

Marine (1898) Department.

20/11/98

G.O., No. 278-29 Mar

DATED 16 April 1898

235/20

19/11/98

[Despatch Abstract.]

Port clearance: Approving a relaxation of the rule requiring the Customs officer to refuse delivery of - to vessels without the production by the master or person in charge of a bill of health, to the extent of permitting the Medical officer to take the vessel's port clearance with him and to present it with the bill of health, and directing the alteration to be notified.

Port clearance: Forwarding to the Govt of India Home Dept copy of G.O.s: approving a relaxation of the rule requiring the Customs officer to refuse delivery of - to vessels without the production by the master or person in charge of a bill of health, to the extent of permitting the Medical officer to take the vessel's port clearance with him and to present it with the bill of health.

18/11/98

18.11.98

<i>Recd.</i>	} 1898.	<i>Enclosures</i>
<i>Regd.</i>		<i>Spare copies</i>

G.O., Nos. 278, 279, 16th April 1898.

APRIL.

Port clearance

Forwarding to the Government of India, Home Department, copy of Proceedings approving a relaxation of the rule requiring the Customs officer to refuse delivery of — to vessels without the production, by the Master or person in charge, of a bill of health to the extent of permitting the Medical officer to take the vessel's port clearance with him and to present it with the bill of health.

GOVERNMENT OF MADRAS.

MARINE DEPARTMENT.

READ—the following paper :—

From Commander H. A. STREET, R.I.M., Presidency Port Officer, Madras, to the Secretary to Government, Marine Department, dated 22nd March 1898, No. 949/112 G.

I have the honour to forward herewith a copy of a letter I have received from the Port officer, Pámban, respecting the delay to vessels calling at that port, by the Customs authorities adhering strictly to the letter of the Government Order on the subject of withholding port clearance till the Health officer's certificate has been produced at the Customs House (*vide* Regulations 3 and 10 published with G.O., No. 879, Marine, dated 16th October 1897). A steamer of the British Indian Steam Navigation Company calls weekly at Pámban while going to and coming from Colombo, and this vessel has to remain during certain months at an anchorage which is $2\frac{3}{4}$ miles from the landing place. The Medical officer has to board the vessel and the port boat before the steamer can obtain her clearance is $8\frac{1}{4}$ miles. About four hours is thus taken up before a vessel can depart, and the Port officer points out that in the case of a steamer that anchored at 5 P.M. on a certain date, this four hours' detention made it necessary for the Master to incur the risk of turning his vessel in narrow waters after dark.

2. I enquired personally into the matter while at Pámban recently and the Commander of one of the British Indian Steam Navigation Company's steamers then in port called on me on purpose to represent his views on the subject. In my opinion the existing arrangements cause much unnecessary delay to steamers calling at the port, and I trust Government may see its way to relax the regulations to the extent of permitting the Medical officer to take the vessel's port clearance with him and to present it with the bill of health.

ENCLOSURE.

From J. H. BATT, Esq., Port Officer, Pámban, to the Presidency Port Officer, Madras, dated 11th March 1898, No. 175/40-Q.

I have the honour to bring to your notice the disadvantages we labour under at this port with regard to the clearing of steamers sailing under the Native Passenger Ships Act.

2. Under the present existing rules G.O., No. 879, Marine, dated 16th October 1897, paragraph 10, after the bill of health has been granted on board the steamer, it has to go a distance of $2\frac{3}{4}$ miles to the Customs House and thence back again to the vessel so that the actual distance covered by boat necessary for clearing the vessel from the time of her arrival to departure is as follows :—

First by Doctor from shore to steamer	...	...	...	MILES.
Second by boat from vessel to Customs House	...	...	...	$2\frac{3}{4}$
Third by boat from Customs House to vessel	...	...	...	$2\frac{3}{4}$
	...	...	...	$2\frac{3}{4}$
Total	...	...	...	$8\frac{1}{4}$

For seven months in the year, this is the distance that will have to be done on each occasion, for the other five months it is lessened by half as the vessels lie much closer on the northern side of the pass, but even then it is a very great delay. It will best be noticed in the case of a steamer Kundugal harbour and the Master ran a great risk in leaving the port on a dark night and turning his vessel round in narrow waters where the bearing of the light was not of much use to him.

3. I think that some special arrangement might be made in the case of these steamers, the same as I believe is practised at Negapatam, that is, the Collector may be authorized to allow and be delivered to the Commander of the Steamer after he has obtained bill of health from the Doctor.

4. In my opinion the present regulation causes vexatious delay and no useful purpose is served thereby. I may mention that before the complaints were made in August 1897 by Dr. Thornhill of Ceylon, North-West Province, the Sea Customs Superintendent always allowed the clearance to go off with the Health Officer, but since then he has adhered strictly to the letter of the law (which is all very well in ports where there are docks and steam launches and where the work can be done quickly), but in places like this, where we are at such a disadvantage, it is an insuperable obstacle to the public trade.

ORDER—No. 278, Marine, dated 16th April 1898.

In the letter read above, application is made for the relaxation of the * rule which requires the Customs officer to refuse delivery of port clearance to vessels without the production, by the Master or person in charge, of a bill of health. It would appear that at Pámban and other † ports the enforcement of the rule causes considerable delay to vessels, owing to the distance of the anchorage, state of tides and other causes. His Excellency the Governor in Council is advised that there will be no danger in relaxing the regulations to the extent of permitting the Medical officer to take the vessel's port clearance with him and to present it with the bill of health. The proposal is therefore approved, and rule 10 will be altered accordingly.

2. Ordered that the following notification be published in the Fort St. George and all Maritime District Gazettes :—

NOTIFICATION.

For Rule 10 of the regulations for the medical inspection of vessels *outwards*, published in the Fort St. George Gazette of the 2nd November 1897, Part I, pages 1382 and 1383, substitute the following :—

"10. No port clearance shall be delivered to any vessel bound from any such port to any port in Burma or out of India until the Master or person in charge shall produce a bill of health obtained as aforesaid, provided that the Customs officer may entrust the port clearance to the Port Health Officer for delivery by him to the Master or person in charge with the bill of health if he determines to give one."

[Here enter No. 279, Marine, dated 16th April 1898.]

(True Extract.)

(Signed) W. B. DEWINTON,
Ag. Secretary to Government.

To the Superintendent, Government Press, with notification.
" the Surgeon-General with Government.
" the Presidency Port Officer.
" the Collectors of Maritime Districts.
" the Local and Municipal Department.
" the Public Department.
" other Governments, with C.L.

ENDORSEMENT—No. 279, Marine, dated 16th April 1898.

Copy forwarded to the Government of India, Home Department, with reference to endorsement No. 879/A., Marine, dated 16th October 1897.

(By order.)

(Signed) W. B. DEWINTON,
Ag. Secretary to Government.

To the Secretary to the Government of India, Home Department.

Exd. Shaik Karim.

[40 / 500]

urgant

Marine DEPARTMENT.

Papers to be read in proceedings:—

Again G.O., dated

189 , No.

Again G.O., dated

189 , No.

Current No. 360

of 189 , dated 24th March 1898 from the Presidency Post Office

" "

" 189 , " " "

" "

" 189 , " " "

Port Clearance

ORDER.

No. 278 Mar 7 1898

The Hon Mr Henry Blair
to the S.E.

* No. 10 for the medical inspection of
vessels outwards. G.O. 879 Marine
d/16th October 1897

I think an addn. should be
made pointing out distinctly that
the health officer must not hand
over the clearance unless he has pre-
viously examined the vessel, crew &

G.O. 996 Mar d/7th Decr 1897
" 75 Mar d/26th January 1898

passenger & determined to grant
a clean Bill of health.

R.V.

15/4/98

In the letter read above,
application is made for the
relaxation of the rule which
requires the Customs Officer to
refuse delivery of port clearance
to vessels without the production,
by the master or the person in
charge, of a bill of health.
It would appear that at Cam-
ban and other ports the enforce-
ment of the rule causes consider-
able delay to vessels, owing to
the distance of the anchorage,
state of tides, and other causes.
His Excellency the Governor in Council
is advised that there will be
no danger in relaxing the regu-
lations to the extent of permit-
ting the medical officer
to

H. No. 14.4.98 R/15.4.98

to take the vessel's port clearance with him, and to present it with the bill of health. The proposal is therefore approved, and rule 10 will be altered accordingly.

1. Ordered that the following notification be published in the Port Saint George and all Maritime District Gazettes:-

Notification.

For Rule 10 of the regulations for the medical inspection of vessels, outwards, published in the Port Saint George Gazette of the 2nd November 1897 Part I, pages 1382 & 1383

Substitute the following:-

"10. No port clearance shall be delivered to any vessel bound from any such port to any port in Burmah or out of India until the master or person in charge shall produce a bill of health obtained as aforesaid, provided that the Customs officer may entrust the port clearance to the Port Health Officer for delivery by him to the master or person in charge with the bill

These words have been added.
They seem necessary.
J.B.

bill of health if he

R.A.

W.H. 16.11.98

to determine to give one"

W.H. 16.11.98

UP

To

The Supd. Govt. Press, with notifi.
" Surgeon General with Govt.
" P. O. O.
" Collectors of Maritime Districts
" Local & Municipal Sept.
" Public. Sept.
Other Governments with C.L.

(H.E.O. 279 Maras 16 Apr 1898)

Copy forwarded to the Government of India, Home Department with reference to Endorsement No. 879 Marine dated 16th October 1897.

R.A.

W.H. 16.11.98

To

The Secy. to the Govt. of India,
Home Department.

No. 278 Marine d/16 April 98.

GOVERNMENT OF MADRAS.

To

THE SECRETARY TO THE GOVERNMENT OF INDIA,
HOME DEPARTMENT.

THE SECRETARY TO THE GOVERNMENT OF
BOMBAY, MARINE DEPARTMENT.

THE SECRETARY TO THE GOVERNMENT OF
BENGAL, MARINE DEPARTMENT.

THE CHIEF SECRETARY TO THE GOVERNMENT OF
THE N. W. PROVINCES AND OUDH.

THE CHIEF SECRETARY TO THE GOVERNMENT
OF THE PUNJAB.

THE SECRETARY TO THE COMMISSIONER OF SINDH.

THE CHIEF SECRETARY TO THE CHIEF COMMIS-
SIONER, CENTRAL PROVINCES.

THE SECRETARY TO THE CHIEF COMMISSIONER,
ASSAM.

THE CHIEF SECRETARY TO THE CHIEF COMMIS-
SIONER, BURMA.

THE RESIDENT IN MYSORE AND CHIEF COMMIS-
SIONER OF COORG.

THE RESIDENT AT HYDERABAD.

THE AGENT TO THE GOVERNOR-GENERAL IN
CENTRAL INDIA.

THE AGENT TO THE GOVERNOR-GENERAL FOR
THE STATES OF RAJPUTANA.

The Agent to the Govr. General for Beluchistan.
SIR, *The Honble The Colonial Secy, Calcutta.*

I am directed to forward, for the information
of _____,
a copy of the Proceedings of this Government
quoted in the margin containing a notification
issued by His Excellency the Governor in Coun-
cil to prevent the spread of epidemic diseases.

I have, &c.,

M.

278 Marine, d/16 April 1898.

*See: Clear note in 278
d/16 April 98*

With fin opin

C. No 360
No 278-79 Mar 7 16th Apr 98
H. M. S. remarks of 15/4/98.

Under the revised rule
as drafted, the Port Clearance
is to be delivered
by the Medical officer
with the Bill of Health
and the latter cannot
be drawn up until after
the vessel, passengers &
crew have been inspected.
vide Rule 3. G.O. 879
Marine of 16 October 1897
It thus follows that the
rules provide for the
required inspection
before the Port Clearance
can be handed over.
An addition has however
been made to the revised
rule as required by the
H. M.

16. Apr 98

I think the words
'if he determines to give
him after 'bill of
health' will answer
the purpose

Added accor. dir. 16. Apr 98
Please initial

No 278-79 Mar 7 16th Apr 98
Marine DEPARTMENT.

C. No. 360 of 1898.

HIS EXCELLENCY THE GOVERNOR.
~~THE HON'BLE SIR HENRY BLISS, K.C.I.E.~~
~~THE HON'BLE MR. GROSE, C.I.E.~~

SUBJECT.

Port Clearance and Bill of Health

The Hon Mr Grose C.I.E.
St. E. the Governor

FOR ORDERS.

No. 10 printed with G.O. 879 Mar.
dated 16th Oct. '97.
(Flag - A)

In the letter read above, ap-
plication is made for the relaxation
of the rule which requires the Customs
Officer to refuse delivery of port
clearance without the production of a
bill of health.

2. It would appear that at Pamban
there is considerable delay owing to
the distance of the anchorage, and the
Presidency Port Officer trusts that
Government may see its way to relax
the regulations to the extent of per-
mitting the Medical officer to take
the vessel's port clearance with him
and to present it with the bill of
health.

(Flag - B)

3. The notes attached to G.O. 225
Marine dated 11th March 1897 show why
the relaxation in regard to port
clearance previously allowed was
withdrawn. The Honourable Member did
not like the idea of the Customs Offi-
cer granting port clearance without
actually

CRW
7/4/98

actually seeing the bill of health.

4. The concession now applied for was refused to coast ports generally in G.O. 996 Marine dated 7th December 1897, and to Cochin in particular in G.O. 75 Marine dated 26th January 1898.

5. As stated in Note for
Orders Dated 25.11.97 in
C No 1496 of 1897. I think
this very real difficulty
may be surmounted by entrusting
the Port Clearance to the
Port Health Officer, to be
delivered to the master, if
the Health Officer is able
to give the ship a clean
bill of health. I am still
more of this opinion now
after discussing the matter
with the Port Officer at
Pamban & the Presidency
Port Officer, & I cannot
see that he runs any risk
in entrusting the Port Clearance
to such a responsible
Officer

W. B. S.

29.1.98

I agree

29

1/4/98

A. S. H.

6.4.98

Marine (1898) Department.

CURRENT No. 360

From

The Presidency Port Officer,
Madras

Order

No. $\frac{949}{112}$ 9

Dated 22nd March 1898

Received

Registered

Enclosures /

Spare copies

SUBJECT.

Requesting that Government
may relax the regulations
regarding granting of Port
clearance at Pamban in the
manner suggested.

BACK PAPERS.

FURTHER PAPERS.

No. 949/112 *g*

Presidency Port Office,
Madras, 22 March, 1898.

From

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

TO

The Secretary to Government,
Marine Department,
Chepak.

Sir,

B.I.S.N. Coy's Steamers then in port called on me on purpose to represent his views on the subject. In my opinion the existing arrangements cause much unnecessary delay to Steamers calling at the port & I trust Government may see its way to relax the regulations to the extent of permitting the Medical Officer to take the vessels port clearance with him and to present it with the Bill of Health.

I have the honor to be,

Sir,

Your Obedient Servant,

H. A. Theel

Commander, R.I.M.,

Presidency Port Officer.

No. 175/40 q

Pamban Port Office,

14th March 1898. *21P*

From

J.H. Batt Esqr.,

Port Officer,

To

The Presidency Port Officer,

Madras.

Sir,

I have the honor to bring to your notice the disadvantages we labour under, at this port with regard to the clearing of Steamers sailing under the Native Passenger Ships Act.

2. Under the present existing rules G.O. No. 879 Marine dated 16th October 1897 Para 10 after the Bill of Health has been granted on board the Steamer, it has to go a distance of $2\frac{1}{4}$ miles to the Customs House and thence back again to the vessel so that the actual distance covered by boat necessary for clearing the vessel from the time of her arrival to departure is as follows.

1st by Doctor from shore to Steamer---- $2\frac{1}{4}$ miles.

2nd ,, Boat ,, vessel to Custom House $2\frac{1}{4}$,,

3rd ,, Boat ,, Custom House to vessel $2\frac{1}{4}$,,

Total --- $8\frac{1}{4}$

For seven months in the year, this is the distance that will have to be done on each occasion, for the other five months it is lessened by half as the vessels lie much closer on the Northern Side of the Pass, but even then it is a very great delay. It will best be noticed in the case of a Steamer that anchored at 5 P.M., four hours were occupied before her clearance finally reached her

her at Kundugal harbour and the Master ran a great risk in leaving the port on a dark night and turning his vessel round in narrow waters where the bearing of the light was not of much use to him.

3. I think that some special arrangement might be made in the case of these Steamers, the same as I believe is practised at Negapatam that is, the Collector may be authorized to allow the Sea Customs Superintendent to grant a clearance which shall go off with the Health Officer and be delivered to the Commander of the Steamer after he has obtained Bill of Health from the Doctor.

4. In my opinion the present regulation causes vexatious delay and no useful purpose is served thereby. I may mention that before the complaints were made in August 1897 by Dr. Thornhill of Ceylon N.W. Province, the Sea Customs Superintendent always allowed the clearance to go off with the Health Officer but since then he has adhered strictly to the letter of the law (which is all very well in Ports where there are docks and steam launches and where the work can be done quickly) but in places like this where we are at such a disadvantage it is an insuperable obstacle to the Public trade.

I have &c.

(s/d) J.H. Batt

Port Officer.

(True Copy)

J. H. Batt

Commander, R.I.M.,

Presidency Port Officer.

Nothing on record.

*Sp. 934-35
15-11-97*

*Recd. 2.1
360/98*