer.

Fee Received...$ 4

Instruction to Masters of Ships taking Passengers.

1. No vessel will be inspected or measured to carry Passengers from the Strait unless a certificate of seaworthiness is produced at the Master Attendant's Office in the British vessels; and in the case of foreign ships, a letter from a Consul to the effect ship is seaworthy.

2. Masters of ships are to give as much notice as possible before leaving with pa so that the vessels may not be detained on account of being measured. No ship inspected until the space that is intended for passengers in clean of cargo and the p ders laid down.

3. No passengers are to be allowed on board until the Surveying Officer has inspected the ship.

4. No vessel having on board over 50 lbs. of Gunpowder, or other kind of explosive either in liquid or solid, except in a magazine approved of by the Licensing Officer, will be allowed to carry passengers.

5. The space for passengers must be well ventilated and clean of all cargo, each hatchway is to have a step ladder down it, at least four feet in width, and to be well lashed and cleaned.

During the S. W. monsoon, ships leaving for the Red Sea and the Bay of Bengal must have booby hatches, also during N. E. monsoon to China.

6. All ships carrying passengers are to have good suitable No. 1 awnings directly over the space the passengers occupy below.

7. The space to be allowed to each adult in the between decks is 9 superficial and 54 cubic feet, the between decks, to be not less than 6 feet from deck to beam, anything above that height to go to the passengers, and no planks or other cargo is to be carried on the deck of any passenger vessel, and each adult passenger is to have 4 superficial feet clear on the upper deck for exercise. Children under 12 years of age to count as half.

There must be separate quarters for females, except in the case of married women.

8. Ships having two passenger decks that are approved of by the Emigration Officer, one over the other, the space allowed to each adult on the lower deck is to be double, or 18 superficial feet, no hatchway space will be counted for measurement. Passengers can only be carried on two decks, but deck houses approved of will be measured in the same way as the between decks.

9. One cooking gally, of 4 by 2 feet in height, properly built and secured, must be fitted for every 100 adult passengers, and one water closet in-board for every 100 adults, no water closet out-board will be approved of.

10. There must be a sick bay, to be fitted up with sleeping berths, and well ventilated, and to have 9 superficial feet of space to each 50 adult passengers the ship carries.

11. There must be a sufficient quantity of disinfecting fluids on board, for the length of each voyage; also medicines, such as chlorodyne, essence of peper-mint, ginger, castor oil, cholera and fever mixtures.

12. Each hatchway must have a wind-sail or ventilator down it, on the deck where the passengers are berthed, at least 4 feet in diameter.

13. A safety lamp must be carried on each passenger deck, to be lit from sunset to sunrise and beyond the reach of the passengers.

14. Every adult passenger to be allowed one gallon of fresh water per day during the voyage, also 2 lbs of firewood for cooking purposes.

15. The ship is to have on board at least ½ lb of rice per day for each adult for the computed length of the voyage (for use in case of accidents) although the passengers agree to provide their own food.

16. The master is to bear in mind that native passengers have always a large quantity of luggage, more specially those going to Jeddah, and it will be a fair amount if each adult is allowed half a ton or 20 cubic feet of space in the hold for such luggage. The space the passenger is to have in the between decks is not to be filled up with his luggage, but he will have a certain amount with him for his use during the voyage.

17. Two lists of passengers are always to be handed to the Emigration Officer be Passenger Licence is given on board, one to be signed by the Master, the other to b by the Emigration Officer, who will return it to the Master.

18. Vessels taking passengers from here, the Master will attend the Master At Office before a Passenger Licence will be issued, so as to afford the necessary inform relative to the vessel.

Block No.

Paper taken out of the Records from the cha

No. 460/284 G

Reading.
8

PRESIDENCY PORT OFFICE.
Madras, 26th July 1897.
despatched 2nd Aug 97

From

Commander H. A. Sbeet, R.I.M.,
PRESIDENCY PORT OFFICER,
Madras,

To

THE SECRETARY TO GOVERNMENT,
MARINE DEPARTMENT,
Chepak.

SIR, With respect to Marine Department Memorandum No. 472 E., dated 22nd July 1897 (enclosures herewith returned) I have the honor to forward, for the information of Government, a copy of the Government Surveyor's Report of Survey of the S.S. "Amigo". The fact of the vessel's hull not having been examined in dry dock since February 1896, and her ventilation being defective and privy accommodation insufficient, fully warranted, in my opinion, the Surveyor's refusal to grant an A Certificate.

I have the honor to be,
Sir,
your obdt. servant,
H A Sbeet
Commander R.I.M.,
Presy. Port Officer

Paper taken out of the Records from the charge of

Survey Certificate.

Certified that at the request of the officer appointed under section 7 of Act X of 1887 I have on the 14th instant surveyed the German steam ship "Amigo" of Apenrade I find that although docked at Singapore in April 1896, the vessel has not been surveyed in a dry dock since February 1896. I am therefore unable to certify to her sea-worthiness.

I find in addition that the vessel is not equipped in accordance with the provisions of the Act. Her ventilation is defective and she has not sufficient privy accommodation.

(Sd) H. D. Baddeley,
Govt. Surveyor of Shipping

Madras, 25th April '97.

(True Copy)
W. V. Fernandez,
Manager,
Presy. Port Office.

Block No.

Paper taken out of the Records from the charge of the Referencer,

Press

The Hon Sir Henry Bliss K.C.I.E.

Marine (1897) Department.

CURRENT No. 1066

For orders

It will be seen that the Surveyors at Madras and Singapore differ in opinion as to the fitness of the S.S. "Amigo" to carry passengers. The following are the objections taken by the Madras Surveyor.

~~Order~~

(1) The vessel has not been surveyed in dry dock since Feby 96 - her seaworthiness cannot, therefore, be certified.

(2) Equipment not complete

(3) Ventilation defective

(4) Spray accommodation insufficient -

But it would appear that by starting on a voyage from a French port a ship, though carrying British Indian passengers, can ignore the Native Passenger Ships Act entirely ~~in~~ and the Straits Settlements authorities ~~without the~~ are powerless in the matter ~~[illegible]~~.

The ship holds a passenger certificate dated 5 April 1897 from the authorities at Singapore under which she can carry 441 adult passengers, and it is stated in this Certificate that she

From The Presidency Port Officer, Madras

No. 460/284 G

Dated 26 July 1897

Received
Registered } 3-8-97

Enclosures 2. 5

Spare copies -

SUBJECT.

Forwarding for information a copy of the Government Surveyor's Report of the survey of the s.s. "Amigo"

BACK PAPERS.

No.	Date.
Native Passengers Ships Act X of 1887	
422 E	of 22-7-97
GO 415-6	of 3-5-97

FURTHER PAPERS.

No.	Date.

This might be pointed out HS

holds a Certificate of "Seaworthiness", but there is no information as to "where and when granted, and for how long", as required by the form.

The Govt. of the S.S. cannot of course help this. It may have its suspicions, as we have, as to the state of the vessel between Karikal & Acheen, but there is no law anywhere, that I know of, dealing therewith. HS

On arrival at Penang, the Ship was, it is stated, "not in an insanitary and filthy condition". This may well have been the case, as she landed her 190 head of Cattle at Acheen, and must have had ample time to get cleaned before putting in to a British port; but what the state of the vessel must have been on the voyage from Karikal to Acheen can be well imagined.

The Govt. of the Straits Settlements could not, however, take cognizance of that part of the voyage, as the vessel doubtless brought a Certificate from the port authorities of Karikal which, with the state of the vessel on arrival at Penang, must have satisfied the requirements of Section 30 of Ordinance VII of 1890.

I own that I cannot see. All we can do is to bring to the notice of the Govt. of the S.S. our surmise of reasons for not granting certificate A

HS

It remains to be considered what remedy, if any, the British authorities have against the Master of a vessel who thus sets aside the Native Passenger Ships Act. ~~[illegible]~~ The case is of a graver character than that referred to the Govt. Solicitor in Memo+ No 523 E of 16 Aug 97 It is not now merely a case of taking an excess number of passengers, but of taking passengers without any of the Certificates prescribed by the

+ Initialled file.

the

H.M. 24.8.97 R 26/8/97

the Native Passenger Ships Act.

Submitted that the matter be referred to the Govt. Solicitor for opinion in continuation of the previous case.

18/8/97

None, I fear

HB
19/8/97

M

R.S.

B/

[40/500]

Marine DEPARTMENT.

Papers to be read in proceedings :—

German S.S. "Amigo"

Again G.O., dated 189 , No.
Again G.O., dated 189 , No.
Current No. of 189 , dated , from
" " " 189 , " , "
" " 1066 " 1897, " 3rd August 1897 " the Presy. Port Officer

~~The Hon Sir Henry Bliss K.C.I.E.~~

ORDER. No. 761 Mar & 27 Aug 1897

Ordered that the following letter be despatched.

H.E. No. 762 Marine dated 27 Aug 1897

To

The Hon. the Colonial Secretary,
Straits Settlements.

Sir,

I am directed to acknowledge the receipt of your letter No. 4463/97 dated 29th June 1897 in which you point out that the German S.S. "Amigo" was not in an insanitary condition on her arrival at Penang from Karikal on the 30th April last.

2. It would appear that she had previously landed her cargo of cattle at Acheen and had thus ample time to clean up before putting into a British port. But this seems to be a matter over which the Government of the Straits Settlements can exercise no control. I am however to invite attention

HB
27/8/97

Hm 24-8-97 R 26/8/97

attention to the Passenger license issued to the vessel at the port of Singapore on the 5th April 1897. Column 5 of the license requires that if the vessel possesses a certificate of seaworthiness which is in force, it should be recorded "where and when granted, and for how long". There is no information on these points in the copy of license forwarded with your letter under reply. The Government Surveyor at Madras found on the 25th April 1897 that although docked at Singapore in August 1896, the vessel had not been surveyed in a dry dock since February 1896. He was therefore unable to certify to her seaworthiness. He also found that the vessel was not ~~equip~~ equipped in accordance with the provisions of the Native Passenger Ships Act X of 1887, that her ventilation was defective, and that she had not sufficient privy accommodation. Under these circumstances he declined to grant her the certificates requisite under the Act to enable her to take native passengers from any port in British India.

I have &c.

24/8/97

M.

D No 30/8/97