

REPORT
OF THE
Deck Passenger Committee
1921

VOLUME I



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SUPERINTENDENT GOVERNMENT PRINTING, INDIA

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REPORT

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Deck Passenger Committee

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VOLUME I.

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APPENDIX A.

Recommendations of the Native Passenger Ships Commission, 1890:

(1) That Government be advised to consult the Meteorological Department with a view to framing a revised schedule of fair and foul seasons.

(2) That voyages be divided into :—

(a) *Excursion voyages*, limited to the hours of daylight and to the fair season only. On these voyages passengers are not to be embarked before daylight or kept on board after dark.

(b) *Shelter port voyages* to be limited to 12 hours between two ports of shelter. A schedule of shelter ports to be prepared by Government. Vessels engaged on shelter port voyages should hold valid Board of Trade Certificates or certificates of equal value granted by a British, Indian or Colonial Government as Home Trade passenger ships, or certificates of a higher grade. For sea-going vessels holding certificates as Foreign Trade passenger ships, as described in the next paragraph, shelter-port voyages may be extended to 16 hours between two ports of shelter.

(c) *Short voyages* to be limited to 120 hours on a direct voyage from one port to another, and on passages when the same passengers are on Board for not over 240 hours calling at intermediate ports. A voyage from India to the port of Aden, whether going direct or calling at intermediate port or ports, should be deemed a long voyage. Vessels engaged in long and short voyages to be sea-going ships holding valid Board of Trade Certificates or certificates of equal value granted by a British, Indian or Colonial Government as Foreign Trade passenger ships.

(d) *A long voyage* to mean a direct voyage from one port to another extending over 120 hours, or to voyages where the same passengers are more than 240 hours on board calling at intermediate ports.

(3) Ventilation to be the same as that provided in the Emigration service, not less than 10 inches per passenger, exclusive of hatches. The foul air of each deck to be carried up in separate shafts above the uppermost deck. If passengers are carried on two decks below the tonnage deck, the lowermost deck to be ventilated by artificial ventilation, such as Blackman's ventilator, or a thermantidote of approved design.

(4) We recommend that, wherever possible, arrangements be made by which passengers should be embarked and disembarked alongside of piers.

(5) Alley-ways or fore and aft passages on the main or tonnage deck, which are less than 8 ft. in width, are not suitable places for passengers, and should not therefore be measured. Alley-ways which are not less than 8 feet in width and free from obstruction, can be measured provided a 4-foot gangway is kept clear, and divided off when occupied by passengers by a fore and aft 3-inch cant-piece.

(6) That hatches are desirable places for passengers, and should be measured, except in so far as they form gang-ways between passenger-carrying decks, provided :—

(a) that suitable protection is provided to prevent passengers falling into the hold ;

(b) that the hatches, while required by measurement for the accommodation of passengers, shall not be opened at an intermediate port, or till the end of the voyage ;

(c) that the hatches are sufficiently strong to carry passengers.

(7) That the topgallant forecastle, or what represents it in a flushdeck vessel, shall not be measured until airing space at the rate of 3 square feet for each member of the crew has been deducted and marked off at the after end thereof by an athwart-ship cant-piece. That in no case shall the deck forward of the capstan or windlass be measured for passengers, but the space shall, where clear, be measured for the crew.

(8) That double awnings, weather cloths and curtains shall not be considered permanent shelter in foul weather, but shall be provided in all seasons for all exposed decks for the convenience of native passengers. And such decks, or portions thereof, shall, in foul weather, be reserved for the use of the passengers under permanent shelter in proportion to the numbers carried.

Example.—Supposing a vessel has permanent shelter for 1,200 passengers, and there are only 600 on board, then half the uppermost or unprotected deck area (excluding the 1st and 2nd class and crew airing spaces) is to be kept clear for the use of the passengers under permanent shelter in the foul season.

(9) No 'tween deck or permanently covered-in deck, which is less than 6 feet in height to the deck, to be measured for passengers.

(10) The 'tween deck shall be lighted by day by sufficiently large side-ports or scuttles at suitable intervals, and not, as a rule, more than 15 feet apart. Orlop decks not provided with scuttles should be lighted by artificial means at all hours. All decks shall be lighted at night by not less than two electric or police lamps for each compartment.

(11) Space for each passenger on any deck in the fair season :—

(a) for excursion voyages, 6 square feet ;

(b) for shelter port voyages, 7 feet ;

(c) for short voyages, 9 feet ;

(d) for long voyages, we make no change in the rules in force at the present time.

(12) The 5-foot rule now in force between the Coromandel Ports of the Madras Presidency and Burma to be cancelled.

(13) For shelter-port voyages in the foul season and for short voyages in the foul season there should be permanent shelter at the rate of 7 square feet for every passenger carried. A deck having solid bulworks and a permanent wooden or iron deck over it to be considered permanent shelter. In the foul season if passengers are carried on more than one permanently-covered deck, below the tonnage deck, the space required on such extra decks shall be 14 superficial feet for each passenger.

(14) The lower hold must not be considered proper accommodation for passengers ; neither are spaces which consist of temporary accommodation on cargo, to be considered suitable accommodation.

(15) It is recommended that, whenever practicable, a running fore and aft gang-way, raised sufficiently from the main deck connecting the poop with the bridge and the latter with the topgallant forecastle, be fitted fore and aft to permit of free passage by the officers and crew of the ship.

(16) Waterways, provided they are covered with a plank or wooden grating, and the fall home of the ship's side does not interfere with the cubic space of the deck should be measured for passengers. In cases where the fall home is considerable, the cross measurement should be taken where a plumb dropped at half the height of side between the decks, falls on the waterway or deck.

(17) The bridge deck, in the fair season, excluding such portion as is required for purposes of navigation, can be measured as deck area for passengers, if the boats, when not carried at the davits, are stowed on chocks raised at least two-and-a-half feet from the deck by standards.

(18) Separate female accommodation, though desired by Mahomedans from motives effecting their dignity as men, is not necessary, nor would it be used by the Hindus, who form the bulk of the passengers, and who prefer to keep their women with them.

The spaces for Hindus and Mahomedans should be separate and distinct. Some simple temporary contrivance, such as a rope or bamboo rail, would be sufficient to define the area for each.

(19) Midship rails and stanchions should be fitted in the 'tween or orlop decks, which would also be useful for hanging clothes and securing personal luggage, and additional thwart ship life lines should be rigged if necessary.

(20) Heavy baggage, including boxes and articles likely to injure passengers during the rolling of the ship in heavy weather, should be stowed in the hold or placed in railed-off space on each deck in the case of shelter port voyages at the commencement of the voyage.

Excess baggage that has been paid for shall not be allowed to be carried in the space allotted to passengers.

(21) *Closest Accommodation.*—The evidence is almost unanimous as to the insufficiency of the present scale, and the advantage to be derived if there were urinals in addition. The following scale is therefore proposed:—

Three privies for the first 100 passengers or part of 100, and 3 privies for every additional 200, and 2 urinals for the whole number. The latrines should be provided with the means for continuously flushing them during the whole time the passengers are on board. The bathing screens for women to be erected at the beginning of the voyage.

(22) *Medical Officer.*—A medical officer should be required on steamers carrying over 400 native deck-passengers between the Coromandel Coast and Rangoon and between Calcutta and Rangoon direct, and *vice versa*. He should be a Hindu, if possible, and well acquainted with the language of the people forming the bulk of passengers to be carried. In addition to his own proper medical duties, he should act as the representative of the passengers to the Captain of the ship in all representations or complaints made by them.

(23) Cargo, if carried in the same compartment with the passengers, should be effectively secured, so as not to prove a source of injury or annoyance to the passengers.

(a) When cattle are carried *on the open deck* and are not under cover, the space occupied by them must be effectually shut off from the passenger space by bulkheads, wooden partitions or otherwise. The partitions need not be close; but efficient washboards must be fitted to prevent the dung or urine of the cattle from getting to the passenger space.

(b) If cattle are carried *under cover* on the same level deck as passengers, they are to be separated from the passenger space by a moveable close bulkhead running athwart-ship, across the deck and extending from the deck to the covering above or must be otherwise efficiently separated.

(c) If cattle are carried either in the *'tween deck or holds*, then the passenger space must be effectually shut off from the cattle space and separately ventilated, so that no effluvia from the cattle space can escape into the passenger space.

(24) Hay and straw, when in loose bundles, to be stowed on deck, and to be properly covered over. Compressed bales may be stowed below.

(25) The Board of Trade Rules, which provide the means of saving the life of every person on board, should be adopted.

We recognise that the new rules under the Merchant Shipping Life-saving Appliances Act, would class the Indian short voyage as a foreign-going voyage; but in our opinion, having regard to all the circumstances of the traffic, it should be ruled that the Indian short voyages and the proposed excursion and shelter-port voyages should come under the scale applicable to English Home Trade voyages. But for long voyages the English foreign-going scale should apply. It is represented by our colleagues, who are interested in the native passenger traffic, that as the Board of Trade Rules are at present the subject

of much discussion and criticism, these rules should not be enforced in India until they have been practically worked in England for two or three years.

(26) *Hospital Accommodation*.—In vessels carrying a medical officer under paragraph 22 there should be a permanent hospital fitted in a deck-house or suitable cabin or cabins. Bunks 6'×2' should be provided at the rate of 1 per cent. of the total number of passengers to be carried, but the total number of bunks need in no case exceed six. A portion of these should be reserved and screened off for the use of women.

Cases of small-pox, cholera, yellow fever, and plague, should not be treated in this permanent hospital, but in a separate tent, the materials of which should be carried.

In the measurement of deck area for the purpose of determining the number of passengers to be carried, the space for the temporary hospital should be included.

A suitable medicine chest and a sufficient supply of medicines and necessaries should be provided.

(27) Definite instructions should be given to surveyors at all ports in India, so as to secure uniformity in surveys and measurements for passengers. A list should be framed of all obstructions to be deducted from the latter. The Captain of the vessel should be furnished by the officer granting the native passenger certificate with a statement showing the measurements, deductions and calculations made for each space separately and also a plan of the same, and to and from what fixed point the measurements were made, and this might be attached to the certificate, and therefore made available for officers working the Act. The capacity of each space should be plainly and permanently marked in some prominent place in that space in English.

(28) The saloons and cabins set apart for 1st and 2nd class passengers are reserved for them and for the officers of the ship, and although in a cyclone a Captain, from motives of humanity or to prevent passengers on the upper deck being washed overboard, might allow them to temporarily occupy the saloons. In ordinary bad weather, when shelter for upper-deck passengers is necessary, they would *not* be allowed to do so; therefore 1st or 2nd class saloons and cabins should not be measured as space or shelter for 3rd class passengers, even if no 1st and 2nd class passengers are carried.

The airing space for 1st class passengers shall be clearly specified in the certificate. This airing space for 1st class passengers shall be measured for 3rd class passengers, but shall only be availed of for 3rd class passengers when no 1st class passenger is on board. The same applies in every respect to 2nd class passengers and their airing space.

(29) There should be more facilities for the distribution of fresh water to the passengers and some arrangement made for distributing water by a Hindu for caste-passengers.

(30) In allotting space for passengers, two children under 12 should count as one adult.

(31) Each compartment of the 'tween deck in which there are more than 300 passengers, should have two ladders each two and a half feet wide and provided with hand-rails for up-and-down traffic.

(32) On the back of the ticket issued to passengers should be printed in the Vernacular the conditions and bye-laws which the passengers are not likely to know.

(a) Food can be purchased on application to the ship's officers, or from the shop-keeper on board.

(b) Firewood is supplied gratis.

(c) Boxes and heavy luggage must be properly secured before coming on board for storage in the hold.

(33) *Fastening of life-buoys*.—Life-buoys with lines attached shall be secured by toggle and becket, or by any other similar method allowing of their ready release. They shall not be lashed or seized to the vessel.

(34) The inspecting officer appointed under section 7 of the Act at an intermediate port should, whenever it is practicable, be required to board passenger vessels calling at the port to ascertain the number of passengers carried, and to inspect and note the general sanitary condition of the vessel, especially the state of the latrines and decks.

(35) The Port Authorities should provide at all ports suitable shelter for passengers waiting to embark. With regard to infectious cases landed for passenger vessels, we recommend temporary hut shelter formed of materials available on the spot, and which can be destroyed after use.

(36) We recommend that gunpowder should only be carried in passenger vessels fitted with properly constructed and approved magazines, which are air-tight and capable of being flooded with water. But gunpowder and other explosive should not be carried in vessels unless arrangements can be made for shipping and discharging it while the ship is clear of passengers.

(37) We recommend that, in the interest of passengers embarking and disembarking, there should be a penalty attached to weighing the anchor or moving the engine of a vessel while passengers are in the act of embarking or disembarking at any port; and further, that there should be a port rule prohibiting boats with passengers going alongside a vessel approaching an anchorage until such vessel has anchored and a flag has been displayed at the masthead of such vessel as a signal that boats can approach.

(38) We recommend that section 20 of the Native Passenger Ships Act, X of 1887, should be so altered as to cause the death of every passenger dying on board to be reported to the Port Authority at the first port called at after the death has occurred, whether the vessel is on a long or a short voyage; but enquiry, if any, shall be made at the terminal port.

(39) The Commander of a vessel under the Native Passenger Ships Act calling at intermediate ports, should be required to inform the inspecting officer appointed under section 7 of the Act of the number of cattle, sheep, horses, or other live animals which may be occupying passenger space. For calculating the accommodation required for animals, a horse shall be taken as equivalent to three passengers, a bullock to two-and-a-half passengers, a pony to two passengers, a pig to two passengers, and two sheep to one passenger.

(40) We recommend that the supplementary Certificate B should be done away with in the case of excursion voyages, shelter-port voyages, and short voyages, provided:—

- (a) that the native passenger certificate (now called Certificate A.) shall show the full number of passengers which the vessel is capable of carrying during each season and on each description of voyage when fully equipped in accordance with the Act and Rules. If at the time of survey all the prescribed equipments are not on board, the deficiency shall be noted in the certificate, and the passengers corresponding to such deficiency shall not be carried until the deficiency has been made good and the certificate endorsed to that effect by an officer appointed under the Act;
- (b) that the certificate shall show the number of passengers which each division of a deck is capable of carrying in each season and on each description of voyage, sketches showing each division and number of passengers for which each is measured being given on the face of the certificate;
- (c) that the Master is made responsible under a penalty for carrying food, fuel, water, and medical stores according to the scale laid down in the rules and for having awnings over all decks at sea whenever the weather permits;
- (d) that a list of prohibited cargo, *e.g.*, petroleum, explosive, etc., is added to the rules;
- (e) that on arrival at each port the Master shall furnish the officer appointed under the Act with a statement in a prescribed form of the number of native passengers—men, women, and children—

carried from the last port, the number to be landed, and the number for whom space is available to the next port; and

(f) that no native passengers shall be carried from any port until the Master has furnished the officer appointed under the Act with a statement of the number for whom space is available to the next port.

(41) We consider that that portion of clause (c) of section 11 of the Native Passenger Ships Act, which refers to food, fuel, and water, should be certified to by the Master of the vessel, and that the inspecting officer should not be required to see personally to these matters.

(42) The majority of the Commission recommend that in order to ensure one of the principal objects arrived at in the appointment of this Commission, viz., uniformity in working the Act that at Bombay and at all out-ports of that presidency the working of the Native Passenger Ships Act should be under the Port Authorities, as in the Madras and Bengal Presidencies and in Burma; and further, that the principal Port Officer of each Presidency and Administration should be appointed the intermediate authority referred to in clause (3) of Section 15 of the Native Passenger Ships Act, X of 1887.

(43) Ship-owners should be recommended to employ a high caste Brahmin, who should be placed in charge of the distribution of fresh water to Hindu passengers. He should also, under the orders of the medical officer, cook food for those unable to cook for themselves.

(44) We recommend ship-owners carrying native passengers to have a shop for food on board each ship. The shop to be kept by a Hindu of good caste, who will prepare and sell sweet-meats and preparations of grain ordinarily used by natives when travelling. We find that such a shop has been provided for the last ten years in the British India Company's steamers trading between Bombay and Karachi. The Commission found such a shop on board the S.S. "*Karagolu*", and learnt from the native passengers on board that it had been a great boon to Hindus as well as Mahomedans.

(45) Cooking places and cabooses shall be provided on the scale now laid down under the rules, but one or two of these should be reserved exclusively for Hindus, and should be separate from the others.

APPENDIX B.

DECK PASSENGER COMMITTEE, 1921

QUESTIONNAIRE.

Questions.	Answers.
1. Name and residence of witness.	
2. Occupation of witness.	
3. Please state the particular experience, if any, you possess of the working of the Native Passenger Ships Act, 1887.	
With what runs are you specially acquainted? Have you ever travelled on a ship running under the Act? If so, how many times and on what runs?	
4. Do you take any part in the administration of the Native Passenger Ships Act, 1887?	
5. (<i>Shipwright Surveyors</i>). Are you charged with the duty of measuring space and seeing that equipment required by the Act is provided?	
6. The Board of Trade classification of sea-going (other than emigrant) vessels for the purpose of fixing the number of the passengers a ship may carry is as follows:—	
Classification.	Accommodation prescribed.
<i>Foreign going steamers, i.e., plying beyond the Home Trade limits.</i>	72 c.ft. per passenger between decks: e.g., if deck 6' high, 12 sq. feet per passenger (Board of Trade Instructions, paragraph 14). Exposed decks not allowed to be measured for passengers.
<i>Home trade steamers</i>	(a) if in a compartment, 72 c.ft. per passenger, e.g., if deck height 6', 12 sq. feet per passenger (paragraph 20). (b) if on open deck, 9 sq. feet per passenger (paragraph 23). Main deck and the deck beneath to be measured for passengers, also parts of promenade deck, &c. (paragraph 31). Total number of passengers not to exceed gross tonnage (paragraph 25) and also not to exceed (paragraph 24) six times the number for whom there is permanent shelter.
<i>Excursion steamers.</i> —Daylight only and in fine weather, and in fair season only.	9 sq. feet per passenger. (Paragraph 32.) Same decks as above may be measured. No limitation of number of passengers to gross tonnage.
<i>Steamers plying in partially smooth waters.</i>	6 sq. feet per passenger—Upper deck. 9 " " " " top of saloon. 9 " " " " In saloon beneath upper deck (paragraph 33).
<i>Steamers plying in smooth waters.</i>	(a) 3 sq. feet—Upper deck. (b) 9 " " top of saloon. (c) 9 " " In saloon beneath upper deck (paragraph 34).

Do you consider the above a better classification, and the prescribed spaces more appropriate than the Indian Classification and space allowances (which are given in the next three questions)?

Questions.	Answers.
<p>The classification of voyages and the space allowances required in steam ships running under the Native Passenger Ships Act, 1887, is as below :—</p>	
<p>(A) <i>Fair season : Short voyage.</i></p>	
<p>Each between deck passenger 8 sq. feet <i>plus</i> 4 sq. feet airing space = 10 sq. feet.</p>	
<p>[<i>N. B.</i>—A 'tween deck may be described as a lower deck with only artificial lighting and ventilated by means of ventilators from above].</p>	
<p>Each Upper deck passenger 6 sq. feet.</p>	
<p>This works out as in the following example :—</p>	
<p>Between deck ; clean space ; 1,000 sq. feet.</p>	
<p>Upper deck space 700 sq. feet.</p>	
<p>Passengers allowed according to the between deck space $\frac{1000}{8} = 166$.</p>	
<p>From Upper deck space take 4 sq. feet for each between deck passenger $4 \times 166 = 664$ sq. feet.</p>	
<p>Balance space available on upper deck $700 - 664 = 36$ sq. feet.</p>	
<p>Number of additional passengers allowed according to the upper deck space $\frac{36}{6} = 6$.</p>	
<p>Total passengers allowed $166 \text{ plus } 6 = 172$.</p>	
<p>Average space for each $\frac{1700}{172}$ sq. feet = 9.8 sq. feet.</p>	
<p>(In other words, between deck passengers may have to do with less than 10 sq. feet, and the shortage will be <i>greater</i> according as there is more surplus space left available on the upper deck after excluding 4' upper deck space for each 'tween deck passenger).</p>	
<p><i>Expert witnesses</i>). Do you accept the foregoing as the correct method of measuring the average deck space per passenger for such voyages? If not, what method do you consider the correct one?</p>	
<p>B) <i>All Seasons : Long voyage.</i></p>	
<p>9 sq. feet in between deck for every passenger; and 6 sq. feet in upper deck for every passenger.</p>	
<p>Total 15 sq. feet</p>	
<p><i>Example.</i></p>	
<p>Between deck ; clean space ; 1,000 sq. feet.</p>	
<p>Number of passengers allowed :—</p>	
<p>$\frac{1000}{9} = 111$ passengers.</p>	
<p>[<i>N. B.</i>—In a ship with 1,000 sq. feet clean space between decks and 700 sq. feet on upper deck, average space per passenger would be 15 sq. feet.]</p>	
<p><i>Expert witnesses</i>). Do you accept the foregoing as the correct method of measuring the average deck space per passenger for long voyages? If not, what method do you consider the correct one?</p>	
<p>9. (c) <i>Foul season : Short voyage.</i></p>	
<p>9 sq. feet in 'tween deck } 4 sq. feet in upper deck } for every 'tween deck passenger. 9 sq. feet in upper deck : for every upper deck passenger.</p>	

Example—

Between deck : clean space : 1,000 s. ft.

Upper „ : „ „ : 700 s. ft.

Passengers allowed according to the between deck space $\frac{1000}{9} = 111$.

From upper deck space take 4 sq. ft. for each between deck passenger, namely, $4 \times 111 = 444$ sq. ft.

Balance space available on upper deck— $700 - 444 = 256$ sq. ft.

Number of additional passengers allowed according to the upper deck space $\frac{256}{9} = 28$.

Total passengers allowed 111 *plus* 28 = 139.

Average space for each 1,000 *plus* 700 = $1,700 \div 139 = 12$ sq. ft.

(*Expert witnesses*). Do you accept the foregoing as the correct method of measuring the average deck space per passenger for such a voyage? If not, what method do you consider the correct one?

10. Can you suggest a better classification of voyages under the Native Passenger Ships Act than the present one—(See Questions 7, 8 and 9 above.)

It was suggested by the Native Passenger Ships Commission in 1890 that a better division would be the following:—

- (i) Excursion voyage. Fair season only, day light hours, appropriate space 6 sq. ft.
- (ii) Shelter port voyages. (Twelve hours port to port, if carrying Home Trade certificate; sixteen hours if carrying Foreign Trade certificate.)

Space recommended:—

- (a) Fair season. 7 sq. ft. on any deck (whether permanently sheltered or not).
- (b) Foul season. 7 sq. ft. permanent shelter. Exposed decks to be reserved for passengers having permanent shelter.
- (iii) Short voyage. (Up to 120 hours direct or 240 hours between terminal points. Ship to carry Foreign Trade certificate.)
Appropriate space:—
 - (a) Fair season. 9 sq. ft. on any deck (whether permanently sheltered or not).
 - (b) Foul season. 7 sq. ft. [Permanent shelter and subject as in (ii) (b).]
- (iv) Long voyage. (Over 120 hours direct or over 240 hours between terminal points.) Ship to carry Foreign Trade certificate. Space as at present, *viz.*:—9 sq. ft. in between deck for *every* passenger *plus* 6 sq. ft. in upper deck for *every* passenger.

Do you consider this classification of voyages and these space allowances better than the existing voyage classification and allowances?

- 10 A. Which of the three classifications:—

(Board of Trade—Question 6; Commission of 1890—Question 10; Existing—Questions 7, 8 and 9) do you consider most suitable for Indian conditions and why?

Questions.

Answers.

The present short voyage, foul season, space allowance is $\frac{9 \text{ plus } 4 \text{ sq. ft. ('tween deck passengers)}}{9 \text{ sq. ft. (upper deck passenger)}}$.

If the space allowance for short voyages in the fair season is increased from $\frac{6 \text{ sq. feet plus } 4 \text{ sq. feet}}{6 \text{ sq. feet (upper deck ('tween deck passengers))}}$ to 9 sq. feet, do you consider that any special rule for the foul season is wanted?, e.g., 7 sq. feet permanent shelter and the run of any exposed deck as proposed by the 1890 Commission?

(*Expert witnesses*). Do you consider that the existing rules regarding survey are difficult to apply with uniformity? If so, in what does the difficulty lie? Do you recommend the adoption of the Board of Trade Instructions as to the Survey of Passenger Accommodation? If not, please state the modifications which you consider necessary to make them suitable for the different trades and types of vessel under your supervision.

Do you think that passengers on a voyage lasting 10 or 12 hours should get the same amount of space as for a voyage lasting 120 hours?

(*Expert witnesses*). Would it much complicate matters or add much to the difficulty of survey if the surveyor had to calculate six figures, viz., Excursion, Shelter port, Long voyage, Short voyage (Fair season); Shelter port, Short voyage (Foul season); instead of as at present when he has to calculate only three figures—Fair season, Short; Foul season, Short; Fair and Foul season, Long?

Have you any experience of the conditions applying to 3rd class passengers travelling into or from Great Britain? If so, do you consider that an Indian deck passenger requires as much space allowance as a European passenger?

The Transport Regulations are understood to allow the following spaces for voyages in Indian waters:—

- (a) Indian troops . . . 6 sq. ft. each.
- (b) European troops . . . 9 sq. ft. each.

Do you consider that an Indian deck passenger not being a soldier requires more accommodation at sea than an Indian soldier?

Questions.	Answers.
<p>17. Do you think that there should be permanent shelter at all times for every passenger carried on an exposed deck?</p>	
<p>18. Have you any experience of emigrant ships travelling from or to India? The space allowance required for each emigrant is 12 superficial feet either within a cabin or in the between decks. How do you think these conditions compare with those of ships coming under the Native Passenger Ships Act, 1887?</p>	
<p>19. Have you any experience of ships fitted with sleeping platforms? If so, please state your opinion regarding their advantages or disadvantages.</p>	
<p>20. (<i>Expert witnesses</i>). Do you consider that if sleeping platforms were fixed on decks of native passenger ships that at present have no platforms this would add to the comfort of the passengers? Would the construction of such platforms liberate a considerable amount of space on the deck itself? Would such platforms be in your opinion popular?</p>	
<p>21. (<i>Expert witnesses</i>). Can you give an estimate of the cost of fitting with sleeping platforms steamers which at present have no platforms? About how much do you think the cost of constructing sleeping platforms would add to, the cost of the deck passenger ticket?</p>	
<p>22. Do you recommend that the carriage of passengers under what is known as the "Five-Foot" rule should continue? If so, on what runs?</p>	
<p>23. Do you consider the existing scale of latrine accommodation, viz., two latrines for the first 100 passengers, one for each succeeding 100 or part of hundred adequate? If not, what scale do you recommend?</p>	
<p>Do the steamers with which you are acquainted provide more than the bare number prescribed at present?</p>	
<p>Do you know how many latrines are provided on emigrant ships?</p>	

Questions.	Answers.
<p>24. Do you think that the provision of separate latrine and bathing accommodation for females is sufficiently secured at present ?</p>	
<p>25. Is better access to the latrine wanted ? Do you consider the location of the latrines for males and females, as at present, suitable or unsuitable ?</p>	
<p>26. So far as the Native Passenger Ships Act, 1887, is concerned, the existing rule is believed to be that a Medical Officer must be carried only in the case of ships travelling to or from the Red Sea and then only if the ship carries more than 100 passengers. Do you consider that Native Passenger Ships should be required to carry a Medical Officer for voyages other than to or from the Red Sea ? If so, on what runs and subject to what conditions ? What qualifications do you recommend for the Medical Officer and would you vary them according to the number of passengers carried ? Do any of the steamers with which you are acquainted provide Medical Officers, although not required legally to do so ?</p>	
<p>27. A Native Passenger Ship must have a permanent hospital and material for a temporary hospital if travelling to the Red Sea, or if proceeding on a long voyage elsewhere and also carrying more than 100 passengers. If proceeding on a short voyage, and also carrying more than 100 passengers she must have material for a temporary hospital. Do you consider that this rule requires modification ? What scale of bunks in the permanent hospital would you recommend ? The existing maximum is 6 bunks.</p>	
<p>28. (<i>Expert witnesses</i>). What is the existing scale of ventilation in the ships with which you are acquainted ? Do you consider that it needs increasing ?</p>	
<p>In ships going to the Red Sea independent ventilation for the hold and between decks is provided for. Do you think that there should be the same rule for passenger ships going elsewhere ?</p>	
<p>29. Supposing the ship has three decks, <i>vis.</i>, Orlop (lower between), between, and main, do you think that the Orlop deck should be ventilated artificially ?</p>	

Questions.	Answers.
<p>80. Do you think the existing scale of water supply, <i>viz.</i>, one Imperial gallon (approximately five seers) per head per day (if all water supply is stored), or $\frac{1}{4}$ths of one gallon stored (if there is distilling apparatus), sufficient? If not, what scale do you recommend?</p>	
<p>81. As far as you are aware, are the facilities for obtaining a supply of sea water for ablution sufficient? Is separate accommodation for bathing required?</p>	
<p>82. Is there any need to require a ship to carry a high caste Hindu for the purpose of distributing water and for cooking?</p>	
<p>83. Should Hindus be separately accommodated from Mohammedans? Should some of the cooking places be reserved for Hindus and some for Mohammedans? Do you recommend that shipowners should be required to have a shop on board the ship? If so, on what runs?</p>	
<p>84. In your experience, do deck passengers carry an excessive quantity of luggage? Would the provision of luggage racks considerably relieve congestion?</p>	
<p>85. Are you aware of any rule that deck passengers shall have with them only a certain number of hand packages? If so to what runs does it apply?</p>	
<p>86. The Board of Trade rules for the carriage of cattle are briefly as follows:—</p> <p>(a) <i>Open deck not under cover.</i>—They must be effectually shut off from the passenger space by bulkheads, wooden partitions, or otherwise, wash boards being provided.</p> <p>(b) <i>Under cover on same deck as passengers.</i>—They must be separated from the passengers by movable close bulkheads, athwartships, from deck to roof, or they must be otherwise efficiently separated.</p> <p>(c) <i>In the hold or 'tween decks.</i>—Cattle space must be effectually shut off from passenger space and separately ventilated.</p>	
<p>Do you consider that cattle, sheep and goats can, without objection, be carried on Native Passenger Ships subject as in the Board of Trade rules? If not what modification do you suggest? Do you, for instance, consider that the carriage of cattle and passengers in the same compartment should be forbidden?</p>	

Questions.	Answers.
<p>Do you think any improvements are needed in the provision of shelter for passengers at embarkation or disembarkation?</p>	
<p>Is there any need of separate accommodation for females?</p>	
<p>How long have you been acquainted with the conditions under which deck passengers travel? Do you consider that conditions have been improved during that period?</p>	
<p>Do you think that the bulk of the deck passengers of whom you have experience can afford to pay higher fares? Have the fares been raised within recent years? If so, on what runs and by how much?</p>	
<p>Have you any suggestions to make regarding modifications needed in the conditions regulating the carriage of passengers on sailing vessels?</p>	
<p>Do you consider the safety and comfort of deck passengers travelling in brigs and other sailing ships adequately provided for? If not, what amendment do you recommend and in respect of what runs?</p>	

APPENDIX C.

PASSENGERS BY NATIVE PASSENGER SHIPS.

I.

Abstract statement of the number of passengers (other than Emigrants and Pilgrims) carried in Native Passenger Ships.

	1889-90.	1909-10.	1918-14.	1919-20.
<i>Long Voyages—</i>				
<i>To ports out of India—</i>				
From Burma . . . . .	...	164	451	1,783
" Bengal	87	3,866	21,075	5,655
" Bombay and Sind	4,684	8,729	14,524	11,569
" Madras	17,283	6	4,714	5
TOTAL	22,004	15,765	40,764	19,011
<i>To ports in India—</i>				
From Burma	15,486	35,228	46,154	17,630
" Bengal . . . . .	...	9	35	...
" Bombay and Sind	408	5	8	5
" Madras . . . . .	...	7	...	...
TOTAL	15,844	35,244	46,197	17,625
TOTAL LONG VOYAGES	37,848	51,009	86,961	36,646
<i>Short Voyages—</i>				
<i>To ports within the Province—</i>				
From Burma	35,298	48,115	56,997	84,723
" Bengal	144,600	28,047	31,370	31,633
" Bombay and Sind	639,695	1,322,720	1,601,302	1,411,483
" Madras	10,501	2,262	1,653	1,150
TOTAL	830,094	1,401,164	1,691,322	1,478,984
<i>To ports beyond the Province—</i>				
<i>(a) In India—</i>				
From Burma	70,084	337,324	267,130	168,133
" Bengal	60,060	189,352	204,208	153,340
" Bihar and Orissa . . . . .	...	43,296	33,169	27,742
" Bombay and Sind	4,800	5,528	4,472	7,150
" Madras	52,401	150,856	150,779	95,369
TOTAL	187,345	726,354	659,748	451,734
<i>(b) Out of India—</i>				
From Burma	1,217	8,763	17,952	1,646
" Bombay and Sind	5,644	21,306	26,691	18,145
" Madras	18,255	200,889	277,352	120,402
TOTAL	26,116	230,958	321,995	140,193
TOTAL TO PORTS BEYOND THE PROVINCE	213,461	957,312	981,743	591,927
TOTAL, SHORT VOYAGES	1,043,555	3,358,476	2,673,065	2,070,921
GRAND TOTAL, LONG AND SHORT VOYAGES	1,081,403	2,409,485	2,760,026	2,107,567

II.

Detailed statement of the number of passengers (other than Emigrants and Pilgrims) carried on Long Voyages in Native Passenger Ships from Indian Ports.

Port of departure.	Port of destination.	1889-90.	1909-10.	1913-14.	1919-20.	Port of departure.	Port of destination.	1889-90.	1909-10.	1913-14.	1919-20.
<i>To Ports out of India.</i>						<i>To ports out of India—contd.</i>					
Rangoon	Amoy	...	...	...	1,662	Negapatam	Penang	...	...	4,702	...
"	Hongkong	...	...	...	54	"	Singapore	16,881	...	...	...
"	Mauritius	...	...	...	...	Coconada	Galle	...	...	...	...
"	Shanghai	...	...	...	...	"	Mauritius	...	6	12	...
"	Yokohama	...	...	...	...	"	Re-Union	...	...	...	...
Tavoy	Kobe	...	...	...	66	Porto Novo	Penang and Singapore.	299	...	...	...
"	Penang	...	164	451	...	Madras	Singapore	48	...	...	...
	TOTAL, BURMA	...	164	451	1,782	Calicut	Penang	60	...	...	...
						"	London	...	...	...	5
Calcutta	Fiji	...	28	...	...		TOTAL, MADRAS	17,883	6	4,714	5
"	Hongkong	...	1,848	1,519	764		TOTAL, TO PORTS OUT OF INDIA.	22,004	15,765	40,764	19,011
"	Mauritius	...	38	66	134	<i>To Ports in India.</i>					
"	Penang	...	2,613	13,038	1,764	Rangoon	Bombay	9	...	...	1
"	Shanghai	...	41	713	296	"	Calcutta	...	...	...	1,183
"	Singapore	...	2,193	5,440	2,333	"	Coconada	...	19,732	27,720	3,424
"	Other ports	...	105	299	364	"	Colombo	...	...	...	176
False point	Mauritius	37	...	...	...	"	Madras	...	15,491	18,494	12,844
	TOTAL, BENGAL*	37	6,866	21,075	5,655	"	Negapatam, Madras and Coast ports.	15,427	...	...	...
						"	Other Ports	...	...	...	2
Bombay	Aden	...	98	511	1,121		TOTAL, BURMA	15,436	35,223	46,154	17,630
"	Beira	...	131	584	843	Calcutta	Bombay	...	5	1	...
"	Cape Town	...	326	372	...	"	Other Ports	...	4	34	...
"	Chendi	...	142	179	...		TOTAL, BENGAL	...	9	35	...
"	Dar-es-Salam	...	392	680	179	Karachi	Aden	...	...	...	...
"	Delagoa Bay	...	310	860	1,536	"	Calcutta	...	5	4	1
"	Durban	...	...	573	988	"	Rangoon	...	...	4	...
"	East London	...	43	79	...	"	Colombo	...	...	...	4
"	Jeddah	...	...	...	105		TOTAL, SIND	...	5	8	5
"	London	...	...	172	428	Bombay	Calcutta via Madras	408	...	...	...
"	Mauritius	783	...	18	...		TOTAL, BOMBAY	408	...	...	...
"	Do. via Zanzibar.	245	...	...	...		TOTAL, BOMBAY AND SIND	408	5	8	5
"	Mombassa	...	1,946	4,921	4,011	Calicut	Calcutta	...	7	...	...
"	Mozambique	...	67	223	16		TOTAL, MADRAS	...	7	...	...
"	Hongkong via Singapore.	148	...	...	...		TOTAL TO PORTS IN INDIA	15,844	35,244	46,197	17,635
"	Natal	438	2,060	753	30		GRAND TOTAL, LONG VOYAGES	37,848	51,009	86,961	36,646
"	Port Said	...	...	...	...		
"	Rasra, Bushire and Fao.	75	...	...	...			
"	Tanga	...	...	223	...						
"	Zanzibar	729	1,799	2,979	1,807						
"	Zanzibar and Aden	350	...	...	...			
"	Other Ports	...	575	755	217						
	TOTAL, BOMBAY	2,768	7,914	13,887	11,231						
Karachi	Aden	255	256	155	110						
"	Basra, Muskat, etc.	1,494	...	...	...			
"	Jeddah	...	202	129	...						
"	Bunder Abbas	77	...	...	...			
"	Mauritius	...	187	39	100						
"	London	90	...	...	...			
"	Other Ports	...	170	814	78						
	TOTAL, KARACHI	1,916	815	637	288						
	TOTAL, BOMBAY AND SIND	4,684	8,729	14,524	11,569						

* A very few passengers were also carried on long voyages from Calcutta to Madras and Ceylon in 1889-90.

III

Detailed Statement of the Number of Passengers (other than Emigrants and Pilgrims) carried on Short Voyages within the Province whence they sailed, in Native Passenger Ships.

Port of departure.	Port of destination.	NUMBER OF PASSENGERS.				Port of departure.	Port of destination.	NUMBER OF PASSENGERS.			
		1889-90.	1909-10.	1913-14.	1919-20.			1889-90.	1909-10.	1913-14.	1919-20.
Maliwun	Mergui	...	...	...	331	Bombay	Dasgaon	...	11,931	8,917	260
"	Rangoon	...	...	271	...	"	Devgad	...	23,481	34,575	23,331
Rangoon	Akyab	...	79	...	...	"	Dwarka	...	6,231	8,978	7,912
"	Maliwun	...	...	2,481	...	"	Fungus	...	11,394	1,979	...
"	Mergui (& Tavoy)	1,647	6,999	11,116	11,264	"	Gowalkot	...	16,598	5,499	...
"	Moulmein (& Straits)	31,125	12,545	6,459	...	"	Hunawar	...	223	293	481
	TOTAL	32,772	19,563	20,059	11,264	"	Harehwar	...	10,294	21,583	81,741
Victoria Point.	Moulmein & Tavoy	...	...	195	...	"	Harnai	...	89,533	45,976	40,791
Akyab	Kyaukpyu	1,288	...	...	...	"	Jaffrabad	10	7,334	6,125	8,269
"	Rangoon	5	...	...	...	"	Jaigad (& Coast)	122,298	36,982	41,290	47,601
	TOTAL	1,293	...	195	...	"	Jaitapur	301	1,606	7,268	19,763
Moulmein	Mergui	...	2,321	3,338	...	"	Jamnagar	...	170	90	10
"	Rangoon	...	16,295	9,416	...	"	Jodiya	...	56	14	...
	TOTAL	...	18,616	12,764	...	"	Janjira	...	19,090	19,374	30,494
Tavoy	Akyab	...	...	...	...	"	Karachi (& Kathin-war Coast.)	16,946	11,452	10,820	12,180
"	Mergui	...	1,260	2,684	3,404	"	Karbone	...	6,713	1,248	...
"	Moulmein	...	964	1,167	181	"	Karwar (& Coast)	77	1,454	1,339	2,224
"	Penang	...	...	...	...	"	Kumpta	...	617	476	785
"	Rangoon	...	2,730	6,570	11,656	"	Malwan	...	38,335	50,604	29,556
"	Victoria Point	...	444	21	10	"	Mandwa	...	596	...	...
"	Other Ports	...	...	...	14	"	Mangrole (& Coast)	464	3,099	2,766	2,355
	TOTAL	...	5,398	10,442	15,265	"	Marmaga (& Coast)	1,419	5,487	7,246	7,266
Kyaukpyu	Rangoon	376	...	...	...	"	Mawa	...	5,312	...	5,457
"	Akyab	857	...	...	...	"	Maprol	...	5,376	2,703	...
	TOTAL	1,233	...	...	...	"	Moosa Kazi	...	26,357	21,372	547
Mergui	Palank	...	...	...	418	"	Panjim (Gon)	126,312	15,482	41,018	28,438
"	Maliwun	...	544	1,862	764	"	Porebunder	...	4,957	4,181	2,239
"	Moulmein	...	574	820	...	"	Purgad	...	...	...	6,159
"	Rangoon	...	2,848	10,584	6,681	"	Rai	...	7,398	1,279	...
"	Tavoy	...	138	...	...	"	Ratnagiri	...	30,582	40,519	38,910
"	Palaw	...	439	...	...	"	Rewadanda	...	24,791	24,000	33,614
	TOTAL	...	4,538	13,266	7,863	"	Roha	...	6,592	...	...
	TOTAL, BURMA	35,298	48,115	56,997	34,723	"	Salaya	...	653	581	89
Calcutta	False Point	123	...	...	...	"	Shrivardhan	...	9,787	11,284	9,914
"	Alba & Chandbally	66,952	...	...	...	"	Tadri	...	782	1,030	834
"	Chittagong	...	5,831	5,396	47	"	Teveri	...	...	2,149	7,317
"	Balalore	1,295	...	...	...	"	Tona	...	676	465	51
"	Puri	700	...	...	...	"	Vengurla	...	21,704	31,116	24,766
Chittagong	Barisal	...	358	538	381	"	Verawal	...	5,099	4,312	3,839
Calcutta	Coast ports	655	...	...	...	"	Viziadung (& Coast)	566	35,858	36,738	25,140
Chittagong	Calcutta	5,065	1,783	1,785	...						
Balalore	Do.	429	...	...	...			
Chittagong	Cox's Bazar	...	14,519	15,104	10,364						
Puri	Calcutta	985	...	...	...			
Chittagong	Danlatkhan	...	832	385	769						
"	Hatiya	...	812	1,361	1,309						
"	Ilshaghat	...	137	212	...						
"	Khulna	...	9	23	14						
"	Niamatpur	...	187	339	...						
"	Paterhat	...	184	397	136						
"	Sundip	...	3,763	5,043	6,403						
"	Other ports	...	132	787	12,207						
Chandbally	Calcutta	68,259	...	...	...			
Alba	"	138	...	...	...			
False Point	"	...	...	...	...		
	TOTAL, BENGAL	144,600	28,047	31,370	31,633						
Bombay	Achra	...	...	7,379	5,534	Achra	Bombay and other ports	...	...	11,258	4,302
"	Alibag	...	15,622	18,395	16,335	Alibag	"	...	20,399	17,733	16,062
"	Bankot	...	2,251	639	...	Batkul	"	...	2,135	(a) 1,219	1,939
"	Batkul	...	599	637	1,184	Bankote	"	...	16,587	...	...
"	Bhavnagar	8,232	5,732	3,543	2,453	Bhavnagar	"	7,625	4,806	6,246	2,397
"	Broach	...	3	4,072	...	Boris	"	...	3,066	5,533	8,725
"	Boris	...	5,109	1,289	7,518	Chiveli	Dabhol	...	3,050	2,925	3,287
"	Cutch and Coast	24,379	...	...	...	Cutch-Mandra	Bombay	...	359	495	455
"	Cutch-Mundra	...	284	206	217	Cutch-Mandvi	"	...	28,602	36,961	37,117
"	Cutch-Mandri	...	20,259	22,401	22,894	Cutch and coast	"	28,113	...	...	...
"	Dabhol	...	83,010	53,664	45,968	Dabhol	"	...	66,684	80,026	65,638
						Dasgaon	"	...	6,326	7,257	(a) 7,567
						Devgad	"	...	25,254	38,592	35,607
						Dhalvel	Devgad	...	...	56	318
						Dwarka	Bombay	...	6,851	19,485	7,439
						Fungus	Jambhari	...	4,132	2,667	4,021
						Gowalkote	Alibag	...	11,487	11,468	10,325
						Harnai	Bombay	...	44,416	59,664	49,344
						Harehwar or	"	...	18,606	39,681	39,005
						Bankote	"	...	...	...	...
						Hunawar	"	...	1,631	(a) 787	990
						Jaffrabad	"	...	6,397	15,346	6,873
						Jaigad	"	137,867	58,443	69,467	57,836
						Jamnagar	"	...	104	1,513	465
						Jambhari	Jaigad	...	3,330	2,177	4,386
						Janjira	Bombay	...	21,358	27,054	33,356
						Jodiya	"	...	6	218	(a) 42
						Karbone	Alibag	...	3,738	3,839	4,158
						Karool	Dabhol	...	2,677	2,821	3,211
						Karwar	Bombay	...	9,561	(a) 7,336	7,135
						Kharepatan	Viziadung	...	5,474	892	1,010
						Koukan	Bombay	...	8.1	123	(a) 29
						Kumta	"	...	3,710	2,495	2,266
						Malwan	"	...	42,634	64,963	51,897
						Mobhar	Jaigad	...	...	...	931
						Mutal	Ratnagiri	...	...	...	482
						Broach	Jaffrabad	...	...	69	...

(a) To ports other than Bombay.

Detailed Statement of the Number of Passengers (other than Emigrants and Pilgrims) carried on Short Voyages within the Province whence they sailed, in Native Passenger Ships—continued.

Port of departure.	Port of destination.	NUMBER OF PASSENGERS.				Port of departure	Port of destination.	NUMBER OF PASSENGERS.			
		1889-90	1909-10	1913-14	1919-20			1889-90	1909-10	1913-14	1919-20
... ..	Vizianrug and other ports.	...	909	153	390	Madras	Masulipatam	183	...	...	...
... ..	Bombay	...	2,421	...	...	"	Coconada	199	...	...	...
... ..	Bombay and other ports.	669	2,513	3,931	1,800	"	Bimlipatam	189	...	...	...
... ..	Alibag or Bombay.	...	4,377	5,238	5,554	"	Vizagapatam	240	...	...	...
... ..	Bombay and other ports.	1,509	22,655	17,394	14,024	"	Gopalpur	163	...	...	...
... ..	"	...	...	...	628	"	Calingapatam	12	...	...	...
... ..	"	...	4,276	5,238	6,031		TOTAL	936	...	...	...
... ..	"	213	{ 25,411	{ 38,716	31,485						
... ..	Vizianrug	...	1,629	91	...	Kilakarai	Tuticorin	...	...	215	20
... ..	Janjeri	...	...	...	2,421	"	Dhanushkodi	...	...	...	13
... ..	Dabhol	...	...	2,058	2,337	"	Pamban	...	...	22	10
... ..	"	...	...	...	1,166	"					
... ..	Bombay	147,627	29,457	47,111	44,100		TOTAL	...	...	237	43
... ..	"	...	7,993	15,555	8,325						
... ..	"	...	...	...	7,163						
... ..	Alibag or Bombay.	...	3,115	(a) 1,961	2,735	Gopalpur	Coconada	...	...	1	...
... ..	Bombay	...	55,058	70,118	50,740	"	Vizagapatam	...	...	4	...
... ..	"	...	46,233	28,344	35,948						
... ..	"	...	6,498	303	...						
... ..	Kharepatan	...	...	...	...	Malpe	Kundapur	815	46	35	22
... ..	Bombay	...	141	907	158	"	Mangalore	2,177	437	297	157
... ..	"	...	12,928	15,644	16,416		TOTAL	2,492	463	232	179
... ..	"	...	4,101	5,599	4,502						
... ..	Rai	...	...	461	...						
... ..	Alibag	...	...	7,845	10,412						
... ..	Bombay	...	251	300	41						
... ..	"						
... ..	"	...	34,625	55,062	55,245						
... ..	"	...	4,927	7,699	4,006						
... ..	Vizianrug (and coast.)	2,840	35,925	40,684	38,370						
... ..	Ratsnagiri	...	...	...	371	Cochin	Aleppey	...	7	1	...
... ..	"	...	...	...	148	"	Madras	...	4	...	...
... ..	"	...	...	...	...	"	Calicut	...	2	3	...
... ..	Bombay	11,652	17,167	18,201	10,197	"	Tuticorin	...	2	...	...
... ..	Cutch-Mandvi	...	9,071	11,159	6,703						
... ..	Dwarka	...	1,728	2,229	1,659	Mangalore	Kundapur	...	416	265	163
... ..	Jamnagar	...	208	341	73	"	Calicut	1,033	...	...	...
... ..	Mangroi	...	79	155	56	"	Malpe	...	492	184	306
... ..	Porebunder	...	2,618	3,915	1,500		TOTAL	1,033	903	449	469
... ..	Salaya	...	257	492	97						
... ..	Veraal	...	376	535	318						
... ..	Other ports	...	317	475	143						
... ..	Bombay and other ports.	...	21,565	31,199	23,387						
... ..	TOTAL	11,652	53,336	68,701	43,133						
... ..	Alibag	...	112	...	...	Cuddalore	Madras	...	...	...	6
... ..	Rewadanda	...	615	...	...	"	Pondicherry	...	...	2	...
... ..	Roha	...	20	...	...				
... ..	TOTAL	...	747	...	...				
... ..	Rai and other ports	...	998	...	...				
... ..	TOTAL, BOMBAY AND SIND.	639,695	1,322,720	1,601,302	1,411,488						
... ..	Pamban	...	159	71	...	Calingapatam	Baruva	...	3	2	...
... ..	Gopalpur	2,111	...	...	...	"	Coconada	...	1	...	...
... ..	Madras	20	...	...	...			
... ..	Calingapatam	4	...	...	...	Tondi	Pamban	...	110	21	50
... ..	Cochin	...	...	2	5	"	Devipatnam	...	...	...	40
... ..	Aleppey	...	3	...	...	"	Kottapatnam	...	...	...	70
... ..	Madras	...	2	...	...	"	Tuticorin	...	...	3	...
... ..	TOTAL	...	5	2	5		TOTAL	...	110	34	160
... ..	Negapatam	1	...	...	...			
... ..	Gopalpur	56	...	...	...	Tuticorin	Kulasekharapatam	...	...	192	...
... ..	Masulipatam	57	...	...	...	"	Negapatam	344	...	...	...
... ..	Baruva	4	...	...	...	"	Coconada	...	24	...	...
... ..	Calingapatam	6	...	...	...	"	Bimlipatam	...	...	...	...
... ..	Madras	524	12	...	...	"	Madras	1,280	...	...	...
... ..	Vizagapatam	178	...	...	...	Gopalpur	"	130	...	...	...
... ..	Bimlipatam	57	...	...	...	"	Baruva	...	2	9	...
... ..	Malpe	...	25	12	32	"	Calingapatam	...	4	4	...
... ..	Mangalore	799	273	197	256		TOTAL, MADRAS	*10,501	*2,282	1,653	1,160
... ..	TOTAL	799	298	209	288			820,094	1,401,164	1,691,322	1,478,994

* Detailed figures defective.

(a) Excluding Bombay port of destination.

Detailed Statement of the Number of Passengers (other than Emigrants and Pilgrims) carried on Short Voyages beyond the Province whence they sailed, in Native Passenger Ships, to Ports in India.

Port of departure.	Port of destination.	NUMBER OF PASSENGERS.				Port of departure.	Port of destination.	NUMBER OF PASSENGERS.			
		1889-90	1909-10	1913-14	1919-20			1889-90	1909-10	1913-14	1919-20
Rangoon	Calcutta (Coast Ports and Moulmein).	33,022	140,155	175,299	101,227	Barua	Rangoon	1,059	15,770	12,601	9,245
	Barna	...	882	...	2,540	Bimlipatam	"	1,887	5,508	8,518	1,767
	Cocanada	...	46,192	...	21,828	Calingsapatam	"	4,016	14,770	8,977	5,155
	Madras	22,985	20,375	21,958	14,044	"	Akyab	74	...	...	...
	Bombay	5	...	...	...	Calicut	Bombay	...	288	179	1
	Negapatam (and Colombo).	110	...	...	...	"	Calcutta	...	...	10	...
	Vizagapatam	...	2,719	...	...	TOTAL	TOTAL	...	238	189	1
	Port Blair (and Calcutta-Madras).	408	...	...	480	Cocanada	Rangoon	8,361	29,509	24,339	17,168
	Pooree	...	...	62,371	...	"	Moulmein	5	...	...	...
	Chittagong	...	1,252	...	15,316	TOTAL	TOTAL	8,366	29,509	24,339	17,168
TOTAL	TOTAL	56,530	211,575	259,628	155,435	Cochin	Bombay	...	56	8	...
Akyab	Calcutta	...	...	4,090	15	"	Other ports	...	7	4	...
	Chittagong	18,554	25,749	...	10,480	TOTAL	TOTAL	...	63	12	...
	Rangoon	...	...	3,412	2,189	Cannanore	Bombay	...	157	89	...
TOTAL	TOTAL	18,554	25,749	7,502	12,664	Cuddalore	Rangoon	85	9	...	...
Tavoy	Chittagong	...	...	...	...	"	Calcutta	...	...	1	...
	TOTAL	...	...	...	...	TOTAL	TOTAL	85	9	1	...
Moulmein	Calcutta	...	...	...	34	Gopalpur	Rangoon	2,181	11,006	18,695	15,458
	Chittagong	...	...	...	...	"	Calcutta	572	...	...	...
TOTAL	TOTAL	...	...	...	34	"	Puri	...	2	...	...
TOTAL BURMA	TOTAL BURMA	70,084	237,324	267,130	168,138	TOTAL	TOTAL	2,753	11,008	18,695	15,458
Calcutta	Chandbally	...	...	32,613	31,150	Kundapur	Bhatkal	...	425	283	190
	Akyab	...	...	...	...	"	Bombay	1,604	324	311	750
	Kyaukpyn	...	...	...	...	"	Honawar	...	112	196	113
	Moulmein	...	...	...	...	"	Karwar	...	73	83	78
	Rangoon	38,982	...	...	...	"	Kumpta	...	291	401	182
	Port Blair	...	5	4	...	"	Marmagao	...	239	219	358
	Chittagong	1,183	1,372	1,367	2,316	"	Tadri	...	523	371	338
	Other ports	...	...	1,187	...	"	Vingorla	...	46	102	58
TOTAL	TOTAL	40,165	70,908	129,426	119,121	TOTAL	TOTAL	1,604	2,033	1,971	2,057
Chittagong	Akyab	11,093	33,888	42,128	11,649	Madras	Rangoon	8,431	32,853	50,162	20,502
	Calcutta	...	1,783	...	...	"	Port Blair	19	...	...	...
	Khulna	...	9	...	...	"	Calcutta	167	...	...	...
	Kyaukpyn	40	...	100	116	"	Bombay	1	...	...	...
	Manngow	...	3,396	5,673	10,281	TOTAL	TOTAL	3,618	32,853	50,162	20,502
	Madras	...	248	...	...	Malpe	Bhatkal	...	205	179	106
	Rangoon	8,762	33,708	24,289	11,789	"	Bombay	1,769	1,250	1,474	2,364
Other ports	...	...	81	434	"	Honawar	...	160	150	77	
TOTAL	TOTAL	19,895	73,032	72,271	34,219	"	Karwar	...	81	83	66
Gangesagar	Puri	...	...	2,511	...	"	Kumpta	...	340	266	136
	TOTAL, BENGAL	60,060	143,940	204,203	153,340	"	Marmagao	...	872	768	441
Chandbally	Calcutta	...	...	32,541	27,520	"	Tadri	...	500	467	354
	Puri	...	...	618	222	"	Vingorla	...	81	54	88
TOTAL, BIHAR AND ORISSA	TOTAL, BIHAR AND ORISSA	...	...	33,159	27,742	TOTAL	TOTAL	1,769	3,459	3,441	4,332
Bombay	Calcutta	484	...	...	...	Masulipatam	Rangoon	516	...	...	...
	Kundapur	...	359	319	389	Mangalore	Bhatkal	...	673	724	638
	Malpe	...	1,214	970	2,480	"	Bombay	7,396	3,961	3,949	5,356
	Mangalore	4,316	3,946	3,174	4,281	"	Goa	...	...	466	
TOTAL	TOTAL	4,600	5,519	4,463	7,150	"	Honawar	...	435	228	251
Karachi	Mangalore	...	...	...	...	"	Karwar	...	153	170	156
	Marmagao	...	7	4	...	"	Kumpta	...	441	372	232
	Tuticorin	...	...	5	...	"	Marmagao	...	545	616	...
	Cochin	...	...	...	...	"	Tadri	...	598	673	551
TOTAL	TOTAL	...	7	9	...	"	Tondi	...	...	...	...
TOTAL, BOMBAY AND SIND	TOTAL, BOMBAY AND SIND	4,800	5,526	4,472	7,150	"	Vingorla	...	219	154	199
						"	Other ports	...	28	...	...
						TOTAL	TOTAL	7,496	7,053	6,890	8,164
						Negapatam	Rangoon	15,240	2,963	169	363
						Tellicherry	Bombay	...	148	53	...
						Vizagapatam	Calcutta	...	...	...	...
						"	Rangoon	3,968	25,270	20,022	11,154
						TOTAL MADRAS	TOTAL MADRAS	52,401	150,856	150,779	93,209

† The ports of destination are not specified.

Detailed Statement of the Number of Passengers (other than Emigrants and Pilgrims) carried on Short Voyages beyond the Province whence they sailed, in Native Passenger Ships, to Ports out of India.

Port of departure.	Port of destination.	NUMBER OF PASSENGERS.				Port of departure.	Port of destination.	NUMBER OF PASSENGERS.					
		1889-90	1909-10	1913-14	1919-20			1889-90	1909-10	1913-14	1919-20		
	Total, to Ports in India.	187,845	537,646	659,743	451,734								
Mergui .	Penang . . . . .	...	903	1,561	...	Tondi	Colombo . . . . .	...	8,774	5,383	...		
						"	Kangasenturai . . . . .	...	...	17	...		
							Tricomalee . . . . .	...	...	11	...		
Moulmein .	Mergui . . . . .	...	...	...	...	Ammapatam	Colombo . . . . .	...	12,160	4,914	...		
"	Penang . . . . .	...	...	112	754	Calicut . . . . .	" . . . . .	...	5	1	...		
"	Victoria Point . . . . .	...	...	...	...	Cochin . . . . .	" . . . . .	...	4	2	...		
	TOTAL . . . . .	...	...	112	754	Tellicherry . . . . .	" . . . . .	...	1	...	...
							TOTAL . . . . .	...	8,774	5,401	...		
Rangoon .	Amoy . . . . .	...	3,494	5,365	...	Cuddalore	Singapore . . . . .	...	...	419	391		
"	Penang . . . . .	...	68	...	47	"	Pennag and Singapore . . . . .	...	378	...	...
"	Singapore	8	4,803	9,976	730		Taliamaner . . . . .	...	...	3,772	...		
"	Colombo	9	...	...	...	Danushkodi	Ceylon . . . . .	...	2	...	...
"	Straits	1,200	...	...	...	Cannanore	Singapore . . . . .	...	...	...	38,410		
"	Hongkong . . . . .	...	...	58	...	Madras	Penag and Singapore . . . . .	...	6,188	...	...
"	Shanghai . . . . .	...	...	880	...	"	Colombo	11	...	...	...
	TOTAL	1,217	7,860	16,279	777	"	Galle Straits Settlements	2	...	...	34,100	...	
Tavoy .	Penang . . . . .	...	...	...	115		TOTAL	13	6,188	34,100	38,410		
	TOTAL, BURMA	1,217	8,763	17,952	1,646								
Bombay .	Abodham . . . . .	...	...	...	...	Negapatam	Singapore . . . . .	...	...	59,815	62,617		
"	Aden . . . . .	...	152	75	...	"	Colombo	245	...	...	...
"	Bahrein . . . . .	...	342	458	370	"	Penag and Singapore . . . . .	...	44,526	...	...
"	Bagdad . . . . .	...	87	...	...	" . . . . .	Penang . . . . .	...	...	10,086	...		
"	Bandar Abbas . . . . .	...	350	204	436		TOTAL	245	44,526	69,901	62,617		
"	Busreh	6,644	2,507	2,784	1,333	Mangalore	Ceylon . . . . .	...	3	...	...
"	Bushire . . . . .	...	463	524	635								
"	Charbar . . . . .	...	...	14	...	Pamban	Colombo	96	3,556	1,611	...		
"	Colombo . . . . .	...	...	159	...	"	Ballicofa . . . . .	...	68	152	...		
"	Dubai . . . . .	...	256	404	193	"	Jaffna . . . . .	...	61	529	...		
"	Gwadar . . . . .	...	116	74	...	"	Kal Kuda . . . . .	...	25	...	...
"	Hanjam . . . . .	...	...	67	289	"	Kaita . . . . .	...	...	232	...		
"	Jask . . . . .	...	96	327	2	"	Kangasenturai . . . . .	...	107	470	...		
"	Koweit . . . . .	...	100	199	216		TOTAL	96	3,812	2,994	...		
"	Linga . . . . .	...	183	165	102	Tuticorin	Colombo	17,901	125,036	155,848	18,982		
"	Mahomera . . . . .	...	219	583	1,014	Cochin . . . . .	" . . . . .	...	...	...	2		
"	Muscat . . . . .	...	374	403	271		TOTAL, MADRAS	18,255	200,889	277,352	120,402		
"	Pasni . . . . .	...	25	9	3								
	TOTAL	6,644	5,270	6,448	4,863		Total, to Ports out of India	26,116	230,958	321,995	140,198		
Karachi .	Abaden . . . . .	...	...	...	1								
"	Bahrein . . . . .	...	846	1,423	945								
"	Bandar Abbas . . . . .	...	675	664	908								
"	Busreh . . . . .	...	5,075	4,287	3,833								
"	Bushire . . . . .	...	1,095	1,913	988								
"	Charbar . . . . .	...	857	1,051	969								
"	Dubai . . . . .	...	351	787	418								
"	Gwadar . . . . .	...	2,259	2,573	494								
"	Hanjam . . . . .	...	...	207	478								
"	Jask . . . . .	...	274	220	220								
"	Koweit . . . . .	...	334	253	443								
"	Linga . . . . .	...	252	468	239								
"	Mahomera . . . . .	...	445	3,292	1,783								
"	Muscat . . . . .	...	1,700	1,970	1,287								
"	Ormara . . . . .	...	...	51	...								
"	Pasni . . . . .	...	1,836	1,084	281								
"	Other ports . . . . .	...	37	...	...						
	TOTAL . . . . .	...	16,036	20,243	13,232								
	TOTAL, BOMBAY AND SIND	6,644	21,306	26,691	18,145								