

11/9/83

Marine (1899) Department.

✓ G.O., No. 384 Marine

DATED 3rd May 1877

R.

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R. J. 504

[Despatch Abstract.]

Measurement of Native Craft

Ordering with remark, the publication, in the
Fort St. George and all Maritime D^{ts}
Gazettes of the notification laying down
certain ^{special} rules for the _____ to be adopted and enforced
at the several ports of the Madras Presidency in suc-
cession of the rules now in force.

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GOVERNMENT OF MADRAS.

MARINE DEPARTMENT.

READ—the following papers :—

From the Presidency Port Officer, Madras, dated 2nd March 1899, No. 337/80 G.
 " " " " 29th " " 337/123 G.

ORDER—No. 384, Marine, dated 3rd May 1899.

Ordered that the following notification be published in the Fort St. George and all Maritime District Gazettes :—

NOTIFICATION.

Under the provisions of section 3 of Act XI of 1850 (An Act to amend Act X of 1841 which relates to the registration of ships) His Excellency the Governor in Council directs that the following special rules for the measurement of native craft be adopted and enforced at the several ports of the Madras Presidency in supersession of the rules now in force :—

I.

Rules for the measurement of native craft other than open boats.

Measure the length along the deck from the after part of the stem to the fore part of the stern-post—

Secondly.—The breadth from the broadest part from skin to skin.

Hull.

Multiply these three dimensions together and divide the product by 130, and the quotient will be the tonnage of hull of such vessel.

If the vessel have a poop or other closed-in space, measure the inside length, breadth, and height of such part thereof as may be included within the bulkheads, whether enclosed within foremost bulkhead or not.

Multiply these three measurements together, and dividing the product by 92.4 the quotient will be the number of tons to be added to the tonnage of hull of such vessel.

Note.—In measuring breadth, the skin is the inner side of the inner planking, and if a boat or vessel has no inner planking, a thin batten laid on or against the inner side of the timbers would represent the inner skin, and in measuring depth the floor timber or, in its absence, the upper part of the keelson shall represent the skin.

II.

Rules for the measurement of native craft—being open boats.

Length.—Measure the length of the keel of the vessel inside from the exact point in the scarp where the stem and stern-post are joined to it.

Mark on the middle of the upper edge of the keel inside the vessel a point equi-distant from the stem and stern scarps to be called the "centre."

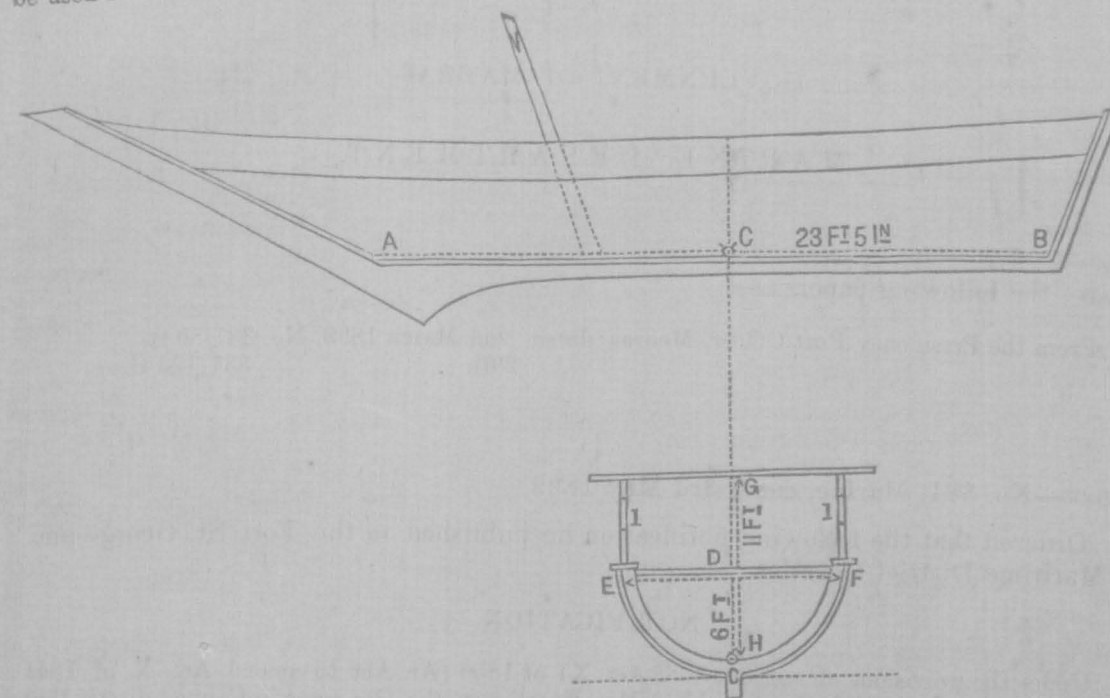
Breadth.—At the "centre" measure across close up underneath the gunwale the distance from side to side of the inner faces of the outer planking of the vessel.

Depth.—From amidships of the upper edge or top of the floor timber at or nearest the "centre" measure the height to the level of the upper side of the main fixed beam of the vessel.

Again from amidships of the upper edge or top of the floor timber at or nearest to the "centre" measure the height to the under side of a straight-edged batten placed across and resting on the upper gunwales, or on the top of the highest strake, ~~temporarily or otherwise~~ of the vessel.

(vide g.o. 326 dated 11-6-08)

Add both these depth measurements together, and divide by 2, which is the mean depth to be used for calculating the tonnage.



Length.—Shown by dotted lines from A to B, say 47 feet, C the "centre;" between perpendiculars, say 23'5 from the point in the scarps where the stem and stern-post join the keel.

Breadth.—Dotted lines from E to F inner faces of the outer planking, say 16 feet.

Depth.—(1) Line from C upper edge of floor timber at the centre, C to D upper edge of main fixed beam, say 6 feet.

(2) Dotted line from C to G from upper edge of floor timber to under side of batten G laid across gunwales or upper strakes, say 11 feet, i.e.—

$$CG + CD \div 2 = \text{mean depth for tonnage,}$$

$$\text{or say } 6' + 11' = 17' \div 2 = 8.5 \text{ feet do. do.}$$

Rule.—Multiply the length by the breadth, and then the product by the depth, and divide by 100 for the tonnage.

Example—

1st Depth	6 ft.	Length	47
2nd do.	11 ft.	Breadth	16
	2) 17		282
			47
	8.5 mean for calculating.		752
			8.5
			3760
			6016
			63 ⁹² / ₁₀₀ tons = 63.92 0

III.

In measuring or re-measuring a native craft, whether decked or open, for the purpose of ascertaining her registered tonnage, the following deductions shall be made from the space included in the measurement of the tonnage, namely,—

(a) Any space used exclusively for the accommodation of the master; and any space occupied by seamen or apprentices and appropriated to their use, which is so certified—*vide* 6th schedule to the Merchant Shipping Act, 1894.

(b) Any space used exclusively for the working of the helm, the capstan, and the anchor gear, or for keeping the charts, signals and other instruments of navigation, and boatswains stores.

(c) Any space set apart and used exclusively for the storage of sails.

Note.—The deductions above allowed, other than a deduction for a space occupied by seamen or apprentices, and certified as aforesaid, shall be subject to the following provisions, namely,—

(i) The space deducted must be certified by a surveyor of ships as reasonable in extent and properly and efficiently constructed for the purpose for which it is intended.

(ii) There must be permanently marked in or over every such space a notice stating the purpose to which it is to be applied, and that whilst so applied it is to be deducted from the tonnage of the ship.

(iii) The deduction on account of space for storage of sails must not exceed $2\frac{1}{2}$ per cent. of the tonnage of the ship.

IV.

In the measurement of vessels of European build, surveyors will be guided solely by the provisions of the Merchant Shipping Act, 1894.

2. The effect of the new rules will be reported on by the Presidency Port Officer after a year's trial.

(True Extract.)

(Signed) W. B. DEWINTON,
Secretary to Government.

To the Presidency Port Officer.
„ the Collectors of Maritime Districts.
„ the Superintendent, Government Press.

Measurements of
Ships -

Marine
PUBLIC WORKS DEPARTMENT.

PROCEEDINGS OF THE MADRAS GOVERNMENT.

Read the following

Letter from the Presidency Port Officer, Madras no. 337 G.
dated 2 March 1899

- 60 - 123 no. 337 G. of 29 March 1899.

His Excellency the Governor

Ordered that the following notification be published in the Fort Saint George and all Maritime District Gazettes.

The P.P.O. ✓
" Collectors of Maritime Districts
" Superintendent, Govt. Press.

(H.E. Notification #)
The effect of the new rule

rules will be reported on by the Presidency Port Officer after a year's trial

The revised notification embodies the two separate sets of rules contained in the orders of the 3rd January 1878 and 1st February 1894, and the amendments considered necessary by the Advocate General - vide G.O. 83 Marine of 26 January 1899.

In his letter of the 29th March

March read above the
Presidency Port office gives
some reasons why, in his
opinion, the provisions of
the law as to

(1) exclusion of space for
the master and crew, and

(2) the measurement of
native craft of English
build, cannot be carried
into effect.

As regards (1) it is sub-
mitted that the fact that the
master and crew are now
in the habit of taking
shelter either under the
raised ^{box} or below, on top of
the cargo, is no reason why
they should be condemned
to do so in perpetuity. The
law requires that space
shall be set apart for
them; and there seems no
reason why the rules issued
by Govt. should not
comply with the require-
ments of the law in this res-
pect. The draft notifi-
cation provides accordingly.

As regards (2) the Presi-
dency Port office says that
to adopt the very elaborate
system of measurement
prescribed by the Act involves
the

the purchase of an expen-
sive apparatus for several
ports, and long and tedious
measurements & calculations.

This, it is submitted, is
no argument against
compliance with the law.

So long as the law is in
force it must be given
effect to. It is an English
Act. viz. the English
Merchant Shipping Act
of 1894 - and its provisions
are binding. Section IV
of the draft notification
provides accordingly.

R.S.

This may be the case, but the new Rules
must be tried. The result of the
trial should be reported in in a
year's time.

A.E.H.

15.99.

I presume we are bound
by the English Act and
the Admiralty General's
interpretation, but
I must say that I agree
with the P.P.O. There will
be serious difficulties in
applying the rules to
native craft and the
simple rules hitherto
observed appear to meet
all the requirements of
the case.

W.H.
24/4/99

A 29/3
Notification.

Under the provisions of Section 3 of Act XI of 1850 (an Act to amend Act X of 1841 which relates to the registration of ships) the Governor in Council directs that the following special rules for the measurement of native craft be adopted and enforced at the several ports of the Madras Presidency *as supersession of the rules now in force.*

1.

Rules for the measurement of native craft other than open boats.

Measure the length along the deck from the after part of the stem to the fore part of the stern-post,

Secondly.--The breadth from the broadest part from skin to skin.

Hull.

Thirdly.-- The depth from under the tonnage deck down the pump-well to skin.

Multiply these three dimensions together and divide the product by 130, and the quotient will be the tonnage of hull of such vessel.

If the vessel have a poop or other closed-in space, measure the inside length, breadth, and height of such part thereof as may

Poop or other closed-in space.

be included within the bulkheads, whether enclosed within foremost bulkhead or not.

Multiply these three measurements together, and dividing the product by 92.4 the quotient will be the number of tons to be added to the tonnage of hull of such vessel.

Note.-- In measuring breadth, the skin is the inner side of the inner planking, and, if a boat or vessel has no inner planking, a thin batten laid on or against the inner side of the timbers would represent the inner skin, and in measuring depth the floor timber or, in its absence, the upper part of the keelson shall represent the skin.

II.

Rules for the measurement of native craft--
being open boats.

Length.-- Measure the length of the keel of the vessel inside from the

the exact point in the scarp where the stem and stern post are joined to it.

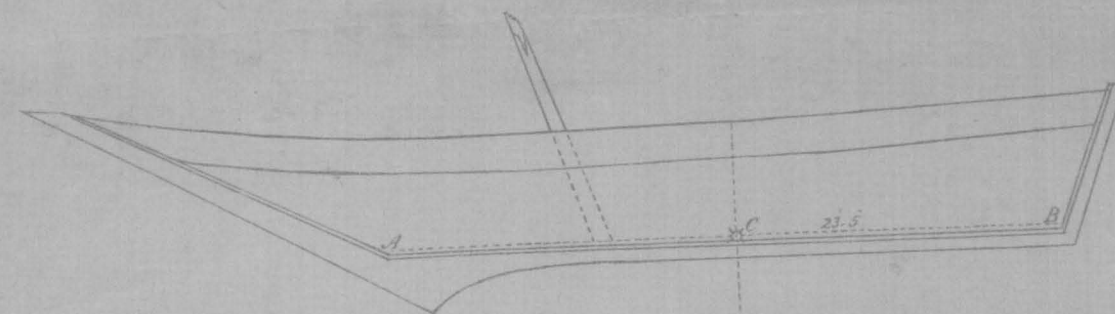
Mark on the middle of the upper edge of the keel inside the vessel a point equi-distant from the stem and stern scarps to be called the "centre".

Breadth.--At the "centre" measure across close up underneath the gunwale the distance from side to side of the inner faces of the outer planking of the vessel.

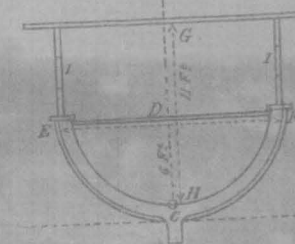
Depth.--From amidships of the upper edge or top of the floor timber at or nearest the "centre" measure the height to the level of the upper side of the main fixed beam of the vessel.

Again from amidships of the upper edge or top of the floor timber at or nearest to the "centre" measure the height to the under side of a straight-edged batten placed across and resting on the upper gunwales, or on the top of the highest strake, temporary or otherwise, of the vessel.

Add both these depth measurements together, and divide by 2, which is the mean depth to be used for calculating the tonnage.



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Length.--Shown by dotted lines from A to B, say 47 feet, C the "centre;" between perpendiculars, say 23'5 from the point in the scarps where the stem and stern post join the keel.

Breadth.—Dotted lines from E to F inner faces of the outer planking, say 16 feet.

Depth.—1. Line from C upper edge of floor timber at the centre, C to D upper edge of main fixed beam, say 6 feet.

2. Dotted line from C to G from upper edge of floor timber to under side of batten G laid across gunwales or upper strakes, say 11 feet, i.e.:—

$CG + CD \div 2 = \text{mean depth for tonnage,}$
or say $6' + 11' = 17' \div 2 = 8.5 \text{ feet do.}$

Rule.—Multiply the length by the breadth, and then the product by the depth, and divide by 100 for the tonnage.

Example—

1st Depth	6 ft.	Length	47
2nd do.	11 ft.	Breadth	16
			282
	2) 17		47
	8.5	mean for calculating.	752
			8.5
			3760
			6016

$63\frac{22}{100} \text{ tons} = 63.92.0$

III.

In measuring or remeasuring a native craft, whether decked or open, for the purpose of ascertaining her registered tonnage, the following deductions shall be made from the space included in the measurement of the tonnage, namely,—

(a) Any space used exclusively for the accommodation of the Master; and any space occupied by seamen or apprentices and appropriated to their use, which is so certified, vide 6th Schedule to the Merchant Shipping Act 1894.

(b) Any space used exclusively for the working of the helm, the capstan, and the anchor gear, or for keeping the charts, signals and other instruments of Navigation, and boatwains stores.

(c) Any space set apart and used exclusively for the storage of sails.

Note.—The deductions above allowed, other than a deduction for a space occupied by seamen or apprentices, and certified as aforesaid, shall be subject to the following provisions, namely,—

(i) The space deducted must be certified by a surveyor of ships as reasonable in extent and properly and efficiently constructed for the purpose for which it is intended;

(ii) There must be permanently marked in or over every such space a notice stating the purpose to which it is to be applied, & that whilst so applied it is to be deducted from the tonnage of the ship;

(iii) The deduction on account of space for storage of sails must

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IV.

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R. L.

H. A. Hunt

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

Smith

~~Marine~~

(1899)

Department.

CURRENT No. 450

384m

From

The Presy Port Officer,
Albany

Order

No. $\frac{337}{123}$ 4

Dated 29th March 1899

Received 30 3 99

Enclosures 1.

Spare copies

SUBJECT.

Forwarding in a consolidated
form the rules in force
for measurement of
craft and embodying
the amendments indicated
by the Advocate General

Mar 29/99

BACK PAPERS.

FURTHER PAPERS.

No. 337/1234

Presidency Port Office,
Madras, 29 March, 1899.

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

 FeO

Sir,

In fine weather all lie on deck.

But this does not prevent a deduction from gross tonnage being allowed, as required.

No native craft by nature of her build can comply with the conditions under which alone such deduction for crew space can be allowed, vide para 1, latter portion, of 6th Schedule to the Merchant Shipping Act 1894 which reads as follows, - "Every place x x shall be securely constructed, properly lighted & ventilated, properly protected from weather and sea, &c." It has already been pointed out that these vessels only ply in the fine weather season.

The space occupied for working anchor gear has never been included in the tonnage of these vessels as it is never completely closed in.

As regards the measurement of vessels of English build, which are nevertheless to all intents and purposes native craft in their equipment and personnel, I would observe that to adopt the very elaborate system of measurement prescribed by the Act involves the purchase of an expensive apparatus for several ports and long and tedious measurements and calculations, the results obtained by which in the case of the craft in question will not materially differ from those obtained by the present simple rules. These vessels do not ply to ports other than those on the coasts of India and Ceylon, and the only objection to this course would be the loss of a few annas per vessel or possibly the levy of an excess of a few annas in port dues. As regards the recent difficulty which arose in connection with the measurement of a vessel of this class in Ceylon (see correspondence ending with G.O., Marine, No. 83, dated 26th January 1899) the case would not arise again if the deduction on account of crew space were made; but I would point out that the Officer of the Ceylon Government who measured the vessel has not apparently had the space so certified cut on the beam or doorway as required by the Act, and which alone justifies the deduction being made.

I have the honour to be, Sir,

Your Obedient Servant,

H. A. Street

Marine (1899) Department.

CURRENT No. 32/

29.

From

*The Presidency Port Office
Madras*

Order

No. $\frac{337}{80}$ 9.

Dated 2nd March 1899

Received

Registered

Enclosures 1 "

Spare copies

SUBJECT.

*Forwarding for approval
draft notification amending
the rules for the measurement
of open native craft.*

BACK PAPERS.

No.	Date.
5-083926-1-99	14/1/99

FURTHER PAPERS.

No.	Date.

Notification.

The rules for the measurement of open native craft in force at ports in the Madras Presidency under Section 3 of Act XI of 1850, and published at page 253 of the Port St. George Gazette of 6th March 1894, Part I, are amended as follows :--

I. In measuring or remeasuring an open native craft for the purpose of ascertaining her tonnage, any space used exclusively for the purposes mentioned in Sub-section 1, clause (a) (ii) and clause (b) of Section 79 of the English Merchant Shipping Act of 1894 is to be deducted from the space included in the measurement of the tonnage.

II. In the case of vessels of European build, owned and manned by natives of India who are British subjects, the system of measurement of vessels of this character shall be that laid down in the English Merchant Shipping Act of 1894.

K. A. Theet

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

ie space required for working and equipment is provided for the Master.

No. 337/209

Presidency Port Office,

Madras, 2nd March 1899.

Heading Registration

From

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

Presidency Port Officer,

Madras,

To

THE SECRETARY TO GOVERNMENT,

MARINE DEPARTMENT,

CHEPAK.

Sir,

With reference to G.O., No. 83, Marine, dated 26th January 1899, I have the honour to forward for the approval of Government the accompanying Draft Notification amending the rules for the measurement of open native craft, but with regard to vessels of European build a special apparatus for measuring such vessels will be necessary. This is called Moorson's Measuring Apparatus the cost of which is about £9.

2. An indent will be submitted in due course for the No. of apparatus required.

I have the honour to be,

Sir,

Your Obedient Servant,

H. A. Street

Commander, R.I.M.,

Presidency Port Officer.

No. 146E

Government of Madras.

Marine DEPARTMENT.

Madras, 16th March 1899.

OFFICE NOTE.

From The Acting Secretary to Govt.,
Marine Dept.
To The Presidency Post office.

Your letter No. $\frac{337}{80}$ G.,
dated 2nd March 1899.

The Advocate General's
suggestions have been misappre-
hended to some extent.

2. According to para 3, of
his opinion, the following amend-
ments in the existing rules in regard
to Native Craft are required.

(1) A deduction in respect of any
space used exclusively for the
accommodation of the master, as
provided for in Section 79(1)(a)(i)
of the English Merchant Shipping
Act 1894.

(2) Deductions in respect of the

spaces for working and equipment as provided for in clause (a)(ii) and clause (b) of Section 79.

These deductions would have to be made in the case of all native craft whether decked or open.

3. Nothing is required to be done in the case of vessels of European build. These vessels are specifically provided for by the English act ~~vide~~ para 4 of the "Opinion". Rule II of your Amendment is accordingly superfluous.

4. Rule I is defective in as much as it makes no provision for the accommodation of the master, and is restricted to open native craft.

5. It is suggested that the present opportunity be taken to issue one complete set of rules instead of the two sets which appear in the orders

the 2nd January 1878 and

+ Flag D

1st February 1894; the requisite amendments as indicated by the Advocate General being provided for.

D, 6/3/99

L.S.

unt
15/3/99
M.

+ Flag A