

~~Marine~~ (1898) Department.

G.O., No. 6578 Marine

DATED 29 July 1898.

[Despatch Abstract.]

Deck & Load Lines Act, 1891 : Ordered
that the Govt of India be furnished with
the views of the Madras Govt on certain
modifications proposed in the rules under
the ———.

The Govt of India addressed.

I am directed to acknowledge your letter No. 2653 S.R. dated 22nd June 1898 requesting the opinion of His Excellency the Governor in Council on certain modifications which have been proposed in the rules under the Deck and Load Lines Act, 1891, and, in reply, to state that His Excellency in Council, after consulting the Presidency Port Officer and the Government Surveyor at Madras, agrees in the view taken by the Government of India in regard to proposals (a), (b) and (c) of the Engineer and Shipwright Surveyor to the Government of Bengal.

P. W. 4.
500-24-3-98.

H. 2u 23.7.98 H. 2b 26.7.98 H. 2 26.7.98 H. 2u 27.98

I am to add that proposals (d), (e),
(f) and (g) are approved.

I have etc.,

M. B. S.
23.7.98

20/29/98

Marine (1898) Department.

CURRENT No. *916*

Order

From

*The Presidency Officer
Madras*

No. *498* by
244

Dated *11th* July 1898

Received *15.7.98*

Enclosures *3000 8246 15000000*

Spare copies -

SUBJECT.

*Informing that the
views of the Engineer
Shipwright Surveyor
to the Govt. of Bengal
may be accepted*

CURRENT No. 846

From
The Government of India
Finance & Commerce Dept.

No. 2653 SR

20 The P. P. Q. with
3 enclosures in
original to be returned

Dated 22-6-98

Received 30-6-98

Enclosures 200

Spare copies 7 (*: 7 spare copies of each)

Deck & Load Line Rules

Asking for an Expression of
opinion on certain alterations
in the — proposed by the
Govt of Bengal.

BACK PAPERS.

No.	Date.
353.753	12-4-97
153.4.8	24-2-1897
112.8.8	1-1-1897
559.8	14-8-96

FURTHER PAPERS.

No.	Date.
2916	8/9/0

No. 346-Mne., dated 12th February 1898.

From—COLONEL A. D. McARTHUR, R.E., Secretary to the Government of Bengal, Marine Department.

To—The Secretary to the Government of India, Finance and Commerce Department.

With reference to the correspondence ending with your endorsement, dated the 27th September 1897, forwarding a copy of your letter No. 4290-S.R. of the same date to the Government of Burma, communicating the sanction of the Government of India to certain amendments in the rules made under the Deck and Load Lines Act, 1891, I am directed to submit, for any action that may be considered necessary, the accompanying copy of a memo. (No. 368), dated the 24th ultimo, from the Port Officer of Calcutta, enclosing a letter from the Engineer and Shipwright Surveyor to this Government, suggesting the adoption of the Board of Trade rules relating to Deck and Load Lines with necessary modifications. I am also to observe that the views of this Government in the matter were communicated to the Government of India in the letter from this Department, No. 643-Mne., dated the 12th March 1897.

Dated 17th January 1898.

From—The Engineer and Shipwright Surveyor to the Government of Bengal,

To—The Secretary to the Government of Bengal, Marine Department.

With reference to notification No. 183-Mne. of the 1st November last, publishing rules for load-line marking under the Indian Merchant Shipping Act, VII of 1880, before indenting for forms under the new rules, I beg to point out that they differ from the latest Board of Trade rules on the subject in many respects, and as a few of these differences are important the Bengal rules might be corrected to meet the requirements in accordance with the Board of Trade Circular No. 550, Marine Department, dated August 1896, which apparently contains the rules which should be followed here in granting load-line certificates. The important differences referred to are as follows, and might be rectified as here suggested, although it would be best to use the Board of Trade rules here wholly as I have several times suggested:—

1. The Board of Trade have no Indian summer mark for coasting sailing ships, nor do their free board tables on certificates allow for such a mark, in fact there is no data or information available by which the position of such a mark could be approved—the words “Indian Summer and” should therefore be removed from paragraph 4 of the Bengal rules.

2. Neither the Board of Trade nor Bengal certificates provide for the entering of diagrams of marking, the latter part of paragraph 5 in Bengal rules cannot, therefore, be applied, is not absolutely necessary, so might be cancelled.

3. In paragraph 9 (c) of the Bengal rules the words “and unclassed iron and steel sailing ships” are omitted, and being important should be added similar to paragraph 10 (e) of the Board of Trade rules; they refer to the form of certificates to be used for such vessels.

4. In paragraph 9 a sub-paragraph (e) might be added similar to paragraph 10 (e) of the Board of Trade rules and should read:—

“(e) As regards all vessels having deck erections in respect of which deductions have been made for free board, if any change tending to invalidate the right to such deductions is made in the structural condition of the deck erections, the certificate of approval shall thereby cease to have effect.” This is most important.

5. The word “assignment” in second part of paragraph 10 should be altered to “approval.” The Act does not allow that officers assign marking, and the Board of Trade have ruled that it is illegal for their officers to assign marking.

6. Regarding load-line certificates, which have ceased to have effect, the sentence in paragraph 12 of the Board of Trade rules referring to this might be adopted with advantage to form a continuation of paragraph 6 of the Bengal rules, and would read: “In default of a certificate which has ceased to have effect being handed in for cancellation, it shall be competent for an officer in the Marine Department to notify any Collector of Customs that such certificate is no longer valid and for such Collector on receiving such notice to refuse clearance to the vessel in question.” By adopting this sentence it would assist greatly in keeping vessels properly provided with the necessary certificates.

7. As the certificate forms of the Bengal rules are not correct, I enclose revised drafts of these forms making them conform with the rules and similar to each other, for instance, Forms L. L. 2 and L. L. 3 being for classed vessels only on deterioration the vessels will lose their class and consequently free board certificates also, but they may retain

their class after alteration of these deck erections for which deductions in free board have been made, thus the necessity for having the forms as I have drafted similar to the Board of Trade forms. Forms L. L. 2-B and L. L. 3-A as drafted will also meet the requirements as regards the deck erections already referred to. The same applies to the draft of Form L. L. 3-B, which I suppose is issued under the Indian Merchant Shipping Act, VII of 1880, like the others, and not the Merchant Shipping Act, 1876, so is drafted accordingly; the rules state that there is to be no limit of time for these certificates, but the published form states differently and differs from Board of Trade form; surely this is incorrect.

2. It may be noted that the Board of Trade rules and forms allow for the position of the centre of the disc and the position of the lines to be used in connection therewith being certified (and are most explicit), whereas the Bengal rules and forms only allow for the position of the centre of disc being certified, and are scant of information.

3. In submitting these rules I would ask whether the forms as published are to be used now without further alteration, and that where the rules lack proper information the Board of Trade rules may be used.

No. 368, dated 24th January 1898.

Endorsed by the Port Officer of Calcutta.

Forwarded. If the suggestions from this office regarding the Board of Trade Circular No. 550, Marine Department, dated August 1896, are brought into force, it will meet with the requirements of the Surveyor.

FORM L. L. 2.

CERTIFICATE of APPROVAL of the POSITION [or alteration of the position] of the DISC on the steamship " " Official No. " in pursuance of the Indian Merchant Shipping Act (VII of 1880), as amended by the Deck and Load Lines Act (XVII of 1891).

[I, " a Surveyor employed by " and specially authorised by " in this behalf]

[or I, " an officer of the Government of "] have approved, on behalf of the Government of " the position [or alteration of the position] of the disc on the steamship " Official No. " and hereby certify that the centre of such disc is placed at " feet " inches below the " deck line marked under the provisions of the Merchant Shipping Act, 1876. [Indian Merchant Shipping Act, 1880.]

This certificate is to remain in force only so long as the vessel remains in her present class, provided that no change has taken place in the structural condition of those deck erections in respect of which deductions have been made for free board.

Dated this " day of " 189 " .

(Signed.)

POSITION of LINES to be used in connection with the disc.

Maximum load-line in fresh water, Indian summer, " feet " inches above the centre of the disc.

Maximum load-line in fresh water, " feet " inches above the centre of the disc.

Maximum load-line in Indian fair weather season, " feet " inches above the centre of the disc.

Maximum load-line in summer the centre of the disc.

Maximum load-line in winter, " feet " inches below the centre of the disc.

Maximum load-line in North Atlantic winter, " feet " inches below the centre of the disc.

Note.—In accordance with the rules made by the Government, the disc and lines must be permanently marked by centre punch marks or cutting, and the particulars given in this certificate are to be entered in the official log. The certificate must also be framed and put up in some conspicuous part of the ship.

If, and so soon as, the class of the ship is either changed or withdrawn, or if, and so soon as, any change is made in the structural condition of the deck erections above mentioned, this certificate will be cancelled, and must be delivered to the Government for that purpose, and the owner must then apply either to the original load-line authority, or to any other load-line authority approved by the Government for a new certificate.

FORM L. L. B. 2.

CERTIFICATE of APPROVAL of the POSITION [or alteration of the position] of the DISC on the steamship " " Official No. " in pursuance of the Indian Merchant Shipping Act (VII of 1880), as amended by the Deck and Load Lines Act (XVII of 1891).

[I, " a Surveyor employed by " and specially authorised by " in this behalf]

[or I, " an officer of the Government of "] have approved, on behalf of the Government of " the position [or alteration of the position] of the disc on the steamship " Official No. " and hereby certify that the centre of such disc is placed at " feet " inches below the " deck line marked under the provisions of the Merchant Shipping Act, 1876. [Indian Merchant Shipping Act, 1880.]

This certificate is to remain in force until the " day of " 18 " .

Dated this " day of " 18 " . (Signed.)

POSITION of LINES to be used in connection with the disc.

Maximum load-line in fresh water, Indian summer, " feet " inches above the centre of the disc.

Maximum load-line in fresh water, " feet " inches above the centre of the disc.

Maximum load-line in Indian fair weather season, " feet " inches above the centre of the disc.

Maximum load-line in summer the centre of the disc.

Maximum load-line in winter, " feet " inches below the centre of the disc.

Maximum load-line in North Atlantic winter, " feet " inches below the centre of the disc.

Note.—In accordance with the rules made by the Government, the disc and lines must be permanently marked by centre punch marks or cutting, and the particulars given in this certificate are to be entered in the official log. The certificate must also be framed and put up in some conspicuous part of the ship.

On the " day of " 18 " , or if, and so soon as, any change is made in the structural condition of those deck erections, in respect of which deductions have been made for free board, this certificate will cease to have effect, and it must be delivered to the Government to be cancelled, and the owner must then apply either to the original load-line authority or to any other load-line authority approved by the Government for a new certificate.

FORM L. L. 3.

CERTIFICATE of APPROVAL of the POSITION [or alteration of the position] of the DISC on the sailing ship " " Official No. " in pursuance of the Indian Merchant Shipping Act (VII of 1880), as amended by the Deck and Load Lines Act (XVII of 1891).

[I, " a Surveyor employed by " and specially authorised by " in this behalf]

[or I, " an officer of the Government of "] have approved, on behalf of the Government of " the position [or alteration of the position] of the disc on the sailing ship " Official No. " and hereby certify that the centre of such disc is placed at " feet " inches below the " deck line marked under the provisions of the Merchant Shipping Act, 1876. [Indian Merchant Shipping Act, 1880.]

This certificate is to remain in force only so long as the vessel remains in her present class, provided that no change has taken place in the structural condition of those deck erections in respect of which deductions have been made for free board.

Dated this " day of " 18 " . (Signed.)

POSITION of LINES to be used in connection with the disc.

Maximum load-line in fresh water, " feet " inches above the centre of the disc.

Maximum load-line in winter, North Atlantic, " feet " inches below the centre of the disc.

Note.—In accordance with the rules made by the Government of India, the disc and lines must be permanently marked by centre punch marks or cutting, and the particulars given in this certificate are to be entered in the official log. This certificate must also be framed and put up in some conspicuous part of the ship.

If, and so soon as, the class of the ship is either changed or withdrawn, or if, and so soon as, any change is made in the structural condition of the deck erections above mentioned, this certificate will be cancelled, and must be delivered to the Government for that purpose, and the owner must then apply either to the original load-line authority or to any other load-line authority approved by the Government for a new certificate.

FORM L. L. 3-A.

CERTIFICATE of APPROVAL of the POSITION [alteration of the position] of the DISC, on the sailing ship "____", Official No. _____, in pursuance of the Indian Merchant Shipping Act, VII of 1880, as amended by the Deck and Load Lines Act, XVII of 1891.

[I, _____, a Surveyor employed by _____, and specially authorised by _____ in this behalf] have approved, on behalf of the Government of _____, an officer of Government of _____, the position [or alteration of the position] of the disc on the sailing ship "____", Official No. _____, and hereby certify that the centre of such disc is placed at _____ feet _____ inches below the deck line marked under the provisions of the Merchant Shipping Act, 1876. [Indian Merchant Shipping Act, 1880.]

This certificate is to remain in force until the _____ day of _____ 189____.

Dated this _____ day of _____ 189____.

(Signed.)

POSITION of LINES to be used in connection with the disc.
Maximum load-line in fresh water, _____ feet _____ inches above the centre of the disc.
Maximum load-line in winter, North Atlantic, _____ feet _____ inches below the centre of the disc.

Note.—In accordance with the regulations made by the Government, the disc and lines must be permanently marked by centre punch marks or cutting, and the particulars given in this certificate are to be entered in the official log. The certificate must also be framed and put up in some conspicuous part of the ship.

On the _____ day of _____ 18____, or if, and so soon as, any change is made in the structural condition of those deck erections, in respect of which deductions have been made for free board, this certificate will cease to have effect, and it must be delivered to the Government to be cancelled, and the owner must then apply either to the original load-line authority or to any other load-line authority approved by Government for a new certificate.

FORM L. L. 3-B.

CERTIFICATE of APPROVAL of the POSITION [alteration of the position] of the disc on the sailing ship "____", Official No. _____, in pursuance of the Indian Merchant Shipping Act [VII of 1880], as amended by the Deck and Load Lines Act (XVII of 1891).

[I, _____, a Surveyor employed by _____, and specially authorised by _____ in this behalf] have approved, on behalf of the Government of _____, an officer of Government of _____, the position [or alteration of the position] of the disc on the sailing ship "____", Official No. _____, and hereby certify that the centre of such disc is placed at _____ feet _____ inches below the deck line marked under the provisions of the Merchant Shipping Act, 1876. (Indian Merchant Shipping Act, 1880.)

Dated this _____ day of _____ 189____.

day of _____ 189____.

(Signed.)

POSITION of LINES to be used in connection with the disc.
Maximum load-line in fresh water, _____ feet _____ inches above the centre of the disc.
Maximum load-line in North Atlantic winter, _____ feet _____ inches below the centre of the disc.

Note.—In accordance with the rules made by the Government, the disc and lines must be permanently marked by centre punch marks or cutting, and the particulars given in this certificate are to be entered in the official log. The certificate must also be framed and put up in some conspicuous part of the ship.

If, and so soon as, any change is made in the structural condition of those deck erections in respect of which deductions have been made for free board, this certificate will be cancelled and must be delivered to the Government for that purpose, and the owner must then apply either to the original load-line authority or to any other load-line authority approved by Government for a new certificate.

Demi-official No. 1161-S.R., dated 8th March 1898.

From—J. E. O'CONOR, Esq., Assistant Secretary to the Government of India, Finance and Commerce Department,

To—G. ROBERTSON, Esq.

We have received from the Government of Bengal a copy of your letter of the 17th January 1898 in which you suggest certain alterations in the rules and forms issued under the Deck and Load Lines Act, 1891. I should be glad to speak to you about these suggestions if you could conveniently call here any day during the week that may be convenient to you at any hour from 12 to 5.

Demi-official No. 342, dated 9th March 1898.

From—G. ROBERTSON, Esq.,

To—J. E. O'CONOR, Esq., Assistant Secretary to the Government of India, Finance and Commerce Department.

In reply to your letter No. 1161-S.R. of yesterday's date, I shall be pleased to call on you on the afternoon of 11th instant at 3 o'clock regarding the rules under the Deck and Load Lines Act, and trust this will be convenient to you.

No. 742-Mne., dated 5th April 1898.

From—T. H. CLOWES, Esq., Under-Secretary to the Government of Bengal, Marine Department,
To—The Secretary to the Government of India, Finance and Commerce Department.

In continuation of the letter from this Department, No. 346-Mne., dated the 12th February last, I am directed to submit, for the information of the Government of India, the accompanying copy of a memorandum (No. 1472), dated the 29th ultimo, from the Port Officer, Calcutta, enclosing a letter from the Engineer and Shipwright Surveyor to this Government, modifying some of the suggestions made by him in connection with the Rules under the Deck and Load Lines Act, 1891, in his letter, dated the 17th January last, a copy of which was sent to the Government of India with the letter quoted above.

No. 1, dated 28th March 1898.

From—The Engineer and Shipwright Surveyor to the Government of Bengal,

To—The Secretary to the Government of Bengal, Marine Department.

Referring to my letter of the 17th January last, regarding the rules for load-line marking on ships, on further consideration of paragraph (4) of the rules I see that the Indian summer and summer load-line is one and the same mark. My remarks as to the removal of the words "Indian Summer and" do not, therefore, apply, so I would ask to withdraw them.

2. It may be noted that for sailing ships the Board of Trade in their rules and free board tables allow for only the line that passes through the centre of the disc as the mark to which such vessels can load (maximum) in salt water for voyages other than North Atlantic voyages, it therefore appears unnecessary to refer to this mark as the winter, summer or Indian summer mark, as it embraces them all. A constant minimum free board having been fixed for sailing ships under ordinary conditions, in my opinion there is no room for further concessions being given them when they are engaged solely in the Indian coast trade in the fine season, their minimum free board having already been fixed with due regard to strength and buoyancy by the Load Line Committees Free Board Tables adopted by the Board of Trade and in use here.

No. 1472, dated 29th March 1898.

Endorsed by Port Officer of Calcutta.

Forwarded with reference to Government of Bengal, Marine Department, No. 347-Mne., dated 12th February 1898.

G. C. Press, Simla.—No. 535 C. F.—22-6-98.—90.

No. 2634-S. R.
GOVERNMENT OF INDIA.
FINANCE AND COMMERCE DEPARTMENT.

To
THE SECRETARY TO THE GOVERNMENT OF BENGAL,
MARINE DEPARTMENT.

Simla, the 22nd June 1898.

SIR,

I AM directed to acknowledge the receipt of your letters Nos. 346 and 742, dated respectively the 12th February and 5th April 1898, forwarding communications from the Engineer and Shipwright Surveyor to the Government of Bengal, suggesting certain modifications in the rules under the Deck and Load Lines Act, 1891, transmitted with the Resolution in this Department, No. 3128-S. R., dated 21st July 1896. In his letter, dated the 17th January 1898, the Engineer and Shipwright Surveyor proposes *inter alia* that the words "Indian summer and" should be omitted from Rule 4 of the Deck and Load Line Rules with a view to bring the rule into closer accord with the corresponding rule of the Board of Trade; but in his subsequent letter No. 1, dated the 28th March 1898, he withdraws the proposal and points out that in the case of sailing ships the Board of Trade, in their rules and free board tables allow only for the line that passes through the centre of the disc as the mark to which such vessels can load (maximum) in salt water for voyages other than North Atlantic voyages, and that therefore it seems unnecessary to refer in Rule 4 to the mark as the Indian summer or summer load line.

2. I am in the first place to observe that in examining Rule 4 of the rules in question the Surveyor appears to have been misled by taking the diagram as shown in the rules to apply to all sailing ships, including those engaged in the coasting trade. Such a mistake is likely to be made in the absence of a separate diagram for coasting ships and owing to the fact that allusion to the Indian summer mark as applicable to sailing ships engaged in the coasting trade is incidentally made in Rule 4 without its being definitely prescribed.

3. As regards the Surveyor's contention that the Indian summer load line mark should not be allowed for sailing ships engaged in the coasting trade as it is not recognised by the Board of Trade in the case of such ships, I am to point out that without the Indian summer mark coasting vessels would be

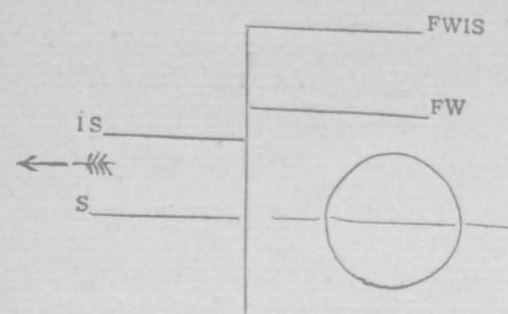
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deprived of an advantage which accrues to them from the meteorological conditions of the country. It is true that nothing similar occurs in the rules issued by the Board of Trade, for, in framing them for British coasting vessels, the Board necessarily had in view the coasts of the United Kingdom only. If the Board had been dealing with the trade on the Indian coasts, they would doubtless have done what the Government of India have done. But the Governments of the other Maritime Provinces will be consulted before final orders are passed.

4. Assuming that the Indian summer mark is retained for coasting sailing vessels it becomes necessary, in order to apply it to construct a table applicable thereto. It is understood that the necessary table can be framed by the Engineer and Shipwright Surveyor to the Government of Bengal, and I am to request that he may be instructed to prepare the table required. It is also necessary, in order to remove all ambiguity, to have a separate diagram for sailing ships



engaged in the coasting trade which will indicate the several load line marks. The diagram in the margin has been suggested, and I am to enquire whether in the opinion of the Engineer and Shipwright Surveyor it is suitable, and, if so, to request that he may be asked to draft any modification in the rules that may be rendered necessary by the introduction of the revised diagram.

I have the honour to be,

SIR,

Your most obedient Servant,

J. A. ROBERTSON,

Offg. Asst. Secy. to the Govt. of India.

GOVERNMENT OF INDIA.
FINANCE AND COMMERCE
DEPARTMENT.

To
THE SECRETARY TO THE GOVERNMENT OF
BENGAL, MARINE DEPARTMENT.

No. 2654-S. R.

Dated Simla, the 22nd June 1898.

Rule laying down a diagram for coasting vessels
in India.

No. 2653-S.R.
GOVERNMENT OF INDIA.
FINANCE AND COMMERCE DEPARTMENT.

To

*The Secretary to the Govt. of Madras,
Marine Department.*

Simla, the 22nd June 1898.

SIR,

I AM directed to forward copy of the papers noted in the margin, proposing certain modifications in the rules under the Deck and Load Lines Act, 1891, sanctioned in the Resolution in this Department, No. 3128-S.R., dated 21st July 1896. The modifications proposed are briefly:—

Letter from the Government of Bengal, No. 346-
Marine, dated 12th February 1898, and enclosures.
Letter from the Government of Bengal, No. 742-
Marine, dated 5th April 1898, and enclosure.

- (a) The elimination from rule 4 of the rules of all reference to the Indian summer and summer load line mark in the case of sailing ships engaged solely in the coasting trade.
- (b) The omission of the second paragraph of rule 5.
- (c) The addition of the following to rule 6—
“In default of a certificate which has ceased to have effect, being handed in for cancellation, it shall be competent for an officer in the Marine Department to notify any collector of customs that such certificate is no longer valid and for such collector on receiving such notice to refuse clearance to the vessel in question.”
- (d) The addition of the words “and unclassed iron and steel sailing ships” after the word “survey” in rule 9 (c).
- (e) The addition to rule 9 of a sub-paragraph to the following effect:—
“As regards all vessels having deck erections in respect of which deductions have been made for free board, if any change tending to invalidate the right to such deductions is made in the structural condition of the deck erections, the certificate of approval shall thereby cease to have effect.”
- (f) The substitution of the word “approval” for the word assignment in the latter paragraph of rule 10.
- (g) The alterations in the forms of certificates of approval of the load line disc indicated in clause (7) of the letter, dated 17th January 1898, from the Shipwright Surveyor to the Government of Bengal and in the revised forms therein referred to.

2. I am to request that the Government of India may be favoured with the opinion of *His Excellency the Governor in Council*—on the modifications proposed, and at the same time to communicate the following remarks as regards proposals (a), (b) and (c):—

(a) As explained in the enclosed copy of a letter addressed to the Government of Bengal, this proposal seems based on a misapprehension.

2
(b) The omission of part of the rule does not seem to the Government of India to be necessary.

(c) It appears to the Government of India that no real ground has been shewn for the addition, and it would seem doubtful whether it comes within the terms of the Indian Act, XVII of 1891. So far as the Government of India are aware no evil has been shewn to result from the omission of the clause.

I have the honour to be,

SIR,

Your most obedient Servant,

J. A. Robinson
Offg. Asstt. Secy. to the Govt. of India.

GOVERNMENT OF INDIA
FINANCE AND COMMERCE
DEPARTMENT.

To

THE SECY. TO THE GOVT. OF MADRAS
MARINE DEPARTMENT.
THE SECY. TO THE GOVT. OF BURMA,
COMMERCE DEPARTMENT.

No. 2653-S.R.

Dated Simla, the 22nd June 1898.

Asking for an expression of opinion on certain
alterations in the Deck and Load Line rules
proposed by the Government of Bengal.

G. C. Press, Simla.—No. 535 C. F.—22-6-98.—97.

Heading

No. 498
244

Presidency Port Office,
Madras, 11th July 1898.

From

Commander A. A. Street, R.N.M.,
Presidency Port Officer,
Madras,

To

THE SECRETARY TO GOVERNMENT,
MARINE DEPARTMENT,
CHEPAK.

Sir,

With reference to Marine Department,
Memorandum, No. 365, E, dated 6th July 1898,
and letter No. 2653, S. R. dated 22nd June 1898,
from Government of India, Finance and
Commerce Department, I have the honor
to state that it seems to me that the view
taken by the Government of India
regarding proposals (a) (b) and (c)
of the Engineer and Shipwright Surveyor
to the Government of Bengal may be
accepted. The Government Surveyor
agrees with me in this view, and we
both consider that proposals (d) (e)
(f) and (g) should be carried out.

I have the honor to be,

Sir,
Your obedt. servant,

A. A. Street
Commander, R.N.M.,
Presidency Port Officer

3rd Enclosures
returned.