

Marine (1897) Department.

Print
Embossed

G.O., No. 202 *man*

DATED 6. March 1897

[Despatch Abstract.]

Inspection of Vessels: Approving with remarks the proposal that vessels bound for foreign ports should when necessary and on the requisition of the Agents be inspected by the Health Officer of the port of Callao as up to 9 P.M.; an additional fee being paid by the ship.

TE 11-8-97

11/3/97

Spare copies

G.O., No. 202, 6th March 1897.

MARCH.

Approving, with remarks, the proposal that vessels bound for foreign ports should, when necessary, and on the requisition of the agents, be inspected by the Health officer of the port of Madras up to 9 P.M., an additional fee being paid by the ship.

GOVERNMENT OF MADRAS.

MARINE DEPARTMENT.

READ—the following papers:—

From Messrs. BINNY AND Co., Agents, British India Steam Navigation Company (Limited), to the Secretary to Government, Marine Department, dated Madras, 27th February 1897.

With reference to *Fort St. George Gazette* notification, No. 40, dated 23rd instant, we have the honour to submit that the regulations affecting port clearance of vessels (section 5) are calculated to interfere seriously with the prompt despatch of steamers bound for foreign ports.

It frequently occurs in the case of the Company's Home Line steamers, both outward and homeward bound, that cargo has to be discharged or shipped after the ordinary working hours, which are from 6 A.M. to 6 P.M., and as we are given to understand that the Health officer will not board vessels for the purpose of inspection except between those hours, steamers which, under hitherto existing conditions, might leave, say, at 8 or 9 P.M., will be compelled by present regulations to remain until 8 or 9 A.M. the following day in order to obtain bill of health and port clearance, thus involving a delay of at least 12 hours nominally, but in reality of 24 in the case of steamers bound for Colombo, which would arrive too late on the evening of the third day to do any work.

With regard to section 4, wherein it is ruled that no communication shall be held with the steamer after health certificate has been granted, we have the honour to inquire how it is proposed that the port clearance—which we understand will be withheld pending production of such certificate—is to be conveyed on board.

We have the honour to request, under these circumstances, and in order to facilitate the quick despatch of large passengers steamers, which at this season are very crowded, that special regulations may be issued whereby the Health officer or his deputy may, if so required, be called upon to board vessels after hours and grant bill of health.

We would suggest that it would save delay and relieve the Custom House staff if the port clearance might be handed over by the Customs authorities before 6 P.M. to the pilot, who could make it, as well as the bill of health, over to the steamer on receipt of the latter document. This procedure, though unusual, might, we think, be applied, as the circumstances are temporary and unusual.

From Commander H. A. STREET, R.I.M., Presidency Port Officer, Madras, to the Secretary to Government, Marine Department, dated 2nd March 1897, No. 949/72 G.

With reference to the letter from the agents of the British India Steam Navigation Company at this port, dated 27th February 1897 (received with Marine Department endorsement, No. 140 E. of this date, and herewith returned), bringing to notice that certain regulations contained in the notification published with G.O., No. 151, Marine, dated 23rd February 1897, would seriously interfere with the prompt despatch of steamers bound for foreign ports, I have the honour to acquaint you, for

the information of Government, that, with respect to such steamers, I am of opinion that arrangements should be made by which they should be inspected by the Health officer up to 9 P.M. An additional fee for any inspection after 6 P.M. might be sanctioned.

2. In respect to paragraph 5 of the notification, I see no objection to the port clearance being handed over to the Deputy Port Conservator for delivery to the pilot, provided that the pilot is authorized to withhold it, should the master of the vessel be unable to produce the bill of health or certificate.

ORDER—No. 202, Marine, dated 6th March 1897.

His Excellency the Governor in Council approves the proposal that vessels bound for foreign ports should, when necessary, and on the requisition of the agents, be inspected by the Health officer of the port of Madras up to 9 P.M., an additional fee being paid by the ship.

2. The Presidency Port Officer will report as to the scale of fees to be fixed for this overtime work, and as to whether the fees should be retained in whole or in part by the inspecting officer.

3. The port clearance will, in such cases, be handed over to the Deputy Port Conservator for delivery to the pilot, who will make it over to the master of the vessel on his producing the bill of health or certificate.

(True Extract.)

Under Secretary to Government.

To the Surgeon-General with Government.
 " the Presidency Port Officer.
 " Messrs. Binny & Co.
 " the Chairman, Harbour Trust Board.
 " Chamber of Commerce.
 " the Local and Municipal Department.
 " the Public Department.
 " the Collector of Sea Customs.

Exd. T. K. Narayana Aiyangar.

PROCEEDINGS OF THE MADRAS GOVERNMENT.

READ the following

Letter from the Agents, B. I. S. N. Coy. Ltd., dated 27th Feb. 1897.

Letter from the Presidency Port Officer, Madras, No. 949/72G,
dated 2nd March 1897.

His Excellency the Governor in Council approves the proposal that vessels bound for foreign ports --- should, when necessary, and on the requisition of the agents, be inspected by the Health Officer of -- the port of Madras up to 9 P.M.; an additional fee being paid by the -- ship.

2. The Presidency Port Officer -- will report as to the scale of --- fees to be fixed for this overtime work, and as to whether the fees -- should be retained in whole or in part by the inspecting officer.

3. The Port Clearance will, in such cases, be handed over to the Deputy Port Conservator for delivery to the Pilot who will make it over to the Master of the vessel on his producing the Bill of Health or

Certificate.

The Surgeon General & the *for my*
 The Presidency Port Officer. *3 m/s*
 Messrs. Binny & Co.
 The Chairman, Harbour Trust Board.
 " do " Chamber of Commerce.
 The Local & Municipal Department.

P. W. 40.
1,000-16-1-97.

Public Dept^y
Collector of Sea Customs

2- In No. 18/2/97

Urgent

Marine

P. W. DEPARTMENT

Medical Inspection of vessels.

202 Marine 2/6 March 1897

Read the following:—

Letter from the Agents, B. I. S. N. Coy. Ltd., dated 27th February 1897.

Letter from the Presidency Port officer, Madras, P-949/72 G., dated 2nd March 1897.

The Hon. Mr. P. S. C. I. E.

28/2/97

FOR ORDERS.

The Presidency Port officer considers that arrangements should be made for the inspection, when necessary, by the Health officer, of steamers bound for foreign ports up to 9 P.M.; an additional fee being charged.

2. As regards Port Clearance, the arrangements proposed in para 2 of the Presidency Port officer's letter would meet the difficulty.

C. a. W.

3. It does not seem necessary to alter the rules. What is proposed is not inconsistent with the rules as they stand, and can be carried out into effect by a simple direction.

4. The Presidency Port officer might be asked to report as to the scale of fees.

5. The fees themselves should, perhaps, be retained by the medical officer making the inspection.

BS
4/3/97

We think will have to bear the fee - Perhaps half the fee should be paid by the medical officer - But we can settle this when we fix the amt. of the fee
BS

4/3/97
M

Urgent
Marine (1897) Department.

CURRENT No. 272

No. 1402 of 2-3-97

Order Enab.

Referred to the Presidency Port officer for favour of very early remarks

From The Agents, B.I.S.R.Co.
Madras

No.

Dated 27.2.97

Received 1.3.97

Enclosures

Spare copies

The P.P.O. to be returned & R.S.
4/3/97

note
A reference on a cognate matter has been made to the Chamber of Commerce vide No. 1382 of 26 Feb 97
R.S.

SUBJECT.

Complaining that the regulations affecting port clearance of vessels will interfere seriously with the prompt ^{despatch} of steamers bound for foreign ports

BACK PAPERS.

G.O.	No.	Department.	Date.
138	26-2-97		
162-3	26-2-97		
151	07-23-2-97		
152	07-23-2-97		
150	07-22-2-97		
149	07-22-2-97		
Gazette part I page 251			
	07-23-2-97		
transit order req. med. inspection of vessels			
119	07-20-2-97		
122	07-20-2-97		
part I page 202.			
	07-19-2-97		
37-8-9.	07-11-1-97		
act in of 1897			
Calcutta Gazette part I,			
	07-10-2-97		

FURTHER PAPERS.

G.O.	No.	Department.	Date.
228	24-11-97		
230	24-11-97		
225	11-3-97		

BINNY & CO
MADRAS.

B.I.S.N. Coy Ltd.,
Madras, 27th. February., 1897.

The Secretary to Government,
Marine Department,
M a d r a s.

Sir,

With reference to Fort St George Gazette Notification No. 40 dated 23rd Instant, we have the honor to submit that the regulations affecting port clearance of vessels (section 5) are calculated to interfere seriously with the prompt despatch of steamers bound for foreign ports.

It frequently occurs in the case of the Company's Home Line Steamers, both outward and homeward bound, that cargo has to be discharged or shipped after the ordinary working hours, which are from 6.A.M. to 6.P.M., and as we are given to understand that the Health Officer will not board vessels for the purpose of inspection except between those hours, steamers which under hitherto existing conditions might leave say @ 8 or 9.P.M. will be compelled by present regulations to remain until 8 or 9.A.M. the following day in order to obtain Bill of Health and port clearance, thus involving a delay of at least 12 hours nominally, but in reality of 24 in the case of steamers bound for Colombo, which would arrive too late on the evening of the third day to do any work.

With regard to Section 4, wherein it is ruled that no communication shall be held with the Steamer after Health Certificate has been granted, we have the honor to inquire how it is proposed that the port clearance- which we understand will be withheld pending production of such Certificate- is to be conveyed on board.

We

-vator for delivery to the Pilot.

urgent
Marine (1897) Department.

CURRENT No. 308

Order

From The Presidency Port Officer,
Madras.

No. $\frac{949}{72}$

Dated 2nd March 1897.

Received 4-3-97

Enclosure (1)

Spare copies

SUBJECT.

Returns letter in original
from Messrs Binnie & Co. Madras
d/27.2.97 with observations
re arrangements to be made
for inspection of vessels bound
for foreign ports and the port
clearance of such vessels be
handed over to the Port Com-
-vator for delivery to the Pilot.

Mar. 308/97

BACK PAPERS.

G.O.	No.	Department.	Date.
	468 033 27		
	I have now had the back.		

FURTHER PAPERS.

G.O.	No.	Department.	Date.
	346 2 27		

Urgent

No. 949/72 G

Presidency Port Office,
Madras, 2nd March, 1897.

From

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

To

The Secretary to Government,
Marine Department,
Chepak.

Sir,

With reference to the letter from the Agents of the British India Steam Navigation Company at this port dated 27th February 1897 (received with Marine Department Endorsement No. 140, E, of this date and herewith returned) bringing to notice that certain regulations, contained in the Notification published with G.O. No. 151 Marine dated 23rd February 1897, would seriously interfere with the prompt despatch of steamers bound for foreign ports, I have the honour to acquaint you, for the information of Government, that with respect to such steamers I am of opinion that arrangements should be made by which they should be inspected by the Health Officer up to 9 P.M. an additional fee for any inspection after 6 P.M. might be sanctioned.

2. In respect to para 5 of the Notification, I see no objection to the Port Clearance being handed over to the Deputy Port Conservator for delivery to the Pilot, provided that the Pilot is authorized to withhold it, should the Master of the vessel be unable to produce the Bill of Health or Certificate.

I have the honour to be,

Sir,

Your Obedient Servant,

H. A. Street Commr.: R.I.M.,
Presidency Port Officer.