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TAMIL NADU ARCHIVES

GOVERNMENT OF TAMIL NADU

Revenue DEPARTMENT

G.O. No.	<u>6403</u>	Press.
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GOVERNMENT OF MADRAS.
MARINE DEPARTMENT.

6th November 1877, No. 604.

Registration of Vessels.

Read the following papers:—

No. 33. *From J. H. TAYLOR, Esq., Lieutenant, R.N.R., Master Attendant Registrar of Shipping, Madras, to the Officiating Chief Secretary to Government, dated Madras, 28th March 1877, No. 2359.*

Administrative Department.

In paragraph 6 of my letter recorded in the Proceedings of Government, Marine Department, No. 244, of date 3rd July 1876, I recommended the issue of orders prohibiting Registrars of Shipping from issuing any time-passes except for the purpose of proceeding from one port to another for registration. In a subsequent letter recorded in the Proceedings of Government, Revenue Department, No. 206, of date 21st September 1876, I pointed out that the Collector of South Canara still permitted ~~regularity to be continued~~ upon which Government, in the Revenue Department, ~~Order to the Marine Department for~~ *disposal*.

2. I now have the honor to bring to the notice of His Grace the Governor in Council that the objectionable practice is still maintained, and I beg to submit herewith a statement showing in detail the number of vessels which arrived at Calicut between the 14th February and 17th March with time-passes, and also the great difference found by the Master Attendant, Calicut, in the measurements and tonnage of such vessels. Had this officer not been at some pains to measure those vessels, the loss in port dues would have been very great indeed.

3. I beg respectfully to suggest that the Registrar of the district be directed to cause all sea-going vessels to be properly registered in accordance with the requirements of the Act and measured in accordance with the rule in force all over the Presidency. I may add that South Canara is now the only district in which the requirements of the law regarding registration are not complied with.

A Statement showing the Discrepancy in Tonnage detected in the Measurement of Native Craft, and the Passes

Pass Number.	Description and Name of Vessel.	GROSS MEASUREMENT.			CALCULATED MEASUREMENT.			Discrepancy detected.
		Length.	Breadth.	Depth.	Length.	Breadth.	Depth.	
94 of 1876	Pattimar Bhovany	FT. 26	IN. 9	FT. 5	FT. 54	IN. 13	FT. 7	25 1/2
78 of "	Ganesha Prasad	30	6	5	54	13	7	40 1/2
99 of "	Mariji Baola Nath Prasad	30	6	5	54	13	7	45
72 of "	Pattimar Lakshmi Prasad	43	12	9	62	14	6	21 1/2
137 of "	Marije Narayana Prasad	29	14	5	48	11	5	35 1/2
73 of "	Machwa Madamach	45	13	5	55	14	6	19 1/2
85 of "	Pattimar Kader	22	11	3	48	12	5	1
56 of "	Ganija Durya Bahadur	29	13	3	41	10	5	9
63 of "	Machwa Meera Aludait	54	13	5	50	12	6	18 1/2
40 of "	Pattimar Fatai Khair	25	12	6	55	13	7	15 1/2
68 of "	Hannunth Prasad	48	14	6	56	15	7	14
69 of "	Dannodhar Prasad	37	10	5	43	11	6	9
47 of "	Machwa Ramprasad	45	13	4	48	13	5	12 1/2
183 of "	Matgi Maolli	2	11	5	10	8	5	12 1/2
134 of "	Machwa Lakshmi Prasad	48	13	5	42	13	5	7 1/2
48 of "	Machwa Mahumudi	35	11	4	42	11	5	5
59 of "	Ali Madat	49	11	3	47	12	2	8 1/2
71 of "	Machwa Manjunath Prasad	2	11	4	39	10	5	7 1/2
51 of "	Douj Hammed Sabamuthi	38	11	4	45	11	4	2 1/2
	Total							210 1/2

CALCULATED.
22nd March 1877.(Signed) R. K. GAHAN,
Master Attendant.

No. 748.

Referred to the Collector of South Canara for his report.

FORT ST. GEORGE,
29th March 1877.(Signed) D. F. CARMICHAEL,
Officiating Chief SecyNo. 44. From W. H. COMYN, Esq., Acting Collector of South Canara, to the
Secretary to Government, dated Mangalore, 21st June 1877, No. 1051.

I have the honor to submit the report called for in your endorsement (No. 29th March) on a letter from the Master Attendant and Registrar of Shipping, Mangalore, dated 28th idem, No. 2359 (herewith returned).

2. The subject under reference is the registration of pattimars or native craft under Act X of 1841, and the Master Attendant complains that the system of registration directed by the above enactment has not been enforced in this district.

3. He also states that the method adopted in this district of measuring vessels is not in accordance with the rule in force all over the Presidency and results in a loss of port dues.

3. The subject, therefore, divides itself into two heads—

- (1). Registration.
- (2). Measurement.

In order to place the matter clearly before Government, I deem it necessary to explain here at some length the circumstances under which the formal registration of native vessels under Act X of 1841 has not been enforced in this district.

4. On the passing of Act X of 1841, the rules which accompanied the Extract Minutes of Consultation dated 20th August 1842 made it compulsory on dhonies and pattimars exceeding 200 tons in burthen to be registered under the Act, while no mention was made of vessels of a smaller burthen.

5. On the 20th January 1843, the Registrar of Shipping, Madras, addressed a Circular No. 20 requesting the opinion of District Officers as to the rules requisite to give effect to Section 13 of Act X of 1841 relating to the registry of country craft and to the fees to be levied for certificates of registry for vessels under 200 tons burthen.

This circular does not appear to have been answered by the then Collector or followed by any definite rules or order from Madras requiring that such vessels should be brought under the operation of the Act.

6. In 1847 the Registrar of Shipping, Madras, again inquired (from dated 29th January,) of the then Collector, Mr. Blane, the number of vessels belonging to the different ports in his jurisdiction and which had no certificates of registry at the same time he sought suggestions as to the best means of enforcing the registration of vessels under 200 tons burthen.

I cannot find on record any answer sent by Mr. Blane to the above letter left a memorandum on record, from which it appears that he had ascertained reference to Madras, that it was not imperative, even on square-rigged vessels 200 tons burthen, to be registered, and that no inquiry at all was at that time at Madras about dhonies.

7. In 1857, or long after the passing of Act XI of 1850, the Registrar of Shipping appears to have represented to Government the desirability of compelling owners of native craft to register their vessels, as the omission to do so would admit of illicit practices, but the Government simply approved of the suggestion to strictly enforce the second clause of Section 48 of Act XXII of 1855 (relating to the measurement of non-registered vessels for ascertaining their tonnage for the collection of port dues) which it was presumed would thus indirectly secure the desired object (Extract from Minutes of Consultation, dated 17th April 1857, No. 145).

It will thus be seen that up to 1857 no definite order was passed on the subject, nor were any steps taken in this district to secure the registration of native craft. In lieu of such registration the system of temporary passes, now objected to by the Master Attendant, obtained. The fact of the vessels having been allowed to ply along the coast under this system appears to have been duly brought to the notice of the Registrar of Shipping at Madras in a letter addressed by Mr. J. D. Robinson, then in charge of the district, on the 10th June 1857. In this letter it was stated that "the native coasting craft in this district have not been subjected to the system of registration prescribed by Act X of 1841. It has been customary, however, to grant sea-passes made out in the form in use previous to the promulgation of the above Act, the measurement being effected under the rule prescribed in the latter. The amount of fees levied upon the passes so issued is on an average of three years' Now about Rs. 260 for South Canara District. Rs. 536-12-0.* These passes are renewed every twelve months, a charge of 2 Annas being made upon each ton." And again, in the same letter, Mr. Robinson remarked: "If the Registration Act be formally brought into operation and permanent certificates of registry be granted, the collection of fees may probably in the first instance amount to about 1,300 Rupees, but subsequently the receipts will fall short of the present average collections, as ship-building in this district has heretofore been on a very small and limited scale."

20th October 1874, No. 385, Marine Department, was received here, and in reference to which Mr. Webster, in his letter of the 11th October 1875 to the Board of Revenue, pointed out that there were no vessels of large tonnage in this district the registration of which is compulsory under Act X of 1841, and that in lieu of registration the system of temporary passes obtained. Mr. Webster further reported that he was addressing the Board separately on the question whether the native craft of this district should be brought under the operation of Act X of 1841, but it does not appear that the promised report on the subject was submitted. This omission I now beg to supply.

10. The Government will observe that the system of temporary sea-passes has obtained here from before the passing of Act X of 1841, or for upwards of thirty-six years, and that, as neither the said Act nor Act XI of 1850 made the registration of coasting craft under 200 tons burthen compulsory, the system in force could not have been summarily set aside without a formal order of Government prescribing rules for registration of such vessels under Section 3 of Act XI of 1850. No such rules having been received, the system of temporary passes has remained in force.

11. Irrespective of this circumstance, it was also a question of the annual loss of revenue to the Port Funds, inasmuch as the change would have involved the loss of annual collection of fees on account of the renewal of the passes which average Rupees 260 per annum, while, on the other hand, no loss in port dues would result from the continuance of these passes, the tonnage being, as I shall show, fairly collected under the old system which remained in force till July 1875.

12. There is no doubt that the advantages of registration are great both in the collection afforded thereby to the vessels and as facilitating the general control of the shipping and trade of the coast; but, as the law now stands, I beg to submit that in the absence of rules under Section 3, Act XI of 1850, it is optional with the owners of native coasting craft to have their vessels registered. I beg, however, to be understood with definite orders on this subject, for, if it be the wish of Government that

the present system of granting sea-passes should cease, I will at once carry out the instructions and inform the owners of vessels, should the Government so decide, that it is incumbent on them to permanently register their vessels under the Act. In this case I respectfully beg that I may be favored with early orders on the subject, in view to timely notice being given to the owners of vessels to enable them to get the same registered before the next trading season.

13. I now come to the subject of measurement. In reference to the errors which have been committed in this district in measuring the tonnage of the vessels, I beg to state that I had some of the vessels entered in the list which accompanied the Master Attendant's letter, and which vessels happened to be at this port on its return, measured afresh by my Deputy Mr. Leggatt, and he found that the discrepancies of measurement by the Master Attendant were for the most part correct. The discrepancies, however, arise from the methods of measurement pursued by the Customs Officers here, the measurement of the Master Attendant at Calicut being different. It is not clear what method of measurement was in force up to the year 1847, but in that year Mr. Blane, then Collector, in his circular to the sea ports (translation enclosed), issued instructions regarding measurement which are well calculated to suit the peculiar build of the native vessels of this coast, and these instructions were strictly carried out until July 1875, when Mr. Webster, at the instance of the Master Attendant of Madras, cancelled Mr. Blane's circular and directed the measurement of these vessels according to the provisions of Section 11 of Act X of 1841. Mr. Webster's orders appear to have been misunderstood by some of the Customs Officers and not to have been carried out in their integrity, and hence the discrepancies in the tonnage of the vessels which appear in the statement submitted by the Master Attendant of Madras with his letter, No. 2359, of 28th March last, on which I have been called on by Government to report.

The method of measurement observed by the Master Attendant, Calicut, is to be strictly that prescribed in Section 11 of Act X of 1841, and I beg to submit for the consideration of Government what appears to me to be the injustice of applying a method of measurement to native coasting craft, which is clearly inapplicable to their build, and which, in my humble opinion, was not intended by the Legislature to apply to them.

15. The Master Attendant, in a letter addressed to my predecessor, states that the method pursued here under Mr. Blane's circular of 1847 is unauthorized by law, while in accordance with an old-established practice, which has received the sanction of Government, native vessels have been measured according to the rule in Section 11 of the Act (X of 1841). The sanction said to have been given by Government to such a practice has not been communicated to this district.

16. Section 11 of the Act, in my humble opinion, contemplates vessels of a different build than the country craft employed in coasting voyages, for in Section 13 a provision is made for the tonnage of the latter class of vessels being ascertained "according to rules to be prescribed from time to time by the respective Governments." This section, though repealed by Section 1 of Act XI of 1850, is reproduced with wider application by Section 3 of the same Act, the repeal of the former Act applying only to such country craft under 200 tons, while the new Act of 1850 embraces all ships and vessels of whatever rig and employed only in coasting voyages. The law as regards paltimars, as I take it, is contained in the provisions of this section, and I think that the object of the law was to make provision for the fair measurement of vessels of native build (in different Presidencies) for which, on account of the great diversity of build in different localities, no uniform method of measurement could fairly be laid down. I am aware of the existence of any rules under this section for the measurement of country craft of this coast. Mr. Blane's circular regarding the measurement of native craft makes liberal allowances for ascertaining the tonnage of the peculiarly-built vessels of this coast, and it was for this reason, and in the absence of any express order, that Mr. Blane's approximate method of measurement was adhered to in this district until cancelled as stated in paragraph 13.

17. I beg to enclose a sketch drawn to scale (eight feet to an inch) of a nar of this coast, which will enable the Government to note the difference between the methods of measurement as pursued here and at Calicut, and to form an opinion as to which is the fairer of the two. The carrying capacity of the vessel, *i.e.*, the space within the enclosure marked A B C D; the space represented by the triangle B D G cannot be utilized for cargo; it is used for stowing faggots, &c., for the cooking purposes of the crew. The enclosure marked A is occupied by the crew who keep within it their kit, cooking utensils, &c.

The following is the measurement of this pattimar according to the Mangalore method (Mr. Blane's circular).

Length, 45 feet 8 inches from H to I.
Breadth, 11 " 1 inch from J to K.
Depth, 6 " 2 inches from N to M.

Content of $\frac{21' 10" \times 11' 1" \times 6' 2"}{100}$, viz., about 14 $\frac{1}{2}$ tons, would represent the tonnage of this.

The measurement pursued at Calicut (Section 11 of Act X of 1841) would be this:

Length, 45 feet 8 inches from L to G.
Breadth, 11 " 1 inch from J to K.
Depth, 6 " 2 inches from N to M.

$\frac{45' 8" \times 11' 1" \times 6' 2"}{130} = 24$ tons, or an excess of nearly 10 tons.

The unfairness of the latter measurement is at once apparent, for it includes for the purpose of levy of port dues not only parts of the vessel which are never used for cargo, but also a large cubical space which does not exist in the vessel.

19. It will be observed that according to Mr. Blane's method (which is that adopted in the Bombay Presidency) and according to Section 11 of Act X of 1841 are (1) that in the former the length of the keel is taken as the length of the vessel, while in the latter the length is measured from stem to stern-post (upper deck), and (2) that in the former the product of length, breadth, and depth is divided by 100 (as in Bombay) and in the latter by 130 for the purpose of ascertaining the tonnage.

20. The cancellation of Mr. Blane's circular and the introduction of the measurement prescribed by Section 11 of Act X of 1841 have caused general dissatisfaction among the shipping community in this district, and, as the subject is now before Government, I trust that opportunity may be taken to frame definite rules for the measurement of the native vessels plying on this coast under Section 3 of Act XI of 1841.

I may add that Mr. Leggatt measured two vessels at this port, which were found in the North Canara District and found that the system of measurement here is similar to that (Mr. Blane's) which was pursued here.

I considered it advisable, before submitting this report, to ascertain from the Assistant Collector, Bombay, the mode of measurement adopted in that Presidency and at authority.

The Government will observe (on perusing Enclosure A) that the Bombay method of measuring native open vessels of this coast is almost similar to that pursued in the district since 1847 and up to 1875, varying slightly only in favor of the vessels. Active decked vessels, however, are measured (Enclosure B) in the manner prescribed by Section 11 of Act X of 1841, and these different methods of measurement have the sanction of the Government of Bombay.

Pattimars are undoubtedly open vessels and are treated as such by the Bombay authorities, since the Customs Officers of that Presidency measure them according to the rules prescribed by the Bombay Government for the measurement of open vessels (Enclosure A) as will be observed from the enclosed copy of the certificate of a Pattimar (or pattimar) which was granted at Vingorla.

Mr. Blane's Circular No. 5 of Fasli 1257.

A circular order No. 22 was issued last year to the effect that the anchorage should be on the tonnage of a vessel, but it seems expedient that the anchorage so levied and the kowles (sea-passes) should in future be fixed with reference to the tonnage of the vessel ascertained by the measurement of the same; this order is therefore issued.

A memorandum illustrating the method of measuring vessels is herewith forwarded for general information. You will forward copies of this order to the other teahals with instructions that they should make themselves acquainted with the directions regarding the measurement of vessels as shown therein and measure vessels accordingly.

There is no necessity for remeasuring vessels whose length, breadth, and depth are known, and for which kowles were granted either in this district or in Bombay. Such vessels possess kowles showing the measurement above described, as well as those without kowles, and the anchorage duty, &c., collected with reference to the tonnage ascertained. If the vessel is out at sea, or if measurement cannot be taken owing to the vessel being laden with cargo, the tonnage may be ascertained under the old practice.

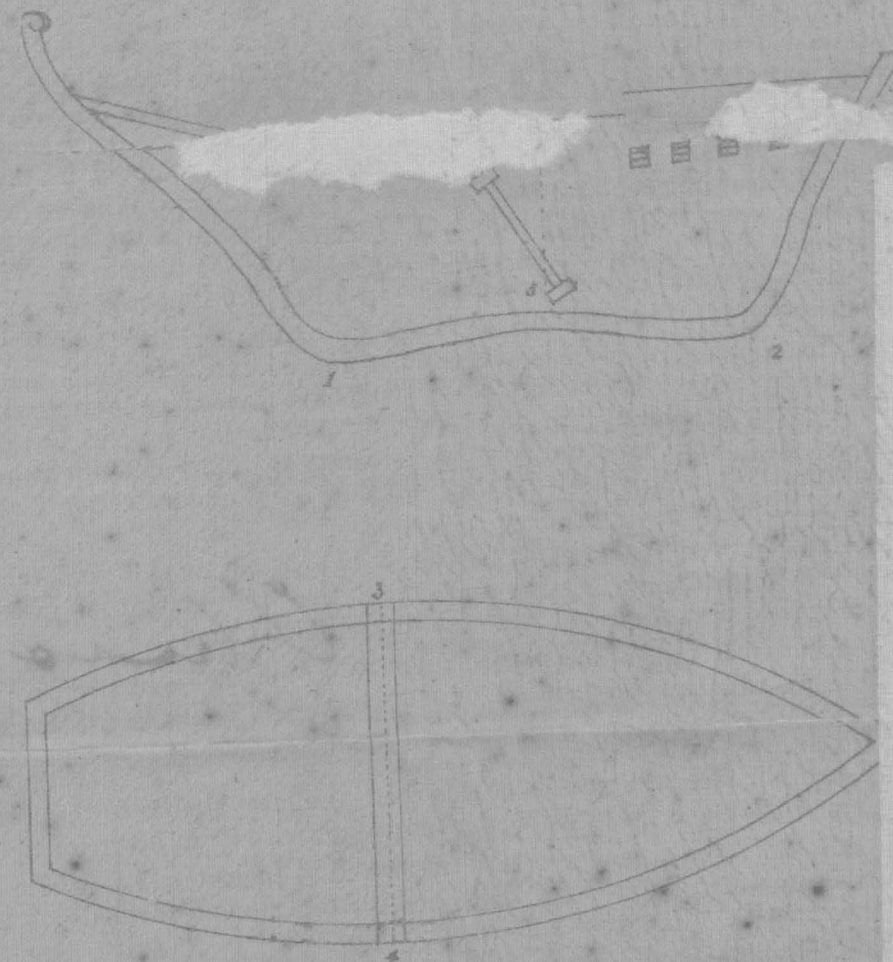
When submitting recommendations for the issue of kowles, a heading should be given in the list of measurement showing the length, breadth, and depth of each vessel and the tonnage of the same noted therein, and in the kowle to be supplied from this office the same measurement will be shown.

Dated 14th September Fasli 1257.

(True translation.)

(Signed)

W. H. COMYN,
Acting Collector.



MARINE DEPARTMENT, 6TH NOVEMBER 1877, No. 604.

Memorandum illustrating the method of measuring vessels.

Measure the length of the keel from Nos. 1 to 2; the number of feet so measured should be entered as the length. Suppose the length to be 20 feet.
Take the measurement from the outer edge of both sides of the vessel from Nos. 3 to 4 at the widest part. Suppose the breadth to be 16 feet 3 inches.
Measure the depth from Nos. 5 to 6 at the centre of the line taken for measuring the breadth, by placing a stick or rope across the vessel over its sides at the widest part, and measuring the depth from the plank under the mast up to the rope or stick placed over the vessel. Enter this as the depth. Suppose it to be 6 feet 6 inches.

Method of finding the cubic contents and the tonnage of the vessel.

Multiply the length first measured, viz., 20 feet, by the breadth 16 feet 3 inches, which will give 326 feet, which being multiplied by the depth, 6 feet 6 inches, will give product of 2,122 feet 6 inches, which is the cubical contents. Divide this product by 100, a ton being equal to 100 (cubic), then the quotient, which is 21 tons, will be the tonnage of the vessel. In dividing fractions such as 12-6 shown above should be omitted, while quarters and halves should be taken into account.

(True translation.)

(Signed) W. H. COMYN,
Acting Collector.

No. 35.

ORDER THEREON, 6th November 1877, No. 604.

Under the explanation submitted by the Acting Collector of South Canara in his letter above recorded, the Governor in Council does not consider it expedient to disturb the system, which appears to have been observed for a long time in that district, of granting temporary sea-passes to coasting vessels of less than 200 tons burthen, pending the issue of rules under Section 3 of Act XI of 1850 for the regulation of the coasting trade as provided by law.

2. The Collector may accordingly continue to issue temporary passes and to follow the present system of measurement as hitherto, subject however to the condition that the passes shall be considered as cancelled upon the publication of the rules above referred to.

3. It is observed that, by the Government Order noted in the margin, the Master Attendant, Madras, has been instructed to prepare and submit a draft of these rules for the consideration and approval of Government. In framing the draft Captain Comyn will consider the remarks made by Mr. Comyn, and particularly those contained in paragraphs 13 *et seq.* of his letter.

(True Extract.)

W. H. Comyn
Secretary to Government.

Revenue Department,
Collector of South Canara,
Master Attendant, Madras.

Ed. J. W. Fischer.

Ms. B.4.2.5

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6. 2. 1879