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24-10-19 ✓

Marine (1898) Department.

✓ G.O., No. 153 Mar

DATED 3rd March 1898

[Despatch Abstract.]

Side lights to cargo boats. Letter from the P. P. Officer submitting a report on the Boat Owners' Complaints in regard to providing Regulation - at Cocanada recorded with reference to G.O. No. 152, Mar 23.3.98.

BACK PAPERS.

G.O.	No.	Department.	Date.	G.O.	No.	Department.	Date.
	152	Mar:	3-3-98				

FURTHER PAPERS.

G.O.	No.	Department.	Date.	G.O.	No.	Department.	Date.
	Mar.	3417.	5-5-98				

Marine (1898) Department

No. 1.1. of 1898.

Current No: 182

The Hon. Mr. Henry P. ...

No. 153 Mar 23.3.98.

B

Recorded with reference to G.O. 152 Marine of 3 March 98 from which it will be observed that in the opinion of the Ag. Advocate General it is compulsory for boats over 20 tons to carry the regulation side lights.

19.2.98

R.S. The P.S.O. 2/29/98

22.2.98

Submitting Report relative to providing Regulation Side Light to cargo boats at Locanada.

From the Presidency Port Office on the Marine for Canada.

To the Secretary to Govt Marine Dept Madras.

4 on Ch 217

Dated 5 Feb 1898 Recd. 9.2.98

Enclosures one

note for des To issue after G.O. No. 217 is printed

Mar. 25-2-98 R 28/2/98.

7 217 of 98

C. N. 182

C. A. W.

Please say

whether D.O. from Capt. Street of 6.2.98 may should go with the file to H.M. It contains some reflections on Mr. Brodie C.S. & seems the quite a private letter.

No. as this has been specially ordered by Sir I have trans-25.2.98. I have sent the file to another file in

of a collision. looking to me for so many years and me fear on the other hand there will be more collisions here after if the system of side lights is introduced. I want of knowledge to the way of light. The Port Officer of the Port of Guayaquil, Ecuador, is a light of a kind of light to know of the port of Guayaquil. The Port Officer of the Port of Guayaquil, Ecuador, is a light of a kind of light to know of the port of Guayaquil. The Port Officer of the Port of Guayaquil, Ecuador, is a light of a kind of light to know of the port of Guayaquil.

Most Honored Sir, I have the honor to acknowledge the receipt of your letter of the 15th inst. regarding the petition of the Boat Owners Association of Guayaquil, Ecuador, in relation to the proposed change of the light system. I have the honor to inform you that the same has been forwarded to the proper authorities for their consideration. I have the honor to inform you that the same has been forwarded to the proper authorities for their consideration. I have the honor to inform you that the same has been forwarded to the proper authorities for their consideration. I have the honor to inform you that the same has been forwarded to the proper authorities for their consideration. I have the honor to inform you that the same has been forwarded to the proper authorities for their consideration.

the subject of the Cocouada
Conservancy Board with
which it also deals.

C.S.
25. Feb 98.

Your memorialists make bold to state
 also that looking to the apparent incon-
 -venience to carry side lights the rules
 do not seem to be intended for ordering
 open deck boats which have nothing
 to do with high seas.

My dear Mr. Garrison

Handwritten text, likely bleed-through from the reverse side of the page, consisting of several lines of cursive script.

of a collision taking place for so many
years but we fear on the other hand
there will be more collisions hereafter
if the system of side lights is introduced
owing to want of knowledge to the
ways of sailing.

Your magnanimity might lead to late
remission to carry side lights the order
do not seem to be intended for opening
open roads to the coast to have nothing
to do with high seas.

Your magnanimity is too good to bring
such costly transportation of mail to be
with much difficulty done. I am sure
them really as they find it. Some find it difficult
to procure themselves a better boat. Their
own earnings hardly suffice for the
wages of labor. I especially these being
further days. We have of late been
pleased to have the favor of carrying
the order by reporting that people under
some local usage or feeling have not
yet complied with the order.

of his looks upon your finger the
shape of your finger is the shape
of your finger is the shape of your
finger. I am sure you will be
pleased to have the favor of carrying
the order by reporting that people under
some local usage or feeling have not
yet complied with the order.

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finger. I am sure you will be
pleased to have the favor of carrying
the order by reporting that people under
some local usage or feeling have not
yet complied with the order.

No 1.7

From Commander H. A. Street. R.I.M.

Presidency Port Officer.

On Tour, at Coconada, 5th February 1898

To

The Secretary to Government
Marine Department
Madras.

Sir

In continuation of this office letter
No ⁴⁹⁸/₃₉₄ dated 15th November 1897, I have
the honor to acquaint you for the information
of Government that, on the 29th of January last
I received a telegram from the Coconada
Port Officer to the effect that, the native Boat
owners at that Port had refused to ply their
boats on that date, as a protest against the
order directing Boats over 20 tons to be pro-
vided with the Regulation Side-lights as re-

953 had
22-11-97

Subd
on 18/2/98

required by Act. 5 & 6 of the Revised Regulations for preventing Collisions at sea; and that the Collector of the District on the matter being referred to him, had directed that my order concerning the exhibition of these lights should not be enforced until the question has been again referred to me.

2. I interviewed the Native Boatowners this forenoon on the subject, and their objection appears to be based on the following grounds viz:
(a) that the Bay of Coconada is a harbour.
(b) that structural difficulties interfere with the placing of the lights on their boats.
(c) that the expense of providing side-lights is more than they can afford under existing circumstances when food is scarce, and that their earnings are barely sufficient to leave a margin for any expenses beyond those connected with keeping the boats in repair.

3. The Collector of the District in writing to the Port Officer on the subject expresses himself as follows - viz.

"Looking at the Revised Regulations for preventing collisions at sea I really do not think they are applicable to cargo boats for I see from the preamble that they are only to apply to all vessels "upon the high seas and in all waters

"connected therewith navigable by sea-going vessels, whereas cargo boats are not sea-going boats and their operations extend only to where the navigation of sea-going vessels stops & no further. How can they go alongside a vessel at anchor with the monstrous big lamps ordered over the side. I think you might well refer this point to Capt. Street when he comes & meanwhile inform the boat coolies & boatowners that you have decided to refer the point to him & pending his decision not to enforce. Besides Act 30 is a saving clause for local rules & if there is no local rule in force can the Harbour Board not make one or if it cannot cannot the local Government do it. If it can & I am sure it can you ought I think to ask Capt. Street to have a less harsh local rule passed at once. Surely the Macula boats in Madras harbour have not been ordered to carry these lights & if they have not why on earth have the Coconada ones. So far as I can see the rules are not intended for harbours or they would say so but for the open sea or the approaches to harbours from the sea not the harbours themselves"

4. With respect to these objections I beg to point out that the Bay of Coconada is an open Roadstead, and that cargo boats on leaving the River and approaching the anchorage for sea-going vessels

are liable to meet such vessels underway; and that if unprovided with the Regulation side lights become a source of danger not only to themselves but to other vessels moving in the bay. The structural difficulties of which much is made by the Native Boat owners, can be overcome by these persons adopting the same means as have been carried out by Messrs. Hall Wilson & Co who own upwards of 30 boats of all kinds. The expense of providing the lights is no doubt heavy, as a set of lamps costs about Rs 50/- and this I think is the real cause of the objection of the Native Boat owners to carrying out the order. There is also the monthly cost of oil and wick for the lamps to be added to the initial cost of providing the lamps.

As the Collector had directed the Port Officer not to enforce the order until the matter had been referred to me, I have thought it inadvisable to again direct compliance, and have instructed the Port Officer to delay enforcing it until the 1st April next, in order that the views of the Native Boat owners may be considered by Government. In my opinion section 30 of the Revised Regulations for preventing collisions at sea is not intended to apply to an open Road

stead like that of Coconada

5. As stated in this office letter No 498 & dated 15th November 1897 the Regulations have been enforced at Bombay, Karachi and Rangoon. The Chief Commissioner of Sindh has, I understand addressed the Government of Bombay on the subject regarding article 7 (3) & 1, to vessels from 20 to 60 tons, but whether such an alteration can be made by a local Government seems open to question.

6. In conclusion, I would draw special attention to the fact that, Messrs. Hall Wilson & Co of Coconada have supplied their boats with the Regulation side lights, and it therefore seems inadvisable to relax the order in the case of boats owned by other parties.

I append for perusal a petition in original of the Boat owners on the subject.

I have the honour to be
Sir

Yours most obedt Servant

A. K. Street

Presidency Port Officer

1895
22-11-97
Intending?
R.H.

W 153. near
 3-3-98 182.
 C.A.M. 6.101

A similar question
 came up before Govt a few
 days ago from the Collector
 of Malabar. The disposal
 on this, in which the question
 was referred to the Advocate
 General for his opinion,
 was sent to Press on 22-98
 and has not yet returned.

10/2/98

Await the Advocate
 General's opinion on
 the reference from
 Malabar.

11-2-98

See also D.O. Cetero
 11-2-98

C.A.M.
 There read the D.O.
 with matter have come
 up lately. I shall like
 to see the papers. Is it
 not time that this
 Board be
 abolished?

11-2-98

The Govt has ordered the
 question of side lights to be
 referred to the Advocate Genl.
 The papers are now being
 printed. The subsequent
 reference from the Government

I like its powers and
 position in some respects.
 though as "conservator" of
 the Port, it has the Port officer
 under its control. This seems
 a not undesirable arrange-
 ment, and it is difficult
 to conceive how any Port
 officer can maintain an
 independent attitude towards
 local merchants which is
 sometimes so essential - if
 these gentlemen have the
 power to weary him on the
 Board.

11-2-98
 N. Val. I will see Capt Street
 about this in his return 11-2-98

C. No 182 is submitted. It
cannot be dealt with till the
Advocate General's opinion is
received.

As regards the Conservancy
Board, please see notes in
Linton's file. The matter rests
with H. E. who has been reminded
twice. The second reminder
having issued on the 17. Jan.
A further reference was made

to the subject in the note
drafted for H. E. to Mr. [unclear], yesterday.
So that H. E. cannot now be
overlooking the matter. He
possibly intends to take the
papers with him and talk
the matter over on the spot.
The Board has quite mis-