

DEPARTMENT.

Marine (1898) Department.

DATED 28 June 90

[Despatch Abstract.]
Side lights for country - Crafts Informing
Messrs Andrew & Co, agents, B-D S. N. 11th - 2nd,
Calcutta that the only relaxation from the
in and matter of — is contained in No
485 dated 13th June '98, forwarding them with
a copy thereof.

Indexed

CURRENT No. 793

His Excellency the Governor in Council ordered that the Carrying ^{regulation} of lights by vessels of 20 tons and upwards is compulsory, and the Govt. has no power to relax the Rule except in the case of boats plying within the limits of a harbor, river, or inland water. In these such limits the rule has accordingly been relaxed by G.O. 485 Marine of 13 June 1898, a copy of which will be furnished to Messrs Andrew & Co. The relaxation would apply to boats plying within the harbor of Bombay, but not to those in the open roadstead of Calicut.

Received 17. 6. 58

Enclosures one

Spare copies —

SUBJECT.

SUBJECT.
Side lights for Country Crafts

C. A.

To Messrs Andrews & Co with a
copy of f.v. 485 Marine &
13 June 1898.

BACK PAPERS.

No.	Date.
485	9 13-6-98
361	5-5-98
120	~~8 12-2-97~~

FURTHER PAPERS.

No.	Date.
472-73	31-5-99

Extract from the Madras Mail news-
paper of 27th May 1898.

Side lights for Country Crafts.

Some representations have lately been made to Government relating 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 Nov^r 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

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. that is 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 bars at Cuddalore, Negapatam, Cochin, Bepore, Mangalore and such other places as may fall within the provision of Article 30. Outside such limits the Regulation Side Lights must be carried.



Calicut 14th June 1898.

To,
His Excellency
the Governor in Council
Cotacamund.

Sir,
Revised Regulations for
Preventing Collisions at Sea.

We observed an article in the
Madras Mail newspaper of the 27th
May 1898 and as we have been unable
to learn the date and number of the
Government Order we take the liberty
of attaching a copy of what appeared
in the newspaper.

From this we learn that certain
concession has been granted to boats
plying in the Madras Harbour &c.
and we would beg that the same
concession might be conceded to the
licensed Cargo Boats of the ports
of Calicut and Beypore.

Unfortunately we have no harbours
but the conditions with reference to
collision

has
Gentl
25/6/98

collision we would remark are rather in our favour, for the anchorage extends over a larger space and the vessels are not so crowded in coming and going as they would be in a harbour.

The anchorage being also near the shore and in shallow water is a long way inside of the course of vessels passing up and down the Coast.

The Cargo Boats are used merely for the conveyance of goods shipped and landed from steamers at the anchorages during the fine weather.

In the Monsoon time the work is carried on, when practicable, by flat bottom Canoes known as Kumber Boats.

This is a comparatively small place and usually there are not more than one steamer in port on same day and on many days there is no steamer at all.

The bulk of the trade is carried on by small native Crafts known as Pattimars.

There is therefore we would beg to submit

submit very little risk of collision with
these Cargo Boats.

So far there never has been any.

The boats are also not suitably
constructed for carrying side lights
the front part being occupied by the
rowers.

We therefore beg that Article 20.
of the Revised Regulations might also
be made applicable to the licensed
Cargo Boats of the ports of Calicut
and Beypore.

We have the honor to be

Sir,

Your most humble & obedient
Servants.

Andrew

Agents of the British India Steam
Navigation Company Ltd.
Merchants and Boat Owners.

12-6-06.5

Indexed.