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B.P. No.

1530.

Press
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Dated

27-10-1875 196 .

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No. 164. Read the following letter from H. E. STOKES, Esq., Acting Secretary to the Board of Revenue, to A. MACGREGOR, Esq., Acting Secretary to Government, Revenue Department, dated Madras, 18th September 1875, No. 2,611:—

I HAVE the honor, by direction of the Board of Revenue, to forward herewith, for transmission to the Government of India, with reference to the correspondence marginally noted, two statements, A and B, of vessels built and first registered at the several ports in the Madras Presidency during the last five years.

Paragraph 9, letter from Government of India, dated 22nd January 1875, Nos. 78—81, communicated with G.O., dated 11th February 1875, No. 218.

Paragraphs 10 and 16 of the Resolution of the Government of India, dated 9th April 1875, No. 66c, communicated with G.O., dated 22nd April 1875, No. 639.

2. The Merchant Shipping Act of 1854 (17 and 18 Victoria, Cap. 104) and Acts X. of 1841 and XI. of 1850 promulgated by the Government of India are the enactments under which vessels have been registered, the latter two Acts applying to vessels built within the limits of the Charter of the East India Company and trading within those limits.

3. Under the Merchant Shipping Act of 1854 three ports in the Madras Presidency, *viz.*, Coringa, Madras, and Cochin, were appointed ports for the registry of British shipping by the Notification of Government, dated 7th December 1855, page 1,476, *Fort St. George Gazette*.

4. Ships not entitled to registry under the Merchant Shipping Act, but entitled to registry under the Local Acts X. of 1841 and XI. of 1850, were directed by the same notification to be registered at the seven ports marginally noted. Madras, Cochin, Coringa, Negapatam, Calicut, Tellicherry, and Mangalore.

By subsequent notifications, dated 13th February 1866 and 3rd August 1875, two more ports, *viz.*, Tuticorin and Paumben, were added to the above number. By Section 3, Act X. of 1841, every Collector of a Maritime District is a Registrar of Shipping, and the appointment of additional Registrars under the above Act at the ports referred to in the preceding paragraph

was in view to the greater convenience of ship-owners. This object, however, appears to have been misunderstood by the Collectors of all the Maritime Districts except the Kistna and Malabar Districts, and the impression seems to have been that vessels could be registered only at the ports and by the officers named in the notifications of Government already referred to.

5. Statement A submitted with this letter is a return of the vessels built and first registered under the Merchant Shipping Act of 1854 at the ports of Coringa, Madras, and Cochin during 1874-75 and the four official years preceding it. Returns as regards these ships appear to have been sent to the Registrar-General in London by the Master Attendant at Madras, though returns were not always sent from the ports direct.

6. Statement B is a return of vessels built and first registered under the Local Act X. of 1841, and furnishes particulars for five years ending with 1874-75. No returns as regards these vessels appear to have been sent, nor are such required

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27th October 1875.*

to be sent, to the Registrar-General in London. In South Canara no vessels were ever registered, and the Collector states that his predecessors were evidently under the impression that the small coasting vessels called "*Pattimars*" built in his district did not require compulsory registration under Act X. of 1841. These vessels were allowed to navigate on the issue of what are called time-passes. The Collector, however, states that the irregularity has been recently pointed out by the Master Attendant at Madras, and he promises a separate report on the subject.

7. As regards the returns furnished to the Registrar-General in London of ships registered under the Merchant Shipping Act of 1854, the Master Attendant Master Attendant's letter to the Collector of Madras thinks there is no reason to doubt their accuracy. The Collector of Godavery states that the chief safeguard against vessels escaping registration is the rule which prescribes that port clearance shall not be granted to a vessel unless her register is produced when required.

8. The Master Attendant has the supervision over the District Officers in the matter of the registry of vessels and the returns relating to it, and the Board think that he should be called upon to issue instructions to the several Collectors calling their attention to the provisions of Act X. of 1841, so that such omissions as have occurred in South Canara may not recur.

9. In conclusion, I am directed to request that the instructions of the Government of India may be obtained as to whether the monthly and annual returns should show only the vessels registered under the Merchant Shipping Act, with reference to which the question has arisen, or whether they should exhibit the vessels registered under Act X. of 1841 also. The forms prescribed do not indicate what is required, and for the month of April the Board have entered the vessels registered under Act X. of 1841 with a remark to the effect that they were so registered. There were no vessels registered under the Merchant Shipping Act in the month.

No. 165. ORDER THEREON, 27th October 1875, No. 1,530.

Separate Revenue, No. 26.

Customs.

RESOLVED that the two statements received with the foregoing letter be forwarded to the Government of India with reference to paragraph 9 of Circular,

No. 78—81, in the Department of Revenue, Agriculture, and Commerce, dated 22nd January 1875.

2. The Government observe that the returns relating to the building and registration of vessels under the Merchant Shipping Act in this Presidency are compiled from the registers of certificates granted to vessels on their first registry; and, as these certificates are issued only where the prescribed conditions as to nationality, survey, evidence of ownership, and the like are satisfied, the returns do not seem to be open to question in respect of accuracy of detail; while the rule that

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port clearance shall not be granted to a vessel unless her certificate of registry is produced when required constitutes a safeguard against vessels escaping registration.

3. As desired by the Board in paragraph 9 of the letter above recorded, the instructions of the Government of India will be sought as to whether the monthly and annual returns are to be restricted in future to vessels registered under the Merchant Shipping Act, or whether they are to include also those registered under Act X. of 1841.

4. The attention of the Master Attendant at Madras will be called to paragraph 8 of the Board's letter in continuation of Government Order in the Marine Department, dated 20th February last, No. 70, in which that officer was requested to arrange with the Collectors of Coast Districts for the republication of those provisions of Act X. of 1841 which relate to the registration of vessels.

5. The Government desire that the further report promised by the Collector of South Canara on the subject of the non-registration of the coasting "*Pattimars*" may be submitted to them in due course.

(True Extract.)

(Signed) L. A. CAMPBELL,
Under Secretary to Government.

To the Board of Revenue.
„ the Master Attendant, Madras.
„ the Marine Department.

Exd. J. W. Fischer.

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1530

No. 2,611.

From H. E. STOKES, Esq.,
Acting Secretary to the Board of Revenue,
To A. MACGREGOR, Esq.,
Acting Secretary to Government, Revenue Department.

SIR,
I HAVE the honor, by direction of the Board of Revenue, to forward herewith, for transmission to the Government of India, with reference to the correspondence marginally noted, two statements, A and B, of vessels built and first registered at the several ports in the Madras Presidency during the last five years.

2. The Merchant Shipping Act of 1854 (17 and 18 Victoria, Cap. 104) and Acts X. of 1841 and XI. of 1850 promulgated by the Government of India are the enactments under which vessels have been registered, the latter two Acts applying to vessels built within the limits of the Charter of the East India Company and trading within those limits.

3. Under the Merchant Shipping Act of 1854 three ports in the Madras Presidency, viz., Coringa, Madras, and Cochin, were appointed ports for the registry of British shipping by the Notification of Government, dated 7th December 1855, page 1,476, *Fort St. George Gazette*.

4. Ships not entitled to registry under the Merchant Shipping Act, but entitled to registry under the Local Acts X. of 1841 and XI. of 1850, were directed by the same notification to be registered at the seven ports marginally noted. By subsequent notifications, dated 13th February 1866 and 3rd August 1875, two more ports, viz., Tuticorin and Paumben, were added to the above number. By Section 3, Act X. of 1841, every Collector of a Maritime District is a Registrar of Shipping, and the appointment of additional

Botl. of 1875 } Madras.

REVENUE.

THE BOARD OF REVENUE.

to, to, to.

Dated October, 27th.

Recd.

Encl.

G. O., 27th October 1875, No. 1,630.

OCTOBER.
Nos. 164-165.

Vessels built and registered in the ports of the Madras Presidency.—Resolving to forward to the Government of India statements received from the Board of Revenue regarding—, and to request instructions as to whether the monthly and annual returns are to be restricted to vessels registered under the Merchant Shipping Act or whether they are to include also those registered under Act X. of 1841. Directing the attention of the Master Attendant to the republishing of the provisions of Act X. of 1841 relating to the registration of vessels.



Registrars under the above Act at the ports referred to in the preceding paragraph was in view to the greater convenience of ship-owners. This object, however, appears to have been misunderstood by the Collectors of all the Maritime Districts except the Kistna and Malabar Districts, and the impression seems to have been that vessels could be registered only at the ports and by the officers named in the notifications of Government already referred to.

5. Statement A submitted with this letter is a return of the vessels built and first registered under the Merchant Shipping Act of 1854 at the ports of Coringa, Madras, and Cochin during 1874-75 and the four official years preceding it. Returns as regards these ships appear to have been sent to the Registrar-General in London by the Master Attendant at Madras, though returns were not always sent from the ports direct.

6. Statement B is a return of vessels built and first registered under the Local Act X. of 1841, and furnishes particulars for five years ending with 1874-75. No returns as regards these vessels appear to have been sent, nor are such required to be sent, to the Registrar-General in London. In South Canara no vessels were ever registered, and the Collector states that his predecessors were evidently under the impression that the small coasting vessels called "*Pattimars*" built in his district did not require compulsory registration under Act X. of 1841. These vessels were allowed to navigate on the issue of what are called time-passes. The Collector, however, states that the irregularity has been recently pointed out by the Master Attendant at Madras, and he promises a separate report on the subject.

7. As regards the returns furnished to the Registrar-General in London, of ships registered under the Merchant Shipping Act of 1854, the Master Attendant of Madras thinks there is no reason to doubt their accuracy. The Collector of Godavery states that the chief safeguard against vessels escaping registration is the rule which prescribes that port clearance shall not be granted to a vessel, unless her register is produced when required.

8. The Master Attendant has the supervision over the District Officers in the matter of the registry of vessels and the returns relating to it, and the Board think that he should be called upon to issue instructions to the several Collectors calling their attention to the provisions of Act X. of 1841, so that such omissions as have occurred in South Canara may not recur.

9. In conclusion, I am directed to request that the instructions of the Government of India may be obtained as to whether the monthly and annual returns should show only the vessels registered under the Merchant Shipping Act, with reference to which the question has arisen, or whether they should exhibit the vessels registered under Act X. of 1841 also. The forms prescribed do not indicate what is required, and for the month of April the Board have entered the

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vessels registered under Act X. of 1841 with a remark to the effect that they were so registered. There were no vessels registered under the Merchant Shipping Act in the month.

REVENUE BOARD OFFICE,
Madras,
18th September 1875.

I have the honor to be,
Sir,
Your most obedient servant.

Arthur
Acting Secretary.

To the Acting Secretary to Government, Revenue Department,
with two statements and copy of Master Attendant's letter to
Collector of Sea Customs, dated 11th June 1875, No. 3,686.

Copy to all Collectors of Maritime Districts.

Exd. J. W. Fischer.

Madras
Marine Office
11th June 1895

No. 3686.

From The Ag. Master Attendant
Administrative Department
Madras

To The Collector of
Sea Customs, Madras.

Sir I have the honor to acknowledge receipt of your letter No 464, of the 8th April last, together with its enclosure, and to inform you that if was necessary to communicate with the Registrar of Shipping at Bomby and Cochin, to enable me to report fully in para 9 of the letter from the Government of India, embodied in Government Order, Revenue Depart

1011 Feb 78 - 278 - 79
 - 22 April -
 - 20 Feb 78 - 32 - 33 June
 105 June 78

Ms 40/4
1875. Dec 10

Board of Revenue,
MADRAS.

FROM THE AG. SECY. TO THE BOARD OF REVENUE,
TO THE AG. SECY. TO GOVT., REV. DEPT.

Dated 18th September 1875.
Dwp 9 Oct 1875

Received

SEPTEMBER.

No. 2,611.

Vessels—built and first registered at the several ports in Madras Presidency during the last five years.—Statements of —forwarded to Government with certain remarks for transmission to Government of India.

h-164

C-233² 20 July 1951 26 Oct/55

Feb 22^d Oct 1759

C-23:28.475M:2610/35
Memorandum, No: 218, dated 11th February last.

2. I now beg to state that the returns relating to the building and registrations of vessels in India, which are transmitted from ports in this Presidency are prepared from the Registers, wherein the certificates granted to vessels, on first registry, are copied, and that, as to the checks and safeguards that I wish to ensure perfect accuracy, these certificates are issued on the conditions as regards nationality, Survey, evidence of ownership, declaration, documentary evidence in support of declaration Builder's certificate, Bill of sale &c being fulfilled, in accordance with

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the prescribed rules, to the entire satisfaction of the Registrar. There can therefore be no doubt that the returns based on certificates so carefully granted, are perfectly reliable.

3. I enclose a statement for five years called for in the latter part of the para above quoted.

I have &c
(22) J. H. Taylor
Ag. Master Attendant

(True copy)

(22) J. H. Blair
Collector, Sea Customs

(True copy)

W. H. Blair
Ag. Secretary

C. H. Blair

Revenue Department

No 1000

150

Proceedings of the Madras Government Under date the 27th October 1875.

Read the following letter
from the Secy. Board of Revenue

Forwarding statements of
vessels built & first registered at
the several ports in Madras Presidency
during the last five years.

10. 18 Sept. 1875 No 2611

Resolved that the

two statements received with
the foregoing letter be for-
warded to the Government
of India, with reference to
9th Circular No 18 of 1874
paras 10 and 16 of their reso-
lution in the Department of
Revenue, Agriculture and
Commerce, dated 22nd January
1875 No 660-690. As these
statements contain the
information required in
regard to vessels built and
first

And in continuation
of letter to that Govt.
of 30 August 1875 No 1300

Enclosure

a letter from the
Secretary to the

Board of Revenue to the

Secretary to the

Board of Revenue

1875, No 2611.

Rev No 3/75

Rev 4074/75

Copy of
Revenue Department
to the Secretary to
the Board of Revenue,
Madras.

C-23-2-1775 No 2611/75

first registered in 1874/75,
the duplicate of the returns
furnished by the registrar
at each Port to the Registrar
General of Shipping and
Seamen in London, called
for in para 10 of the previous
Circular dated 22nd January

Nos 78-81 and their subsequent
reminder dated 6th Sept^r.

N^o 309/c seems to be no
longer required.

2. With reference to
two communications last quoted;

para 9 of the letter from
the Secretary to the Gov^t
of India, dated 22nd January

1875 Nos 78-81; the Gov^t
observe, that the returns
relating to the building
and

is a mistake.

They are required
to have been built
recently called for
see on 10.27.1875
75 No 1420 & 81
13th Oct 75 No 1695

and registration of
vessels under the Merchant
Shipping Act in this Presi-
dency are compiled from
the registers of
certificates granted to
vessels on their first
registry, and as these
certificates are issued
only where the prescribed
conditions as to nationality,
survey, evidence of owner-
ship and the like are
satisfied, the returns
do not seem to be open
to question in respect of
the accuracy of detail;
while the rule that the
port clearance shall not
be granted to a vessel,
unless

unless her certificate
of registry is produced
when required, constitutes
a safeguard against
vessels escaping registration.

3. As desired by the
Board in para 9 of the
letter above recorded, ^{the}
instructions of the Govt
of India will be asked
for as to whether the
monthly and annual
returns are to be restricted
in future to vessels registered
under the Merchant Ship-
ping Act or whether they
are to include also those
registered under Act X
of

of 1841. It is observed,
that no returns as regards
these latter have been
transmitted or are required
to be transmitted to the
Registrar General of
Shipping in London.

4. The attention of the
Master Attendant at
Madras ^{only} is called to para
8 of the Board's letter,
in continuation of G.O.
in the Marine Department
dated 20th February last
N^o 70, in which that
Officer was requested
to arrange with the
Collectors of Coast Districts
for

Note
A question has been
raised as to the order
containing a correct
interpretation of the
law. It is argued that
while it is not doubt
true that every vessel
is a registered ship
Shipping Bill under
the Act of 1841 (copy
put up) the law only

The row is somewhat
far as it goes.
but does not leave the
call expired. Regarding
A. the Economical & M.
don't know. but that the
C. & S. Co. made a large
of shipping. A. is
already. but that the
for A. & S. it was deemed
that A. & S. might be
expected little to be
instituted.

I see how much is trusting
the Lord and how narrow by -

As regards "Antennae"
 I refer you to the
 Sec. 13. Census Regis. &
 to the Govt. Antennae - L.P.

G. O.

Statements of vessels
built & first registered at the
several ports in Madras
Presidency during the last
five years ordered to be
forwarded to the port of India

Special Agent
R. W. H. H. H.