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TAMIL NADU ARCHIVES

GOVERNMENT OF TAMIL NADU

Revenue DEPARTMENT

G.O. No. / B.P. No.	6403	Press. / Mis.
Dated	21. 11. 1877	197 .

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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 Govern. 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 irregularity 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.

No. 1.

Execution of Rules for Measurement of Native Craft, &c. Native Passes.

A Statement showing the Discrepancy in Tonnage detected in the Measurement of Native Craft at the Port of Calicut.

Pass Number.	Description and Name of Vessel.	Length.	Calicut Measurement. Breadth.	Depth.	Tons.	Mangalore Measurement. Breadth.	Depth.	Tons.	Discrepancy detected.
		Ft.	In.	Ft.		In.	In.		
94 of 1876	Pattimar *Bhavany*	26	9	7	401	9	5	15	253
78 of „	*Ganesha Prasad*	30	13	6	45	6	5	19½	25½
99 of „	Manji *Bada Nath Prasad*	43	14	5	211	5	9	18¾	2½
73 of „	Pattimar *Lakshme Prasad*	29	11	5	35¾	6	9	16	19¾
137 of „	Manje *Narsimma Prasad*	45	14	6	23¾	5	:	22½	1
73 of „	Machwa *Mahamadi*	22	12	5	16	5	:	7	9
35 of „	Pattimar *Kader*	29	10	5	29½	6	9	15½	13½
56 of „	Ganja *Durga Bahadur*	54	12	6	49½	6	3	33¾	15½
63 of „	Machwa *Meera Muddatt*	25	13	5	28½	6	:	18½	10½
40 of „	Pattimar *Fatel Khoir*	48	14	6	45½	6	9	14	9
68 of „	„ *Hanumanth Prasad*	37	11	6	23¾	6	5	23¾	12½
69 of „	„ *Damodhar Prasad*	45	13	6	39¾	6	5	23	7¾
47 of „	Machwa *Ramprasad*	27	10	5	22½	5	4	22½	5
133 of „	Manji *Maoldi*	38	11	5	24½	5	6	24½	8¼
134 of „	„ *Lakshmi Prasad*	48	13	6	45½	6	7	20¼	7¾
48 of „	Machwa *Mahammadi*	35	11	5	23	6	5	27	5
59 of „	„ *Ali Madat*	49	11	6	39	6	5	15½	8¼
71 of „	Machiri *Manjunath Prasad*	2	11	5	5	6	4	17	7¾
61 of „	Doni *Hammed Sabamuti*	38	11	5	45	6	4	17	2½
	Total	..	..	..	..	..	..	..	210¼

CALICUT,
22nd March 1877.

(Signed) R. K. GAHAN,
Master Attendant.

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No. 748.

Referred to the Collector of South Canara for his report.

FORT ST. GEORGE,
29*th March* 1877.

(Signed) D. F. CARMICHAEL,
Officiating Chief Secr

No. 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, Ma dated 28th idem, No. 2359 (herewith returned).

2. The subject under reference is the registration of pattimars o native craft under Act X of 1841, and the Master Attendant complains that the s stem 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.

[illegible] from Minutes of Consultat[illegible]
circulating form of certificate of registry.
Notification of Government, dated 10th February 1842, declaring Mangalore as one of the out-ports for registration of vessels.
Notification of Government, dated 20th August 1842, substituting a fee of one anna per ton for vessels registered under the Act.
Extract from Minutes of Consultation, dated 20th August 1842, prescribing form of registry for use both under Act of Parliment and Act X of 1841, and rules for registration of vessels accounting of fees, and submission of returns, &c.

4. On the passing of Act X of 1841 [illegible] appear to have been received. Among these the rules which accompanied 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 [illegible] dated 29th January,) of the then Collector, Mr. Blane, the number of vessels be to the different ports in his jurisdiction and which had no certificates of regis at the same time he sought suggestions as to the best means of enforcing the tion 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 ascertaine 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 ...ing appears to have represented to Government the desirability of compelling ...rs of native craft to register their vessels, as the omission to do so would admit of ...lent practices, but the Government simply approved of the suggestion to strictly ...e the second clause of Section 48 of Act XXII of 1855 (relating to the meas... ...of non-registered vessels for ascertaining their tonnage for the collection of port ... which it was presumed would thus indirectly secure the desired object (Extract ...inutes of Consultation, dated 17th April 1857, No. 145).

It will thus be seen that up to 1857 no definite order was passed on the ...nor were any steps taken in this district to secure the registration of native ... In lieu of such registration the system of temporary passes, now objected to ...e Master Attendant, obtained. The fact of the vessels having been allowed to ... along the coast under this system appears to have been duly brought to the ...otice of the Registrar of Shipping at Madras in a letter addressed by Mr. J. D. ...obinson, then in charge of the district, on the 10th June 1857. In this letter it was ...tated that "the native coasting craft in this district have not been subjected to the ...ystem of registration prescribed by Act X of 1841. It has been customary, however, ...o 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 ...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."

* Now about Rs. 260 for South Canara District.

...20th October 1874, No. 385, Marine Department, was received here, and ... 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 ...ob...ned here from before the passing of Act X of 1841, or for upwards of thirty-six ...yea... and that, as neither the said Act nor Act XI of 1850 made the registration of ...coas... craft under 200 tons burthen compulsory, the system in force could not have ...been ...ummarily set aside without a formal order of Government prescribing rules for ...regist...tion of such vessels under Section 3 of Act XI of 1850. No such rules having ...been r...eived, 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 ...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 ...rom the continuance of these passes, the tonnage being, as I shall show, fairly ...ed 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 ...ection afforded thereby to the vessels and as facilitating the general control ...ne shipping and trade of the coast; but, as the law now stands, I beg to submit ...in the absence of rules under Section 3, Act XI of 1850, it is optional with the ...rs of native coasting craft to have their vessels registered. I beg, however, to be ...red with definite orders on this subject, for, if it be the wish of Government that

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

13. I now come to the subject of measurement. In reference to the errors ... to have been committed in this district in measuring the tonnage of the ves... beg to state that I had some of the vessels entered in the list which accompani... Master Attendant's letter, and which vessels happened to be at this port on its ... measured afresh by my Deputy Mr. Leggatt, and he found that the discrepancies o... by the Master Attendant were for the most part correct. The discrepancies, h... arise from the methods of measurement pursued by the Customs Officers here ... the Master Attendant at Calicut being different. It is not clear what me... measurement was in force up to the year 1847, but in that year Mr. Blane, th... Collector, in his circular to the sea ports (translation enclosed), issued ... instructions regarding measurement which are well calculated to suit the very pec... 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.

14. The method of measurement observed by the Master Attendant, Calicut, ...s to be strictly that pre... 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 inapplic... able 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 sanct... of Government, native vessels have been measured according to the rule in Section ... of the Act (X of 1841). The sanction said to have been given by Governmer... such a practice has not been communicated to this district.

16. Section 11 of the Act, in my humble opinion, contemplates vessels ... than the country craft employed in coasting voyages, for in Section 13 ... provision is made for the tonnage of the latter class of vessels being asc... "according to rules to be prescribed from time to time by the respectiv... Governments." This section, though repealed by Section 1 of Act XI of ... reproduced with wider application by Section 3 of the same Act, the repealed ... of the former Act applying only to such country craft under 200 tons, while ... of Act XI of 1850 embraces all ships and vessels *of whatever rig and* ... employed only in coasting voyages. The law as regards pattimars, as I tak... contained in the provisions of this section, and I think *that* the object of the ... was to make provision for the fair measurement of vessels of native build ... different Presidencies) for which, on account of the great diversity of build in di... localities, no uniform method of measurement could fairly be laid down. I a... aware of the existence of any rules under this section for the measurement ... country craft of this coast. Mr. Blane's circular regarding the measuremen... native craft makes liberal allowances for ascertaining the tonnage of the peculiarly-... vessels of this coast, and it was for this reason, and in the absence of any express r... that Mr. Blane's approximate method of measurement was adhered to in this dist... 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
een the methods of measurement as pursued here and at Calicut, and to form an
n as to which is the fairer of the two. The carrying capacity of the vessel, *i.e.*,
wage for cargo, lies within the enclosure marked A B C D; the space repre-
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 Manga-
thod (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.

otient of $\frac{21' 10'' \times 11' 1' \times 6' 2''}{100}$, viz., about $14\frac{3}{4}$ tons, would represent the tonnage of
sel.

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 [illegible] between the
according to Mr. Blane's method (w[illegible] adopted in that adopted in the Bo.
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 cancelment of Mr. Blane's circular and the introduction of the measure-
t prescribed by Section 11 of Act X of 1841 have caused general dissatisfaction
g the shipping community in this district, and, as the subject is now before
rnment, I trust that opportunity may be taken to frame definite rules for the
rement of the native vessels plying on this coast under Section 3 of Act XI
9.

I may add that Mr. Leggatt measured two vessels at this port, which were
d 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
ttendant, Bombay, the mode of measurement adopted in that Presidency and
at authority.

e Government will observe (on perusing Enclosure A) that the Bombay
measuring native *open* vessels of this coast is almost similar to that pursued in
rict since 1847 and up to 1875, varying slightly only in favor of the vessels.
tive *decked* vessels, however, are measured (Enclosure B) in the manner
ed by Section 11 of Act X of 1841, and these different methods of measure-
ave the sanction of the Government of Bombay.

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

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

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 b
on the tonnage of a vessel, but it seems expedient that the anchorge so levied and the
kowles (sea-passes) should in future be fixed with reference to the tonnage of the vessel asc
by the measurement of the same; this order is therefore issued.

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

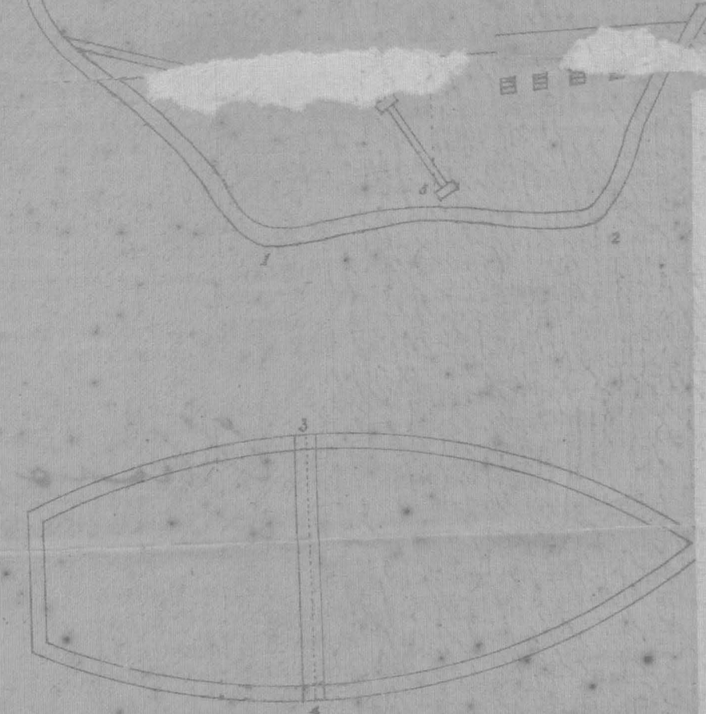
There is no necessity for remeasuring vessels whose length, breadth, and depth
and for which kowles were granted either in this district or in Bombay. Such vessel
possess kowles showing the measurement above described, as well as those without kow
be measured, and the anchorage duty, &c., collected with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

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

Dated 14*th 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 tered as the length. Suppose the length to be 20 feet.

ake the measurement from the outer edge of both sides of the vessel from Nos. 3 to 4 at dest part. Suppose the breadth to be 16 feet 3 inches.

easure the depth from Nos. 5 to 6 at the centre of the line taken for measuring the breadth, v placing a stick or rope across the vessel over its sides at the widest part, and ng 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.

iply the length first measured, viz., 20 feet, by the breadth 16 feet 3 inches, which will feet, which being multiplied by the depth, 6 feet 6 inches, will give product of 2,112 nches, which is the cubical contents. Divide this product by 100, a ton being equal to (cubic), then the quotient, which is 21 tons, will be the tonnage of the vessel. In ; fractions such as 12-6 shown above should be omitted, while quarters and halves should n 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 [illegible] plated 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 the consideration and approval of Government. In framing the draft Captain lor will consider the remarks made by Mr. Comyn, and particularly those contained ragraphs 13 *et seq.* of his letter.

G.O., 30th October 1877, No. 587.

(True Extract.)

Secretary to Government.

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

17/11

xd. J. W. Fischer.

21 September 76 — 11 206-207
6 November 77 — — 627 this
Marine 98-3 July 76 — 11 244-

Revenue Dept

No 4834

Govt. of H877 Gujarat

MARINE.

To

THE REVENUE DEPARTMENT,

&c. &c. &

Dated November, 6th

Recd. 17

Read. 14

G.O., 6th November 1877, No. 604.

NOVEMBER.

Nos. 33—35.

Registration of Vessels.—The Acting Collector of South Canara to continue to issue temporary sea passes to coasting vessels of less than 200 tons burthen; and to follow the present system of measurement.

No 6403

Communicated to the Board of Revenue