

Marine (1898) Department.

✓ G.O., No. 75 Mar

DATED 26th January 98

[Despatch Abstract.]

Port Clearance. Stating that the rules in regard to the grant of — for vessels bound to Burma + ports out of India cannot be altered and that the delay brought to notice by Messrs. Aspinwall & Co. might, to some extent be avoided by arranging to finish loading earlier in the day.

28/1/98

BACK PAPERS.

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

FURTHER PAPERS.

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

Marine DEPARTMENT.

Papers to be read in proceedings:—

Again G.O., dated

Again G.O., dated

Current No. 58

22 22

189 , No.

189 , No.

of 1898, dated 15th January, from the P.P.O.

„ 189 „

„ 189 „

His Excellency the Governor in Council regrets that he is unable to alter the rules in regard to the grant of port clearance for vessels bound to Burma and ports out of --- India. The delay brought to notice by Messrs. Aspinwall & Co. would to some extent be avoided if they arranged to finish loading earlier in the day.

20.1.20

✓ 26/11/98

The Presidency Port Officer.

Marine (1898) Department.

CURRENT No. 58

For orders

with reference to G.O. 996,
Marine, 27 December 1897
and the notes on which

is based. The fact that From
the existing procedure invol-
ed delay was known when The Presidency Port Officer,
Madras

order the order was passed,
the entire of the delay as
now explained was in the,
perhaps, fully apprehended.
The concession applied for
would be confined to Steamers
and to Rangoon - and which
leave Cochin three or three
times a month.

No. 949 G
5

Dated 6th January 1898.

Received
Registered
Enclosures 1

Spare copies

If the rule is relaxed,
the Port Clearance might be
taken on board by the Port
Health officer in preference
to a subordinate of the Port.
Dept.

SUBJECT.

Forwarding for consideration
a copy of Messrs. Aspinwall
H's letter asking for a
modification of the rules
relating to the granting
of Port Clearance in respect
of vessels bound direct
from Cochin to Rangoon.
This might be pointed out to
them, they might be asked to

BACK PAPERS.

No.	Date.
996 mar	7-12-97
225 mar	11-3-97
Support their claim by giving instances of the delay complained of H. Bal 17.1.98	
I don't understand what they mean by talking of the necessity of fresh medical inspection - How could this be needed? H. Bal 18/1/98	
They refer to para 5 of the rules for inspection of outward bound vessels. R. 879 Marine, d. 16 October 1897. Flag A. H. Bal 20.1.98	
~~But I don't understand what they mean by talking of the necessity of fresh medical inspection - How could this be needed?~~ I can't help it. They must finish loading earlier in the day H. Bal 24/1/98	

Back
FURTHER PAPERS.

No.	Date.
996 mar	7-12-97
877 "	16-10-97
225 "	11-3-97
202 "	6-3-97
clear: 278-9	16-4-98
Further papers	

British India Steam Navigation Company (Ld)

15th Decr. '97.

M. Woodhouse Esqr.

Port Officer,

COCHIN.

Sir

With reference to the G.O.No.996 Mar. dated 7th Inst,
a copy of which you have forwarded to us, and from which we regret
to observe that the Government do not consider it necessary to mo-
dify the regulations in regard to the grant of Port clearance for
vessels bound to a port out of India, we have the honor to point
out that it appears to us from a perusal of the order, that suf-
ficient stress has not been laid on the fact of Cochin being a
tidal port, and that it is not so much the distance from the shore,
as the delay experienced in a boat getting to the outer Roads &
back by reason of an adverse current, that constitutes the real dif-
ficulty at this port, and frequently involves serious loss of time
and we feel sure that if the attention of Government is again drawn
to the matter, they will see that the circumstances do warrant a
modification of the rules as regards Cochin.

The concession we asked for was in respect of
steamers bound to Rangoon direct from this port, and which vessels
call here about twice, and sometimes thrice, a month. As you are
aware, generally it is late in the evening before intake of cargo
is completed, and it is only after this that the medical inspection
commences on board. Taking the case of a Steamer finishing at 6
P.M, which is not unusual, the Health Officer then examines the
ships company involving say half an hours delay, after which the
Bill of Health is granted. Should the tide be then low ebb, the
boat cannot come in for at least 2 hours, and by the time the for-
malities of clearing at the Custom House and Port Office are gone
through involving another hours delay, it becomes so late that it
is often difficult to induce boatmen to go out with the ships
papers, and in rough weather this would be quite impossible, thereby
causing a delay of at least 12 hours to the steamer, necessita-
ting a fresh medical inspection next day, for which a fee is levied
and

and the grant of a new port clearance.

We would only instance one recent case to show the great inconvenience and loss of time and money resulting from a too rigid observance of the Rules. The S.S. "OANFA" which loaded here last month for London finished her intake at about 6 P.M. on the 14th Ultio, and the boat with the Health Officer's certificate started for the shore at 6.30 P.M., but owing to a strong ebb did not reach the shore until 8.45 P.M. The clearance was obtained at about 10.30 P.M., when it was found that boatmen would not go at that ^{late} hour to the Steamer, which had steam up ready to leave. The Health Officer had to go on board again next day, and by the time he returned, a new clearance was obtained, and sent on board, it was close on 2 P.M. when the steamer sailed.

We have the honor therefore to request you will be good enough to bring the above facts to the notice of the authorities with a view to the modification of the regulations asked for being granted to us, under the peculiar circumstances obtaining at this port.

We have &c.
(s/d) Aspinwall & Co.

Agents

(True Copy)

(Initd) M.W.

Port Officer.

(True Copy)

H. A. Street

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

*New Encls 1
58798*

No. 949/59

Presidency Port Office,
Madras, 6th January 1898.

From

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

M A D R A S,

To

The Secretary to Government,
Marine Department,

C H E P A K.

Sir,

With reference to G.O., Marine, No. 996, dated 7th December 1897, I have the honour to acquaint you, for the information of Government, that Messrs. Aspinwall & Co., the agents at Cochin of the B.I.S.N Co., have again addressed the local Port Officer, pointing out the inconvenience already brought to notice by the strict enforcement of the rules relating to the granting of Port Clearance, in respect of vessels bound direct from Cochin to Rangoon, and asking for a modification of the said rules. I forward for the consideration of Government a copy of Messrs. Aspinwall & Co's letter on the subject.

I have the honor to be,

Sir,

Your Obedient Servant,

H. A. Street

Commander, R.I.M.,

Presidency Port Officer.