M.S.

Marine (1898) Department.

G.O., No. 341 Marine

DATED 5th May 1898

[Despatch Abstract.]

Regulation side lights – Making a rule allowing boats of from 20 to 100 tons to exhibit, in lieu of the —, the light prescribed for vessels under 20 tons Article 7(3) of the [illegible] in Council and stating that the rule will only apply to boats' plying ~~within~~ at places which fall within the provisions of Article 30.

7/5/98

H. M. 25. 4. 98 R 29/4/98

BACK PAPERS.

G.O.	No.	Department.	Date.	G.O.	No.	Department.	Date.

FURTHER PAPERS.

G.O.	No.	Department.	Date.	G.O.	No.	Department.	Date.

Government {1898} of Madras.

MARINE.

Recd.	} 1898.	*Enclosures*
Regd.		*Spare copies*

G.O., No. 341, 5th May 1898.

MAY.

Regulation Side Lights

Making a rule allowing boats of from 20 to 100 tons to exhibit, in lieu of the —, the light prescribed for vessels under 20 tons in article 7 (3) of the Order in Council, and stating that the rule will only apply to boats plying at places which fall within the provisions of article 30.

BACK PAP

GOVERNMENT OF MADRAS.

MARINE DEPARTMENT.

Read—the following papers :—

From the	Boat-owners of Cocanada,	dated	17th February	1898,	No.	——.
„	Collector, Malabar	„	29th March	„	„	333/B.&G.
„	Boat-owners, Cochin	„	4th April	„	„	——.
„	Government of Bombay	„	16th „	„	„	68/G.
„	Presidency Port Officer	„	19th „	„	„	646/150 G.

Order—No. 341, Marine, dated 5th May 1898.

The correspondence read above relates to the carrying by open boats of 20 tons and upwards of the coloured side lights prescribed for sailing vessels under weigh by the Regulations * issued under Order in Council, dated 27th November 1896. It is clear from the opinion of the Advocate-General recorded with G.O., No. 152, Marine, dated 3rd March 1898, that the use of these side lights by the boats in question is compulsory. It is, moreover, necessary for the safety of life and property that boats plying in roadsteads or the open sea after dark should exhibit proper lights. But under article 30, the rule may be relaxed so far as the navigation of a harbour, river or inland water is concerned, and His Excellency the Governor in Council is prepared, under the authority of this article, to make a rule allowing boats of from 20 to 100 tons to exhibit, in lieu of the regulation side lights, the light prescribed for vessels under 20 tons in article 7 (3) of the Order in Council, *i.e.*, a lantern with a green glass on one side and a red glass on the other, which need not be a fixture, but may be kept ready at hand to be exhibited in case of necessity. The exemption will, however, only apply to boats plying within the limits of the Madras Harbour, and in such places as the Cocanada river, *inside* the bars at Cuddalore, Negapatam, Cochin, Beypore, Mangalore and such other places as may fall within the provisions of article 30. Outside such limits the regulation side lights *must* be carried.

* G.O., No. 120, Marine, dated 12th February 1897.

The Presidency Port Officer will submit the draft of a notification for bringing this decision into effect. The notification can be issued under section 6 (*m*) of Act X of 1889.

(True Extract.)

Under Secretary to Government.

To the Presidency Port Officer.
„ Collectors of Maritime Districts.

Exd. A. Rungasawmy Aiyangar.

MARINE DEPARTMENT.

[40/500]

Papers to be read in proceedings :—

Side lights

Again G.O., dated 189 , No.

Again G.O., dated 189 , No.

1/4 P

Lists

Current No. 269 of 1898, dated 1st March '98, from the Boat-owners of Cocanada.
„ „ 403 „ 1898, „ 1st April 1898, „ the Collector, Malabar.
„ „ 437 „ 1898, „ 11th April 1898, „ the Boat-owners, Cochin.
„ „ 470 „ 1898, „ 20th April 1898, „ the Govt. of Bombay.
„ „ 492 „ 1898, „ 22nd April 1898, „ the Presy. Port Offr.

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

ORDER. No. 341 Mar d/ 5 May '98

The correspondence read above relates to the carrying by open boats of 20 tons and upwards of the coloured side lights prescribed for sailing vessels under weigh by the Regulations × issued under Order in Council dated 27th November 1896. It is clear from the opinion of the Advocate General recorded with G.O. 152 Marine dated 3rd March 1898 that the use of these side lights by the boats in question is compulsory. It is, moreover, necessary for the safety of life and property that boats plying in roadsteads or the open sea after dark should exhibit proper lights. But under Article 30, the rule may be relaxed so far as the navigation of a harbour, river or inland water is concerned

× G.O. 120 Marine, dated 12th Feb. '97

4/5/98

cerned, and His Excellency the Governor in Council is prepared, under the authority of this article, to make a rule allowing boats of from 20 *x* to 100 tons to exhibit, in lieu of the Regulation side lights, the *o* light prescribed for vessels under 20 tons in Article 7(3) of the Order in Council, i.e, a lantern with a green glass on one side and a red glass on the other, which need not be a fixture, but may be kept ready at hand to be exhibited in case of necessity. The exemption will, however, only apply to boats plying within the limits of the Madras Harbour, and in such places as the Coconada river, inside the ~~harbours of~~ bars at Cuddalore, Negapatam, Cochin, Beypore, Mangalore and such other places as may fall within the provisions of Article 30.

Outside such limits the regulation side lights must be carried

The Presidency Port Officer will submit the draft of a Notification for bringing this decision into effect. The Notification can be issued under section 6(m) of Act X of 1889.

R.S.

3.5.98

Note

x These are the limits prescribed for Karachi

o Note

The H. M's note d/ 26-4-98 apparently contemplates that no lights of any kind shall be carried within harbour limits, but it is not certain that this is the actual intention. At Karachi the red and green lantern is prescribed and this is included in the draft, subject to correction.

R.S.

The Presidency Port Officer.

,, Collectors of Maritime Dists.

17/5/98

M.

[43/509.]

Marine DEPARTMENT.

C. Nos. 260, 403, 427, 470 & 492 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.

Side lights to Boats.

341

FOR ORDERS.

* In letter No. 151 Marine, dated 3rd March 1898, the Bombay Government was asked for information as to the action taken in regard to the carrying of regulation side lights by boats of between 20 and 60 tons. It would appear from the copies of correspondence covered by C. No. 470 that it is only in regard to boats plying within the limits of the port of Karachi that any relaxation of the rule has been allowed. In regard to such boats of from 20 to 100 tons it has been provided that in lieu of the regulation lights, they may exhibit the light prescribed for vessels under 20 tons in Art. 7(3) of the Order in Council of the 27th November 1896, i.e., a lantern with a green glass on one side and a red

* Flag N.

It is quite clear that we cannot relax the rules except in regard to the navigation of a harbour, river or inland water – we may therefore dispense with the use of lights in the Madras harbour, and in such places as the Coconada river, inside the harbour at Cuddalore, Negapatam, Cochin, Beypore & Mangalore (& perhaps at other places, of which I dont know). Outside such limits, lights must be carried & there is an end of it. If boats are ~~[illegible]~~ only used within the limits indicated above, I dont think the provision of lights need be insisted on – But if boats are intended to go outside, lights must be provided & carried & be lighted after dark.

HB

26/4/98

G.O. 120 Marine, d/12th Feb. '97.

Flag A.

H.M. 25.4.98 R 29/4/98

red glass on the other, which need not be a fixture, but may be kept ready at hand to be exhibited in case of necessity.

Art. 30 of the Order in Council allows such a rule to be made by a local authority, but the application is limited to the navigation of a harbour, river or inland water. This would not afford the relief sought by the boat owners of Cocanada,[×] Cochin[&] and Calicut,[π] who ply either in open roadsteads or from port to port. In regard to these, the Presidency Port Officer is decidedly of opinion[β] that in the interests of public safety the regulation lights should be carried. There has been no difficulty in enforcing them at Mangalore, & need be none else-where.

The concession allowed in Karachi might, perhaps, be extended to the port of Madras where the conditions are similar.

× C. No 269

& C. No 427

π page 3 of G.O. 89 Mar dd 2nd Feb 98 (Flag — G)

β Letter No. 646/150 G, d/19-4-98. Flag P.

R.B.

M. 25-4-98

L.O. 102

~~Public Works~~ Marine (1898) Department.

CURRENT No. 269

Ordl 427

From The Boat Owners of the Port of Cocanada.

Order

No.

Dated 17th February 1898.

Received 31-3-98

Registered 31-3-98

Enclosures

Spare copies

SUBJECT.

Regulation Side Lights — Protesting against the order of Govt. to carry —.

BACK PAPERS.

No.	Date.
153 mar	3-3-98
89 mar	2-2-98
953 mar	22-11-97
120 mar	12-2-97

FURTHER PAPERS.

No.	Date.
7 Cw 427	98

Cocanada 17th February 1898

To The Secretary to Government
Marine Department
Madras.

The humble petition of Boat owners of the Port of Cocanada.

Most Respectfully Sheweth.

1 That your petitioners protest against the order requiring our boats which have nothing to do with high seas to carry Regulation side-lights.

2 That unless it be a mere formality our boats cannot practically allow of a suitable place for the lights without at once breaking them to pieces the movements of the crew & the sails & poles greatly interfering with them

3. That this difficulty must have been observed when the Presidency Port officer was pleased to test it here

4 That this is the only Port where the matter of side lights greatly affects since in most other ports night work is not generally carried on -

5. That though simply the lights are kept in the boat when not required to exhibit, they are apt to break when the boat rolls this way & that during heavy sea or squall or when sometimes the boat strikes ground-

6 That apart from these your petitioners are very poor men with means hardly enough to meet the bare necessaries of life especially in these famine days- sometimes enable even to pay the wages of lascars-

7 That owing to too many boats in the ~~town~~ Port competition is very great; this being the cause for scarcity of food.

8 That your petitioners have lost much profit after Mess.rs Hall Wilson & Co built boats for themselves for they used to carry on all their work before.

9. That in conclusion your memorialists humbly pray to exempt them from this hard rule by excepting them under some local usage which never for the last so many years brought on one single case of collision.

10 For this act of kindness they shall ever pray.

We beg to remain
Sir
your most obedt Servants.

[illegible]

[illegible]

G 252
18.4.98

Marine
~~Public~~ (1898) Department.

PRESIDENCY
18 APL 98
PORT OFFICE

CURRENT No. ~~403~~
492

Endorsement.

No. 198 E. of 14th April 1898

Referred to the Presidency Port Officer for ~~Order~~ remarks.

Ag. Secretary to Govt.

To
The Presidency Port Officer
to be returned
R.S.

From,
The Collector of Malabar Calicut.

No. Ref on 333/13 & G. of 98.

Dated 29th March 1898.
Received }
Registered } 1st April 1898
Enclosures - nil
Spare copies

SUBJECT.

Side lights - Requesting farther order regarding the -

BACK PAPERS.

G.O.	No.	Department.	Date.

FURTHER PAPERS.

G.O.	No.	Department.	Date.

Ref MC no 333/B&G of 98 Malabar Collector's Office
Calicut 29th March 1898

From

G. W. Dance Esquire
Collector of Malabar

To

The Secretary to Government
Marine Department
Madras

Sir,

With reference to G.O No. 152, Marine, dated 3rd March 1898, I have the honor to request further orders.

2 It is true that the vessels in question are "British Ships" within the meaning of Section 1 of the Merchant Shipping Act of 1894, because they are owned by "natural born British subjects". But under Section 2 of the same Act they cannot be recognized as British ships unless they have been registered under that Act. These vessels have not been registered under the Merchant Shipping Act of 1894, but under the Indian Act X of 1841. Consequently, the rules applicable to British ships do not apply to them.

3 It is true that they can be made to apply, because British ships are required to be

registered under the Act, and under Section 2(3) they *may* be detained until they produce a certificate of registry. I beg, however, to point out that the detention is optional with the authorities, not compulsory.

4. The question then arises whether these vessels should be made to register themselves as British ships, or whether they should be allowed to please themselves. In the proposed Indian Merchant Shipping Bill of 1895, which has not yet become law, it is intended to make provision for "native coasting ships" (section 8). In Section 9(3) it is laid down that "if any ship registered under Act XIX of 1838 or Act X of 1841 is not re-registered as provided by section 9(1) she shall cease to be recognized as a British ship."

5 If therefore the proposed Act becomes law, the vessels in question may apply to be registered as British ships or not, as their owners think fit. If the registration is soon to be made optional, is it not inexpedient to make it compulsory in the meantime? I believe also that I am right in saying that all previous regulations of this kind brought out in England, were only introduced into India with the approval of the Government of India and **Local** Governments. But the rules framed under the Merchant Shipping Act of 1894 have not

yet

yet, I understand, been adopted in India by any Government. They have only been circulated for information.

I have the honor to be
Sir,
Your most obedient Servant

Collector

Mar. E.1
492/98

Marine (1898) Department.

CURRENT No. 427
vide 269

Order

From The boatowners of Cochin

No. —

Dated 4 } April 1898
Received 11 }
Enclosures — 5
Spare copies

SUBJECT.

Regulations for preventing collisions at Sea

—

Requesting that the boats at Cochin be exempted from the operation of the new —

Papers with RCW

M. 4.
500—14-5-97.

BACK PAPERS.

No.	Date.

FURTHER PAPERS.

No.	Date.
Cov. 7470	6/8

I

Notice
To
Boat Owners.

Under Section 12 of Boat Rules your attention is directed to the following instructions contained in revised Regulations for preventing collisions at Sea, which came into force in the 1st July/ 1897. The following is a precis of the Rules. Full text can be seen at the office.

Rule 5. A sailing vessel shall carry regulation side Lights when under weigh.

6. Small vessels in bad weather to have Regulation Lights at hand lighted and ready for use, the lamps to be painted the colours of the glasses they contain.

7. Vessels (sails or oars) of under 20 tons to be provided with a lantern fitted with green glass on the one side and red glass on the other side, which on the approach of other vessels should be exhibited in time to prevent collision, so that the green light may not be seen on the Port side and the red light on the star board side.

Rowing boats shall be provided with a lantern showing a white light.

11. A vessel under 150 feet in length when at anchor shall exhibit a white light in a lantern not exceeding 20 feet above the hull.

12. Every vessel may in addition to the above lights show a flare up light or use detonating signal that cannot be mistaken for a distress signal.

You are hereby required to supply your boats with the lights specified according to tonnage.

/sd/ M.Woodhouse.
Port Officer.

Cochin.
8th December/ 1897.

/True Copy/

Ina F.1
427/98

II

General Notice.
To
Boat Owners.

In continuation of the Notice issued on the 11" Inst re "Rules for preventing collisions at Sea" wherein Boat Owners are requested to provide the Regulations lamps for all Registered Boats that ply in British waters it is further notified that to give owners the necessary time and opportunity in obtaining the lamps, the date April/ 1st, 1898 has been fixed upon for producing the lamps for inspection before the Registering Officer.

The white light should be an ordinary globular lantern 8 inches in diameter. The instruction for making the red and green side lanterns can be had from the undersigned.

Cochin.
17" Decr/ 97/

/sd/ M.Woodhouse.
Port Officer.

/True copy/

Ma. F.2
427/98

III

Cochin 4" Feby/ 1898.

To.
The Presidency Port Officer.
Madras.

Through.
The Port Officer.
COCHIN.

Sir,

With reference to your Notification of 8" Decr/ 1897 on the subject of the revised Regulations in Boat Rules for "preventing collisions at Sea", we, the undersigned owners of cargo boats, respectfully beg to submit to you our protest against the Rules which would compel us to furnish each boat with lights, and give below our reasons for feeling that this port should be excempt from these new Regulations.

1. The object of these Regulations is declared to be for the purpose of "preventing collision at Sea" and we believe that the records of your office will support our contention that such accidents with, or in any way connected with, cargo boats at this port are absolutely unknown, and we maintain that the conditions under which shipping operations are conducted here render such accidents almost impossible.

2. As you are aware this is a tidal port and all traffic in and out of the harbour practically controlled thereby, and it is seldom possible for boats to be going in opposite directions,- and, so far as occasions for lights are concern~~ing~~ed we are, we believe, correct in stating that the only boats likely to be at work after dark are those returning from the outer roads, and which, as sometimes although seldom happens, are delayed in their journey by adverse tides but at that hour, are never likely to meet with any traffic plying in a contrary direction.

3. It is not the custom here for cargo to be sent out after dark and no native craft is allowed out of the harbour after sunset, nor are there any shipping operations carried on within the harbour

during the night.

4. We have alluded to boats being obtained outside on their return journey until after dark, but, as you are aware, these cases are most exceptional and when experienced only occur to a few boats, and as previously stated there are no instances of any collisions having happened.

5. The number of boats concerned in this matter is 146 and when it is considered that perhaps only 20 at the outside would ever have occasion to light a lamp in accordance with these new regulations it seems a hardship that owners should be compelled to supply so many more lamps than can possibly ever be required.

As we understand these Rules are to come into operation from and after 1st April/ next, we beg that you will kindly put forward our appeal without delay, and hoping that you will also use your influence in support of same.

We have the honor to be,
Sir,
Your most obedient servants,

/True copy/

Ma. E. 3
427/98

Notice to Boat owners.

The Presidency Port Officer having decided that cargo Boats are bound to carry side Lights, all Boat owners are hereby informed that the Regulations contained in this office Notice dated 8" Decr/ last should be carried out and every boat must be provided with side lights before the 1st July/ next. Noncompliance of these regulations will affect the Boat's License.

2. Messrs. Leighton & Co Madras or the Manager of the Basel Mission works at Mangalore will supply you with the necessary lights if orders are placed in their hands at once.

/sd/ M.Woodhouse.
Port Officer.

Cochin.
25" March/ 1898.

Messrs.
Aspinwall & Co.
" John Grieve & Co.
" Kerrumsee Khetsey.
" Hajee Essa Sallay M & Sons.
" Hassraj Mowjee & Co.
" The Cochin Oil Mill Co.
" B.S.Fernandez.
" Thos. Consalvez.
" Sagai Fernandez.
" Francis Noronha.
" Hajee Abdulla Hajee Adam.
" Cassim Hajee Ahmed Ebrahim.
" R.S.Srinivasem
" J.J.D'Cruz.
" F.B.Michael.
" F.B.Mathew.
" Mathew Francis.

/True Copy/

Mar 8 4
427/98

No.498/592 P.

Heading-------

Presidency Port Office.

Madras, 22" March/ 1898.

To

The Port Officer.

COCHIN.

With reference to his endorsement No. $\frac{30}{131}$ dated 7" Feby/ 98 on petition dated the 4" Idem from certain Boatowners at Cochin, the Port Officer is to inform them that the Regulations regarding Side Lights must be complied with before the 1st July/ next.

/sd/ H.A.Street.

Commander, R.I.M

Prescy: Port Officer.

True copy forwarded to Messrs. Aspinwall & Co and other Boat owners with reference to their petition to the Presidency Port Officer, Madras, dated the 4" Feby/ 1898.

/sd/ M.Woodhouse.

Port Officer.

Cochin 25" March/ 98

/True Copy/

9. APR. 1898

Cochin 4" April/ 1898.

The Chief Secretary.
Government of Madras.
OOTACAMOND.

Sir,

WE the undersigned boatowners beg most respectfully to bring the following matter to your notice, with the request that you may be pleased to give same your careful consideration, and, if possible-redress.

On the 8" December/ 1897 we received notice from the local Port Officer, requiring us to conform with certain new Regulations, which were to be enforced for- "preventing collisions at Sea", whereby we are required to supply our boats with particular lights according to the tonnage.

On the 4" Feby/ 1898, we addressed a protest to the Presidency Port Officer, copy of which we beg to hand you herewith, together with reply received to same.

From our letter of 4" Feby/, you will see exactly the position we take up and the cause of our protest against the new regulations being made applicable to this port.

From facts, not opinions, they are proved to be absolutely useless, are in no way of advantage to Government or to the public, and simply mean a further tax on boatowners, which does not benefit the port, or any one- except the private firms who are ready to supply the necessary lights.

+ Those under 20 tons are exempted
S.S.

In addition to the facts stated in our letter above referred to, we would mention that the boats concerned in this matter, are nearly all under 20 tons, they are simply native made, sewn, open boats, with no decks, similar to the Masulah boats plying in Madras.

Further it is impossible to get boatmen to work after dark- even if wanted to; no boats ever leave the port after the sea breeze sets in (in the afternoon), so even if same

Mar. E. 5
427/98

BACK PAPERS.

No.	Date.
CW 42	
26	
199 of	14.4.98
198 of	14.4.98
P.O. 153 of	3.3.98
152 of	3.3.98
& papers	

FURTHER PAPERS.

No.	Date.
Mem: 485	13-6-98

No. 472. of 1897.

From,

The Port Officer,

Karachi;

To,

The Commissioner in Sind,

Karachi,

Port Officer's Office,

Manora 24th February/97.

Side Lights for Harbour Craft.

Sir,

I have the honor to submit herewith a letter from the two lighterage Coy. and the principal boat owners of Karachi, protesting against the introduction of Side Lights for their boats.

2/- I cannot agree with them, that the showing of side lights would render their boats less safe than they are without them, but as I cannot trace that any serious accident has ever occurred without lights in this harbour, and as the cost of side lights, Rs 23/-, for each boat, would be rather a tax on the owners at the present time, I would recommend that they may be permitted to use the hand side light as laid down in Article 10 of the Regulations for preventing collisions at sea, for open and fishing boats of under 20 tons.

I have the hononor etc.

sd/- R. Shopland.

Commander R.I.M.

Port Officer, Karachi.

Through the Chairman Port Trust, Karachi.

Mss Eur' 470/58

No

No. $\frac{P.T.}{970}$ of 1897.

Port Trust Office,

Karachi, 27th February 1897.

Letter No. 472, dated 24th February 1897, from the Port Officer, Karachi, to the address of the Commissioner in Sind and accompaniment.
Subject: Side lights for Harbour Craft.

Forwarded to the Commissioner in Sind.

sd/- R. Giles.

Chairman,

Karachi Port Trust.

True Copies

Hope L. brop

Asst: Ag. Commissioner in Sind –

R.C.

Mar Enc 2
470/98

No. 1397 of 1897.

From,

The Port Officer,

Karachi;

To,

The Commissioner in Sind.

Karachi,

Port Officer's Office,

Manora 31st July 1897.

Signal Lights — Harbour Craft.

Sir,

With reference to this Office letter No. 472 of the 24th February last, I have the honor to submit, for favor of your approval and publication in the Sind Official Gazette, the accompanying Draft Notification re adding a "proviso" to Port Rule No. 27 (copy^× attached) under the provision of section 6 of the Indian Ports Act X of 1889

× not received

1889, to permit the Cargo Boats and Barges over 20 Tons, to exhibit, when under weigh, the same lights as those under that tonnage viz. "a lantern with a green glass on one side and a red one on the other", as required by article 7 of the Regulations laid down by H. M's Order in Council dated the 27th November 1896, for preventing collisions at sea.

G.O. 120 dmar 97/12
Feb '97

The reason for making this suggestion is that a large number of cargo Boats and Barges are above 20 tons and as they only ply in the Harbour for the purpose of taking in or discharging cargo alongside of Vessels working in the stream, it is found impracticable to fit side lights to them that will not be broken every time they go alongside, thus causing excessive expense and trouble to the owners.

I have etc.

sd/- M. F. S. Finny
Port Officer Karachi.

Through the Chairman, Port Trust, Karachi

Mar Enc 3 / 470/98

No. P.T./4230 of 1897.

Port Trust Office,
Karachi, 24th August 1897.

Letter No. 1397 d/- 31st July 1897, from the Port Officer to the Commissioner in Sind and accompaniment.
Letter No. P.T. 4092 d/- 18th Aug. 97 from the Chairman Karachi Port Trust to the Port Officer Karachi and the latter Officer's reply No. 1496 d/- 19th idem.
Subject: Signal lights. Harbour Craft.

Submitted to the Commissioner in Sind with a recommendation that the proposed amendment to the existing Port Rule 27 may be sanctioned, under the authority of Article 30 of Her Majesty's Order in Council dated 27th November 1896.

sd/- R Giles
Chairman
Karachi Port Trust.

True copy
Hope L. Cross
Ag. Asstt. Commissioner
in Sind

mar Env 4/470/98

In exercise of the powers of a Local Government vested in him by Government Notification No. 2738 dated 26th May 1880, the Commissioner in Sind is pleased to publish for the information of persons likely to be affected thereby the following draft of amendments in rules 24 (a) and 27 under Section 6 (m) of the Indian Ports Act X of 1889, published in Notification No. 3105 dated 24th December 1896. Any objections or suggestions made to the Commissioner in Sind or the Port Officer, Karachi, in writing on or before the 1st October 1897, will be received and considered.

Rule 24 a. For "11th August 1884" substitute "27th November 1896"

Rule 27. For present Rule 27 substitute the following:-

"27. All vessels, of whatever rig or denomination, when under way, or at anchor in the Port of Karachi, shall, between sunset and sun rise, exhibit the lights prescribed in Her Majesty's Order[+] in Council dated 27th November 1896.

[×] Art. 2, 5 + 11

Exception. Cargo boats and barges under 60 tons may, in lieu of the lights so prescribed, exhibit the lights prescribed for vessels under 20 tons in Article 7(3)[*] of the said order.-

When moored in the Harbour all vessels without exception, shall exhibit where it can best be seen, but at a height not exceeding 20 feet above the hull, a bright white light in a globular lantern not less than 8 inches in diameter, and so constructed as to show a clear, uniform and unbroken light visible all round the horizon at a distance of not less than one mile."

Sd/- A. Wingate

Acting Commissioner in Sind.

True copy

Hope L. Crofs

Ag. Assistant Commissioner
in Sind

T.C.

---

[*] "Vessels under oars or sails of less than 20 tons shall have ready at hand a lantern with a green glass on one side and a red glass on the other, which, on the approach of or to other vessels, shall be exhibited in sufficient time to prevent collision, so that the green light shall not be seen on the Port side, nor the red light on the Starboard side."

Mar Gen 5/4070/97

No. 4338 of 1897.

Marine Department,

Commissioner's Office,

Karachi, 13th September 1897.

Memorandum,

With reference to the Port Officer Karachi's No. 1397, dated 31st July last, received with the Chairman Port Trusts' No. P.T./4230 dated 24th ultimo, the Acting Commissioner in Sind has the honor to append the draft of the Notification it is proposed to issue and to inquire whether the Port Officer and Chairman Port Trust have any remarks to offer.

It is presumed that the proposed application of Article 7 (3) to vessels under 60 tons is to extend to those vessels when at anchor as well as when under way and not when under way only, as entered in the Port Officer's draft.

This point should kindly be clearly explained.

By order.

sd/- J. Sladen.

Assistant Commissioner in Sind.

True Copy

Hoped Crop

Ag. Assistant Commr in Sind

Ph.

Mar Enc 6 / 478/58

No. 1689 of 1897.

From,

The Port Officer,

Karachi,

To,

The Chairman,

Karachi Port Trust,

Karachi.

Port Officer's Office,

Manora 17th September 1897.

Sir,

With reference to the Commissioner in Sind's Memo No. 4338 dated the 13th Instant, received under the Secretary Karachi Port Trust's No. P.T./4661 of the 15th Idem, anent the Draft Rule regarding the carriage of Lights by Vessels, I have the honor to inform you that the lantern referred to in Article 7(3) of H. M. Order in Council dated 27th November 1896, is prescribed to be carried by Vessels under 20 tons when under way only, and it is proposed to extend the same to those from 20 to 60 tons, in lieu of the Side Lights and Screens required by Articles 2 (b)(c) & (d) and 5, for such vessels when under way only.

2. The Anchor Light (white light) must be carried in addition by all vessels when at anchor or moored in the harbour in terms of Article 11 and this is covered by the first part of the draft Rule in question, but to obtain uniformity and efficiency of this Light being carried by Native craft which are never above 150 feet in length, the 2nd para. of the Draft is necessary in order to prevent them evading the law, and defeat the bject for which it is intended.

3. The Draft received with the Commissioner's Memo. referred to above s herewith returned, with a request that it may be amended as follows:-

Rule 27.

For the words "in the Port of Karachi" read "within the limits of the Port."

For the words "so prescribed" read "prescribed for such Vessels when under way."

Add after the words "the said order" "viz; a lantern with a green glass on one side and a red glass on the other", and omit the Article given in the Margin.

For the words "when moored in the harbour, all Vessels without exception" read "Vessels under 150 feet in length when moored or at anchor within the limits of the Port."

A copy embodying the above amendments is also attached for easy reference.

I have &c.

sd/- M.S. Finny.
Commander R.I.M.
Port Officer Karachi.

True copy
Hope h. Crof
Ag. Assistant Commissioner in Sind

mar Enc 7/4707/98

No. 4642 of 1897.

Marine Department,

Karachi, 4th October 1897.

In exercise of the powers of a Local Government vested in him by Government Notification No. 2758 dated 26th May 1880, the Commissioner in Sind is pleased to publish, for the information of persons likely to be affected thereby, the following amendments in Rules 24(a) and 27 under section 6(m) of the Indian Ports Act X of 1889, published in Notification No. 3105 dated 24th December 1896. Any objections or suggestions made to the Commissioner in Sind or the Port Officer, Karachi, in writing, on or before the 7th November 1897, will be received and considered:—

Rule 24 (a)

For "11th August 1884" read "27th November 1896"

Rule 27.

For the present Rule 27, substitute

the following:-

27. All vessels of whatever rig or denomination, when under way, or at anchor within the limits of the Port, shall, between sunset and sunrise, exhibit the Lights prescribed in H. M.'s Order in Council dated 27th November 1896. Cargo boats and barges from 20 to 60 tons may, in lieu of the Lights prescribed for such vessels when under way, exhibit the Light prescribed for vessels under 20 tons in Article 7(B) of the Said Order, viz. a lantern with a green glass on one side and a red glass on the other.

27(a) — Vessels under 150 feet in length, when moored or at anchor within the limits of the Port, shall exhibit where it can best be seen, but at a height not exceeding 20 feet above the hull, a bright white light in a globular lantern not less than

8

8 inches in diameter, and so constructed as to show a clear, uniform and unbroken light, visible all round the horizon at a distance of not less than one mile.

Sd/- A. Wingate

Acting Commissioner in Sind.

True Copies,

Hope k Cross

ag. Assistant Commissioner in Sind

T.C.

Mar Enc 8
4768/98

No. 2063 of 1897

From,

The Port Officer,
Karachi;

To,

The Commissioner in Sind,
Karachi;

Port Officers Office,
Manora 8th November 1897.

Exhibition of lights within Port limits.

Sir,

With reference to your draft Notification No. 4642 of the 4th ultimo, published at page 467 of the Sind Official Gazette of the 7th idem, I have the honor to report that copies of the same were freely distributed and the purport explained to those concerned, as well as tom-tomed in the town and suburbs of Karachi, and to submit the accompanying petitions, in original, received from the Owners of Vessels, and would recommend that some of the concessions prayed for therein may be granted.-viz.

(1) Rule 27.— The limit of tonnage of cargo boats be fixed at 100 tons and the words "from 20 to 60 tons" be altered accordingly.

(2) Rule 27 (a) Vessels under 150 feet in length, when secured in not more than three tiers at any of the authorized landing places, other than the "Merewether" Pier, "Erskine" or "James" wharves, and rowing boats when moored inside the various Piers at Manora, be exempted from showing the Anchor Light.

2. I may mention that vessels lying in Docks or alongside the dock walls at Bombay, are not obliged to carry the anchor light.

3. In view to obtaining the exemptions

I

I have added an exception in the above Rule, and now attach for your approval a final draft Notification covering the above recommendations, and as it does not prejudice the interests of those concerned, I request you will be so good as to cause it to be published in the next issue of the Sind Official Gazette.

I have etc.

sd/ Charles Hewett

Commander, R.I.N.,

Port Officer, Karachi.

Through, the Chairman, Karachi Port Trust.

True Copies,

Hope W Cross

Ag. Assistant Commr in Sind

No. $\frac{P.T.}{5802}$ of 1897

Port Trust Office,
Karachi 11th November 1897

Letter No. 2063 d/- 8th Nov. 1897 from the Port Officer, Karachi to the address of the Commissioner in Sind and accompaniments. Subject:- Exhibition of Lights within Port limits.

Forwarded to the Commissioner in Sind.

The Port Officer's recommendation is doubtless based on his practical experience and may be accepted.

sd/- R. Giles
Chairman,
Karachi Port Trust.

True copy
Hope W. Crofts
Ag. Assistant Commissioner
in Sind

R.C.

Mar Genl
4/20/85

mar Gen 18
470/58

Notification

By the Commissioner in Sind.

Marine Department,

No. 5308, dated 19th November 1897.

In exercise of the powers of a Local Government vested in him by Government Notification No. 2738, dated 26th May 1880, the Commissioner in Sind is pleased to publish, for general information, the following amendments in Rules 24(a) and 27 under S. 6(m) of the Indian Ports Act X of 1889, published in Notification No. 8105 dated 24th December 1896, and to direct that they shall come into force at once.

Rule 24 (a)

For "11 August 1884" read "27th November 1896"

Rule 27.

For the present Rule 27, substitute the following:-

"27. All vessels, of whatever rig or denomination, when under way or at anchor within the limits of the Port, shall, between sunset and sunrise, exhibit the Lights prescribed in H. M's Order in Council, dated 27th November 1896.

do
× Art. 2, 5 + 11

Exception.

Cargo boats and barges from 20 to 100 tons, may, in lieu of the lights prescribed for such vessels when under way, exhibit the light prescribed for vessels under 20 tons in Article 7 (3) of the said order, viz: a lantern with a green glass on one side and a red glass on the other.

27(a). Vessels under 150 feet in length, when moored or at anchor within the limits of the Port, shall exhibit, where it can best be seen, but at a height not exceeding 20 feet above the hull, a bright white light in a globular lantern not less than 8 inches in diameter, and so constructed as to show a clear, uniform and unbroken light, visible all round the horizon at a distance of not less than one mile.

& Art. 11

Exception

This rule does not apply to vessels under 150 feet in length when secured in not more than three tiers at any of the authorized Landing Places other than the Merewether Pier, Erskine and James wharves, nor to rowing boats when moored inside the various piers at Manora.

sd/ H. E. James
Commissioner in Sind.

True copies

ag. Assistant Commr.
in Sind.

Mar. 395

Mar Enc 11 / 4787/98

No. 1306 of 1898

Marine Department,
Commissioner's Office,
Karachi, 4th April 1898.

Memorandum.

In reply to the above the Acting Commissioner in Sind has the honour to state that on the revision of the Rules for preventing Collisions at Sea notified in Government of India Notification No. 308* S. R. dated 19th January 1897, the Port Officer, Karachi, suggested that the Local rules prescribed by the Commissioner in Sind in exercise of the power of a Local Government under Section 6 (m) of the Ports Act X of 1889 should be amended in respect to the carriage of side lights by Harbour Craft.

Port Officer's No. 472, dated 24th February 1897.
Chairman Port Trust's No. 970, dated 27th February 1897.
Port Officer's No. 1397 dated 31st July 1897.
Chairman Port Trust's 4230, dated 24th August 1897.
Commissioner's No. 4338 and accompaniment dated 13th September 1897.
Port Officer's No. 1689, dated 17th September 1897.
Commissioner's Notification 4642, dated 4th October 1897.
Port Officer's No. 2063, dated 8th November 1897.
Chairman Port Trust's No. 5802, dated 14th November 1897.
Commissioner's Notification No. 5308, dated 19th November 1897.

* No. 120 Mar. Dy. 12th Feb '97

Copies† of the rule existing at the time and of the correspondence noted in the margin ending with the rule‡ as it now stands are appended for the information of the Madras Government.

† not recd.

‡ Enclos. 11

(sd) R. Giles,
Acting Commissioner in Sind

16/4

Mar Gen 12
476/98

No. 68/G of 1898.
Marine Department,
Bombay Castle, 16th April 1898.

From,

The Secretary to Government.

To,

The Secretary to the Government of Madras.
Marine Department,
Ootacamund

Sir,

With reference to your letter No. 151 Mar, dated the 3rd March 1898, I am directed to forward herewith copy of a memorandum from the Commissioner in Sind No. 1306, dated 4th instant, together with the correspondence therein referred to, leading to the issue by the Commissioner, who has the powers of a Local Government, of a ×rule regarding the exhibition of lights by cargo boats and barges from 20 to 100 tons.

× Encls. 11

I have the honor to be,
Sir,
Your most Obedient Servant,

Hmd King
For Acting Secretary to Government

Abl
16/4

Marine (1898) Department.

CURRENT No. 492

From

The Presidency Port Officer,
Madras

Order

No. 646/150 G

Dated 19 april 1898

Received
Registered } 22 April 1898

Enclosures 1.

Spare copies

SUBJECT.

Returning with remarks Endorsement no 198 E of 14th april 1898 on Marine Current no 403 regarding side lights to Vessels.

BACK PAPERS.

No.	Date.

FURTHER PAPERS.

No.	Date.

No. 646/150 G **Presidency Port Office,**

Heading

Madras, 19th April 1898.

From

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

To

THE SECRETARY TO GOVERNMENT,
MARINE DEPARTMENT,
CHEPAK.

Sir,

In reply to Endorsement No. 198,E, of 14th April 1898 on Marine Current No. 403, herewith returned, I have the honor to state that as the rules applicable to British ships can be made to apply to vessels registered under the Indian Merchant Shipping Act X of 1841, the fact of it being optional with the authorities to enforce the order should not be allowed to count in this matter, for the reason that with side lights the safety of a vessel is to some extent assured, whereas a vessel without lights is liable to be run down by a passing steamer or sailing ship. It is true that in the Indian Merchant Shipping Bill of 1895 it is intended to make special provision for the wants of native coasting vessels, but I cannot find anywhere that it is intended to relieve them from the Regulations for preventing Collisions at sea; as the safety of the lives of the crews of the vessels referred to by Mr: Dance is a matter for serious consideration I do not think that the vessels in question should be relieved of the obligation of taking the necessary precautions to prevent a collision.

I have the honor to be,
Sir,
Your obedient servant,

Commander, R.I.M.,
Presidency Port Officer.

C. No: 269

Marine No 341
5-5-98

W

The H.M. has directed that the P.S.O be asked to call on him to discuss this matter of side lights and the hardship entailed by existing orders – but meanwhile wishes to know what has been done in Bombay. The Bombay Govt. has been addressed accordingly – vide letter No 151 Marine. d/3 Mar 98. The reply will, apparently, have to be awaited before further action is taken.

R.S.
3 Mar 98.

Us

4.3.98

Await reply from the Bombay Govt. to letter No. 151 Marine d/3rd Mar 98.
4th Mar 98