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TAMIL NADU ARCHIVES

OVERNMENT OF TAMIL NADU

P. W. DEPARTMENT

G.O. No. 877 I W

B.P. No.

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Dated 4 — 11 — 1878 ~~197~~.

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GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

4th November 1878, No. 877 I.

Irrigation.

Read the following papers :—

No. 1.	From the Chief Engineer for Irrigation, dated 1st November 1877, No. 226 I.
No. 1-A.	From the Superintending Engineer, Godavari, dated 30th March 1878, No. 4,135.
No. 1-B.	Memorandum by the Chief Engineer for Irrigation, dated 24th May 1878.
No. 1-C.	From the Collector of Godavari, dated 13th June 1878, No. 81.
No. 1-D.	From the Collector of Kistna, dated 7th August 1878, No. 1,672.
No. 1-E.	From the Superintending Engineer, Kistna, dated 12th August 1878, No. 99.
No. 1-F.	From the District Engineer, Godavari, dated 9th September 1878, No. 1,856.
No. 1-G.	Note by the Chief Engineer for Irrigation, dated 20th September 1878, No. 259 I.

REVISED RULES for the Regulation of the Navigation of the Godavari and Kistna Delta Canals.

I. No vessel or raft will be allowed to enter or make use of any canal, unless the owner shall have previously taken out a license, or unless toll shall have been paid as hereinafter provided.

II. Licenses will be issued for steamers, cargo boats, and passenger boats for the calendar year only, and will entitle the holder to navigate the canals of the Delta for which the license may be issued, by the vessel named in the license, so long as the canals may be open for navigation, from the 1st January to the 31st December inclusive. Every owner of a vessel desiring to obtain a license shall apply in person or by letter to an* officer empowered to register boats giving—

(1) the name, or names if there be more than one, of the owner or owners;

(2) the place of residence of the owner or owners;

(3) the place where, and the year in which, the vessel was built;

(4) the calendar year for which the license is desired.

* Executive Engineer of Division.
Officer in charge of Executive Division.

The additional particulars required to be given in the case of steamers are detailed in the Form of License.

III. Every vessel licensed for the conveyance of cargo will be required to pay a license fee as follows for the year 1878, and for subsequent years until further notice :—

For the Godavari Delta	2 Rupees a ton.
„ Kistna „	1 Rupee „

IV. The capacity or tonnage of any vessel for the conveyance of cargo will be ascertained in the following manner :—

Length—at half the central depth, between stern and forepost;

Breadth—an average of five widths taken at equal distances between the posts, and at half the depth; the widths are to be measured from the rib on one side to the planking (skin) on the other side.

Depth—at the centre of the vessel, measured from the top of keelson to the under side of the deck planking in decked vessels, or to top of gunwale in open vessels. The product of these measurements, in feet, divided by 50* with 15 per cent. deducted for the crew, &c., will give the tonnage on which a license fee will be chargeable.

V. On payment of the license fee according to the scale above fixed, a license will be delivered to the owner of a cargo boat, or to any one authorised by him to receive it, which will entitle the vessel to the free use of all the canals of the Delta named in the license without any other payment whatever, provided that, if a vessel, after the issue of a license, be enlarged, it shall not again ply until it has been remeasured and a new license issued. The new license will be granted on surrender of the previous license, and on payment of the prescribed rate per ton on the difference between the old and new tonnage. The penalty for using on the canals an enlarged boat without a new license is a double license fee with perhaps suspension of license—also, *vide* Bye-law 17.

VI. The number of the license granted for a cargo boat must be painted in conspicuous figures, not less than four inches in length, in English and Telugu, on both bows of the vessel, and the tonnage of the vessel shall be also marked by figures of an equal size, cut† in and afterwards painted, on a conspicuous place on the stern.

These marks must be put on the vessel before it commences to use the canals, at the expense of the owner, who will be held responsible that they are not defaced or obliterated.

VII. Vessels for the conveyance of passengers may obtain licenses from a Registry officer, for the current calendar year, or during the months of October, November, or December for the ensuing‡ calendar year on furnishing or giving the information required by Rule II (1, 2, 3, 4), on the following terms and conditions, which are applicable to both Deltas. Passenger vessels will be licensed to carry one passenger for every five square feet of deck space. This deck space will be measured as follows :—

Length—at deck level over all.

Breadth—the mean of five widths at equal distances.

Two classes of passenger vessels will be recognised as eligible to use the Delta canals :—

First-class Vessels.—Those for which the fares to be charged and the caste of the passengers to be carried are left optional with the owners of the boats.

Second-class Vessels.—Those of which the owners undertake, and by the acceptance of a license have undertaken to convey all passengers, for whom there is space according to the above regulation, irrespective of caste, at rates not exceeding the following maxima, viz. :—

In the general cabin two Pies per mile per passenger (including one cooly load of luggage). In reserved fore or aft cabins, three Pies per mile for every five square feet of cabin (including a cooly load of baggage for every five square feet of space). Any passenger paying the full hire for a reserved cabin will be entitled to its exclusive use. A single party will be allowed to engage a second class boat only by permission of the Registry Officer.

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* Fifty cubic feet of space in the hold to be taken as equivalent to one ton.

† In the case of wooden vessels.

‡ *N.B.*—This provision will apply also to cargo boats and to all descriptions of vessels.

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The license fees chargeable for passenger vessels will be as follows :—

First-class Vessels.—Six Annas per square foot of deck space or Rupees 1-14-0 per passenger.

Second-class Vessels.—Three Annas per square foot of deck space or Annas fifteen per passenger.

VIII. Every vessel licensed to carry passengers must reserve for their exclusive use one-third of the total length of the boat as shown by the above measurement. This reserved space will be in the centre of the boat, and no cargo will be allowed to be carried therein, whether there be few passengers or none. The limits of the reserved space will be fixed by the Registry officer when issuing the license, and will be marked by two vertical white lines on each side of the boat, inside and outside.

IX. The number of the license issued for a passenger vessel must be painted on the bows in the manner prescribed for cargo vessels.

The number of passengers which a passenger vessel may be licensed to carry will be entered in the license, and this number must be legibly and conspicuously painted on the stern of the vessel.

X. Passenger vessels may carry cargo as well as passengers subject to the conditions—

(*1st*) that the reserved space (Rule VIII) must contain no cargo;

(*2nd*) that second-class vessels must convey passengers, if required to do so, in preference to cargo;

(*3rd*) the passengers and the equivalent of passengers in cargo must not together exceed the limits of the license, and 16 maunds of 25 lbs. each or 400 lbs. will be allowed as the equivalent of one passenger, *e.g.*, a vessel licensed to carry seventy passengers may with sixty passengers take on board 4,000 lbs. of cargo.

XI. Vessels, the private property of individuals making use of the canals, but not carrying passengers or goods, or plying for hire, will be licensed for a calendar year on payment of a fee of Rupees 15.

The number of the license issued to a vessel of this class must be painted on the bows in English and Telugu figures; but, provided the figures are clearly legible, this marking may be done in an ornamental manner to suit the wishes of the owner.

XII. No person who has taken out a license for the navigation of the canals shall have any claim to compensation in consequence of the closure of all or any of the canals for repairs, or because of want of water, or of any other impediments to navigation. Although no claim to compensation can be recognised, and no refund of license fee will be made under any circumstances, if from any work of repair or alteration through communication by the canals of any section of a Delta is entirely cut off for more than three consecutive months, an abatement will be made on renewal of license for the ensuing year in proportion to the period of closure in excess of three consecutive months; *e.g.*; a closure of any main canal, or of the Cocanada, Samulcottah, and Coringa Canals or of the Narsapur and Ellore Canals for four consecutive months would allow of an abatement of one-ninth of the fee; but if communication between Ellore or Narsapur and Cocanada, and between Amalapur and Cocanada be not interrupted for more than three consecutive months no abatement would be allowed.

XIII. Rafts will be permitted to navigate the canals on payment, at one of the head locks, of one Rupee for each raft of teakwood, country wood, or bamboos, provided that no raft shall be allowed to enter or to navigate any of the canals if its dimensions exceed 95 feet in length or 13 feet in breadth, or if its draught exceed three feet.

Rafts when moored to be securely fastened to the canal bank at both ends, and at night to show a light near the outer corner at the up-stream end.

Rafts which may be moored in positions which, from the narrowness of the canal or for other reasons, obstruct navigation, are required to be divided or to remove to some other place as or when they may be directed.

XIV. Unlicensed vessels, whether cargo, passenger, or private, will be allowed to navigate the canals of the Deltas on the conditions below mentioned.

All such vessels will be required to pay a toll of 6 Rupees, previous to entering the canals, for a single journey between the head and end of either Delta or *vice versa*, such toll being leviable at the head or terminal lock according as the journey may be down or up stream. The pass or toll ticket granted on the toll being paid will clear the vessel through the section of the Delta for which it may be issued, for a single journey only, in one direction, and a second toll of like amount will have to be paid by any boat holding a pass for a journey upstream and wishing to proceed downstream on the same or another canal, or *vice versa*. Every head and tail lock will be a toll station, and such stations will be established at or near the end of each individual canal. A list of the toll stations in each Delta will be affixed to a notice board at each station. The toll ticket or pass must be shown at every toll station which may be passed, and no unlicensed boat will be allowed to proceed without a ticket covering the journey in the intended direction.

XV. Steam vessels will be permitted to navigate the canals under the following rules :—

1. All steamers desiring to use the canals shall be inspected by a Registry Officer, who shall see that they are so constructed as not to damage the canal banks when going at the maximum speed allowed for steamers. The Registry Officer will also see that the machinery is in fair working order, and that the boilers are provided with proper gauges and two safety valves, and are apparently in safe condition. The funnels of all steamers worked by high pressure steam, or using any blowing apparatus, must be provided with efficient spark-catchers.

2. The size of steamers to be licensed, or admitted to the canals on payment of toll, shall not exceed 90 feet in length or 13 feet in width over all measurement, and the maximum draught allowable will be $3\frac{3}{4}$ feet.

3. Every steamer, when not moored, shall carry the following lights between sunset and sun rise :—

A bull's-eye bright red light on the port (left) side.
A do. do. green do. starboard (right) side.

The bull's-eye to be not less than 8 inches in diameter. The lights to be so placed and fitted that both may be visible only from a point ahead of the vessel, and so as not to be obscured by any of the fittings, cargo, or passengers. Subject to these provisions the lights may be placed on the front or on top of the cabin, at the sides of the vessel near the bow, or on supports specially provided for the purpose.

When moored a steamer shall show a clear and bright light at ~~the upstream end~~ of the vessel, which light must be fixed at not less than 4 feet above water.

4. Subject to Rule XV-1, no steamer shall travel at a greater speed than ten miles per hour by day, or five miles per hour by night.

5. When steamers meet one another on the canals, they shall keep to the right; when one overtakes another the fastest shall pass to the port or left side; when meeting or passing boats under sail they shall keep on the windward side; when passing boats that are being towed they shall keep to the outside; *i.e.*, to the side away from the tow-line.

6. Steamers shall reduce their speed to three miles an hour when they come within half a mile of a lock, and shall then whistle to give notice of their approach to the lock establishment. Steamers must be warped into and out of locks, and will not be allowed to use their propellers until quite clear of the locks.

7. Steamers shall reduce speed to four miles an hour when they come within sight of other boats, and when within 100 yards of a boat the steam whistle shall be used.

8. The license fees to be paid by steamers shall be at the rate of 5 Rupees per ton, and the measurement shall be ascertained in the manner prescribed for cargo boats. An allowance of one-third of the gross tonnage will be made for the machinery and bunkers.

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9. Steamers that do not require to use the canals frequently, may obtain toll tickets, for which the charge shall be at double the rates prescribed for other vessels.

10. Steamers shall not be allowed to enter or navigate the canals without a license or a toll ticket, which shall be produced whenever demanded by any Canal Officer.

11. In the event of a steamer committing damage to any of the works of the canals or to any Government property in them, the steamer's license or toll ticket shall be taken away, and it shall not be allowed to use the canals until the cost of repairing the damage has been estimated, and the owner has paid the amount, or until security has been given for such payment, but a pass shall be given it to enable it to clear out of the canals.

Provided in the Act,

12. All steamers taking out licenses will be required to have their registered numbers and tonnage painted on them in the manner prescribed for cargo boats, and every steamer, desiring to use the canals without taking out a license, must, before the navigation of the canals by it will be permitted, obtain an Inspection Certificate* from a Registry Officer, and must produce such certificate when applying for a toll ticket. A certificate will be of value for 12 months only from its date.

XVI.—Clause 11 of Rule XV will be applicable also to vessels other than steamers damaging canal works or Government property.

(Signed) JOHN MULLINS, Lt.-Col., R.E.,
Chief Engineer for Irrigation.

FORMS OF LICENSES.

License for Passenger Vessel, First Class, for the Calendar Year 187 .

No.__________ Delta
Name of owner__________
Residence of owner__________
Vessel built at__________
" " in the year__________
Number of passengers to be carried__________
Fee paid Rupees__________
Date of issue__________
Issued by the Registry Officer at__________
Signature__________

N.B.—The counterfoils of all licenses to be counterparts of the licenses.

[On the reverse of the license.]

N.B.—1. When the full number of passengers may not be carried, 16 maunds or 400 lbs. of cargo may be carried instead of each passenger less than the full number.

2. No cargo may be carried in the space reserved for passengers under Rule VIII.

3. The fares to be charged and the caste of passengers to be carried are optional with the holder of this license.

License for Passenger Vessel, Second Class, for the Calendar Year 187 .

No.__________ Delta
Name of owner__________
Residence of owner__________
Vessel built at__________
" " in the year__________

[On the reverse of the license.]

N.B.—1. When the full number of passengers may not be carried, 16 maunds or 400 lbs. of cargo may be carried instead of each passenger less than the full number.

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* Under Rule XV.-1.

Number of passengers to be carried. { Fore cabin.
General do.
Aft do.

Total Number ...

Fee paid, Rupees
Date of issue
Issued by the Registry Officer at
Signature

2. No cargo may be carried in the space reserved for passengers under Rule VIII.

3. The holder of this license is required to carry in the general cabin any persons requiring a passage, without reference to caste, at a maximum fare of 2 Pies a mile for each passenger; and in the fore and aft cabins at a maximum fare of 3 Pies a mile per 5 square feet of cabin, any passenger paying the full hire for the cabin being entitled to its exclusive use.

License for Private or Pleasure Vessel for the Calendar Year 187

No.
Name of owner Delta.
Residence of owner
Vessel built at
" " in the year
Description of vessel

Fee paid, Rupees fifteen.
Date of issue
Issued by the Registry Officer at
Signature

License for Cargo Vessel for the Calendar Year 187

No.
Name of owner Delta.
Residence of owner
Vessel built at
" " in the year

MEASUREMENT FOR TONNAGE.			Cubic Feet.	Gross Tonnage.	Deduct 15 per cent.	Tonnage for License.	Fee.
Length, Feet.	Breadth, Feet.	Depth, Feet.					
							RS. A. P.

Number of tons
Fee paid, Rupees
Date of issue
Issued by the Registry Officer at
Signature

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License for Steam Vessel for the Calendar Year 187

No. Delta.
Name of owner
Residence of owner
Name of vessel
Vessel built at
Vessel built in the year
Description of propeller
" of engines
" of boiler
Working pressure of steam
Extreme length, feet
" breadth, "
" draught of water, feet

MEASUREMENT FOR TONNAGE.			Cubic Feet.	Gross Tonnage.	Deduct 33⅓ per cent.	Tonnage for License.	Fee.	—
Length, Feet.	Breadth, Feet.	Depth, Feet.						
							RS. A. P.	

Number of tons
Fee paid Rupees
Date of issue
Issued by the Registry Officer at
Signature

Inspection Certificate for Steam Vessel.

No. Delta.
Name of owner
Residence of owner
Name of vessel
Vessel built at
" " in the year
Description of propeller
" of engines
" of boiler
Working pressure of steam
Extreme length, feet
" breadth, "
" draught of water, feet

N.B.—This certificate will cease to be of value 12 months after its date—*vide* Rule XV. 12-13.

The steamer above described has been inspected under Rule XV-1, and is certified to be admissible to the Delta Canals.

Date of issue ____________________

Issued by the Registrss Officer at ____________________

Signature ____________________

BYE-LAWS.

No vessel shall moor on towing path side if there be only one tow-path, or on windward side of a canal if there be two tow-paths, except when actually loading or unloading.

2. No cargo shall be loaded or unloaded and no passengers be shipped or landed at any lock, or on any masonry work other than the quays or wharfs specially provided for the purpose.

3. No vessel shall be repaired in any canal at any time without the written permission of the Registry Officer or Executive Engineer, and then only at the place and during the time named in the written permission. Materials used in the repair of vessels will, unless removed from the canal before or at the time of the vessel's departure, be confiscated, and any expense incurred in their removal must be paid by the owner of the vessel under penalty of suspension of license until it be paid.

4. No vessel shall moor in a lock channel, either above or below a lock, as defined in each case by notice boards put up by the Executive Officer or under his orders.

5. Vessels when moored shall have masts down; shall be made fast head and stern to the bank, in a single line; and shall be left in charge of a man.

6. When vessels meet, that going with the current shall give way; that going against the current shall hold its course. Steamers will, however, give way in all cases to other vessels. vessels going northwards or away from [illegible]

7. In the case of vessels going the same way, cargo vessels shall give way to passenger vessels, and steamers to both.

8. No person, unless duly authorised, shall interfere with the locks or their machinery.

9. No raft of larger dimensions than 95 feet by 13 feet or of more than 3 feet draught will be allowed on the canals, and rafts found in excess of these dimensions will be stopped until they are reduced and a fresh fee of 1 Rupee paid under Rule XIII.*

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10. Every licensed vessel shall have its license always on board, and shall produce the same to the ~~Executive Engineer~~, or other Government officer having authority to demand it, failing which the owner will be obliged to take out a fresh license under the rules.

Canal offr

11. When required by the ~~Executive Engineer~~ Canal officer, the Superintendent or Assistant Superintendent of Police, or by a Magistrate a passenger vessel must stop at any place to have the number of passengers on board counted and the cargo weighed. The Executive Engineer is also authorised, at his discretion, to specially empower in writing any Sub-divisional Officer to examine passenger vessels, should he find it necessary to do so.

Canal offr

12. Every cargo vessel must carry at least one clear and bright light between sunset and sunrise, which light must be fixed not less than four feet above water, at the up-stream end of the vessel when moored, and at the fore end when moving.

13. Every passenger vessel must between sunset and sunrise carry two lights at least, one for the passengers below deck, and a second at not less than four feet above water, at the fore end when moving, and at the up-stream end when moored.

14. All vessels plying for hire shall be liable to inspection by Executive and Assistant Engineers who are hereby empowered to withdraw the licenses of such as are not maintained in a proper state of repair or cleanliness, until they are fit for re-employment.

15. Executive Engineers and Assistant Engineers in charge of ranges shall have power to suspend the license of any vessel on account of the infringement of any of the rules or bye-laws by the crew, for periods not exceeding those noted below:—

For a first offence ... 15 days.
" second " ... 30 "
" third " ... 60 "

and for a 4th offence the license will be liable to be cancelled. Similarly unlicensed vessels will be liable to a summary fine not exceeding the amount of a toll ticket, or to exclusion from the canals for periods equal to those for which, if licensed, their licenses would be liable to suspension, or to both.

16. Superintending Engineers will exercise the same powers as Executive Engineers under these bye-laws.

17. The penalty for infringement of the latter part of Rule V, will be a double charge for the new license, in addition to any suspension of license which may be ordered.

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18. No vessel exceeding 90 feet in length or 13 feet in breadth or the draught of which exceeds $3\frac{3}{4}$ feet will be allowed to enter or to navigate the canals without the special sanction in writing of a Registry Officer, which will be given only to meet exceptional cases, and no licenses (annual) will be issued to vessels exceeding these limits without the sanction of the Chief Engineer for Irrigation.

19. Officers in charge of canals are empowered summarily to remove vessels which may have sunk in a canal waterway, and to recover cost of removal afterwards.

Vessels sunk, abandoned or left for more than three days without a man in charge, will be dealt with as follows:—

(a) If the vessel be licensed a notice will be sent by post, by the Officer in charge of the canal, to the registered owner requiring him to remove the vessel within 15 days. Failing such removal the vessel will be sold by auction after giving not less than 15 days' notice of intended sale in the District Gazette;

(b) in the case of unlicensed vessels a notice will be published in the District Gazette requiring the removal of the vessel within 15 days, and stating that if not so removed the vessel will be sold by auction. Such sale may be fixed to take place on any date not prior to 30 days from the date of the publication of the notice to remove.

Owners applying to recover possession of vessels referred to in this bye-law must, before the removal of the vessels will be permitted, pay all expenses which may have been incurred.

The sale proceeds of a vessel sold under this bye-law will be available to meet all expenses incurred in the removal and sale of such vessel, and to repair all damage which may have resulted to the canal from its being sunk or abandoned therein. Any balance remaining will be paid to the owner if claimed within three months from the date of sale; otherwise such balance will be carried to the credit of Government.

(Signed) JOHN MULLINS, Lt.-Col., R.E.,
Chief Engineer for Irrigation.

No. 2. ORDER THEREON, 4th November 1878, No. 877 I.

HIS GRACE the Governor in Council having had under consideration the Rules and Bye-laws necessary for the regulation of the navigation of the canals of the Godavari and Kistna Deltas directs the adoption of these as detailed in these Proceedings, in substitution of those sanctioned in G.O., No. 691, of the 4th March 1873.

2. These Rules and Bye-laws will be published in the *Fort St. George Gazette* and in the *Godavari and Kistna District Gazettes*, and a sufficient number of copies

will be printed in English and Telugu for gratuitous distribution to the owners of vessels.

3. Executive Engineers of Divisions or the Officers in charge of Executive Divisions of the Deltas will be Registry Officers under the Rules.

4. His Grace in Council has resolved that all Government vessels requiring to navigate the canals shall be brought under the operation of the Rules and Bye-laws* instead of being, as heretofore, exempted from them. Such vessels therefore as may use the canals will be licensed or will pay toll as may be convenient under the circumstances. In order however to avoid the necessity of the revision of estimates to meet the additional charge, it is directed that the sums paid for licenses or tolls be debited to Revenue, Tools and Plant, Navigation Fees. Range boats will be treated under Rule XI. The licenses of Government vessels will not be suspended, but the crews will receive adequate punishment for infringement of the regulations, after a reasonable time for becoming acquainted with them shall have elapsed.

*So far as applicable.

5. Fees received in the last quarter of one calendar year on account of licenses for the ensuing calendar year will apparently disturb the comparison between navigation receipts and charges, but if the receipts for each year be shown separately in the account,† an exact comparison can at any time be made.

†G.O., No. 662, 27th February 1877.

6. The Revised Rules and Bye-laws, so far as the provisions contained in them are new, will not be enforced until thirty days after their publication in the District Gazettes.

(True Extract.)

(Signed) J. O. HASTED, Lt.-Col., R.E.,
Ag. Joint Secy. to Govt., P.W.D.,
Irrigation Branch.

To the Superintending Engineer, First Circle.
„ Chief Engineer for Irrigation.
„ Collector of Godavari.
„ „ of Kistna.
„ Revenue Department.
„ Public „
„ Superintendent, Fort St. George Gazette Press.

Exd. E. C. Shunker and T. D. Ryan
Spare Copies

877/6

IRRIGATION

Govt. of (1678) Madras,

PUBLIC WORKS.

The SUPERINTENDING ENGINEER,
FIRST CIRCLE,
&c., &c.

G. O., 1st November 1878, No. [illegible]

NOVEMBER

Nos. 1-2.

Revised Rules and Bye-laws for the Regulation of the Navigation of the Canals of the Godavari and Kistna Deltas.—Directing the adoption of the — as detailed in these Proceedings in substitution of those sanctioned in G.O., No. [illegible], of 1st March 1873.

Revised Rules for the regulation of the navigation of the Godavery and Kistna Delta Canals.

I. No vessel or raft will be allowed to enter or make use of any canal, unless the owner shall have previously taken out a license, or unless toll shall have been paid as hereinafter provided.

II. Licenses will be issued for steamers, cargo boats and Passenger boats for the calendar year only, and will entitle the holder to navigate the canals of the Delta for which the License may be issued by the vessel named in the License, so long as the canals may be open for navigation, from the 1st January to the 31st December inclusive. Every owner of a vessel desiring to obtain a license shall apply in person or by letter to a Registrar of Boats, giving —

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the hosts, and at half the depth.

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(1) the name, or names if there be more than one, of the owner or owners,

(2) the place of residence of the owner or owners,

(3) the place where, and the year in which the vessel was built,

(4) the calendar year for which the license is desired.

The additional particulars required to be given in the case of steamers are detailed in the form of License

III Every vessel licensed for the conveyance of cargo will be required to pay a License fee as follows for the year 1878, and for subsequent years until further notice:—

For the Godavery Delta 2 Rupees a ton
" Kistna Delta 1 Rupee do-

IV The capacity or tonnage of any vessel for the conveyance of cargo will be ascertained in the following manner.—

Length – at half the central depth between stern and fore post,

Breadth – an average of 5 widths taken at equal distances between the posts, and at half the depth.

Depth – at the centre of the vessel.

The product of these measurements in feet, divided by 50,† with 15 per cent deducted for the crew &c, will give the tonnage on which a license fee will be chargeable.

†50 cubic feet of space in the hold to be taken as equivalent to one ton.

V On payment of the License fee according to the scale above fixed, a License will be delivered to the owner of a cargo boat, or to any one authorized by him to receive it, which will entitle the vessel to the free use of all the canals of the Delta named in the License, without any other payment whatever, provided that, if a vessel, after the issue of a license, be enlarged, it shall not again ply until it has been re measured and a new license issued. The new license will be granted on surrender of the previous License and on payment of the prescribed rate per ton on the difference betwee the old and new tonnage. The penalty for using on the canals an enlarged boat without a new license is a double license fee with perhaps suspension of License also vide Bye-Law 17.

VI The number of the License granted for a cargo boat must be painted in conspicuous figures, not less than 4 inches in length, in English and Telugu, on both bows of the vessel, and the tonnage of the vessel shall be also marked by figures of an equal size, cut+ in and afterwards painted, on a conspicuous place on the stern.

+in the case of wooden vessels

These marks must be put on the vessel before it commences to use the canals, at the expense of the owner, who will be held responsible that they are not defaced or obliterated.

VII Vessels for the conveyance of passengers may obtain Licenses from a Registrar of Boats, for the current calendar year, or during the months of October, November or December for the ensuing calendar year, on furnishing or giving the information required by Rule II (1.2.3.4), on the following terms and conditions, which are applicable to both Deltas. Passenger vessels will be licensed to carry one passenger for every 5 square feet of deck space. This deck space will be measured as follows:—

NB. This provision will apply also to Cargo boats and to all descriptions of vessels.

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Length – at deck level over all;
Breadth – the mean of 5 widths at equal distances;

Two classes of passenger vessels will be recognized as eligible to use the Delta canals.–

First class vessels – Those for which the fares to be charged and the caste of the passengers to be carried are left optional with the owners of the boats.

Second class vessels – Those of which the owners undertake, and by the acceptance of a

of a have undertaken
to convey all passengers,
for whom there is space
according to the above
regulation, irrespective
of caste, at rates not
exceeding the following
maxima viz:—

In the general cabin 2
pies per mile per passenger (including one
cooly load of luggage)

In reserved fore or aft
cabins, 3 pies per mile
for every 5 square feet
of cabin (including a
cooly load of baggage
for every 5 square feet
of space) Any passenger
paying the full hire
for a reserved cabin
will be entitled to its
exclusive use.

The license fees chargeable for
Passenger vessels will be as follows.—

First class vessels. six annas per square
foot of deck space or
Rupees 1. 14. 0 per passenger

Second class vessels - Three annas
per square foot of deck
space or annas fifteen
per passengers.

VIII Every vessel licensed to
carry passengers must reserve
for their exclusive use, one third
of the total length of the boat
as shown by the above measurement. This reserved space
will be in the centre of the boat,
and no cargo will be allowed
to be carried therein, whether
there be few passengers or none.
The limits of the reserved space
will be fixed by the Registrar
of boats when issuing the license,
and will be marked by two vertical
white lines on each side of the boat,
inside and outside.

IX The number of the License
issued for a passenger vessel
must be painted on the bows in
the manner prescribed for cargo

communication by the canals of any section of a Delta is entirely cut off for more than 3 consecutive months, an abatement will be made on renewal of Licence for the ensuing year in proportion to the period of closure in excess of 3 consecutive months; e.g. a closure of any main canal, or of the Coconada, Samulcotta and Coringa Canals or of the Nursapore and Ellore Canals for 4 consecutive months would allow of an abatement of one ninth of the fee, but if communication between Ellore or Nursapore and Coconada and between Amalapur and Coconada be not interrupted for more than 3 consecutive months no abatement would be allowed.

XIII Rafts will be permitted to navigate the canals on payment, at one of the head locks, of one Rupee for each raft of Teakwood, country wood, or Bamboos, provided that no raft shall be allowed to enter or to navigate any of the canals if its dimensions exceed 95 feet in length or 13 feet in breadth, or if its draught exceed 3 feet.

XIV Unlicensed vessels, whether cargo, Passenger, or Private, will be allowed to navigate the canals of the Deltas on the conditions below mentioned.

All such vessels will be required to pay a toll of six Rupees, previous to entering the canals, for a single journey between the head and end of either Delta or vice versa, such toll being leviable at the head or terminal lock according as the journey may be down or up stream. The pass or toll ticket granted on the toll being paid will clear the vessel through the section of the Delta for which it may be issued, for a single journey only, in one direction, and a second toll of like amount will have to be paid by any boat holding a pass for a journey upstream, and wishing to proceed downstream on the same or another canal, or vice versa. Every head and tail lock will be a toll station, and such stations will be established at or near the end of each individual canal. A list of the toll stations in each Delta will be affixed to a notice board at each station. The toll ticket or pass must be shown at every toll station which may be passed, and no unlicensed boat will be allowed to proceed without a ticket covering the journey in the intended direction.

XV. Steam vessels will be permitted to navigate the canals under the following rules:—

1. All steamers desiring to use the canals shall be inspected by a Registrar of Boats, who shall see that see that they are so constructed as not to damage the canal banks when going at the maximum speed allowed for steamers. The Registrar of Boats will also see that the machinery is in fair working order, and that the boilers are provided with proper gauges and 2 safety valves, and are apparently in safe condition. The funnels of all steamers worked by high pressure steam, or using any blowing apparatus, must be provided with efficient spark catchers.

2. The size of steamers to be licensed, or admitted to the canals on payment of toll, shall not exceed 90 feet in length or 13 feet in width overall measurement

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and the maximum draught allowable will be 3¾ feet.

3. Every steamer, when not moored shall carry the following lights between sunset and sunrise.

a bull's eye bright red light on the Port (left) side
a -do- do green do " Starboard (right) side.

The bull's eye to be not less than 8 inches in diameter. The lights to be so placed and fitted that both may be visible only from a point ahead of the vessel, and so as not to be obscured by any of the fittings, cargo, or passengers. Subject to these provisions the lights may be placed on the front or on top of the cabin, at the sides of the vessel near the bow, or on supports specially provided for the purpose.

When moored a steamer shall show a clear and bright light at the upstream end of the vessel, which light must be fixed at not less than 4 feet above water.

4. Subject to Rule XV.1, no steamer shall travel at a greater speed than ten miles per hour by day, or five miles per hour by night.

5. When steamers meet one another on the canals, they shall keep to the right; when one overtakes another the fastest shall pass to the port or left side; when meeting or passing boats under sail they shall keep on the windward side; when passing boats that are being towed they shall keep to the outside; i.e. to the side away from the tow line.

6. Steamers shall reduce their speed to 3 miles an hour when they come within half a mile of a lock, and shall then whistle to give notice of their approach to the lock establishment. Steamers must be warped into and out of

locks, and will not be allowed to use their propellers until quite clear of the locks.

7. Steamers shall reduce speed to 4 miles an hour when they come within sight of other boats, and when within 100 yards of a boat the steam whistle shall be used.

8. The license fees to be paid by steamers shall be at the rate of five Rupees per ton, and the measurement shall be ascertained in the manner prescribed for cargo boats. An allowance of one third of the gross tonnage will be made for the machinery and bunkers.

9. Steamers that do not require to use the canals frequently may obtain toll tickets, for which the charge shall be at double the rates prescribed for other vessels.

10. Steamers shall not be allowed to enter or navigate the canals without a license or a toll ticket, which shall be produced whenever demanded by any canal officer.

11. In the event of a steamer committing damage to any of the works of the canals, or to any Government property in them, the steamer's license or toll ticket shall be taken away, and it shall not be allowed to use the canals until the cost of repairing the damage has been estimated, and the owner has paid the amount, or until security has been given for such payment, but a pass shall be given it, to enable it to continue its journey in the direction it has been going and clear out of the canals.

12. All steamers taking out licences will be required to have their registered numbers and tonnage painted on them in the manner prescribed for cargo boats, and every steamer,

desiring to use the canals without taking out a license, must, before the navigation of the canals by it will be permitted obtain an Inspection Certificate under Rule XV from a Registrar of Boats, and must produce such certificate when applying for a toll ticket. A certificate will be of value for 12 months only from its date.

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Forms of Licenses

License for Passenger Vessel 1st Class
for the Calendar year 187...

NB. The counterfoils of all Licenses to be counterparts of the Licenses

No. - - - - - - - - Delta

Name of owner: ...

Residence of owner ...

Vessel built at ....

" " in the year

Number of passengers to be carried ...

Fee paid Rupees ...

Date of Issue ...

Issued by the Registrar of Boats at ...

Signature ......

(On the reverse of the License)

N.B. 1. When the full number of passengers may not be carried, 16 maunds or 400 lbs of cargo may be carried instead of each passenger less than the full number.

2. No Cargo may be carried in the space reserved for passengers under Rule VIII

3. The fares to be charged and the caste of passengers to be carried are optional with the holder of this License

License for Passenger Vessel 2nd Class for the Calendar year 18---

No ------------------- Delta

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Name of owner ----

Residence of owner ---

Vessel built at ---

" " in the year ----

Number of Passengers to be carried { Fore cabin
General do
aft do

Total Number

Fee paid Rupees ---

Date of Issue ---

Issued by the Registrar of Boats at ---

Signature ---

(On the reverse of the License)

N.B. [1, 2 and 3 the same as for 1st Class vessels].

4. The holder of this License is required to carry in the General Cabin any persons requiring a passage, without reference to caste, at a maximum fare of 2 pies a mile for each passenger; and in the Fore and aft Cabins at a maximum fare of 3 pies a mile per 5 square feet of cabin; any passenger paying the full hire for the Cabin being entitled to its exclusive use.

License for Private or Pleasure Vessel

for the calendar year 18---

No -------------

Delta
8171W
17

Name of Owner----

Residence of owner---

Vessel built at ---

" " in the year

Description of vessel

Fee paid Rupees Fifteen

Date of Issue ---

Issued by the Registrar of Boats at---

Signature -------

87/1
18

License for Cargo Vessel
for the Calender year 18 - - - -

No Delta

Name of owner - - -
Residence of owner - - -
Vessel built at - - -
" " in the year

Length Feet	Breadth Feet	Depth Feet	Cubic Feet	Gross Tonnage	Deduct % percent	Tonnage for License	Fee		
							Rs	a	

Number of Tons - - -
Fee paid Rupees - - -
Date of Issue - - -
Issued by the Registrar of Boats at - - -

Signature - - - - -

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License for Steam Vessel
for the Calendar year 18

No Delta

Name of Owner
Residence of owner
Name of Vessel
Vessel built at
" " in the year.

Description of propeller
" " Engines
" " Boiler

Working pressure of Steam

Extreme Length. Feet
" Breadth. "
" Draught of water "

Measurement of Tonnage			Cubic	Gross	Deduct $33\frac{1}{3}$	Tonnage for	Fee		
Length Feet	Breadth Feet	Depth Feet	Feet	Tonnage	percent	License	R	A	

Number of Tons
Fee paid Rupees
Date of Issue
Issued by the Registrar of Boats at

Signature

Inspection Certificate for Steam Vessel

No Delta

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Name of owner
Residence of owner
Name of Vessel
Vessel built at
" " in the year

Description of propeller
" " Engines
" " Boiler

Working pressure of Steam
Extreme length. Feet
" breadth "

" draught of water "

The steamer above described has been inspected under Rule XV. 1, and is certified to be admissible to the Delta Canals.

Date of Issue
Issued by the Registrar of Boats at

Signature

N.B. This certificate will cease to be of value 12 months after its date vide Rule XV. 12.

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Bye Laws.

1. No vessel shall moor on towing path side if there be only one towpath, or one windward side of a canal if there be two towpaths, except when actually loading or unloading.

2. No cargo shall be loaded or unloaded and no passengers be shipped or landed at any lock, or any masonry work other than the quays or wharfs specially provided for the purpose.

3. No vessel shall be repaired in any canal at any time without the written permission of a Registra, of Boats or Range Officer, and then only at the place and during the time named in the written permission. Materials used in the repairs of vessels will, unless removed from the canal before or at the

time of the vessel's departure, be confiscated, and any expense incurred in their removal must be paid by the owner of the vessel under penalty of suspension of License until it be paid.

4. No vessel shall moor in a lock channel ~~channel~~, either above or below a lock, as defined in each case by notice boards put up by the Range officer or under his orders.

5. Vessels when moored shall have masts down; shall be made fast head and stern to the bank, in a single line; and shall be left in charge of a man.

6. When vessels meet, that going with the current shall give way; that going against the current shall hold its course. Steamers will however give way in all cases to other vessels.

7. In the case of vessels going the same way, Cargo vessels shall give way to passenger vessels, and steamers to both.

8. No person unless duly authorized shall interfere with the locks or their machinery.

9. No raft of larger dimensions than 95 feet by 13 feet or of more than 3 feet draught, will be allowed on the canals, and rafts found in excess of these dimensions will be stopped until they are reduced, and a fresh fee of 1 Rupee paid under Rule XIII

Say rule 3.

10. Every Licensed vessel shall have its License always on board, and shall produce the same to the District Engineer, Range officer or other Government officer having authority to demand it, failing which the owner will be obliged to take out a fresh license under the rules.

Here add, the "Canal Officer"

11. When required by the District Engineer, Range officer, or by the Superintendent or Assistant

the Canal Officer

Superintendent of Police, a passenger vessel must stop at any place to have the number of passengers on board counted and the Cargo weighed. The District Engineer is also authorized at his discretion to specially empower in writing any subdivisional officer to examine passenger vessels, should he find it necessary to do so.

" The Canal

12. Every Cargo vessel must carry at least one clear and bright light between sunset and sunrise, which light must be fixed not less than 4 feet above water, at the up-stream end of the vessel when moored, and at the fore end when moving.

13. Every passenger vessel must between sunset and sunrise carry two lights at least, one for the passengers below deck, and a second at not less than 4 feet above water, at the fore end when moving, and at the upstream end when moored.

14. All vessels plying for hire shall be liable to inspection by District, Executive and Assistant Engineers who are hereby empowered to withdraw the Licenses of such as are not maintained in a proper state of repair or cleanliness, or until they are fit for re-employment.

" and the Canal Officer

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15. District and Executive Engineers and Assistant Engineers in charge of Ranges shall have power to suspend the license of any vessel on account of the infringement of any of the Rules or Bye laws by the crew, for periods not exceeding those noted below:—

" Canal Officer "

For a first offence 15 days
" " Second do 30 days
" " third do 60 days

and for a 4th offence the license will be liable to be cancelled. Similarly unlicensed vessels will be liable to a summary fine not exceeding the amount of a toll ticket or to exclusion from the canals for periods equal to those for which, if licensed, their licenses would be liable to suspension, or to both.

16. Superintending Engineers will exercise the same powers as District Engineers under these Byelaws.

17. The Penalty for infringement of the latter part of Rule V will be a double charge for the new License, in addition to any suspension of License which may be ordered.

Say 8

18. No vessel exceeding 90 feet in length or 13 feet in breadth or the draught of which exceeds 3¾ feet will be allowed to enter or to navigate the canals without the special sanction in writing of a Registrar of Boats, which will be given only to meet exceptional cases, and no Licenses (annual) will be issued to vessels exceeding

The Engineer
Considered

these limits without the sanctio of the Chief Engineer for Irrigatio

19. Officers in charge of Canal are empowered summarily to remove vessels which may have sunk in a canal waterway, and to recover cost of removal afterwar

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Vessels sunk, abandoned or lef for more than 3 days without a man in charge, will be dealt with as follow

(a) If the vessel be licensed a notice will be sent by Post, by the officer in charge of the Canal, to the registered owner requiring him to remove the vessel within 15 days. Failing such removal the vessel will be sold by Auction after giving not less than 15 days notice of intended sale in the Distric Gazette;

(b) In the case of unlicensed vessels a notice will be published in the District Gazette requiring the removal of the vessel within 15 days, and stating that if not so removed the vessel will be sold by auction. Such sale may be fixed to take place on any date not prior to 30 days from the date of the publication of the notice to remove.

Owners applying to recover possession of vessels referred to in this Bye law must, before the removal of the vessels will be permitted, pay all expenses which may have been incurred,

The sale proceeds of a vessel under this Bye law will be available to meet all expenses incurred in the removal and sale of such vessel, and to repair all damage which may have resulted to the canal from its being sunk or abandoned therein. Any balance remaining will

will, subject to a deduction of 10 per cent by way of fine, be paid to the owner if claimed within 3 months from the date of sale; otherwise such balance will be carried to the credit of Government.

Ootacamund
May 1878

Lt Col R.E.

Chief Engineer for Irrigation

For the information of the Secretary to Government
Revenue Department

N.B. These Rules & Bye laws have been approved by Government but before issuing them the Superintending Engineers have been called upon to offer any remarks which may be necessary with regard to details

27/5/78

Copy of the Revised Rules for the regulation of the Navigation of the Godavery & Kistnah Delta Canals

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Approved but not yet issued

G.O. 14-10-77 No 2592 W

Vide G.O. 4th Novr 1876 No 877 I P.W.D. in which these rules were passed.

1.3.77

Revised Rules for the Regulation of the Navigation of the Buckingham Canal.

His Excellency the Governor in Council is pleased to declare that from and after the day of 1878, the following rules shall apply to that portion of the line of Navigation which extends from the Palar on the South to the frontier lock between the Kistna and Nellore districts on the North and which is generally known under the following designations.

To be henceforth known as the Buckingham Canal

1 The Sadras Canal } Chingleput District
2 The junction or the Madras City Canal
3 The Cochrane Canal }
4 The Buckingham or the East Coast Canal } Nellore District

2. From and after the said date, no Steamer or Cargo or passenger boat belonging to either Chingleput (including Madras City) or Nellore and regularly plying on the Canal through its own district shall be allowed to make use of any part of the navigation defined above unless a license has been obtained for it on payment of license fees at the following rates.

On each pleasure boat	Rs 4 per annum
On each passenger boat, i.e., Budgerow or top boat plying for hire	8 per annum.
On each Cargo boat registered as over 30 tons	2 Rupees per ton per annum
" 30 tons and under	1 Rupee per ton per annum
Steamers	5 Rupees per ton per annum

The fees for the current Calendar year (1878) will be at half the above rates.

[illegible]

Are they not toll free? Do they pay now the cost of the Lock establishments? [illegible] It is desirable for the encouragement of local traffic to keep the rates as low as possible [illegible] Local Funds contribute for repairs

N. B. Boats already licensed in Godavery and Kistna need not take out a license under these rules. Boats importing firewood, straw, brattis into Madras will be charged half tolls.

Will boats from the South [illegible] be [illegible] in the [illegible] [illegible] licenses in the Kistna [illegible]

× Note. The word vessels includes any ship, barge, boat, raft timber, bamboos or floating materials propelled in any manner.

* 4 annas per ton on all Cargo boats

4 annas per trip for passenger boats.

~~Double~~ Double these rates for Steamers.

Each raft one rupee per trip.

N. B. Boats importing firewood, straw, brattis into Madras will be charged half tolls, the license fee being fully charged as prescribed in the last rule.

? Do these articles pay only half tolls on boats? –

Is it proposed to issue licenses to navigate parts of the Canal?

3. The vessels× mentioned in the last rule as well as all through traffic vessels shall pay tolls at the marginally noted rates*

I When they enter Madras from (1) North or (2) South (1) at Shadiyaun Coopam lock and (2) at the Lattice Bridge South of the Adyar

II. When they enter the Nellore district at the northern frontier Lock and when they enter or leave the same district at its southern extremity (Arungam near Pulicat).

4. Licenses will be issued for Steamers, Cargo boats and Passenger boats for the Calendar year only, and will entitle the holder to navigate that part of the Canal for which the licenses may be issued by the vessel named

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named in the license, so long as the Canals may be open for Navigation from the 1st January to the 31st December inclusive every owner of a vessel desiring to obtain a license shall apply in person or by letter to a Registrar of boats – giving

(1) the name, or names if there be more than one, of the owner or owners,

(2) the place of residence of the owner or owners,

(3) the place where, and the year in which the vessel was built,

(4) the Calendar year for which the license is desired.

5. In the Case of boats not used upon the aforesaid line of Navigation on the day of — but subsequently brought upon it, the owner or owners shall

The superintendent of the Canal
the Form A hereto annexed, which can be obtained on application at the General Stations along the Canals

The additional particulars required to be given in the Case of Steamers are detailed in the form of License –

Date of application of the rules

[illegible] will necessary [illegible]
if not already supplied [illegible]

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2

make a similar application to the said Officers before the boats are brought upon the line of Navigation.

6. The said Officer shall without delay appoint days and places for measuring the boats and determining the amounts of the license fees, to be paid by the owners with reference to these rules.

7 The Capacity or tonnage of any vessel for the Conveyance of Cargo will be ascertained in the following manner: –

Length – at half the Central depth between stern and fore post;

Breadth – An average of 5 widths taken at equal distances between the posts and at half the depth.

Depth – At the Centre of the vessel.

The products of these measurements in feet, divided by 50

×4 in the original draft.
– The greater number of widths taken the more accurate is the result.
By the navigation rules in England – the length is divided into 6 equal parts.

50 Cubic feet of space in the hold to be taken as equivalent to one ton.

with 15 per Cent deducted for the crew &c, will give the tonnage on which a license fee will be chargeable.

8. On the payment of the sum fixed as before provided a "license" in the form A annexed will be delivered to the owner or owners or their authorized Agents specifying the period during which the license will remain in force; provided that if a vessel, after the issue of a license be enlarged, it shall not again ply until it has been remeasured and a new license issued. The new license will be granted on surrender of the previous license, and on payment f the prescribed rate per ton n the difference between the

old

old and new tonnage. The penalty for using on the Canals an enlarge boat without a new license is a double license fee with perhaps suspension of license — also vide bylaw.

9. Licenses may be granted for a period less than a year but not less than three months at rates proportionate to the period, but enhanced by not less than 25 per Cent. This is to meet "Canal" Traffic. As already directed, Licenses should all expire on December 31st, and Licenses for new year should be obtained during the last quarter of the previous year.

10. The number of the license granted for a Cargo boat must be painted in conspicuous figures, not less than 4 inches in length,

in

Ver. [illegible]

in English and Vernacular, on both bows of the vessel, and the tonnage of the vessel shall be also marked by figures of an equal size, prefaced by the letters T, cut in and afterwards painted on a conspicuous place on the stern. These marks must be put on the vessel before it commences to use the Canals, at the expense of the owner, who will be held responsible that they are not defaced or obliterated.

11. Vessels for the conveyance of passengers will be licensed to carry one passenger for every five square feet of deck space, which will be measured as follows.

Length – at deck level overall,

Breadth – the mean of 5 widths

prefaced by the letters C and [illegible] to indicate the district

Should it absolutely [illegible]

× in the case of wooden vessels

② Insist [illegible] & [illegible]? Is it necessary to distinguish district to which boat belongs

[illegible]

Office note.
This is abstracted from the 7

Gordon's rule – the fee for the licence however is left undisturbed. Capacity or the class of [illegible] will not be taken as the basis for the charge.

The present provision is to prevent overcrowding.

3

at equal distances,

Gordon's rule IX

12. The number of the License issued for a passenger vessel must be painted on the bows in the manner prescribed for Cargo vessels. The number of passengers which a passenger vessel may be licensed to carry will be entered in the license, and this number must be legibly and conspicuously painted on the stern of the vessel.

Gordon's rule VIII

13. Every vessel licensed to carry passengers must reserve for their exclusive use one third of the total length of the boat as shown by the above measurement. This reserved space will be in the centre of the boat, and no Cargo will be allowed to be carried therein, whether there be few passengers or none. The limits

If boat owners take out a license for passenger traffic only – This rule might [illegible]

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limits of the reserved Space will be fixed by the Registrar of boats when issuing the license, and will be marked by two vertical white lines on each side of the boat, inside and outside.

14. The number of the license issued to a pleasure boat i.e a private boat not carrying passengers or goods, or plying for hire, must be painted on the bows in English and Vernacular figures, but this marking may be done in an ornamental manner to suit the wishes of the owners, provided the figures are clearly legible.

Extracted from Godavery rules

15. No person who has taken out a license for the navigation of the Canals shall have any claim to compensation in consequence of the closure of all or any of the Canals for repairs, or because of want of water or of any other impediments to navigation. Although no claim to compensation can be recognized, and no refunds of license fees will be made under any circumstances, if from any want of repairs or alteration, through communication by the Canals of any section is entirely cut off for more than 3 consecutive months, an abatement will be made on renewal of license for the ensuing year in proportion to the period of closure in excess of 3 consecutive months; e.g. a closure of the Canal for which the license is obtained, for 4 consecutive months

Godavery Rule XII

This makes it necessary in the Godavery & Kistna where the supply of water some times fails and breaches occur from floods, which the supplying cannot prevent. The [illegible] Canals are supplied by [illegible] which never fails and floods should not affect it. It certainly might never be [illegible] at a time a few days [illegible] traffic at any time [illegible]. It may however be advisable to apply a modification of the Rule to this canal.

This is introduced with the reference to the latter part of Rule XII than compare the wording.

months would allow of an abatement of one ninth of the fee; but if Communication be not interrupted for more than 3 Consecutive months no abatement would be allowed.

16. On the payment of the prescribed toll at the places fixed in Rule 3 Supra, a toll-ticket will be issued. It will clear the vessel through the Section of the Canal for which it may be issued for a single journey only and will be in force for one month. Through traffic boats delaying beyond a month from date of last toll will be required to pay a licensefee.

This rule seems unnecessary a boat might _ receive the same toll bar within 24 hours of having obtained a ticket at it, just as [illegible] tolls on roads. It does not seem desirable to restrict boats to a single journey between two toll bars. would it would be difficult to enforce such a rule [illegible]

It pays a license [illegible] the general rule [illegible] of the Canals [illegible]

17 No raft of teakwood, country wood, or Bamboos shall be allowed to enter or to navigate any part of the

4

Office note
These figures are subject to consideration the size of the locks being not known.
Adopted from Godavery rule XIII

[illegible]

Godavery rule XV

Clause 1

Canal if its dimensions exceed 95 feet in length or 13 feet in breadth, or if its draught exceed 3 feet.

18 Steam vessels will be permitted to navigate the Canals under the following rules.

1 All steamers desiring to use the Canals shall be inspected by a Registrar of boats who shall see that they are so Constructed as not to damage the Canal banks when going at the maximum speed allowed for Steamers ~~viz 6 miles an hour~~. The Registrar of boats will also see that the machinery is in fair working order, and that the boilers are provided with proper guages and 2 safety values, and are apparently in safe condition The funnels of all

Steamers worked by high pressure steam, or using any blowing apparatus must be provided with efficient spark catchers.

ii. The size of steamers to be licensed, or admitted to the Canals on payment of toll, shall not exceed 90 feet in length or 13 feet in width over all measurement and the maximum draught allowable will be 3 $\frac{3}{4}$ feet.

iii. Every Steamer when not moored shall carry the following lights between sunset and sunrise.

A bull's eye bright red light on the port (left) side

A do. do. green do starboard (right) side.

The bull's eye to be not less than inches in diameter. The li be so placed

[illegible] clause 2.-

15 ft may be allowed PP

the 6 feet [illegible] of Canal

should be 2 ft PP

[illegible] clause 3

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may be visible only from a point ahead of the vessel, and so as not to be obscured by any of the fittings, cargo, or passengers. Subject to these provisions the lights may be placed on the front or on top of the Cabin, at the sides of the vessel near the bow, or on supports specially provided for the purpose.

When moored a steamer shall show a clear and bright light at the upstream end of the vessel which light must be fixed at not less than 4 feet above water.

iv. Subject to rule 18 - no steamer shall travel at a greater speed than ten miles per hour by day, or five miles per hour by night.

V. When Steamers meet one another

See drawing clause 4

The original draft rule 24 prescribes 6 miles indiscriminately.

× 8 miles will be better. Greater speed might injure sides of Canal. Speed might be increased afterwards if found practicable.

See drawing clause 5

Steamers worked by high pressure steam, or using any blowing apparatus must be provided with efficient spark catchers.

ii. The size of steamer to be licensed, or admitted to the Canals on payment of toll, shall not exceed 90 feet in length or 13 feet in width over all measurement and the maximum draught allowable will be 3 3/4 feet.

[illegible] clause 2

15' may be allowed JJ

The 6 [illegible] [illegible] Council

should be 3½ ft JJ

[illegible] clause 3

iii. Every Steamer when not moored shall carry the following lights between sunset and sunrise.

A bull's eye bright red light on the port (left) side
A do. do. green do starboard (right) side

The bull's eye to be not less than 8 inches in diameter. The lights to be so placed and fitted that both

S77A

may be visible only from a point ahead of the vessel, and so as not to be obscured by any of the fittings, cargo, or passengers. Subject to these provisions the lights may be placed on the front or on top of the Cabin, at the sides of the vessel near the bow, or on supports specially provided for the purpose.

When moored a steamer shall show a clear and bright light at the upstream end of the vessel which light must be fixed at not less than 4 feet above water.

Sudaveny clause 4

The original draft rule 24 prescribes 6 miles indis-criminately

+ 8 miles will be better. Greater speed might injure sides of Canal. Speed might be increased afterwards if [illegible] permissible.

Sudaveny clause 5

iv. Subject to rule 18 no Steamer shall travel at a greater speed than ten miles per hour by day, or five miles per hour by night.

v. When Steamers meet one another

Steamers worked by high pressure steam, or using any blowing apparatus must be provided with efficient spark catchers.

ii. The size of steamers to be licensed, or admitted to the Canals on payment of toll, shall not exceed 90 feet in length or 13 feet in width over all measurement and the maximum draught allowable will be 3 3/4 feet.

Sydney clause 2

15 may be allowed PP

the 6 feet ... as per Commission

should be 3 1/2 PP

iii. Every Steamer when not moored shall carry the following lights between sunset and sunrise.

Sydney clause 3

A bull's eye bright red light on the port (left) side
A do. do. green do starboard (right) side

The bull's eye to be not less than 8 inches in diameter. The lights to be so placed and fitted that both

may be visible only from a point ahead of the vessel, and so as not to be obscured by any of the fittings, cargo, or passengers. Subject to these provisions the lights may be placed on the front or on top of the Cabin, at the sides of the vessel near the bow, or on supports specially provided for the purpose.

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Sydney clause 4

The original draft rule 24 prescribes 6 miles indis-criminately.

+ 8 miles will be better. Greater speed might injure sides of Canal. Speed might be increased after experiments if found permissible.

Sydney clause 5

iv. Subject to Rule 18 no steamer shall travel at a greater speed than ten miles per hour by day, or five miles per hour by night.

v. When Steamers meet one another,

on the Canals, they shall keep to the right; when one overtakes another the fastest shall pass to the port or left side; when meeting or passing boats under sail they shall keep on the windward side; when passing boats that are being towed they shall keep to the outside, i.e. to the side away from the tow line.

VI. Steamers shall reduce their speed to 3 miles an hour when they come within half a mile of a lock, and shall then whistle to give notice of their approach to the lock establishment. Steamers must be worked into and out of locks and will not be allowed to use their propellers until quite clear of the locks.

VII. Steamers shall reduce

[illegible] clause 6.

8171W
34

[illegible] clause 8

The 1st portion of the 1st sentence is omitted, as it already occurs in rule 2 supra –

[illegible] clause 9 –
Last sentence altered.
Also clause 10 of which the 1st sentence is omitted as superfluous, see rules 2 & 3 supra –

[illegible] clause 11

speed to 4 miles an hour when they come within sight of other boats and when within 100 yards of a boat the steam whistle shall be used.

VIII. The measurement of Steamers shall be ascertained in the manner prescribed for Cargo boats. An allowance of one third of the gross tonnage will be made for the machinery and bunkers.

IX. Steamers that do not require to use the Canals frequently, may obtain toll-tickets, at the rate prescribed in rule 3 supra, and a license or toll-ticket shall be produced whenever demanded by any Canal Officer.

X. In the event of a steamer committing damage to any of the works of the Canals or to any

Government property in them, the Steamer's license or toll-ticket shall be taken away, and it shall not be allowed to use the Canals until the cost of repairing the damage has been estimated, and the owner has paid the amount, or until security has been given for such payment, but a pass shall be given it to enable it to continue its journey in the direction it has been going and clear out of the Canals.

XI All steamers taking out licenses will be required to have their registered numbers and tonnage painted on them in the manner prescribed for Cargo boats, and every steamer desiring to use the Canals without taking out a license, must, before

to cancel clause 12

✗ under Rule 18;

the navigation of the Canals by it will be permitted, obtain an inspection Certificate✗ from a Registrar of boats, and must produce such Certificate when applying for a toll-ticket. A Certificate will be of value for 12 months only from its date.

8171
36

A

Form of Licence.

Licence for Passenger Vessel for the Calendar Year 187....

No. .... District.

N.B. The Counterfoils of all licences to be counterparts of the Licences.

Name of owner.
Residence of Owner
Vessel built at....
" " in the year.
Number of passengers to be carried.
Fee paid Rupees.
Date of issue.
Issued by the Registrar of boats at....

Signature

(On the reverse of the licence)

N.B. 1. When the full number of passengers may not be carried, 16 maunds or 400 lbs of Cargo + may be carried instead of each passenger less than the full number.

+ where will it be put,

2. ~~The~~ No Cargo may be carried in the space reserved for passengers under rule 13.

Clause 3 of [illegible] may be omitted + 47 [illegible]

8771 W
37

License for private or pleasure boat
for the Calendar Year 187...

No. . . . . district.

Name of owner.

Residence of owner.

Vessel built at. . . . .

" " in the Year

Description of vessel ———

15 Rs for drawing

Fee paid — Rupees 4 (four)

Date of issue

Issued by the Registrar of boats at —

Signature

License for Cargo vessel for the

Calendar Year 187 . . .

No. . . . . District.

Name of owner . .

Residence of owner.

Vessel built at.

" " in the Year.

Length Feet	Breadth Feet	Depth Feet	Cubic feet	Gross tonnage	Deduct 15 per Cent	Tonnage for license	Fee		
							Rs	A	

× over 30 tons or below 30 tons is what is wanted for present purposes. However exact tonnage may be given

× Number of tons.

Fee paid Rupees

Date of issue

Issued by the Registrar of boats at

Signature

871W

Licence for Steam Vessel
for the Calendar Year 187..

No...... District.

Name of owner

Residence of owner

Name of vessel

Vessel built at—

" " in the Year

Description of propeller

" " Engines

" " Boiler.

Working pressure of Steam.

Extreme length. Feet

" Breadth. "

" Draught of water

Measurement of tonnage			Cubic feet	Gross tonnage	Deduct 33 1/3 per cent	Tonnage for licence	Fee	
Length Feet	Breadth Feet	Depth Feet					Rs	A

Number of tons

Fee paid Rupees

Date of issue

Issued by the Registrar of boats at—

Signature

Inspection Certificate for Steam Vessel

No. . . . . . district.

Name of owner

Residence of owner

Name of vessel

Vessel built at .

" " in the year

Description of propeller.

" " Engines

" " Boiler

Working pressure of Steam

Extreme length feet

" Breadth "

" draught of water "

The Steamer above described has been inspected under Rule 18. i and is certified to be admissible to the Buckingham Canal.

Date of issue

Issued by the Registrar of boats at

Signature

N B. This certificate will cease to be of value 12 months after its date vide Rule 18 xi

Bye laws.

Those prescribed for the Kistna and Godavery apply mutatis mutandis. The few alterations required are noted in pencil in the margin of the copy supplied by the Chief Engineer.

The following 2 bye-laws which are found in the old rules of 1878 and repeated in the original draft rules are ~~two~~ here, and whether they should also be inserted has to be considered.

"No Cargo boats are allowed to moor in the Canal when in the neighbourhood of a boat-Basin or lock."

"No boats are allowed to moor in the Canal within 150 yards of the entrance of the Canal from Pulicat Lake."

The last bye law is peculiar to the Buckingham Canal and may perhaps be retained.

8771
42

A

Revised rules for the reg-
-ulation of the navigation
of the Buckingham
Canal -

G.O. 14 October 79 No. 2592 W.

8771W
43

The Buckingham Canal Madras

License No. of 1879-80.

The vessel hereunder described is licensed to use
Section of the Buckingham
during the official year 1879-80 free of further charge

Registered No. of vessel
Name of owner
Residence of owner
Name of vessel
Class of vessel (a)
Built at in the year
Extreme length
Do. breadth
Do. depth
Deck area square feet
Draught of water
Description of propeller (b)

Gross tonnage
Licensed to carry tons cargo or passengers.
Fee paid Rupees.
Date of payment
License issued by
On the day of 1879.

Executive Engi

(a) Here enter Steam . Budgerow, Top boat
boat, Passenger boat as case may be.
(b) Here enter Oars, poles, sails, towing or steam as the
If steam, state the kind of engine, the horse power, the
the steam pressure.

boats may carry cargo under the following conditions,
ere are any passengers, one third of the length of the
be reserved exclusively for them, this reserved space will
ntre of the boat and covered, a full load may be made
to the extent of 400 lbs for each passenger, short of the
hich the boat is registered to carry this cargo must be
and aft of the space reserved for passengers.

n there are no passengers no space need be reserved for
argo may be carried in the centre as well as in other parts
el. The whole load not to exceed the registered Tonnage
l.

ts may carry passengers under similar conditions pro-
a portion of the vessel is decked and covered for the
the cargo must be 400 lbs less for each passenger,
the vessel is registered to carry.

o. 11. Every vessel shall have its license always on board,
l be produced for examination by the Executive Engineer,
Officer authorised by the Executive Engineer to demand
of it.

Rev: Dept.

Memo: for Orders

On Pros: of Board of Revenue, dated 14th March 1878 No. 695. proposals for bringing Act I of 1870 into force on the Buckingham Canal.

1. This contains the Board's proposals (in reply to G.O. 21st February last No. 284) for bringing Act I of 1870 into force on the Buckingham Canal.

2. It may be worth while considering whether it would be better, as they suggest, to let the present system go on ~~for the present~~ ~~and~~ until a more matured plan can be submitted by the special officer who is to be appointed to the charge of the whole line – time

would thus be allowed for more through investigation. In any case the change could not take place as pro-proposed at the beginning of the next official year because the rules must be published for a certain period (2 months at least) before they can come into force. (Section 23 Act I of 1870)

3. In case immediate action is desired the rules contained in the Draft Notification

printed

printed in G.O. 10th October 1872 No. 1400 will do, the Board say, with a slight addition proposed by Mr. Barlow to regulate the speed of steam launches.

4. But instead of merely a license fee on boats as proposed in the draft Notification the Board would prefer a combined system of tolls and licenses - say 1 Rupee per ton on all boats up to 30 tons and 2 Rupees on all boats

over 30 tons as license fees / at present 2 Rupees per ton is paid on the Sadras Canal / besides a toll at existing rates at the Shadayem Cooppum lock / on Northern Canal / i.e. 4 annas a ton for boats coming into Madras i.e. from the north, and at the same or some lower rate at Lattice bridge on Sadras Canal for boats coming into Madras i.e. from the South / there has been no toll heretofore on this branch /

The

5. The tonnage on the northern section is taken at 13,460 - that on the southern at 700. The income from tolls on the northern section averages Rupees 38000 - that on the southern from license fees Rs 1400. The Budget[×] Estimate of Receipts for 1878-79 is Rs 40,050

[×] In G.O 2nd Feby 1878 No 165.

6. From a Statement which the Collector of Chingle put forward, it appears that if the traffic of the last three years (average) had been dealt with on the principle now suggested by the Board the income would be somewhat as

follows.

	Tolls	License Fees	Total
	Rs	Rs	Rs
Norther Section	38,030	13,460	51,490
Southern Section	5,890	700	6,590
	43,920	14,160	58,080

Note The License fee is here 1 Rupee per ton all round.

7 It will be observed that while the increase of taxation on the northern branch is 26·14 per Cent that on the southern is 378·75 per Cent Viz the difference between Rupees 6590 and 1400 or 5190. This seems enormous and likely to result in decrease of traffic.

I doubt it. The total charge is not heavy & the increased advantage of carriage thus rendered [illegible] is very great

8. If this rough estimate be accepted

the

there may be some increase from additional tonnage on the whole line and from the higher rate of Rupees 2 on boats over 30 tons.

9 At the rates of license fees in Draft Notification of 1872 the anticipated income on the 11,103 tons of the existing cargo boats together with that from proposed rate

on budgerows and top boats amounted to Rupees 41,500, but as it now appears that the tonnage is 14,160 the estimate should be increased by Rupees 10,700 at 3 1/2 Rupees per ton on 3057 tons making a total of Rs 52,200 under

G.O. 10 October 1872
No 1400 p 5

Tonnage
13,260
700
14,160
11.103
3057
3 1/2
9171
1528
10,699

under the license system as against Rs 58,000 or 59,000 under combined tolls and licenses.

G.O. 2d February 1878 No 165.

10 The proposed expenditure for 1878/79 as per Budget is as follows.

Repairs	33500
Petty Establishment	5,930
Supervision @ 25 per cent	2,440
Establishment and contingencies	3370
Total	45,240

and under new scheme as per Chief Engineers estimate and suggestions

Maintenance	57,500
Establishment Dept. P. Works.	25,248
Do. for Collection	3,370
	86,118

The 'maintenance' is calculated

at Rs. 230 per mile for 250 miles. The old rate of repair allowance was at Rs. 150 and 100.

11 Obviously this scale cannot be covered by the anticipated income.

12 In G. O. 21st February 1878 No. 284 it was directed that the (1) first charge should be for 'establishment' (Department Public Works and Collection) - (2) second for 'maintenance'. (3) third for 'necessary improvements'.

13 If the budgeted maintenance× charge is added to the Establishments* contemplated by Colonel Foord there will be a total expenditure higher even than the expected revenue and nothing whatever provided for necessary improvements.

	Rs.
*	25,248
*	3,370
×	33,500
	62,118

even

14 The Board think the debit for Department Public Works supervision should be limited to 25 % on the outlay and the maintenance allowance fixed at Rs. 150 instead of Rs. 230.

The estimate would then be

Maintenance of 250 miles	37,500
25 per cent D. P. W. Supervision	9,375
Establishment	4,000
	50,875

leaving a margin for unforeseen expenses &c. improvements &c.

Memo: for Ord

Proposals for bring
Act I of 1870 into f
on the Buckingham
Canal.

G.O. 14 October/79 No 2592 R

Emergent

Cir

C. 23rd Mar 78. R 25/3/78 R.C. 10-5-78
R. 21-5-78

REVENUE DEPARTMENT.

No. 1159.

From Pres: Board of Revenue

Dated 14th March 1878.

FOR ORDERS.

This had better go
prob to the Mem: in Ch:
D.P.W. & the [illegible]
[illegible] in the
position the question of
Estab. &c.

24/3

This had better be first
referred to the Ch: Engr.
for his remarks.
Either his estab. &
[illegible] the proposals must
be modified. or the
rates of Licence fees
& tolls must be
raised. I sh'd deprecate
the latter course at
first starting.

Except the Bd. present
permission licence
& Tolls. But it does
not provide for the
case of occasional
traffic wh. dbtl. must
still be frequent &
shd. be encouraged
E.g. Kistna boats bringing
grain from Delta to
Madras. Shd. these
Kistna Canal licence
cover use of E.C. canal
with addn. only of toll?
And how if a boat
absolutely unlicensed
any where wants to make
an occasional "transit"
thro' the Canal?
It shd. pay a special

This wd. be
scarcely fair for
the E.C. canal.

and lighter toll I think
but shd. be encouraged
to use the Canal.

It may be best to adopt
the Bd.'s suggestion of
allowing a little experience
of existing systems
before we introduce
a new one.

L.H.

There are 3 classes of navigation ~~objects~~ to
be kept in view —
1st local cargo boats
2nd through cargo —
3rd ~~passengers~~ traffic
not including any
special passenger
boats which may be
~~[illegible]~~ established —

The 1st such as boats of
Kistna, Godavery, Nellore
or Chingleput districts

may be well dealt with
by licences passing the
boats through the Canals
of their own district —
~~+ for other purposes~~
and the licence fees
might be adjusted as
proposed — for Nellore
+ Chingleput — except
that in the latter case
an extra charge s'd be
paid for passing Madras —

The 2d + 3d must be
dealt with by tolls levied
say at Commamore lock
at Pulicat — at
the ~~Hospital~~ Lock and
at some convenient point
i.e. Hospital Bridge on
the north and the 1st
system of junction Canal
on South — In fixing the

c 23 March/78

No 1159

FOR ORDERS.

Proposals for b
ing Act I of 1870
force on the Buck
ingham Canal

licence fees — a
fee s'd be fixed for
a casual trip. The
licence being good for
say 1 month — at a
proportionate fee — No
boat s'd be allowed
without a licence +
registration — but the
licence of any one
district should be
good throughout the
tolls being paid —
in addition — when out
of the district —
~~It~~ may be found
expedient to have a
toll at or near [illegible]

of traffic proves
to terminate at that
point but it is desirable
to avoid the tolls being
more frequent than
necessary —

Arrangements
shd be made to issue
licenses & fix tolls
& levy them at the
earliest moment to
meet the expenses —
I do not see any
reason for toll on tonnage
not being equal both
North & South —
I would fix the tonnage

8771W

& toll with reference to
the traffic — and
a concession might be
made in the toll on
firewood or articles of
very low intrinsic value
probably with advantage

Bd. 25/3

I wd. remit to the
Ch. Engr. to formulate
Rules with the least
possible delay — keeping
in mind the above ob-
servations
These rules & rates
shd. issue tentatively
for a year & make them
confessedly easy
I can further
propose that this
order be amended

To permit the Adyar-Cooum junction Canal to be styled the "[illegible] junction canal" the reasons are obvious
28/3

No. 1159

Proposals for bringing Act I of 1870 into force on the Buckingham Canal

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G.O. 14-10-77 No. 2592 W

Emergent

Recorded to the Hon. Sir W. Robinson

R.C. 25/3/78 R 26/3/78 R.C. 10-5-78 / 21-5-78.

8771W / 54

Rev. Dept.

Proceedings of the Madras Government.

Read the following papers:-

Board's Proceedings dated 14th March 1878 No. 695, submitting report on the question of applying Act I of 1870 to the whole line of the East Coast Canal.

Office Note by Public Works Secretary to Government dated 5th April 1878 No. 1689.

The 1st paper read above contains the Board's proposals (in reply to G.O. 21st February last No. 284) for bringing Act I of 1870 into force on the Buckingham Canal.

2. In case immediate action is desired the rules

contained in the Draft Notification printed in G.O. 10th October 1872 No. 1400 R.D. will do, the Board say, with a slight addition proposed by Mr. Barlow to regulate the speed of Steam launches.

3. But instead of merely a license fee on boats as proposed in the draft Notification, the Board would prefer a combined system of tolls and licenses — say 1 Rupee per ton on all boats up to 30 tons and 2 Rupees on all boats over 30 tons as license fees (at present 2 Rupees per ton is paid on the Sadras Canal) besides a toll at existing rates at the Shadayen Coopum lock (on northern Canal) (i.e. 4 Annas a ton for boats coming

into

into Madras from the north, and at the same or some lower rate at the lattice bridge on the Sadras Canal for boats coming into Madras from the South (there has been no toll heretofore on this branch).

4. The tonnage on the northern section is taken at 13460 — that on the southern at 700 — The income from tolls on the northern section averages Rupees 38,000 — that on the southern from license fees Rs 1400 — The Budget+ Estimate of receipts for 1878-79 is Rupees 40,050 —

+ In G.O. 2nd Feby/78 No. 165.

5. From a statement forwarded by the Collector of Chingleput it appears that if the average traffic of the last three years had been dealt with on the principle now suggested by the Board

the income would have been somewhat as follows:-

	Tolls Rs:	License fees+ Rs:	Total Rs:
Northern Section	38,030	13,460	51,490
Southern Section	5,890	700	6,590
Total	43,920	14,160	58,080

+ The license fee is taken at 1 Rupee per to

6. At the rates of license fees given in the draft Notification of 1872 the anticipated income on the 11,103 tons of the existing cargo boats together with that from the proposed rate on budgerows and top boats amounted to Rupees 41,500, but as it now appears that the tonnage is 14,160 the estimate should be increased by Rupees 10,700 at

G.O. 10th October 1872
No 1400 p 5.

G.O. 2nd Feby/78 No 165

at 3½ Rupees per ton on 3057 tons making a total of Rs 52,200 under the license system as against Rs 58,000 or 59,000 under combined tolls & licenses

7. The proposed expenditure for 1878-79 as per Budget is as follows.

Repairs	33500
Petty Establishment	5930
Supervision at 25 per cent	2440
Establishment & Contingencies	3370
Total	45,240

and under the new scheme as per Chief Engineer's Estimate and suggestions:-

Maintenance

Maintenance	57500
Establishment	
Deptt Pub: Works	25248
Do — for collection	3370
	86,118.

The "maintenance" is calculated at Rs 230 per mile for 250 miles. The old rate of repair allowance was at Rs 150 and 100.

8. The Board think the debit for Department Public Works supervision should be limited to 25 per cent on the outlay and the maintenance allowance fixed at Rs 150 instead of Rs 230.

The estimate would then be—

Maintenance of 250 miles	37,500
25 per cent D.P.W. Supervision	9,375
Establishment	4,000
	50,875

leaving a margin for unforeseen expenses, improvements &c.

9. The Public Works Departt have reconsidered the matter on a reference made to them, and in the second paper recorded above, propose to forego the idea of constituting the Buckingham Canal a separate charge, but would form instead two engineering sub-divisions to be attached to existing divisions in the Nellore and

I am entirely averse
to this modification —
The navigation to be
successfully developed
must be in one hand
& guided by one mind

I concur that it should
be made one charge

and Chingleput Districts respectively with an establishment of supervisors, Overseers &ca at a monthly cost of Rs 1265 – the maintenance grant at Rs 150 per mile may be tried for the present till the Canal Revenues improve – the collection of Tolls fees &c to be provided for by the Revenue Deptt as heretofore.

10. According to this proposal Rs 52,680 would be required annually for the Canal exclusive of Revenue Establishment which the Board estimate roughly

at once & Supt appointed with a minimum [illegible] Staff –

That the rate of 150 Rs may be sanctioned per Mile – any special needs being reported which it is [illegible] [illegible] may occur in the new portions

I concur – I think [illegible] 16/5
that here after the division shd take place [illegible]

Maintenance of Canal – 37.500
D.P.W. Establishment – 15,180
52,680

It is a matter of convenience – but at prest the Stock shd be under one direction

I concur as to the expediency of putting all under one head but it wd be more economical [illegible] expenditure is as much as [illegible] & District than the charge

Equivalent to that of a District with its various requirements – or shd be paid accordingly.

[illegible] 20/5.

roughly at Rs 2,000 – the Governor in Council consents to the experiment being tried on this basis.

11. Pending further experience of the nature and extent of the traffic which may be developed on the different sections of the Canal, His Grace the Governor in Council does not consider it expedient at present to introduce Act I of 1870, but resolves to issue for adoption the annexed rules chiefly based on those provisionally sanctioned in G.O. 10th October 1872 No. 1400 R.D. with instructions to bring them into force on the

1st June 1878.

12. The scheme adopts the combination of tolls and licenses. All boats belonging to either Chingleput or Nellore and regularly plying on the Canal will obtain license on payment of the fees now fixed, and will also pay tolls (1) when entering Madras at Shadayam Coopum Lock or Lattice Bridge, (2) when entering Nellore at Frontier ~~Commamur~~ Lock and when entering or leaving the same at or near Durga on the Pulicat Lake. Through traffic boats will be

tolled

Office note. The provisions of this para (12) occur in the rules. It is out of place here perhaps and may be omitted.
9/7/78

Office note Commamur lock is at the head of the Commamur Canal & is about 13 miles from Bezwada. The new proposed lock which will connect the Buckingham Canal & the tidal Commamur- is to be [illegible] near Canal is at Perangipettah
9/7/78

tolled at the rates and places fixed for local traffic boats.

13. The Board will at once, in communication with the Collectors and the District Engineers concerned, organize the establishments necessary for collecting license fees and tolls, and generally for carrying out the rules. They will also, in consultation with the Department Public Works settle how far the existing D.P.W. establishment at the Commamur+ Lock can be utilized in collecting tolls on account of the Buckingham

This requires reconsideration as there is to be no establishment at the proposed junction lock-

Buckingham Canal and whether similar arrangements are feasible in respect of other tolling stations further down. Labour and expense may be economized if the needs of the engineering and Revenue Depts are considered simultaneously and establishments organized accordingly. The final arrangements should be reported at an early date including the details of Registers, returns, Licenses and Toll tickets.

CWC

Ecott

8777
60

Emergent 4

G.O.

Regarding Navigation on the East Coast Canal.

G.O. 14-10-77 No 2597 W

C.R.C.

His Grace first

16-5-78 R. 21-5-78

8771 W
61

C. N. 1159 of 1878

Memo. for information.

Please see His Grace's note on the draft G.O. regarding the Navigation on the East Coast Canal.

Paragraph 9. The Hon'ble Members are unanimous ~~as~~ to the expediency of keeping the whole Canal under one Officer, the only difficulty raised being about expenditure.

Under the Combined system of tolls and licenses, the estimated assets amount to Rupees 580 80 and the expenditure as ~~proposed~~ approved in paragraphs 9 and 10 of the draft G.O. amounts to Rupees 56,6 the balance being Rs 1400. The particulars of the expenditure are as follows.

	Rs
Maintenance of 250 miles at Rs 150 per mile	37,500
D. P. W Establishment 12 × 1265	15180
Revenue Establishment	4000
	56,680

The Establishment is to consist of

			Rs
2 Supervisors	1st class	200	350
	2nd class	150	
5 Overseers	Two 1st class each	100	200
	Two 2nd class each	80	160
	One 3rd class each	60	60
Travelling allowance	2 Supervisors	120	270
	5 Overseers	150	
Writers & Lascars	2 Supervisors	90	225
	5 Overseers	135	
		Total	1265

The annual Cost of Establishment is thus 12 × 1265 = 15180 Rupees.

The only way in which the wishes of Government in regard to the charge of the Canal can be carried out seems to be by dispensing with the two Supervisors and appointing an Assistant Engineer of the second class for the sole charge of the Buckingham Canal. His pay, allowances and Establishment × can be met from the provision now made for Supervisors.

×	Rs
Supervisor's pay	350
Travelling allowance	120
Establishment	90
	560

	Rs
2nd Class Asst Eng's pay	350
Allowance at Rs 4 per diem for 20 days a month on an average	80
3rd Class Range Establisht	96
Travelling allowance do	14
Contingencies	20
Monthly Rs	560

If it however Considered necessary that the services of a

First Class Assistant Engineer should be secured, the increase of pay× involved viz Rs 100 per mensem can be met from the provision made for Overseers as shewn below.

× The allowance for trav is the same.

Provision now made —	
2 First class Overseers —	200
2 Second class Overseers —	160
1 Third class Overseer —	60
5	420

Reduced Establishment.	Rs
~~[illegible]~~	
1 Second class Overseer —	80
4 Third class Overseers —	240
	320

The saving thus available is Rs100. Otherwise, the increase of Rs100 can be met from the probable balance of Rs 1400.

The Officer who may be appointed for the sole charge of the Canal can probably be designated 'the Canal Officer' and the work of controlling the Collections of tolls and licence fees may be

entrusted to him, so that the minor Establishments can be economized and the expenditure always kept in due proportion to the receipts. In the case of the Kistna and Godavery Canals the Canal Revenue Collections are under the D.P.W. and there seems to be no necessity for following a different course in the present case, especially as there will be one responsible Officer for the charge of the whole Canal.

Taking this view, paragraphs 9 to 13 of the draft G.O. might be rendered as follows.

"9. The Chief Engineer Public Works Department has reconsidered the matter on a reference made to him and in the second paper recorded above, proposes to forey the idea of constituting the Buckingham Canal a separate charge, but would form instead two Engineering Subdivisions to be attached to existing Divisions in the Nellore and Chingleput districts respectively with an establishment of Supervisors and Overseers &c at a monthly cost of Rupees 1265. But His Grace the Governor in Council is entirely averse to this modification. The Navigation to be successfully developed must be in one hand and guided by one mind. The whole should be made one charge at once and supervision provided with a minimum staff. It is believed that an Assistant Engineer of the second Class on

Rupees 350 a month and the following Subordinate Staff will suffice for present requirements.

	Rs
Pay of the 2nd Class Asst Engr.	350
Travelling allowance of do at Rs 4 per diem for 20 days a month on an average	80
Third Class Range Establishment for do.	96
Travelling allowance for Establishment about	14
Contingencies	20
Pay of one 2nd Class Overseer	80
Pay of four 3rd Class Overseers	240
Travelling allowance of Overseers	150
Writers and Lascars of do	135
Monthly total	1165

"10. According to the above, there will be a saving of Rs 100 per mensem in the proposed charge for Establishment which cannot utilized as experience may shew either in securing the services of a First Class Assistant Engineer or of a better Class of Overseers as proposed by the Chief Engineer — Viz —

2	First Class Overseers —	200
2	Second " "	160
1	Third " Overseer —	60
		420

"11. The maintenance grant at Rupees 150 per mile may be tried for the present till the Canal Revenues improve. The Collection of tolls, fees &c, should be under the Control of the Canal Officer. The Board Estimate the Cost of Establishment for Collecting the Canal revenue at Rupees 4000 per Annum. The entire charge thus comes to Rupees

Rupees 56680 leaving a [illegible]nate balance of Rupees 2600 for miscalculations of receipts, improvements contemplated in paragraph 10 Supra, and expenses such as Office rent, pension-fund &c. The Governor in Council consents to the experiment being tried on this basis.

"12. Pending further experience of the nature and extent of the traffic which may be developed on the different sections of the Canal, His Grace the Governor in Council does not consider it expedient at present to introduce Act I of 1870, but resolves to issue for adoption the annexed rules with instructions to bring them into force on the 1st 1878.

"13 The Chief Engineer to Govt. in the Public Works Department will at once in communication with the District Engineers and the Collectors concerned organize the necessary establishment for generally carrying out the rules and report the result at an early date, including the details of Registers, Returns Licenses and Toll-tickets &c."

The latter parts of paragraphs 9 and 10 of the draft G.O, are embodied in paragraph 11 of the present draft.

Paragraph 11 of the draft G.O. is paragraph 12 according to this draft. The following clause is omitted as the rules are not now chiefly based on the old rules of 1872.

"Chiefly based on those provisionally sanctioned in G.O. 10th October 1872 No. 1400 I.D."

The date is omitted as it is now inapplicable. Probably 1st September will be as good a date as any other. There may be sufficient water for navigation then.

Paragraph 12 of the draft G.O is altogether omitted now. The provisions therein contained are rightly embodied in the rules and need not perhaps be repeated in the G.O. If it be retained, the wording requires alteration, as the Commone lock appears to be at the Head of the Canal, not at the Frontier. A lock is now under construction it seems near a village called Firangi Dibba.

Paragraph 13 of the draft G.O

is completely revised under the altered circumstances. Probably the Chief Engineer for Irrigation will be in a better position to do the needful than the Board of Revenue. For the purposes of the Board, an annual Administration report will be needed, and as the Canal Fund is under the Administration of the Board, the new Canal Officer might be directed to correspond about the Canal matters through the Collectors concerned and the Board of Revenue. There may be need at times for the professional advice and assistance of District Engineers which can probably be given gratis, as the Controlling D.P.W authorities will do.

Questions

Questions such as who will audit the expenditure, to whom should the returns be rendered &c will it is presumed be considered and settled by the Chief Engineer with reference to the requisition made in the last paragraph of the proposed draft G.O.

A set of rules revised in accordance with His Graces notes are herewith submitted.

[illegible] for information

Papers relating to the Buckingham Canal

G.O. 14-10-77 No 2592

69

[illegible] the Rules [illegible] rules [illegible] 18 Dec

Revised rules for licensing and tolling vessels

—

See notes all through

The rules as to form of licenses — penalties — numbering — marking & manning of boats to be same as Godavery altho the rates charged may differ — These rules here drawn are not clear — See & Godavery rules which regulate steamers &c — & have been very carefully settled in conference with Col. [illegible] —

His Excellency the Governor in Council is pleased to declare that from and after the 15th day of May 1878 the following rules shall apply to that portion of the line of navigation which extends from the Palar in the South to the ~~(Commamore)~~ Frontier Lock on the Kistna and Nellore frontier on the north and which is generally known under the following designations.

1 The Sadras Canal
2 The Junction Canal } Chingleput District
3 The Cochrane Canal
4 The Buckingham or the East Coast Canal } Nellore District

} to be henceforth known as the Buckingham Canal

Madras City

2 From and after the said date, no Cargo or passenger boat belonging to either ^Chingleput Madras

Chingleput or Nellore

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79

and regularly plying on the Canal through its own District, (with the exception of such as come within the exemptory clause) shall be allowed to make use of the ^any part of line of navigation defined above unless a license has been obtained for it on payment of license fees at the following

rates.

On Each pleasure boat	Rs 4 per annum
On Each passenger boat – i.e Budgerow or topboat plying for hire	8 per annum
On Each Cargo boat registered as over 30 tons	2 rupees per ton per annum
Do – Do – 30 tons and under	1 rupee per ton per annum

N.B. Boats already licensed in Godavery and Kistna need not take out a license under these rules.

Boats importing fire=wood, straw, brattees into Madras will be charged half tolls.

3. The vessels× mentioned in the last rule as well as all through traffic vessels shall pay tolls at the marginally noted rates×;

× 4 annas per ton on all cargo boats
4 annas per trip for passenger boats.

I when they enter Madras from (1) North or (2) South (1) at Shadiyampoopam Lock and (2) at the Lattice Bridge South of the Adyar

3 at the [illegible]

II When they enter the Nellore District at the Frontier Commamor Lock and when they enter or leave the same District at its southern extremity (Durga near Pulicat)

4 The undermentioned descriptions of vessels shall be exempted from

× Note the word 'vessels' includes any ship, barge, boat, raft, timber, bamboos, or floating materials propelled in any manner.

[illegible] [illegible] to [illegible]
W.C

What about some toll for steamers
allowance must be [illegible] for measurement for
Engines &c
should toll [illegible] be
[illegible] at higher [illegible]
J.B.C.

No true [illegible] of [illegible]
width length or draught
water [illegible]

from the payment
of both license-fees
and tolls.

I Govt. Steamers ~~and~~ boats

II Boats constructed or
repaired in the neigh-
bourhood of the afore-
said Canal, but not
employed on it for
traffic.

This seems unnecessary
& I think no petition

[illegible]
If the Canal be used to
carry the boat it is [illegible]
to toll

5 On or before the
1st June
15 day of May the
owner or owners of
2
each local cargo or
passenger boat using
the

the aforesaid line
of navigation shall
apply in person or
by writing to the
Registrar of boats for
(Collector of) Chingleput
in the case of the
Sadras, Junction and
Cochrane Canals, and
the Collector of the
Nellore in the case
of the Buckingham
Canal, or to such other
officers as may be
appointed

appointed in this behalf by the said Collectors.

6. In the case of boats not used upon the aforesaid line of navigation on the 15 1st x day of May June, but subsequently brought upon it, the owner or owners shall make a similar application to the said officers before the boats are brought upon the line of navigation.

x Date of application of the rules

7 The said officers shall without delay appoint a days and places for measuring the boats and determining the amounts of the license fees to be paid by the owners with reference to these rules.

8 Boats which are charged by the ton

will be measured on the following principles.

Length — At half the depth between planks and Stern and fore=belts.

Breadth — An average of four widths taken at equal distances in between the same points at the same depth.

Depth — Of boat in centre.

Q post

Q fm gunnel or deck to kelson or ribs or plank ? [illegible]

[illegible] is omitted [illegible]

inserted

9. On the payment of the Sum fixed as before provided a "license" in the form A annexed" will be delivered to the owner or owners or their authorized agents; Specifying the period during which the boat in each case is entitled to the free use of the aforesaid line of navigation. Licenses may be granted for a period less

than a year but not less than three months at rates proportionate to the period but enhanced by not less than 25 per cent. This is to meet "Casual" Traffic.

10 On the payment of the prescribed toll which a toll-ticket

will

Licences sh[oul]d all expire on Dec 31 — & licences for new y[ea]r sh[oul]d be obtainable during the last quarter of old year —

The fees becom[e] will be half the determined rate for a year

~~Note~~

This provision will enable a boat to work e.g. from Sadras to Lattice Bridge & back — without a licence & back — as often as she can manage — then [illegible] prevented

No that

[illegible]

will be granted. It will clear the vessel through the Section of the Canal for which it may be issued for a single journey only and will be in force for one month. Through traffic boats delaying beyond a month from date of last toll will be required to pay a license fee

11. If a boat be enlarged after the issue of the license and during the period of its remaining in force due notice of the enlargement must be given to the officers mentioned in the last rule who will act according to rules of

and

a new license must be taken

and 8 resettling the amount of the license fee with reference to the altered size of the boat.

12. Each license will be numbered, and the number of the license granted for each boat will be painted on a white ground in black figures not

less than four inches in length on one side of the bow of the vessel, and (in the case of boats which are charged by the ton) tonnage prefaced by the letter **T** shall be similarly marked on the other side. The above marks to be put on at the expense of

[illegible] C [illegible] whole side

McC

letter mark in some defined place on stem or rather [illegible] will not be [illegible] be taken for numbers and should be cut in as well as painted McC

of the owner.

13 The defacement of these marks is prohibited. Should they become so obliterated, it is the duty of the owner or owners of the boat to restore them.

These [illegible] must be [illegible] throughout [illegible]

14. No Cargo-boats are allowed to moor in the canal when in the neighbourhood of a boat-Basin, or lie-by

lie-by

15 No boats are allowed to moor in the Canal within 150 yards of the entrance of the Canal from Pulicat Lake.

16 No boats are allowed to moor within 100 yards of a lock.

17 Boats when moored, are to have their masts

down

When no wind or tide — ?

8171 W. 78

down to be made fast to the bank in single row head and stern and to be left in charge of a man.

18. When boats meet, the boat going with wind, or in case there is no wind, with tide is to give way, the boat going against the wind

or tide is to hold
its course

19. In going the ~~in~~
Same way Cargo-boats
are to give way to
passenger boats.

which going may
Empty or full going in
Same direction but
different speed
B.C.

20. Every vessel to
have its license paper
always on board and
to produce the Same
to any Govt. officer
having authority
to

to ask for it, failing
which the owner will
be obliged to take out
a fresh license for
the full fee.

21. All passenger
Ferry
vessels to carry at
least two lights
one for the passengers
below and one at the
head to be distinctly
visible at least ~~4~~
four feet above the
water

water line.

Size of light or distance it can be seen must be prescribed

22. All vessels plying for hire to be liable to inspection by Govt. officers who are hereby empowered to withdraw the licenses of such as are not maintained in a proper state of repair and cleanliness.

no

23 No license-holder shall have any claim to compensation in consequence of the closing of any part of the Canal for any reasonable cause.

But if closed more than 3 months sd not concession be made in the next year's license

24 No steam launch using the Canal is to proceed at a greater speed

than 6 miles an hour.

For first for three
For second – or sixth
For third
Cancel

25 The Collectors Concerned or such other officers as they may authorize shall have power to suspend the license of any vessel on account of the infringement of any of the above rules, by its crew

There seems to be no condition for summary removal of obstruction by a sunk or derelict boat recovering of costs &c Not.

Crew for periods not exceeding those noted below:—

For first offence – Two months
" second ——— four "
" third – " —— six "

Exma.

G. O. 14th October/79 No. 21

Form A.

Licence for plying on the ——

No.

Name of owners and residence

Tonnage (in case of Cargo boats)

Amount of fee — Rupees

Period

N. B. Annual licences must be renewed on the 1st day of April each year.

Form B. Toll Ticket

—— Lock

Received Rs. — from Serang ——

for his boat No. ——

going to ——

Date of issue ——

Signature

Rules regarding navigation on the East Coast Canal.

5.78 R.21-5-78

×

I submit the papers relating to the Rules for the regulation of the Navigation of the Buckingham Canal.

The paper marked A contains the draft Rules as revised with reference to remarks of Honble Members on first draft G.O. & accompanying Rules — & with reference to draft Rules for the Godavery & Kistna ~~Di~~ Canals subsequently approved & published in G.O. 4 November 1878 No 877. I.

Mr O'Shaughnessy having expressed a wish to see the papers & make suggestions they were sent him in December & he has now furnished a draft of Rules & Bye Laws (C) based upon the papers already mentioned but differing from both in some respects.

He would charge a ~~single~~ uniform rate of license fee at

877/86

2 Rupees per ton for all vessels used for any purpose (except in the case of fishing boats) instead of a fee varying with the capacity or character of the boat as originally suggested.

He would divide the canal into six sections issuing separate licenses for each section but with the proviso that a boat nd only take out a single license & must pay toll for entering any other section.

His plan for measurement for tonnage differs from that originally proposed. D

The tolls also are to be uniform -viz: 4 annas per ton for vessels - & 1 anna per square yard for rafts -

Reference is made throughout the proposed rules to the Canal & Ferries Act (I of 1870). When the matter was last under consideration it was proposed to issue Rules & Byelaws (as is done in case of the Godavery & Kistna canals) as simple Executive orders & not under any law.

G.O. 14-10-77 No 2572 W

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Revised rules for the regulation of the navigation of the Buckingham canal

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His Grace the Governor in Council is pleased to declare that from and after the

the following rules shall [under the provisions of Section 22 of Act I of 1870 (The canals and Ferries Act)] be applied to the navigation of the Buckingham canal

I The Buckingham Canal includes the whole line of inland tidal navigation recently connected and completed, which extends from the Palar river in the District of Chengleput to the junction of the tidal and fresh water canals in the Kristna District near Pedda-Ganjam a continuous distance of 245 miles. The several portions of which have been recently known as The Sadras and Cochrane's Canals in the Chengleput District. The Buckingham Junction canal in the city of Madras and The Dugarazapatam canal The Buckingham canals in the District of Nellore. It includes also all navigable tidal Estuaries Backwaters, Lakes, Rivers and Channels connected with the above canals and shall include all further extensions that have been recently in progress and that may be carried out hereafter in connection with them.

II The old and new canals above described shall with slight modifications of limits continue to be distinct lines of navigation as defined in Section I of the Canal and Ferries act, the provisions of which shall apply to each of these distinct lines of navigation separately, and they shall be denominated sections of the Buckingham canal as follows:–

1 The Sadras section extending from the right bank of the Palar to near the Lattice bridge, south of the Adayar in the Chengleput District (40 miles)

2 The Madras section extending from section 1 to the Shadiam-coopum Lock (15 miles)

3 The Pulicat section extending from section 2 to Rayal Daruvoo in the Nellore District (48 miles)

4 The Kristnapatam section extending from section 3 to Koduv

(48 miles)

5 The Pennair section extending from section 4 to Ramapatam

(48 miles)

6 The Kottapatam Section extending from section 5 to the Junction with the Cammamoor

Fresh water canal in the Kristna
District (46 miles)

III From and after the date
above specified that is to say
from the ______________
no Ship, Steamer, Barge Boat
or Raft of any floating material
and propelled in any manner
shall be allowed on, or to use
any of the above mentioned
lines of navigation without

1st The payment of an annual
license fee at the rates specified
in the annexed schedule
for the use of one or other
of the above mentioned distinct
lines of navigation.

2d The payment of a Toll at
the rates specified in
the annexed schedule
for the use of any
other of the above mentioned
distinct

distinct lines of navigation.

?

IV The super Executive Engineer in
charge of the canal is authorised
to carry out the provisions of
sections 7 of the above said Act
and he will issue licenses in the
Form annexed personally or by
his agents (authorised by him
in writing for the purpose) at
such times and places as he may
notify in the Fort St George Gazette
and in the Official Gazette of
the District in which the line
of navigation for which licenses
are to be issued is situated.
The vessels to be licensed
must be brought at the time
specified in the notification to
the places where licenses are to
be issued for the purposes
of measurement and
registration and for the purpose
of having the necessary
distinguishing marks

put on them

V These marks will show the section of the canal to which the vessel belongs and which it is licensed to navigate. The registered number of the vessel, the tonnage and the number of passengers the vessel is licensed to carry. They shall be put on under the direction of the Executive Engineer at the cost of the owner of the vessel who will be held responsible that they are not defaced or obliterated and that they are renewed from time to time as required.

VI Application for licenses for the Official year 1879-80 should be made forthwith in the Form annexed. These applications shall be made hereafter before the 31st of January of each

Supt

year or 2 clear months before the commencement of the year for which the licenses are required. In cases where it is desired to place for the first time new boats or boats from any other line of navigation on any of the different sections of the canal during the course of a year similar applications for licenses must be made one month before the boat is brought on the canal and in no case shall any such boat use any line of navigation on the canal until the license is granted and the required fee paid. Printed Forms of application for licenses will for the present be iſsued by the Executive Engineer of the canal at his own office and at the offices of the canal Superintendents at

Coveleng, The Canal Bason Madras, Pulicat, Duga-rauzapatam, Maypaud, Ramapatam and Kottapatam

VII The maximum dimension of all vessels brought on the canal hereafter will be limitted to 90' in length, 15 feet beam and 2½ feet draft, vessels of greater length and Beam that may be now on the canal will be allowed to remain upon it at the owner's risk until they are worn out or renewed but the draft of water will be limitted in all cases to 2½ feet and no vessel shall hereafter be laden beyond this depth which will be marked by a painted band or waterline round

the outside of the hull.

The height of fixed fittings such as the roofs of boats mast-partners Funnel sockets &c shall be limitted to 9' feet measured from the upper surface of the limber strake.

The height of piled cargo such as firewood, cotton bales &c will be limitted to the same dimensions and in a similar manner.

VIII The gross Tonnage of all vessels will be obtained by the following rule $\frac{L\times B\times D}{50}$

L being equal to the length of the vessel, measured at half the midship depth, from the after part of the stem to the forepart of the stern post

B Is equal to the sum of 5 widths taken to the inner side of the planking on both sides

at equal distances of $\frac{1}{6}$th of the
above length divide by 6

D Is the midships depth
taken from the upper surface
of the limber strake (The bottom
Plank next the keelson or the
centre bottom plank when there
is no keelson) to the under
surface of the deck planking
in decked vessels or to the
top of the upper strake or
gunwale in open vessels.

Two thirds of the gross tonnage
calculated as above will be
the registered tonnage of
steamers, and seven eights
of the gross tonnage will be
the registered tonnage of all
other vessels.

IX Passenger vessels will be
licensed to carry 1 passenger
for every 5 Sqre feet of deck surface
to be measured as follows. -

Length from stem to stern
at the deck level

Breadth. The sum of 5 widths
taken at equal distance of one
sixth the length and divided
by six the Length and breadth
thus formed multiplied together
and divided by 6 is the number
of passengers a vessel will be
licensed to carry (with 40 lbs of
luggage for each passenger.

Passenger boats may carry cargo
under the following conditions

1st When there are any passengers
One third of the length of the
boat must be reserved -
exclusively for them, this
reserved space will be in the
centre of the boat and covered
a full load may be made
up of cargo to the extent of
400 lbs for each passenger,
short of the number which
the boat is registered to carry
this cargo must be carried
fore and aft of the space
reserved for passengers.

2nd When there are no passengers no space need be reserved for them, and cargo may be carried in the centre as well as in other parts of the vessel. The whole load not to exceed the registered Tonnage of the vessel.

Cargo boats may carry passengers under similar conditions — provided that a portion of the vessel is decked and covered for the purpose and the cargo must be 400 lbs less for each passenger than what the vessel is registered to carry.

X The Executive Engineer in Charge of the canal is authorized to enforce these rules, to collect Tolls and Licenses, and to remove obstructions to navigation in the manner provided in sections 8, 9, 10 and 11 of the Act, and to direct prosecutions under section 12 and 25 of the said act.

By Laws.

1 No vessel shall moor on the towing path side of the canal where there is only one towing path, nor on the windward side where there are two towing paths, nor within 100 yards of a Lock or bridge except when actually loading or unloading or with the special permission of the Canal Officers

2 Vessels when moored shall have their masts down, they shall be made fast stem and stern to the banks in single tier in a line with the banks, there must be a man always in Charge of each

vessel and it must shew a clear bright light between sun set and sunrise not less than 4 feet above the water level visible all round the vessel.

3 No vessel shall be loaded or unloaded from the banks of the canal within 2 miles of a Boat Bason or Jetty, when boat Basons and Jetties are more than 4 miles apart vessels may be loaded and unloaded from the canal banks at intermediate places selected by the canal Officers

4 When vessels other than steamers going in opposite directions meet, the vessel going with the wind or current shall give way, while the vessel going against the wind or current shall hold on its course.

5. When vessels other than steamers are going in the same direction, cargo vessels shall give way to Passenger vessels.

6. When vessels other than steamers meet in going in opposite directions without wind or current the vessel going outwards from Madras shall give way to the vessel comming inwards. The Hospital bridge near the Central Railway station to be considered the point of departure and arrival

7. When vessels other

than steamers travel by night, they must shew, between Sunset and sunrise a white light on the Starboard (right) Side and a red light on the Port (left) side not less than 4 feet above the water level and clearly visible a head and astern of the vessel. Passenger vessels must carry a light on the Passenger Deck also.

8. When steamers going in opposite directions meet, they shall keep to the right, when going in the same direction they must pass on the Port or left Side of the vessel a head, when meeting or passing boats under sail, steamers shall keep on the windward side when passing boats that are being towed, they must pass on the outside away from the tow line

9. The maximum speed of steamers will be limited to 10 miles an hour by day and to 6 miles an hour by night, reduced to 4 miles an hour when within half a mile of a Lock or bridge or vessel ahead comming in an opposite direction. The steam whistle shall be blown when speed is reduced on these occasions and when within half a mile of a vessel going a head in the same direction, steamers passing through portions of the Canal under

repair or through portions of the canal that cannot stand a high speed, they shall reduce speed at those places to the limit fixed by the canal Officer on notice boards put up for this purpose.

10. When steamers travel by night, they shall shew between sunset and sunrise a bright red light on the Port side and a green light on the starboard side of the vessel, these lights must be fixed so as to be clearly visible a head and a stern of the vessel.

11. Every vessel shall have its license always on board and it shall be produced for examination by the Executive Engineer or by any Officer authorised by the Executive Engineer to demand an inspection of it.

12. Every vessel plying for hire is liable to be inspected at any time or place by the Executive Engineer or by Officers authorised by the Executive Engineer to inspect vessels, and the Executive Engineer is hereby authorised to withdraw the license of any vessel found to be from any cause unfit for use and to withhold the license until the vessel is made serviceable.

13. The Executive Engineer is also authorised to suspend the license of any vessel

for a period not exceeding
two months for any
infringement of these rules.

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The Buckingham Canal Madras.

Application for License.

I or we the undersigned(1)

Residing at(2) in the

District of(3)

hereby apply for license to place(4)

on the(5)

section of the Buckingham Canal during the official year 1879-80.

Date

Signature

(1) Here enter name or names of owners
(2) Place of residance
(3) Name of District in which residing
(4) Description of boat and purpose for which it is to be used such as Top boat, cargo boat, Passenger Boat, Budgerow &c.
(5) Section of the canal for which license is required, (Sadras, Madras, Pulicat, Kristnapatam, Pennair or Kottapatam.

The Buckingham Canal Madras

Schedule of annual License fees.

	Rate R. A. P.	
For every ship, steamer, boat barge or vessel of any description propelled in any manner and used for any purpose (except fishing)	2	Per ton of registered tonnage per annum
For every fishing boat	.. 4 ..	Do

This small [illegible] I think be charged merely to bring [illegible] under control

(a) Licenses will be issued on payment of the above fees, for the use of one distinct line of navigation included in the Buckingham Canal.

(b). A license will not be granted to the same vessel for the use of more than one line of navigation on the Canal.

(c). Licenses will not be granted for broken periods of a year. vessels licensed in any month of one official year will have to pay the annual fee for the whole of that year.

(d) Licensed vessels will have to pay no other dues of any sort for the use throughout the year of the line of navigation for which the license is granted.

The Buckingham Canal Madras.

Schedule of Tolls to be levied on the Buckingham Canal.

	Rate Rs A P.	
For every ship; steamer, barge boat or vessel of any description and propelled in any manner entering any of the distinct lines of navigation other than the line to which the vessel belongs and which it is licensed to use free of tolls	" 4 "	Per ton of registered tonnage.
For every raft of floating timber, bamboos or other floating substance	" 1 "	Per square yard.

Toll tickets will be issued to all boats passing a Toll bar, these tickets will entitle the boat to which it is issued to return once through the same bar within one week after the date on which the ticket is issued free of charge.

G O. 14-10-77 № 25720.

P. W.

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