

Marine (1897) Department.

G.O. No. 375 Marine

DATED 26 April 1897

[Despatch Abstract.]

British Shipping at Karikal

Letter from the British Consular Agent,  
Pondicherry & Karikal, regarding the laxity  
among the — in obeying the Consular  
regulations, recorded with remarks.

See  
19/4/97

29/4/97

*Spare copies*

APRIL,

Letter from the British Consular Agent, Pondicherry and Karikal, regarding the laxity among the — in obeying the Consular regulations, recorded with remarks.

## GOVERNMENT OF MADRAS.

## MARINE DEPARTMENT.

READ—the following papers :—

From Captain I. H. HAWKES, Acting British Consular Agent, Pondicherry and Karikal, to the Chief Secretary to Government, dated Pondicherry, 17th March 1897, No. 54.

With reference to G.O., R. No. 302, Public, dated 11th March 1897, I have the honour to explain that the 3rd paragraph of my letter, No. 42 of the 18th January 1897, refers to the fact that, at my inspection of the British Consular Agency at Karikal in January last, I found that during the year 1896 only sixteen documents connected with British and Indian shipping had been legalised. During the same period at Pondicherry over one hundred documents had to be legalised.

2. The trade and commerce of the two ports of Pondicherry and Karikal are about the same.

3. I therefore instituted inquiries and found that documents such as bills of health, certificates, attestations, &c., were given by the French authorities at that port, and that masters and agents of vessels did not bring them to the Consular office to be viséed.

4. In some instances this may have been through ignorance of the fact that a British Consular Agency existed at Karikal. But I am afraid in the majority of cases the motive was to avoid paying the Consular stamp fees for the visas.

5. I have the honour in this connection to remind you of my letter, Reference on Register No. 37 of the 30th January 1897, reporting the S.S. *Camorta* of the British India Steam Navigation Company for having left Karikal for the Straits Settlements with a French bill of health unviséed.

6. It is evident that at Karikal the practice is to avoid the expense of having documents legalised. But, as I had the honour to point out in the case of *Camorta* the remedy is to be found in the refusal at the ports of destination of all such documents as being incomplete. However little can be done if port officials, merchants and agents are willing to accept them uncertified.

7. As regards the graver cases which are believed to have occurred at Karikal of evading the law, both of Indian and British shipping, in hopes of escaping detection by using this small French port, I have the honour to remark that the prosecution of the ship *Carundadan Cany Vettivaloo* appears to have had the desired effect. The steamship *Dagmar* of the Singapore Cattle Trading Company proposed calling at Karikal and loading up a cargo of 300 bullocks. She was also going to carry passengers, which would have been contrary to the Act. However the agents applied to the Consular Agency for advice, with the result that the steamer did not come to the port.

No. 710, Public.

Transferred to the Marine Department with reference to G.O., No. 177, Marine, dated 2nd March 1897.

22nd March 1897.

(Signed) A. R. KNAPP,  
Ag. Assistant Secretary.

From Commander H. A. STREET, R.I.M., Presidency Port Officer, Madras, to the Secretary to Government, Marine Department, dated 2nd April 1897, No. 498/121 G.

With reference to Marine Department memorandum No. 226 E., dated 29th March 1897 (enclosures herewith returned), I have the honour to acquaint you, for the information of Government, that the instances of inattention on the part of masters of British vessels calling at Pondicherry and Karikal to Consular requirements are doubtless due to ignorance in respect to the general cognizance which Consular authorities are required to exercise over shipping.

2. As pointed out by Captain Hawkes in his letter, No. 54, dated 17th March 1897, to the Chief Secretary, on the subject, the remedy is to be found in the refusal at ports of destination of all incomplete documents presented by the master of a British vessel which has cleared from a foreign port.

3. Under paragraph 36 of the Instructions to Consuls, Merchant Shipping and Seamen of 1888 (issued under the authority of the Secretary of State for Foreign Affairs, and referred to in the correspondence ending with G.O., No. 251, Marine, dated 8th July 1890), the masters of all British vessels—except those whose business for the time being is to carry passengers—if remaining more than forty-eight hours in a foreign port are bound to deliver certain documents to the Consul. There appears, however, to be no penalty for the non-observance of this instruction, but an offending master is to be reported by the Consul to the Registrar-General of Seamen. In what manner the Registrar-General of Seamen can act is not stated.

4. I think that the best plan is for the Consular Agent at the ports of Karikal and Pondicherry to send a notice to the master of each British vessel calling at his port to the effect that, at the expiration of forty-eight hours, the documents specified in paragraph 36 of the instructions above quoted shall be produced at the Consular office. The attention of the Consular Agent should, however, be drawn to paragraph 37 (a) of the instructions.

5. On leaving for the port of destination of a vessel, the master of which has not complied with the Consular requirements, the Consular Agent might be directed to communicate with the Port authority there on the subject, provided that the port is within British territory.

6. Should the Government consider it necessary, I will instruct the Port officials of this Presidency to draw the attention of masters of vessels leaving for a foreign port as to the documents they should produce at the British Consulate on arrival at such foreign port.

ORDER—No. 375, Marine, dated 26th April 1897.

Recorded with the remark that His Excellency the Governor in Council does not see the necessity for issuing any special orders on the subject.

(True Extract.)

Under Secretary to Government.

To the Presidency Port Officer, with one book.  
Public Department.

Exd. C. M. Thumbuswamy.

Marine  
Public (1897) Department.

CURRENT No. ~~1107~~

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Encl No. 710 of 22 March 1897.  
Order

Transferred to the  
Marine Department  
with reference to G.O.  
No. 177 Marine, dated  
2<sup>nd</sup> March 1897

A. Whipple  
Agent Secretary

20.3.97.

From

The British Consulate  
Agent  
Dah-Karikhal  
Consulate of Dah-Karikhal

No. 54

Dated 17<sup>th</sup> March 97

Received <sup>23</sup>18} - 3-97

Registered <sup>23</sup>18

Enclosures 1 *init*

Spare copies.

SUBJECT.

Explaining his report  
in Paragraph 3 of his  
letter No 42 of the 18<sup>th</sup>  
January 97 regarding  
the laxity among the  
British Shipping in  
obeying the Consular  
Regulations.

| G.O.     | No.          | Department.   | Date. |
|----------|--------------|---------------|-------|
| G.O. No. | Public       | 11-3-97       |       |
| + 302    | R 127        | 3-29-97       |       |
| Public   | 1111 of 1897 | 315-A/20-3-97 | ✓     |

| G.O. | No. | Department. | Date. |
|------|-----|-------------|-------|
|      |     |             |       |

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From

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Captain L. H. Hawke  
J  
BRITISH CONSULAR AGENT,  
PONDICHERY AND KARIKAL,

To

The Honorable J. F. Price,  
C.S.S.  
Chief Secretary to Govt.  
Fort St. George.

SIR,

With reference to G.O.  
R. No 302, Public, dated 11<sup>th</sup>  
March 1897, I have the honor to  
explain, that, the 3<sup>rd</sup> paragraph  
of my letter No 42 of the 18<sup>th</sup>  
January 1897 refers to the fact,  
that, at my inspection of the  
British Consular Agency  
at Karikal in January last  
I found, that, during the  
year 1896, only sixteen  
documents connected  
with

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with British and Indian shipping had been legalised. During the same period at Pondicherry over one hundred documents had to be legalised.

2. The trade and Commerce of the two ports of Pondicherry and Karikal are about the same.

3. I therefore instituted inquiries and found, that, documents such as bills of health, Certificates, attestations &c were given by the French authorities at that port, and that masters and agents of vessels did not bring them to the Consular office to be viséed.

4. In some instances this may

2. May have been through ignorance of the fact that a British Consular Agency existed at Karikal. But I am afraid in the majority of cases, the motive was to avoid paying the Consular stamp fees for the visas.

5. I have the honor in this connection to remind you of my letter, Reference on Register No 37 of the 30<sup>th</sup> January 97, reporting the S.S. "Camorta" of the British India Steam Navigation Company, for having left Karikal for the Straits Settlements with a French Bill of health unviséed.

6. It is evident that at Karikal, the practice is, to avoid the expense of having documents legalised. But, as I had the honor to point out in the case of the "Camorta", the remedy is to be found in the refusal at the ports of destination, of all such

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See in  
return  
N.B.

Such documents as being incomplete. However, little can be done if port officials, merchants and Agents are willing to accept them uncertified.

7. As regards the graver Cases which are believed to have occurred at Karikal, of evading the law, both of Indian and British Shipping, in hopes of escaping detection by using this small French port, I have the honor to remark that the prosecution of the ship "Carundadan Cany Vettivaloo" appears to have had the desired effect. The steamship "Dagmar" of the Singapore Cattle trading Company proposed calling at Karikal and loading up a Cargo of 300 bullocks. She was also going to carry passengers, which would have been contrary to the Act. However the agents applied to the Consular Agency for advice, with the result that the steamer did not come to the port.

I have the honor to be  
Sir,  
Your most ob<sup>d</sup> servant,  
*J. H. Hawkes* Capt<sup>n</sup>  
of British Consular Agent  
Pondicherry & Karikal

Marine (1897) Department.

CURRENT No. 517

Order

From,

The Presidency Port Office,  
Madras

No.  $\frac{498}{121}$  G.

Dated 2<sup>d</sup> April 1897.

Received 5.4.97

Registered —

Enclosures 2 ~~enc~~

Spare copies

SUBJECT.

Submitting remarks regarding the laxity among the British Shipping at Karikal in obeying the local regulations.

H.M. 21-4-97 R23.4.97

documents

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Mar 600 57  
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BACK PAPERS.

FURTHER PAPERS.

| No.                                           | Date.     |
|-----------------------------------------------|-----------|
| 2268                                          | 29-3-97 ✓ |
| 196                                           | 4-3-97 ✓  |
| 177                                           | 2-3-97 ✓  |
| 135                                           | 16-2-97 ✓ |
| The paper quoted<br>on the back of<br>18445 ✓ |           |
| 250                                           | 5-4-97 ✓  |
| 229                                           | 4-8-15 ✓  |

| No. | Date.         |
|-----|---------------|
| 641 | Mar. 8/19-797 |

No. 498/1214

Presidency Port Office,  
Madras, 2nd April, 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 Marine Department Memorandum No. 226, E, dated 29th March 1897 (enclosures herewith returned) I have the honor to acquaint you, for the information of Government, that the instances of inattention on the part of Masters of British Vessels calling at Pondicherry and Karikal to Consular requirements are doubtless due to ignorance in respect to the general cognizance which Consular Authorities are required to exercise over Shipping.

2. As pointed out by Captain Hawkes in his letter No. 54 dated 17th March 1897 to the Chief Secretary, on the subject, the remedy is to be found in the refusal at ports of destination of all incomplete documents presented by the Master of a British Vessel which has cleared from a foreign port.

3. Under para 36 of the Instructions to Consuls, Merchant Shipping and Seamen, of 1888 (issued under the authority of the Secretary of State for Foreign Affairs, and referred to in the correspondence ending with G. O. Marine, No. 251 dated 8th July 1890) the Masters of all British Vessels except those whose business for the time being is to carry passengers if remaining more than 48 hours in a foreign port are bound to deliver certain

documents

enclosure to  
this letter

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Pondicherry & Karikal

documents to the Consul. There appears, however, to be no penalty for the non-observance of this instruction, but an offending Master is to be reported by the Consul to the Registrar-General of Seamen. In what manner the Registrar General of Seamen can act is not stated.

4. I think that the best plan is, for the Consular Agent at the ports of Karikal and Pondicherry to send a Notice to the Master of each British Vessel calling at his port to the effect that, at the expiration of forty-eight hours the documents specified in para 36 of the Instructions above quoted shall be produced at the Consular Office. The attention of the Consular Agent should, however, be drawn to para 37(a) of the Instructions.

5. On leaving for the port of destination of a vessel, the Master of which has not complied with the Consular requirements, the Consular Agent might be directed to communicate with the Port Authority there on the subject, provided that the port is within British Territory.

6. Should the Government consider it necessary, I will instruct the Port Officials of this Presidency to draw the attention of Masters of vessels leaving for a foreign port as to the documents they should produce at the British Consulate on arrival at such foreign port.

I have the honour to be,

Sir,

Your Obedient Servant,

*R. I. M.*

Comdr., R. I. M.,

Presidency Port Officer.

*Pondicherry & Karikal*