

Public (1897) Department.

ORDINARY MS.

G.O., No. 336

Dated 25. 3. 97.

INDEXED.

[Despatch Abstract.]

According to Marine Dept approval of the proposal that vessels bound for foreign ports should when necessary, and on the requisition of the agents, be inspected by the Health Officer of the port of Maderia up to 14th, an additional fee being paid by the ship.

BACK PAPERS.

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FURTHER PAPERS.

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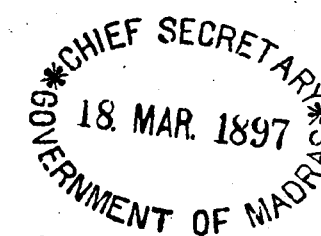
21/3-3-97

Government {1897} of Madras. MARINE.

Recd. 18-3
Regd. 19-3 } 1897.

Enclosures

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G.O., No. 202, 6th March 1897.

MARCH.

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order N° 3368/25-3-97.
Recorded.

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25/3/97.

Inspection of Vessels

Approving, with remark the proposal that vessels bound for foreign ports should, when necessary, and on the requisition of the agents, be inspected by the Health officer of the port of Madras to 9 P.M., an additional fee being paid by the ship.

GOVERNMENT OF MADRAS.

MARINE DEPARTMENT.

READ—the following papers:—

From Messrs. BINNY AND Co., Agents, British India Steam Navigation Company (Limited), to the Secretary to Government, Marine Department, dated Madras, 27th February 1897.

With reference to *Fort St. George Gazette* notification, No. 40, dated 23rd instant, we have the honour to submit that the regulations affecting port clearance of vessels (section 5) are calculated to interfere seriously with the prompt despatch of steamers bound for foreign ports.

It frequently occurs in the case of the Company's Home Line steamers, both outward and homeward bound, that cargo has to be discharged or shipped after the ordinary working hours, which are from 6 A.M. to 6 P.M., and as we are given to understand that the Health officer will not board vessels for the purpose of inspection except between those hours, steamers which, under hitherto existing conditions, might leave, say, at 8 or 9 P.M., will be compelled by present regulations to remain until 8 or 9 A.M. the following day in order to obtain bill of health and port clearance, thus involving a delay of at least 12 hours nominally, but in reality of 24 in the case of steamers bound for Colombo, which would arrive too late on the evening of the third day to do any work.

With regard to section 4, wherein it is ruled that no communication shall be held with the steamer after health certificate has been granted, we have the honour to inquire how it is proposed that the port clearance—which we understand will be withheld pending production of such certificate—is to be conveyed on board.

We have the honour to request, under these circumstances, and in order to facilitate the quick despatch of large passengers steamers, which at this season are very crowded, that special regulations may be issued whereby the Health officer or his deputy may, if so required, be called upon to board vessels after hours and grant bill of health.

We would suggest that it would save delay and relieve the Custom House staff if the port clearance might be handed over by the Customs authorities before 6 P.M. to the pilot, who could make it, as well as the bill of health, over to the steamer on receipt of the latter document. This procedure, though unusual, might, we think, be applied, as the circumstances are temporary and unusual.

From Commander H. A. STREET, R.I.M., Presidency Port Officer, Madras, to the Secretary to Government, Marine Department, dated 2nd March 1897, No. 949/72 G.

With reference to the letter from the agents of the British India Steam Navigation Company at this port, dated 27th February 1897 (received with Marine Department endorsement, No. 140 E. of this date, and herewith returned), bringing to notice that certain regulations contained in the notification published with G.O., No. 151, Marine, dated 23rd February 1897, would seriously interfere with the prompt despatch of steamers bound for foreign ports, I have the honour to acquaint you, for

the information of Government, that, with respect to such steamers, I am of opinion that arrangements should be made by which they should be inspected by the Health officer up to 9 P.M. An additional fee for any inspection after 6 P.M. might be sanctioned.

2. In respect to paragraph 5 of the notification, I see no objection to the port clearance being handed over to the Deputy Port Conservator for delivery to the pilot, provided that the pilot is authorized to withhold it, should the master of the vessel be unable to produce the bill of health or certificate.

ORDER—No. 202, Marine, dated 6th March 1897.

His Excellency the Governor in Council approves the proposal that vessels bound for foreign ports should, when necessary, and on the requisition of the agents, be inspected by the Health officer of the port of Madras up to 9 P.M., an additional fee being paid by the ship.

2. The Presidency Port Officer will report as to the scale of fees to be fixed for this overtime work, and as to whether the fees should be retained in whole or in part by the inspecting officer.

3. The port clearance will, in such cases, be handed over to the Deputy Port Conservator for delivery to the pilot, who will make it over to the master of the vessel on his producing the bill of health or certificate.

(True Extract.)

C. B. B. B.

Under Secretary to Government.

To the Surgeon-General with Government.
 „ the Presidency Port Officer.
 „ Messrs. Binny & Co.
 „ the Chairman, Harbour Trust Board.
 „ „ Chamber of Commerce.
 „ the Local and Municipal Department.
 „ the Public Department.
 „ the Collector of Sea Customs.

End. T. K. Narayana Aiyangar.

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READ AGAIN G.O., No. _____ DATED _____
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CURRENT No. _____

ENCLOSURES TO C. No. _____

ORDER OF GOVERNMENT

A A A A A A A

LETTER OF GOVERNMENT.

STATEMENT WITH DITTO.

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