

BACK PAPERS.

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

FURTHER PAPERS.

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

NUMBER OF COPIES {
Order.
Letter.

Government of Madras.

MARINE DEPARTMENT.

Recd.

Regd.

} 1910.

Enclosure

Spare copies

G.O., No. 240, 27th July 1910.

ORIGINAL.

Merchant Shipping Acts.

Recording letter from the India Office, London, on the subject of the exemption, on certain conditions, of Dutch ships in ports of the United Kingdom from the provisions of the — relating to loadline and life-saving appliances.

No. 240, MARINE, 27TH JULY 1910.

TELETYPE DEPARTMENT

GOVERNMENT OF MADRAS.

MARINE DEPARTMENT.

READ—the following papers :—

I

G.O., No. 221, Marine, dated 11th July 1910.

ABSTRACT.—Recording despatch from the Secretary of State for India, forwarding copy of an Order in Council, exempting Danish ships under certain conditions from the provisions of the Merchant Shipping Act, 1894, relating to life-saving appliances.

II

Letter—from Sir T. W. HOLDERNESSE, K.C.S.I., Secretary, Revenue and Statistics Department.
To—the Chief Secretary to the Government of Madras.
Dated—India Office, London, the 1st July 1910.
No.—R. & S. 1456.

With reference to the Secretary of State's despatch No. 4, Revenue, dated 10th June, I forward, for information, copy of the papers noted in the margin on the subject of the exemption, on certain conditions, of Dutch ships in ports of the United Kingdom from the provisions of the Merchant Shipping Acts relating to loadline and life-saving appliances.

ENCLOSURE.

M. 14058.

BOARD OF TRADE,
MARINE DEPARTMENT,
7, WHITEHALL GARDENS,
LONDON S.W.,
28th June 1910.

SIR,

I am directed by the Board of Trade to transmit to you for the information of Lord Morley, the accompanying copies of Orders in Council under section 445 of the Merchant Shipping Act, 1894, and section 4 of the Merchant Shipping Act, 1906, respectively, exempting on certain conditions Dutch ships in ports of the United Kingdom from the provisions of the Merchant Shipping Acts relating to loadline and life-saving appliances on proof that they have complied with the Dutch regulations on these subjects, and to suggest, for the consideration of the Secretary of State, that the provisions of these Orders in Council might be communicated to the Indian Government.

I am to add that the provisions of Netherlands law permit of the issue of special freeboard certificates for timber laden vessels, but the Netherlands Government have been informed that under no circumstances at present can these certificates be recognised in this country.

I have honour to be,

Sir,

Your obedient servant,

W. J. HOWELL.

To the Under Secretary of State, India Office, S.W.

No. 240, MARINE, 27TH JULY 1910.

SUB-ENCLOSURES.

(1)

AT THE COURT AT ST. JAMES'S.

THE 11TH DAY OF JUNE 1910.

PRESENT.

The King's Most Excellent Majesty in Council.

WHEREAS by section 4 of the Merchant Shipping Act, 1906, it is provided that sections 427 to 431 of the Merchant Shipping Act, 1894 (hereinafter called the Principal Act), relating to life-saving appliances shall, after the appointed day, apply to all foreign ships while they are within any port of the United Kingdom as they apply to British ships. Provided that His Majesty may by Order in Council direct that those provisions shall not apply to any ship of a foreign country in which the provisions in force relating to life-saving appliances appear to His Majesty to be as effective as the provisions of Part V of the Principal Act, on proof that those provisions are complied with in the case of that ship :

And whereas by section 5 of the said Act it is provided that the said appointed day shall be the first day of January 1909, or, such other day not being more than twelve months later, as the Board of Trade may appoint :

And whereas the Board of Trade have appointed the first day of October 1909 to be the day after which the provisions of the Principal Act relating to life-saving appliances should apply to all foreign ships while they are within any port of the United Kingdom as they apply to British ships :

And whereas it appears to His Majesty that the provisions in force in the Netherlands relating to life-saving appliances are as effective as the provisions of Part V of the Principal Act :

NOW THEREFORE, His Majesty, by and with the advice of His Privy Council, is pleased to direct that the provisions of sections 427 to 431 of the Principal Act shall not apply to any ship of the Netherlands while within any port of the United Kingdom, if it is proved that the aforesaid provisions in force in the Netherlands relating to life-saving appliances are complied with in the case of that ship.

ALMERIC FITZROY.

(2)

AT THE COURT AT ST. JAMES'S.

THE 11TH DAY OF JUNE 1910.

PRESENT.

The King's Most Excellent Majesty in Council.

WHEREAS by section 445 of the Merchant Shipping Act, 1894, it is enacted that where the Board of Trade certify that the laws and regulations for the time being in force in any foreign country and relating to overloading and improper loading are equally effective with the provisions of that Act relating thereto, His Majesty in Council may direct that on proof of a ship of that country having complied with those laws and regulations, she shall not, when in a port of the United Kingdom, be liable to detention for non-compliance with the said provisions of that Act, nor shall there arise any liability to any fine or penalty which would otherwise arise for non-compliance with those provisions :

And whereas by section 1 of the Merchant Shipping Act, 1906, provision, as is more particularly therein mentioned, is made for applying to foreign ships when in ports in the United Kingdom certain sections of the Merchant Shipping Act, 1894, which relate to loadline, without prejudice to any direction of His Majesty in Council given under the said section 445 of the last-mentioned Act :

And whereas the Board of Trade have certified that certain statutory regulations which have been approved by the Government of the Netherlands relating to overloading, so far as regards the assignment of loadlines to ships belonging to the Netherlands on and after the 1st January 1909 are equally effective with the corresponding regulations in force in this country respecting the assignment of loadlines to British Merchant ships :

NOW THEREFORE, His Majesty in Council doth direct that on proof that ships belonging to the Netherlands have complied with the aforesaid regulations of the Government of the Netherlands, such ships shall not, when in ports of the United Kingdom, be liable to detention for non-compliance with the provisions of the Merchant Shipping Acts relating to overloading, nor shall there arise any liability to any fine or penalty which would otherwise arise for non-compliance with those provisions.

ALMERIC FITZROY.

No. 240, MARINE, 27TH JULY 1910.

Order—No. 240, Marine, dated 27th July 1910.

Recorded.

(True Extract.)

W. S. MEYER,
Chief Secretary.

To the Presidency Port Officer.
 " Chairman, Port Trust Board.
 " Collectors of Maritime Districts.
 Copy to the Political Department.

[G.]
5

10,000-17-12-06

Nazi DEPARTMENT.

READ

(St)

Merchant Shipping Act 1894.

Recording Lms from the India Office, London, on condition
 of the same exemption, on certain conditions, of Dutch ships
 in ports of the United Kingdom from the provisions of the Merchant
 Shipping Act relating to load line ship saving appliances.

to the 221 (Mar: 8) 11. 7. 10.

P. L. L. L.

{ (Lms) 820 }

From the Secretary, Rev: + Statistics Dept. India Office,
 London, No. R/S 1456 8.1.7.10.

ORDER No. 240, dated 27. 7. 1910.

M.

Recorded.

Lul
25.7.10.

L. L. L.

L. L. L.

Not for E.J.

The P.O.O. ✓

" Chairman P.T.B. ✓

" Comm. Merchant Sh. ✓

Copy to the Port: Dept. ✓

DESPATCHED with 88
 15 AUG 1910

Subd
for approval
2.8.10
5.8.10

Received 2.8.10
2.8.10
Mar



No. 240, MARINE, 27TH JULY 1910.
GOVERNMENT OF MADRAS.
MARINE DEPARTMENT.

Please strike

READ—the following papers:—

I
G.O., No. 221, Marine, dated 11th July 1910.

ABSTRACT.—Recording despatch from the Secretary of State for India, forwarding copy of an Order in Council, exempting Danish ships under certain conditions from the provisions of the Merchant Shipping Act, 1894, relating to life-saving appliances.

II
Letter—from Sir T. W. HOLDERNESSE, K.C.S.I., Secretary, Revenue and Statistics Department.

To—the Chief Secretary to the Government of Madras.
Dated—India Office, London, the 1st July 1910.

No.—R. & S. 1456.

With reference to the Secretary of State's despatch No. 4, Revenue, dated 10th June, I forward, for information, copy of the papers noted in the margin on the subject of the exemption, on certain conditions, of Dutch ships in ports of the United Kingdom from the provisions of the Merchant Shippings Acts relating to loadline and life-saving appliances.

ENCLOSURE.

M. 14058.

BOARD OF TRADE,
MARINE DEPARTMENT,
7, WHITEHALL GARDENS,
LONDON S.W.,
28th June 1910.

Sir,
I am directed by the Board of Trade to transmit to you for the information of Lord Morley, the accompanying copies of Orders in Council under section 445 of the Merchant Shipping Act, 1894, and section 4 of the Merchant Shipping Act, 1906, respectively, exempting on certain conditions Dutch ships in ports of the United Kingdom from the provisions of the Merchant Shipping Acts relating to loadline and life-saving appliances on proof that they have complied with the Dutch regulations on these subjects, and to suggest, for the consideration of the Secretary of State, that the provisions of these Orders in Council might be communicated to the Indian Government.

I am to add that the provisions of Netherlands law permit of the issue of special freeboard certificates for timber laden vessels, but the Netherlands Government have been informed that under no circumstances at present can these certificates be recognised in this country.

I have honour to be,

Sir,
Your obedient servant,
W. J. HOWELL.

To the Under Secretary of State, India Office, S.W.

Requies

Local & ...

No. 240, MARINE, 27TH JULY 1910.

SUB-ENCLOSURES.

(1)
AT THE COURT AT ST. JAMES'S.
THE 11TH DAY OF JUNE 1910.

PRESENT.

The King's Most Excellent Majesty in Council.

WHEREAS by section 4 of the Merchant Shipping Act, 1906, it is provided that sections 427 to 431 of the Merchant Shipping Act, 1894 (hereinafter called the Principal Act), relating to life-saving appliances shall, after the appointed day, apply to all foreign ships while they are within any port of the United Kingdom as they apply to British ships. Provided that His Majesty may by Order in Council direct that those provisions shall not apply to any ship of a foreign country in which the provisions in force relating to life-saving appliances appear to His Majesty to be as effective as the provisions of Part V of the Principal Act, on proof that those provisions are complied with in the case of that ship:

And whereas by section 5 of the said Act it is provided that the said appointed day shall be the first day of January 1909, or, such other day not being more than twelve months later, as the Board of Trade may appoint:

And whereas the Board of Trade have appointed the first day of October 1909 to be the day after which the provisions of the Principal Act relating to life-saving appliances should apply to all foreign ships while they are within any port of the United Kingdom as they apply to British ships:

And whereas it appears to His Majesty that the provisions in force in the Netherlands relating to life-saving appliances are as effective as the provisions of Part V of the Principal Act:

NOW THEREFORE, His Majesty, by and with the advice of His Privy Council, is pleased to direct that the provisions of sections 427 to 431 of the Principal Act shall not apply to any ship of the Netherlands while within any port of the United Kingdom, if it is proved that the aforesaid provisions in force in the Netherlands relating to life-saving appliances are complied with in the case of that ship.

ALMERIO FITZROY.

(2)
AT THE COURT AT ST. JAMES'S.
THE 11TH DAY OF JUNE 1910.

PRESENT.

The King's Most Excellent Majesty in Council.

WHEREAS by section 445 of the Merchant Shipping Act, 1894, it is enacted that where the Board of Trade certify that the laws and regulations for the time being in force in any foreign country and relating to overloading and improper loading are equally effective with the provisions of that Act relating thereto, His Majesty in Council may direct that on proof of a ship of that country having complied with those laws and regulations, she shall not, when in a port of the United Kingdom, be liable to detention for non-compliance with the said provisions of that Act, nor shall there arise any liability to any fine or penalty which would otherwise arise for non-compliance with those provisions:

And whereas by section 1 of the Merchant Shipping Act, 1906, provision, as is more particularly therein mentioned, is made for applying to foreign ships when in ports in the United Kingdom certain sections of the Merchant Shipping Act, 1894, which relate to loadline, without prejudice to any direction of His Majesty in Council given under the said section 445 of the last-mentioned Act:

And whereas the Board of Trade have certified that certain statutory regulations which have been approved by the Government of the Netherlands relating to overloading, so far as regards the assignment of loadlines to ships belonging to the Netherlands on and after the 1st January 1909 are equally effective with the corresponding regulations in force in this country respecting the assignment of loadlines to British Merchant ships:

NOW THEREFORE, His Majesty in Council doth direct that on proof that ships belonging to the Netherlands have complied with the aforesaid regulations of the Government of the Netherlands, such ships shall not, when in ports of the United Kingdom, be liable to detention for non-compliance with the provisions of the Merchant Shipping Acts relating to overloading, nor shall there arise any liability to any fine or penalty which would otherwise arise for non-compliance with those provisions.

ALMERIO FITZROY.

Recording letter from the India Office, London, on the subject of the exemption, on certain conditions, of Dutch ships in ports of the United Kingdom from the provisions of the — relating to loadline and life-saving appliances.

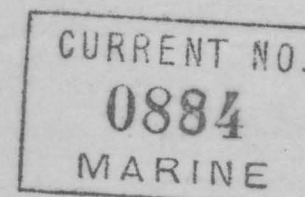
No. 5229-5333-1.

GOVERNMENT OF INDIA.

DEPARTMENT OF COMMERCE AND INDUSTRY.

Simla, the 21st July 1910.

(Merchant Shipping).



Recd. 29.7.10

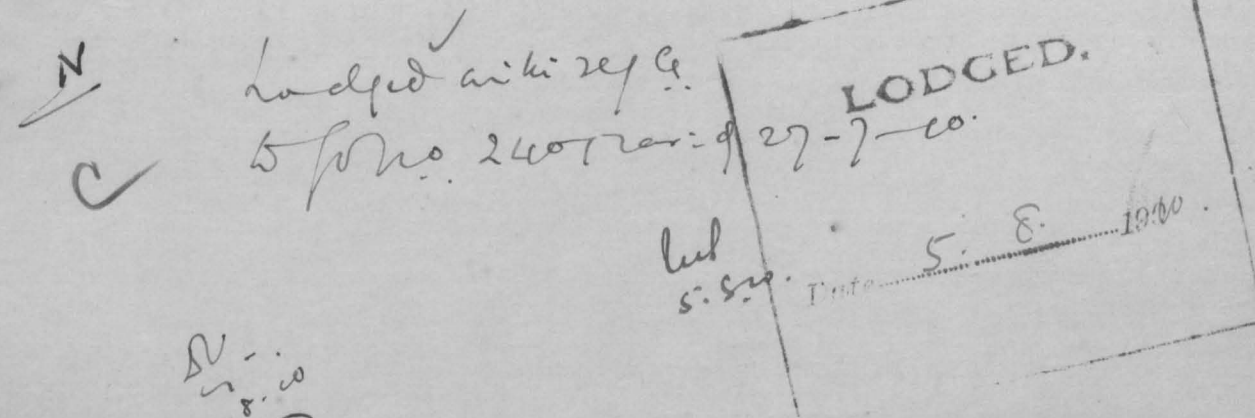
A copy is forwarded to the Government of Madras,
Marine Department, for information.

By order, etc.,

acnewdatter

Under-Secretary to the Government of India.

He



LIST of PAPERS FORWARDED.

Letter from the Board of Trade No. M.14058, dated
the 28th June 1910, and enclosures.

M.14058.

Board of Trade.
Marine Department,
7, Whitehall Gardens, London S.W.
28th June 1910.

Sir,

I am directed by the Board of Trade to transmit to you for the information of Lord Morley, the Accompanying copies of Orders in Council under Section 445 of the Merchant Shipping Act, 1894, and Section 4 of the Merchant Shipping Act, 1906, respectively, exempting on certain conditions Dutch ships in ports of the United Kingdom from the provisions of the Merchant Shipping Acts relating to loadline and life saving appliances on proof that they have complied with the Dutch regulations on these subjects, and to suggest, for the consideration of the Secretary of State, that the provisions of these Orders in Council might be communicated to the Indian Government.

I am to add that the provisions of Netherlands law permit of the issue of special freeboard certificates for timber laden vessels, but the Netherlands Government have been informed that under no circumstances at present can these certificates be recognised in this country.

I have, &c.,
Walter J. Howell.

The Under Secretary of State,
India Office, S.W.

CURRENT NO.
1880
MARINE

AT THE COURT AT ST. JAMES'S,

The 11th day of June 1910.

P R E S E N T,

THE KING'S MOST EXCELLENT MAJESTY IN COUNCIL.

WHEREAS by Section 445 of the Merchant Shipping Act, 1894, it is enacted that where the Board/certify that the laws and regulations for the time being in force in any foreign country and relating to overloading and improper loading are equally effective with the provisions of that Act relating thereto, His Majesty in Council may direct that on proof of a ship of that country having complied with those laws and regulations, she shall not, when in a port of the United Kingdom, be liable to detention for non-compliance with the said provisions of that Act, nor shall there arise any liability to any fine or penalty which would otherwise arise for non-compliance with those provisions:

And whereas by Section 1 of the Merchant Shipping Act, 1906, provision, as is more particularly therein mentioned, is made for applying to foreign ships when in ports in the United Kingdom certain sections of the Merchant Shipping Act, 1894, which relate to loadline, without prejudice to any direction of His Majesty in Council given under the said Section 445 of the last-mentioned Act:

And whereas the Board of Trade have certified that certain statutory regulations which have been approved by the Government of the Netherlands relating to overloading, so far as regards the assignment of loadlines to ships belonging to the Netherlands on and after the 1st January 1909, are equally effective with the corresponding regulations in force in this country respecting the assignment of loadlines to British merchant ships:

NOW THEREFORE, His Majesty in Council doth direct that on proof that ships belonging to the Netherlands have complied with the afore-said regulations of the Government of the Netherlands, such ships shall not, when in ports of the United Kingdom, be liable to detention for non-compliance with the provisions of the Merchant Shipping Acts relating to over-loading, nor shall there arise any liability to any fine or penalty which would otherwise arise for non-compliance with those provisions.

ALMERIC FITZROY.

[X]

PRESS SLIP.

AT THE COURT AT ST. JAMES'S,

The 11th day of June 1910.

P R E S E N T,

THE KING'S MOST EXCELLENT MAJESTY IN COUNCIL.

WHEREAS by Section 4 of the Merchant Shipping Act, 1906, it is provided that Sections 427 to 431 of the Merchant Shipping Act, 1894 (herein-after called the Principal Act), relating to life-saving appliances shall, after the appointed day, apply to all foreign ships while they are within any port of the United Kingdom as they apply to British ships. Provided that His Majesty may by Order in Council direct that those provisions shall not apply to any ship of a foreign country in which the provisions in force relating to life-saving appliances appear to His Majesty to be as effective as the provisions of Part V of the Principal Act, on proof that those provisions are complied with in the case of that ship:

And whereas by Section 5 of the said Act it is provided that the said appointed day shall be the first day of January 1909, or such other day not being more than twelve months later, as the Board of Trade may appoint:

And whereas the Board of Trade have appointed the first day of October 1909, to be the day after which the provisions of the Principal Act relating to life-saving appliances should apply to all foreign ships while they are within any port of the United Kingdom as they apply to British ships:

And whereas it appears to His Majesty that the provisions in force in the Netherlands relating to life-saving appliances are as effective as the provisions of Part V of the Principal Act:

NOW THEREFORE, His Majesty, by and with the advice of His Privy Council, is pleased to direct that the provisions of Sections 427 to 431 of the Principal Act shall not apply to any ship of the Netherlands while within any port of the United Kingdom, if it is proved that the aforesaid provisions in force in the Netherlands relating to life-saving appliances are complied with in the case of that ship.

ALMERIC FITZROY.

TRUE COPY

Department of Commerce & Industry
Issue Branch

AT THE COURT AT ST. JAMES'S,

The 11th day of June 1910.

P R E S E N T,

THE KING'S MOST EXCELLENT MAJESTY IN COUNCIL.

WHEREAS by Section 4 of the Merchant Shipping Act, 1906, it is provided that Sections 427 to 431 of the Merchant Shipping Act, 1894 (herein-after called the Principal Act), relating to life-saving appliances shall, after the appointed day, apply to all foreign ships while they are within any port of the United Kingdom as they apply to British ships. Provided that His Majesty may by Order in Council direct that those provisions shall not apply to any ship of a foreign country in which the provisions in force relating to life-saving appliances appear to His Majesty to be as effective as the provisions of Part V of the Principal Act, on proof that those provisions are complied with in the case of that ship:

And whereas by Section 5 of the said Act it is provided that the said appointed day shall be the first day of January 1909, or such other day not being more than twelve months later, as the Board of Trade may appoint:

And whereas the Board of Trade have appointed the first day of October 1909, to be the day after which the provisions of the Principal Act relating to life-saving appliances should apply to all foreign ships while they are within any port of the United Kingdom as they apply to British ships:

And whereas it appears to His Majesty that the provisions in force in the Netherlands relating to life-saving appliances are as effective as the provisions of Part V of the Principal Act:

NOW THEREFORE, His Majesty, by and with the advice of His Privy Council, is pleased to direct that the provisions of Sections 427 to 431 of the Principal Act shall not apply to any ship of the Netherlands while within any port of the United Kingdom, if it is proved that the aforesaid provisions in force in the Netherlands relating to life-saving appliances are complied with in the case of that ship.

ALMERIC FITZROY.

ORDINARY.

PREFERENCE.

PRESS SLIP.

DEPARTMENT.

URGENT (a).

27 JUL 1910

INSTRUCTIONS FOR THE SECRETARIAT.

(a) If a paper is marked to be printed urgently, the Superintendent of the section concerned should sign the Press slip. The Superintendent should exercise a careful discretion in the matter.

(b) Each letter, memorandum, or order, or set of orders, in the file of correspondence should be headed in succession with the Roman numeral I, II, III, etc., the number being written in red ink or blue chalk above the item. The particular papers to be printed in the special issue-copies should be indicated by the Roman numeral (I, II, etc.) by which that item has been headed in the correspondence file. All matter, including marginal remarks or references, to be printed should be written in ink and matter which should not be printed should be encircled. Initials and signatures that are not quite legible should be re-written distinctly.

(b¹) For rules regarding printing of notes, see rule 315 of the Office Manual.

(c) The number of copies and the details of distribution should be filled in by the Superintendent or Referencer concerned.

(d) In the absence of special instructions to the Press to keep matter standing for a specified period, ordinary papers of 8 pages and under will be kept standing for one week, and larger papers for two weeks only. The type of notes and of all confidential papers is distributed immediately after striking.

(e) This slip, properly and completely filled in, should accompany every paper sent to Press; it will be returned by the Press when proofs are furnished; it should be sent to the Press when a call is made for revised proofs or when a corrected proof is sent for striking. When finally returned by the Press it should be filed with the original order or letter.

INSTRUCTIONS FOR THE PRESS.

(a) If, in the opinion of the Superintendent of the Press, a paper has been marked urgent unnecessarily, he should send the Press slip to the Registrar with a remark to that effect.

(b) Unless a note to the contrary is made against the matter, pencil entries should not be printed. The Superintendent of the Press may bring to the notice of the Registrar any instance of incomplete or careless editing.

(c) Signature copies of letters to the Secretary of State or to the Government of India should be printed on hand-made paper.

(d) This slip should be returned by the Press to the Secretariat when proofs are furnished; it will be sent back to the Press when proofs are returned corrected and should be finally returned to the Secretariat when struck-off copies are supplied.

C. M. SCHMIDT,

Registrar,
Chief Secretariat.

Current No. 140, dated 1.7.10. 190

G.O., No. 240, dated 27-7-10. 190

Number of MS. pages sent { Correspondence (b) 7
Notes (b¹)

Brief subject. Madras Shipping Act.

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