

G.O., No. 299 Mar

DATED 29 March 99

[Despatch Abstract.]
Canal boats plying between Cocanada
& Coning a

Intuing that H.E. the Governor
Council sees no reason to relax
the Regulations as regards lights to be
carried by Vessels, in favour of the

Stating that His Excellency the Governor in Council sees no reason to relax the regulations as regards lights to be carried by vessels in favour of the —.

GOVERNMENT OF MADRAS.

MARINE DEPARTMENT.

READ—the following paper:—

From Commander H. A. STREET, R.I.M., Presidency Port Officer, Madras, to the Secretary to Government, Marine Department, dated 4th March 1899, No. 498/86 G.

At the port of Cocanada it has been the practice of the Port Officer (see correspondence attached) to cause all boats, whether coming into the port from the canal or not, to take out a license under the Boat rules and to carry the regulation lights specified in article 7 (3) of the Board of Trade Regulations for preventing collisions at sea, when proceeding from Cocanada river across the lower portion of the Cocanada bay to the Coringa river; but with boats coming into the river from the canal and returning *via* the canal he has not interfered.

2. The practice above specified has been objected to lately by the Cocanada Chamber of Commerce, and the Collector of the district, on receiving the objection of the Chamber, has desired the Port Officer to relax the Government Order regarding boats carrying regulation lights (G.O., No. 485, Marine, dated 13th June 1898), in the case of canal boats using the bay route when proceeding from river to river. The Port Officer has referred the matter to me, and in doing so objects to the decision of the Collector on the grounds that it is probable any relaxation of the order regarding the carrying of lights by boats will be abused by the cargo and other boats (not canal) which now are required to carry lights and that the canal boats, when proceeding into the bay at night from the river, meet other boats carrying lights.

3. In my opinion the practice to which exception has been taken should continue, but as the Collector thinks otherwise I beg that the question may be placed before Government for decision.

ENCLOSURES.

From G. W. WICKS, Esq., Port Officer, Cocanada to the Presidency Port Officer, Madras, dated 28th February 1899, No. 54/B 1.

I have the honour to forward for your information copies of correspondence and telegrams which have passed between the Collector of Górávari and myself relative to certain canal boats being allowed to proceed to Coringa by sea without providing themselves with the lights as required under the Regulations for preventing collisions at sea. Before entering further into the matter, I beg here to mention that I have treated the Collector's telegram of the 18th February 1899 as an order, and am allowing such boats as wish to avail themselves of the privilege to proceed during the early morning without lights.

2. To briefly explain the situation: Besides the ordinary cargo boats which ply to the roadstead, there are a large number of canal boats which, for convenience, or because there is not sufficient water in the canals, go to the Coringa river by the sea route, that is, they use the mouth of the Cocanada river and cross the lower portion of the bay to get into the Coringa river. Some of these boats may very possibly make only one trip in the year by the sea route, but there are many of them which frequently use this means of getting to and fro the Coringa river in preference to the canals. It has been the practice at this port to compel these boats which use the mouth, to take out a license under the Boat rules, irrespective of the number of trips which they may make in the course of the year, the fact of their using the mouth and plying within the limits of the port being considered sufficient to bring them under the provisions of the Boat rules. They are no doubt boats plying "occasionally in" the port or "partly within and partly without" as described in the heading to the Boat rules. Of course boats coming into the river from the canals, and returning the same way, are not licensed under the Boat rules. I am not

aware that any objection has been raised to these occasional boats being licensed and paying the usual fee of Rs. 3; indeed, I think, that it is generally recognised that they have to take out a license, but quite recently the Chamber of Commerce has addressed the Collector of the district on the subject of these boats being compelled to carry lights and asked that they may be permitted to go out in the day time.

3. Under orders received from you the lights are now considered part of the equipment of all licensed boats, and, as I have explained to the Collector in my letter, I have no power to alter the order, but as there seemed to be some misunderstanding I also explained that these boats are not required to carry an expensive set of side lights. To get from Cocanada to Coringa it is quite correct that the boats will cross a large portion of the bay which may be described as *inside* the limits which are navigable by sea-going vessels. On the other hand they have to go down the Cocanada river to the mouth and cross the bar, a portion which is certainly navigable by sea-going vessels of a small tonnage, and, as a matter of fact, is occasionally used by them. Besides these small sea-going vessels, there are all the regular cargo boats now provided with lights using the same channel and mouth; it is therefore necessary for these occasional boats to be also provided with lights after sunset. The Collector considers, however, that they may be allowed to leave in the early morning without providing lights as they can easily cross the area navigable by sea-going vessels during daylight. This, I respectfully beg to submit, is an order which is very liable to be abused, as once the boatmen learn that they can be allowed to ply without lights conditionally, they will doubtless try to evade the condition and slip out at night when it is very difficult to see them, as it is not always convenient for them to go out in the morning. If boats are to be allowed to pass in the day time without providing themselves with lights, the rule requiring the lights, to form part of the equipment, will have to be altered.

COPY of endorsement by the Collector of Górávari, dated 14th February 1899, on letter from the Chairman, Chamber of Commerce, Cocanada, dated 13th February 1899, addressed to the Collector asking to arrange to allow boats to cross from Cocanada to Coringa during daylight.

Forwarded to the Deputy Conservator of the Port.

The Collector is inclined to concur with Mr. Innes in thinking it unnecessary for canal licensed boats merely going to Coringa to provide themselves with lights as they are not regular sea-going vessels and only go the only way by sea, because the other route is closed by want of water. They can easily make the journey by daylight.

From G. W. WICKS, Esq., Port officer, Cocanada, to the Collector, Górávari, dated 15th February 1899, No. 52/B 1.

With reference to your endorsement, dated 14th February 1899, on a letter from the Chairman, Chamber of Commerce, Cocanada, I have the honour to inform you that under instructions received from the Presidency Port Officer, Madras, the lights prescribed in the regulations for preventing collisions at sea are to form part of the equipment of every licensed boat of the port, and I have no power to exempt any boats from the operations of the order which in the case of boats plying in the rivers or inland waters, has been relaxed by Government (under notification No. 485, Marine, dated 13th June 1898), in so far that they are not required to carry the side lights prescribed for sea-going vessels (as Messrs. Innes & Co.'s letter addressed to the Chairman of the Chamber of Commerce would lead one to suppose), but a combined lantern with a red glass on one side and a green glass on the other, and which can be made in the local bazaar of an approved pattern at a very moderate cost.

2. I am afraid that this is not the only respect in which Messrs. Innes & Co.'s letter is rather misleading, as in his letter to you, the Chairman of the Chamber of Commerce requests that boats may be permitted to cross during daylight, evidently thinking that the trip can be made with ease in daylight, and that lamps are therefore unnecessary. If it were possible that the passage could be made at all states of wind and tide during daylight, and that the boats would never ply after sunset, then I would agree with the Chairman, but I know that this cannot be accomplished excepting under very exceptionally favourable conditions of wind and tide, and that in the great majority of cases it takes a laden boat at least two tides (and sometimes more) to make the passage anywhere between Cocanada and the canals and villages along the Coringa river as far as Neelapilly and Yanam. As a matter of fact the boats ply as frequently by night as they do during daylight, and they may be seen either in the Cocanada or Coringa rivers sailing whenever the wind and tide permit them both by day and night, or else will be found lying at anchor in the fairway channel.

3. A large number of these occasional boats have already provided themselves with lanterns, and I submit that it would be unfair to these boats which have gone to the necessary expense, to relax the rule in the case of a similar class of boats now wishing to be exempted, besides being a danger to themselves and other boats.

Copy of telegram from the Collector of Gódvári, to the Port Officer, dated 18th February 1899.

Please allow district canal boats to proceed Coringa by sea without provision of lights, &c., provided they start early morning cannot fail to clear ship navigable waters by daylight.

Copy of telegram from the Port Officer, Cocanada, to the Collector, Gódvári, dated 18th February 1899.

Will carry out your instructions. Posted a letter yesterday on the subject.

Copy of endorsement by the Collector of Gódvári, dated 17th February 1899, on a telegram from the Chairman, Chamber of Commerce, Cocanada, addressed to the Collector.

Forwarded to the Deputy Conservator, Cocanada Port, in continuation of this office telegram of to-day's date and previous note. As the journey can easily be done by daylight in a single day, to insist upon such *casual* boats providing themselves with lights, &c., as if they were habitually plying in waters navigable by sea-going vessels, seems oppressive and unnecessary to me. If it is insisted upon that they should start early, they cannot but be clear of waters navigable by sea-going ships by daylight however slow their progress. Besides practically no part or a very small part of the bay they have to cross is navigable by sea-going vessels. If there is any doubt, an experiment can be made, the Coringa Sea Customs Superintendent being called upon to report time of arrival there.

ORDER—No. 299, Marine, dated 29th March 1899.

It would appear from the correspondence quoted above that the Collector, Gódvári, has issued an order to the Port Officer, Cocanada, to allow district canal boats to proceed to Coringa *by sea* without lights of any kind.

2. His Excellency the Governor in Council observes that, under the International Regulations* for preventing collisions at sea, these canal boats, if of 20 tons and upwards, are required †, when navigating the open sea between sunset and sunrise, to carry the side lights prescribed in article 2.

3. While on the voyage between Cocanada and Coringa by sea these boats would not come within the exemption, as regards class of lantern, allowed by the orders of the 13th June 1898, No. 485, Marine, which applies solely to harbours, rivers and inland waters.

4. The Collector assumes that the boats will always leave, and can easily perform the sea voyage, by daylight. The Port Officer, however, is of opinion that they cannot always be relied on to start by daylight, and that if they are licensed to ply without the equipment of lights there will be no guarantee that they will submit to the implied condition of always voyaging by daylight. The probabilities are, he thinks, that the boats will try to "evade the condition and slip out at night," seeing that it is not always convenient for them to go out in the morning.

5. Under these circumstances, His Excellency the Governor in Council sees no reason to relax the regulations in favour of these canal boats even if the Government were competent to do so.

(True Extract.)

Under Secretary.

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

Edw. A. F. Eccleston.

Marine DEPARTMENT.

Read the following:—

Letter from the Presidency Port officer, Madras, P. 498/86 G, dated 4th March 1899.

Circulated to

ORDER.

No: 299 Marine 29 3

It would appear from the correspondence quoted above that the Collector, Godavari, has issued an order to the Port officer, Cocanada, to allow district Canal boats to proceed to Coringa by sea without lights of any kind.

2. His Excellency the Governor in Council observes that under the international Regulations for preventing collisions at sea, these canal boats, if of 20 tons and upwards, are required, when navigating the open sea between sunset and sunrise, to carry the lights prescribed in Article 2.*

** G.O. 1209 Mar. 12 Feb. 1897.*

† Vide art. 5, and opinion of the Advocate General recorded with G.O. 152 Mar. 13 March '98.

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ada and Coringa by sea
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88
of these can't boats

5. Under these circumstances,
His Excellency the Governor
in Council sees no reason
to relax the Regulations
in ~~their~~ favour, even if the
Government were competent
to do so.

N.S.

am
23/3/99

The Presidency Port officer
" Collector of maritime &c

13/4/99
x

READ the following:—

Letter from the Presidency Post Officer, Madras, No. 498 G, dated 8.6

4th March 1899.

Lanterns to be carried by boats of 20 tons and upwards

Circulated to

His Excellency the Governor.

FOR ORDERS.

G.O. 120 Marine, of 12th February 1897

Flag A.

299 M

Flag Q.

Flag T

Under the Regulations for preventing Collisions at Sea, all Sea-going vessels of 20 tons and upwards are required to carry powerful lights which for convenience ~~may~~ may here be called "Sea-lights" to distinguish them from what may be called "inland-water lights" which are cheaper and less powerful. This rule has, in G.O. 485 Marine of 13th June 1898, been so far relaxed that all vessels of 20 to 100 tons gross tonnage are permitted, when plying within harbour, river or inland water limits, to carry the inland-water light.

2. It would appear from the Correspondence quoted above that the Collector of Godavari has issued an order to the Post Officer, Cocanada, to allow District Canal boats to proceed to Coringa

by Sea without provision of lights of any kind. The effect of this order is that the boats in question will be exempted from carrying not only the sea-lights which it is thought they should, under the Board of Trade Regulations, carry if they navigate any portion of the open sea beyond the limits of the "Cocanada river"; but it goes further and permits these boats to sail without even the cheaper lantern prescribed for inland waters.

3. It would appear that, to perform the voyage between Cocanada and Gringa, these boats must necessarily cross a large portion of the Bay within the track of navigable sea-going vessels. The least therefore that can be expected is that they shall provide themselves with the inland water lantern. The Collector assumes that these canal boats will always leave and can easily perform the sea voyage by day-light. The Port officer, however, points out that the boats cannot always be relied on to start by daylight, and that if they are licensed to ply without the equipment of lights there will be no guarantee that they will submit to the implied condition of always

- vide note
herein

always voyaging by daylight. The probabilities are, he thinks, that the boats will try to "evade the condition and slip out at night," seeing that it is not always convenient for them to go out in the morning. 4. Both the Port officer and the Presidency Port officer consider that the boats in question should be equipped with "inland-water lights." But it seems doubtful whether the Government is itself competent to relax the regulations so far as to permit these boats to navigate the open sea between Cocanada and Gringa without the more expensive equipment of "sea-lights." In this connection attention is invited to the pronouncements made in G. O. 341 Marine dated 5th May 1898. It is there said that the use of these sea-lights by open boats of 20 tons and upwards plying in roadsteads or the open sea after dark is not only compulsory under the Regulations, but is necessary for the safety of life and property.

to Reg. J.

This view of the case should be accepted as applying to the present question.

A.H.
18.3.99

P.S.

Am
14/3/99

Marine (1899) Department.

CURRENT No. 336

From

*The Presidency Secret Office
Madras*

Order

No. $\frac{498}{86}$ 9

Dated 4th March 1899

Received

Registered

Enclosures 3.

Spare copies

SUBJECT.

*Requesting the decision of
Government relative to
the carrying of Regulating
Lights by Canal Boats
at Cocanada.*

Copy of endorsement by the Collector
of Godavari on letter from the Chairman
Chamber of Commerce Cocanada dated
13th February 1899 addressed to the
Collector asking to arrange to allow
boats to cross from Cocanada to Coringa
during day light.

Forwarded to the Deputy Conservator
of the Port.

The undersigned is inclined to concur with Mr. Innes in thinking it unnecessary for canal licensed boats merely going to Coringa to provide themselves with lights as they are not regular sea going vessels and only go the only way by sea because the other route is closed by want of water. They can easily make the journey by day light.

(2d) V. A Brodie

14. 2. 99.

Reply of Post Officer to the above.
Letter No 52/B1 dated 15. 2. 99. to the Collector
Godavari District
With reference to your endorse-
ment dated 14. 2. 99 on a letter

357
From the Chairman, Chamber of
Commerce, Coconada. I have the honor
to inform you that under instructions
received from the Presidency Port
Office Madras the lights prescribed
in the Regulations for preventing
Collisions at Sea are to form part
of the equipment of every licensed
boat of the Port, and I have no
power to exempt any boats from
the operations of the Order, which
in the case of boats plying in the
Rivers or Inland waters has been
relaxed by Government (under
notification No 2,85 Marine dated
13th June 1898) in so far that they
are not required to carry the side
lights prescribed for sea going vessels
(as Messrs. Innes & Co's letter addressed
to the Chairman of the Chamber of
Commerce would lead one to suppose)
but a combined lantern with a red
glass on one side and a green glass

on the other, and which can be made
in the local bazaar of an approved pattern
at a very moderate cost.

2. I am afraid that this is not the only
respect in which Messrs. Innes & Co's letter
is rather misleading, as in his letter to
you, the Chairman of the Chamber
of Commerce requests that boats may
be permitted to cross during daylight
evidently thinking that the trip can
be made with ease in day light, and
that lamps are therefore unnecessary.
If it were possible that the passage
could be made at all states of wind
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the boats would never ply after
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the Chairman, but I know that
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tides (and sometimes more) to make the passage anywhere between Cocanada and the canals and villages along the Coringa River as far as Neelapilly and Yanam. As a matter of fact the boats ply as frequently by night as they do during day light, and they may be seen either in the Cocanada or Coringa Rivers sailing whenever the wind and tide permit them both by day & night, or else will be found lying at anchor in the fairway channel.

3. A large number of these occasional boats have already provided themselves with lanterns, and I submit that it would be unfair to these boats which have gone to to the necessary expense, to relax the rule in the case of a similar class of boats now wishing to be exempted, besides being a danger to themselves and other boats.

I have &c

(Signed) G. N. Hicks.

Recd
18.2.99

Copy of Telegram from the Collector of Godavari to the Port Officer dated 18.2.99.

D. S.

Please allow District canal boats to proceed Coringa by sea without provision of lights etc provided they start early morning cannot fail to clear ship navigable waters by day light.

Copy of Telegram from Port Officer Cocanada to the Collector Godavari District dated 18.2.99

D. S.

will carry out your instructions posted a letter yesterday on the subject.

Copy of endorsement by the Collector of Godavari dated 17.2.99 on a telegram from the Chairman Chamber of Commerce Cocanada addressed to the collector.

Forwarded to the Deputy Conservator

Coronada Port in continuation of this
office Telegram of 10 day's date and
previous note. As the journey can easily
be done by day light in a single day, to
insist upon such casual boats providing
themselves with lights etc, as if they were
habitually plying in waters navigable
by sea-going vessels, seems oppressive and
unnecessary to me. If it is insisted upon
that they should start early, they cannot
but be clear of waters navigable by
sea-going ships by day light however
slow their progress. Besides practically
no part or a very small part of the part of the
Bay they have to cross is navigable by
sea-going vessels. If there is any doubt, an
experiment can be made, the Coringa
Sea Customs Superintendent being called
upon to report time of arrival there.

(Sd) V. A. Brodie.

(True Copies)

G. W. Wicks

Port Officer,
Cocanada

1st March 1899.

No. 54/B.1



PORT OFFICE, COCANADA,

Dated 28. 2.

1899

FROM

G. W. Wicks Esq.

PORT OFFICER,

COCANADA.

TO

The Presidency Port Officer
Madras.

HEADING.

SIR,

ENCLOSURES.

I have the honor to forward
for your information copies of corres-
pondence and telegrams which have
passed between the Collector of Godavari
and myself relative to certain canal
boats being allowed to proceed to
Coringa by sea without providing
themselves with the lights as required
under the Regulations for Preventing
Collisions at Sea. Before entering
further into the matter, I beg here to
mention that I have treated the Collector's
Telegram of the 18th February 1899 as an
order and am allowing such boats as
wish to avail themselves of the privilege
to proceed during the early morning without
lights.

2. To briefly explain the situation.

Besides the ordinary Cargo boats which

Encls 2
Mar 336/98

ply to the Roadstead, there are a large number of canal boats which for convenience, or because there is not sufficient water in the canals go to the Corinpa River by the sea route, that is they use the mouth of the Coconada River and cross the lower portion of the Bay to get into the Corinpa River. Some of these boats may very possibly make only one trip in the year by the sea route, but there are many of them which frequently use this means of getting to and from the Corinpa River in preference to the canals. It has been the practice at this Port to compel these boats which use the mouth, to take out a license under the Boat Rules irrespective of the number of trips which they may make in the course of the year, the fact of their using the mouth and plying within the limits of the Port being considered sufficient to bring them under the provisions of The Boat Rules. They are no doubt boats plying "occasionally in" the Port, or "partly within and partly without" as described in the heading to the Boat Rules. Of course boats coming into the River from the canals, and returning the same way, are not licensed under the Boat Rules. I am not aware that any objection has been raised to these occasional boats being licensed and paying the usual fee of Rs 3/-; indeed I think that it is generally recognised that they have to take out a license, but quite recently the Chamber of Commerce has addressed

the Collector of the District on the subject of these boats being compelled to carry lights and asked that they may be permitted to go out in the day time.

680. 3. Under orders received from you the lights are now considered part of the equipment of all licensed boats, and, as I have explained to the Collector, in my letter, I have no power to alter the order, but as there seemed to be some misunderstanding I also explained that these boats are not required to carry an expensive set of side-lights. To get from Coconada to Corinpa it is quite correct that the boats will cross a large portion of the Bay which may be described as inside the limits ~~which~~ are navigable by sea-going vessels. On the other hand they have to go down the Coconada River to the mouth and cross the bar, a portion which is certainly navigable by sea-going vessels of a small tonnage, and as a matter of fact is occasionally used by them. Besides these small sea-going vessels, there are all the regular cargo boats now provided with lights using the same channel and mouth; it is therefore necessary for these occasional boats to be also provided with lights after sunset. The Collector considers however that they may be allowed to leave in the early morning without providing lights as they can easily cross the area navigable by sea-going vessels during daylight.

This, I respectfully beg to submit is an order which is very liable to be abused, as soon as the boatmen learn that they can be allowed to ply without lights conditionally, they will doubtless try to evade the condition and slip out at night when it is very difficult to see them, as it is not always convenient for them to go out in the morning. If boats are to be allowed to pass in the day time without providing themselves with lights, the rule requiring the lights to form part of the equipment, will have to be altered.

I have the honor to be

Sir

Your most obedt Servant

George K.

Port Officer.

Submitting correspondence between the Port Officer and the Collector of the District.

Dated 28th 7/97
Despatched 29/7
Received 30/7
Enclosures 1

To The President
Port Officer
Madras

From The Port Officer,
Coconada.

No. 54 of 1897.
31

Copy
Mar 31/98

The P.P.O. has referred this order to the Collector of the District for his consideration. The Collector has referred the matter to me, and in doing so objects to the decision of the Collector on the grounds that it is probable any relaxation of the Order regarding the carrying of lights by boats will be abused by the cargo and other boats (not canal) which now are required to carry lights and that the

No. 493/864

Presidency Port Office,
Madras, 4th March, 1899.

Despatched 7th March 99

From

Commander H. A. Street, R.I.M.,

Presidency Port Officer,

Madras,

To

The Secretary to Government,

Marine Department,

Chepak.

Sir,

At the port of Coconada it has been the practice of the Port Officer (see correspondence attached) to cause all boats, whether coming into the port from the Canal or not, to take out a License under the Boat Rules and to carry the Regulation Lights specified in Article 7 (5) of the Board of Trade Regulations for preventing Collisions at Sea, when proceeding from Coconada River across the lower portion of the Coconada Bay to the Coringa River; but with boats coming into the River from the Canal and returning via the Canal he has not interfered.

2. The practice above specified has been objected to lately by the Coconada Chamber of Commerce, and the Collector of the District on receiving the objection of the Chamber has desired the Port Officer to relax the Government Order regarding boats carrying Regulation Lights (G.O. No. 485, Marine, 13th June 1898) in the case of Canal Boats using the Bay route when proceeding from river to river. The Port Officer has referred the matter to me, and in doing so objects to the decision of the Collector on the grounds that it is probable any relaxation of the Order regarding the carrying of lights by boats will be abused by the cargo and other boats (not canal) which now are required to carry lights and that the

the canal boats when proceeding into the Bay at night
from the river meet other boats carrying lights.

3. In my opinion the practice to which excep-
tion has been taken should continue, but as the Col-
lector thinks otherwise I beg that the question may
be placed before Government for decision.

I have the honour to be,

Sir,

Your Obedient Servant,

H. A. Theet

Commdr., R.I.M.,

Presidency Port Officer.

P.D.