

Marine (1898) Department.

G.O., No. 982 Marine

DATED 24th Nov 1898.

[Despatch Abstract.]

Bombay Port Trust

Letter from the Chairman, Harbour
Trust Board, returning, with remarks, the Adminis-
tration Report of the — for 1897-98, received

G.O.	No.	Department.	Date.
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Returning with re-
marks, the Bombay
Port Trust Administration
Report for 1897-98.

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1 000—5-9-58.

BACK PAPERS.

G.O.	No.	Department.	Date.

FURTHER PAPERS.

G.O.	No.	Department.	Date.

Harbour Trust Office,

MADRAS, 5th October 1898.

No. 2598

FROM

J. N. Atkinson Esq, I.C.S.,

CHAIRMAN, HARBOUR TRUST BOARD,

MADRAS.

To

W. B. deWinton Esq,

SECRETARY TO GOVERNMENT,

Marine Department.

Sir,

I have the honour to acknowledge the receipt of your memo dated 5th October No. 505 H, and to return the Bombay Port Trust Administration Report for the year ending 31st March 1898, as I have a copy on record in this office.

2. In the comparative statement furnished in the memo, the result shown is that Shipping at Bombay pays three times the amount per ton realised at Madras viz at Bombay Rs 1.45 per ton and at Madras Rs .47 per ton.

3. I would however point out that Shipping as distinguished from Merchants, at Bombay paid only Rs 1,11,168: 2 :9, exclusive of country craft, vide Section V. Port Department page 22; while at Madras the corresponding dues levied amounted to Rs 1,09,495. vide page 34 of Madras Harbour Administration Report for 1897-98. The tonnage of vessels is given in your memo at Bombay, as 2,024,481 tons, and the incidence of Port Dues on that tonnage is therefore only Rs.05 per ton of shipping.

The charge for the use of the Merewether Dry Dock is for special services rendered to individual vessels, which go in to Dry Dock to get their bottoms cleaned and painted, or for repairs to say rudder or propeller.

3. The incidence of charges per ton on shipping at Madras is as follows.-Tonnage as per memo 1,249,316. Port Dues levied Rs 1,09,495, incidence per ton Rs .09.

4. Bombay is a Terminal Port and nearly all foreign arrivals bring and take away full cargoes. Every modern steamer can carry more than twice her registered tonnage, so that the incidence of the Port dues per ton of freight earned by shipping is at Bombay reduced to less than half or say Rs ^{0.025} per ton register inward only, or to Rs ^{0.0125} inward and outward, with full cargoes.

Madras being only a Port of call, a vessel of say 2000 tons net register capable of carrying over 4000 tons cargo would pay ^{2 1/4} annas per ton on her register, or say Rs 281 for each entry i.e. something over Rs 450 outward from Home and Homeward from Calcutta. A vessel of this size would probably discharge about 600 tons of cargo, on the outward voyage to Calcutta, shipping nothing; and on the homeward voyage she would discharge nothing and ship about 500 tons of cargo. On each entry she would pay full port dues at ^{2 1/4} annas per ton of nett register capacity, which would be equivalent to about Rs ⁴ per ton of cargo landed and shipped.

5. From the above it will be seen that the incidence per ton of cargo so far as shipping is concerned, is very much heavier at Madras than at Bombay, the result being that freight to and from this port is also very much greater per ton.

6. It is the cargo which at Bombay pays for the facilities of landing and shipping goods in the Docks, not the vessels which bring and take away the goods; but it is impossible to arrive at the incidence per ton of cargo, as the total tonnage is not given anywhere in the Bombay report.

7. At Madras the incidence of all charges Rs ^{6,02,699} against tonnage ^{5,23,756} tons is Rs ^{1.13} per ton, to which must be added Rs 1 per ton all round for boathire according to the statement of Members of the Chamber of Commerce.

8. It is not a question as to what shipping is willing to pay at Madras for Docks, but what cargo can pay without any addition to present charges and it is calculated that a Dock due on cargo (to be paid by the merchant not by the ship) of Rs 1/ per ton, in lieu of boathire, on all cargo which would

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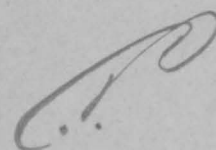
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be landed and shipped inside a Dock (exclusive of coal, coke, timber, oil) would more than pay interest on outlay, and leave a surplus, which could be utilised to reduce the above very heavy incidence of charges at this port on shipping, and thus tend to bring freights to a more reasonable level.

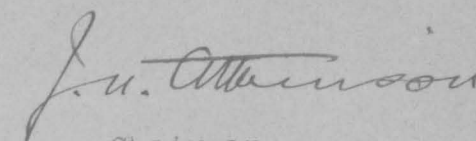
I have the honour to be,

Sir,

Your Obedient Servant,



Secy.



Chairman,

Harbour Trust Board.

