



Ceylon Government Gazette

EXTRAORDINARY.

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Part I.—Minutes, Proclamations, Appointments, &c.

Separate paging is given to each Part in order that it may be filed separately.

HIS EXCELLENCY THE GOVERNOR has directed the publication of the following papers, relating to the proposed Graving Dock, for general information.

Colonial Secretary's Office,
Colombo, January 26, 1897.

By His Excellency's command,
E. NOEL WALKER,
Colonial Secretary.

The Right Hon. J. CHAMBERLAIN to Governor the Right Hon. Sir J. WEST
RIDGWAY, K.C.B., K.C.S.I.

Ceylon.—No. 1.

Downing street, January 1, 1897.

SIR,—WITH reference to my despatch No. 303 of 5th November, 1895, I have the honour to transmit to you the enclosed copy of a report by Messrs. Coode, Son, and Matthews, regarding the proposed Graving Dock at Colombo. The plans referred to in this report will be sent to you separately by the Crown Agents for the Colonies.

2. You will observe that the estimated cost of a dock suited to the requirements of the Navy is £318,000, being £63,000 more than the estimated cost of such a dock as would be required for commercial purposes only.

3. The report of the Consulting Engineers was carefully considered by a small Departmental Committee consisting of representatives of the Admiralty and the Colonial Office, and correspondence subsequently passed between these Departments in regard to the amount of the contribution which could be made from Navy Funds towards the cost of construction of a dock large enough for Imperial purposes.

4. I have now to inform you that Her Majesty's Government have agreed to a contribution from Imperial Funds of £159,000, namely, half the total estimated cost, if the Colonial Government will provide the other half; subject, however, to the stipulation, that when, if ever, the net receipts from the commercial part of the undertaking become sufficient to pay interest and sinking fund on the amount borrowed by the Colony for its share of the work (including, of course, the repayment of any sums advanced for this purpose from the general revenues of the Colony), any further surplus should be applied in some way—possibly by the reduction or abolition of charges to Her Majesty's ships—to recoup this country for its contribution.

5. There must be an understanding that the Admiralty shall have priority of use of the dock at all times, and there may be other details to be arranged, in regard to which I will address you further after I hear from you whether the Colonial Government agrees to provide half the cost of the proposed dock.

6. I request that you will take the earliest opportunity of bringing the question before the Legislative Council, and that you will report to me by telegraph what are your own views and those of the Council in the matter.

I have, &c.,
J. CHAMBERLAIN.

Enclosure.

Messrs. COODE, SON, & MATTHEWS to the CROWN AGENTS.

Westminster Chambers,
9, Victoria street, S.W., January 30, 1896.

Colombo Harbour.—Proposed Graving Dock.

GENTLEMEN,—IN accordance with the instructions conveyed in your letter of 21st June, 1894, we have the honour to present the following report with respect to the Graving Dock and other works in connection therewith, proposed to be constructed at "Uplands" on the eastern margin of the Harbour at Colombo.

2. Upon looking into this matter on the receipt of the instructions above referred to, it was evident that before we could furnish definite estimates for the contemplated works, special data, more particularly sections and borings, were absolutely necessary. The information at that time available relative to the nature of the bottom and sea bed, especially with regard to the existence or otherwise of rock in the entrance, was not of such a detailed and reliable character as is essential for the proper laying out of important works of this description.

3. We accordingly considered it advisable to forward instructions to the Colony for the preparation of such data as appeared to be required. These particulars were to have been available by the time of our inspection of the site at Colombo towards the end of 1894; but in consequence of the unusual prolongation of the south-west monsoon it was not found practicable to proceed with the borings over the sea bed until the middle of November, so that the results were not in our possession sufficiently early to enable us to complete our designs and estimates prior to our departure from Colombo, as we had hoped to have done.

4. Moreover, before the completion of the estimates it was desirable that a decision should be arrived at with reference to the proposed coaling depôt between Kochchikade and "Uplands," recommended in our report of 19th November, 1894, seeing that the length, and to some extent the character, of the southern wing of the entrance to the dock, would be governed by the width of the reclamation to the southward thereof. The execution of the coaling depôt was sanctioned in November last.

5. Having regard to the foregoing, and with the concurrence of His Excellency the Governor, we considered it advisable to defer the preparation of this report until our return to England after making the inspections at Hongkong and in the Cape Colony, which we had arranged to undertake after leaving Colombo.

6. Since our return from Ceylon in July last, we have carefully reconsidered the details of the design of the dock, and have had prepared such further drawings, based on the new data, as were necessary to enable the quantities to be calculated for the estimates. We therefore now beg to submit the following report, accompanied by four explanatory drawings marked A, B, C, and D, respectively.*

Accompanying Drawings.

7. *Drawing A* is a plan of the Harbour of Colombo whereon the works executed are shown by brown colour; those sanctioned, comprising the North-east and North-west Breakwaters, the reclamations, and the coaling depôt, by red tint; whilst the proposed graving dock, the guide pier, the entrance works, and the approach channel are indicated by green colour and green cross lines. The dock and entrance as shown on this sheet have been designed for the accommodation of ships of Her Majesty's Navy of the "Renown" class, an outline midship section of which was laid down by the Director of Works on the drawing returned to us with your letter dated 21st June, 1894.

8. *Drawing B* shows by brown and red tints respectively the works executed and sanctioned, and by green colour and crossed lines a dock, entrance works, and approach channel, suitable for the reception of the largest class of passenger and merchant steamers.

9. *Drawing C* gives the general configuration, in plan and cross sections, of the Naval dock; whilst *Drawing D* shows similar details with respect to a dock suitable for merchant steamers, ample provision being made in the latter for expansion of existing dimensions.

Inspection of Site.

10. There can be no question as to "Uplands" being admirably adapted as a site for a graving dock, as to the surface configuration of the ground and the position of the site with regard to the harbour. The borings also give satisfactory results, more particularly with regard to the area on which the dock would be constructed. Some difficulty would be experienced in forming the channel

* Not reproduced.

in consequence of the existence of boulders, which were at first mistaken for compact rock, but on closer investigation proved to be isolated masses lying mostly on the surface and over a comparatively small area of the channel, near the shore.

11. We have no hesitation in expressing a confident opinion as to "Uplands" being the most suitable site available in the port for the construction of the proposed graving dock, nor can there be any question as to vessels of the largest class, both of the Navy and the Mercantile Marine, being safely and conveniently docked and undocked, under all conditions of wind and weather, when the outer sheltering works have been completed and the entrance to the dock formed as shown on the drawings.

12. A collateral and undoubted advantage associated with the "Uplands" site will be found in the provision of the deep-water sheltered area under the proposed North-West Breakwater, which will be available on the completion of that work. On this area ships of the Navy could be moored, and would there find ample shelter at all times. Moreover, the docking and undocking of ships, especially those of the Navy, could be carried on, as we pointed out in our report of May, 1893, without interference with the business portion of the harbour.

13. The area of the land at "Uplands" which has been acquired by the Colonial Government for graving dock purposes, is edged by green colour on drawings A and B. This area includes high land to the eastward of the dock, which would provide an admirable site for a Naval barracks or other buildings which may be required for the accommodation of officers and crews of vessels whilst the latter are under repair or overhaul in the dock.

Description of Dock suitable for Ships of Her Majesty's Navy.

14. On reference to drawing C it will be observed that the proposed dock for the accommodation of ships of Her Majesty's Navy would be 600 ft. in length on the floor, this length being in our opinion necessary for the reception of the largest class of troopships and mail steamers, allowing for future growth in the dimensions of such vessels. The least width of the dock at the floor level would be 62 ft., and between copings 109 ft., the latter being laid throughout at 7 ft. above high water. The entrance would be 85 ft. in width at coping level, the depth over the cill being 32 ft. at high water, or 30 ft. at low water of ordinary tides.

15. The guide pier on the north side would be 700 ft. in length, placed 20 ft. back from the coping of the dock entrance, so that "camels," or floating pontoons, may be laid alongside to protect the gun sponsons and similar projections whilst taking ships into and out of the dock. On the south side a slope and wave trap would be formed, as shown on the drawings, which would be of service in dissipating any slight undulation which might pass into the entrance channel between the works on the north and south sides. In our report of May, 1893, we pointed out that the undulation near this site, which may be expected to arise from seas passing through the entrances to the harbour, might be taken at about 15 in. during the south-west monsoons, or 18 in. during the north-east monsoons. Such undulations are necessary for the promotion of circulation within the harbour, and on sanitary and health grounds generally. Upon referring to drawing A, it will be observed that the shelter which would be afforded by the north guide pier, when taken in conjunction with the proposed slope and wave trap on the south side of the entrance, should render practicable the convenient docking and undocking of ships in all weathers.

16. The depth in the approach channel leading to the dock would be 3 ft. in excess of that over the cill, or 35 ft. at high and 33 ft. at low water. Based on our experience of this port since 1874, we see no reason to apprehend silting in this channel, other than the mud which usually collects on harbour beds, and which will require occasional removal, an operation which can be readily carried out, when necessary, without interference with the use of the dock.

17. The entrance would be furnished with a sliding caisson of the type usually employed in Her Majesty's Dockyards, which would be drawn back into a decked camber when a ship is to be docked. Special arrangements would be made for the cleaning, painting, and repairing of the caisson in this camber. When placed across the entrance the caisson would form a bridge for the passage of vehicles and foot passengers, but when the caisson is in the camber this traffic would be diverted around the end of the dock over the area shown on the plan, which area would be formed at coping level and be of sufficient extent to admit of the erection thereon of such workshops and sheds as may be required.

Description of Dock suitable for Merchant Steamers.

18. Drawing D gives a plan, longitudinal and cross sections, in outline, showing the dimensions and general configuration of such a dock as would be necessary for the accommodation of the largest class of mail steamers, allowing a reasonable margin for growth in dimensions as previously explained.

19. On reference to the drawing, it will be observed that the dock, as named in paragraph 14, will be 600 ft. in length on the floor, it will also be 94 ft. 6 in. wide between copings, and 52 ft. least width at floor level. The entrance would be 75 ft. wide at coping level, and would have a depth over the cill of 26 ft. at low water, or 28 ft. at high water of ordinary tides. This accommodation would admit of the docking of the largest merchant steamers which are ever likely to frequent the port.

20. The dock would be of the same general character as described for the ships of the Navy, the dimensions being less as to width and depth, both in the dock itself and on the entrance cill, and likewise in the approach channel. The depth in the latter over the area crossed by green dotted lines on the plan would be 29 ft. at low water, or, as in the case of the Naval dock, 3 ft. greater than the depth over the cill.

21. It is proposed that the caisson for this dock shall be of the type known as "ship-shaped," which would be less costly than a sliding caisson, although not quite so readily handled as the latter. As no means are available at Colombo for repairing such a caisson, it will be requisite to provide a

small camber for that purpose, and we have so arranged both on the drawings and in the estimates. The caisson would be lightened, as far as stability would admit, previous to being placed in the camber, the cill of which would be laid at 16 ft. 6 in. below low water. The camber would be formed on the south side of the entrance and adjacent thereto, in the position shown on drawing D.

22. The north guide pier would be 700 ft. in length, as described for the Naval dock, and the south side of the entrance would be provided with a sloped face and wave trap for the reasons previously given.

General Remarks with regard to the construction of the Proposed Dock:

23. The foundations and side walls in each of the designs would mainly consist of Portland cement concrete. The altars, steps, timber slides, and copings would be of selected gneiss blocks, obtained from Mahara quarry; this stone is particularly hard, although not available in large blocks. The bottom of the dock would be pitched with gneiss sets, the gutters and keel-block bedstones being also of gneiss.

24. The entrance work, including penstock and culvert faces, would be of granite, dressed complete, and sent from England. This would be the cheapest mode of procedure for work entailing such high-class dressing, and in some instances necessitating the use of blocks of large size.

25. Suitable centrifugal pumping machinery would be provided for emptying the dock in four hours, without allowing for the cube of the ship, or say in from two to three hours with a ship in the dock of the size of the "Renown."

26. The north guide pier would consist of a heavy wall of concrete blocks to form a quay along the southern face. This wall would be backed with rubble stone, and on the mound so formed and after its consolidation a dwarf retaining wall would be constructed to support the roadway.

27. The dock, in accordance with either design, would be furnished with steps, timber slides, capstans, bollards, fairleads, &c., for the convenient carrying on of the necessary operations.

Estimates.

28. We estimate the cost of the works above described as follows:—

For the Naval Dock and Works in connection therewith.

The dock, with sliding caisson and camber for same, pumping machinery, engine and boiler house, levelling area around dock, and all fittings complete	£	230,300
North guide pier and south slope with wave trap complete	£	76,600
Dredging entrance channel	£	10,800
	Total	£317,700
Say		£318,000.

For the Dock for Merchant Steamers and Works in connection therewith.

The dock, with ship-shaped caisson and small camber for repairing same, pumping machinery, engine and boiler house, levelling area around dock, and all fittings complete	£	185,500
North guide pier and south slope with wave trap complete	£	63,600
Dredging entrance channel	£	5,600
	Total	£254,700
Say		£255,000.

29. The foregoing sums do not provide for the cost of the land, which has already been acquired. They cover contingencies, and include all charges in connection with the satisfactory execution of the works. It has been assumed that such convict labour as can be spared without detriment to the Harbour Extension Works, will be provided gratuitously, as in the case of those works.

Probable Earnings and Working Expenses.

30. We much regret that we are unable to furnish any reliable estimate of the gross earnings which may be expected to follow upon the execution of the proposed works. Captain Donnan, the Master Attendant at Colombo, in his report to the Colonial Secretary, dated 21st August, 1894, which was forwarded to us with your letter of 9th November last, estimates the gross receipts at Rs. 38,806 per annum.

31. Captain Donnan's estimate does not take into consideration the revenue which would be derived from the docking of disabled ships which now pass Colombo, knowing that no accommodation is available there for their repair. We fear even an approximate estimate of such increased revenue cannot be made, nor does there appear to be a sufficient basis on which to found a safe estimate of the extent to which the dock would be used by ships ordinarily frequenting the port. There can be no question, we think, that simultaneously with the growth of the trade of the port and its extended use by ships frequenting it for coaling and other purposes, the demand for a graving dock will also increase, and that the revenue which would be derived from such a work would consequently grow. We presume from Captain Donnan's remarks that such prospective increase is not contemplated in his estimate, and would therefore have to be added thereto. Referring to this subject, Captain Donnan remarks in his report that he has no doubt that if a dry dock were established at Colombo it would draw a certain number of vessels to the port, who would find it convenient to use the dock, "as docks established in new localities generally do."

32. Colombo not being a terminal port, except for a few steamers of comparatively small size, special lightening of ships before docking, and consequent discharge and storage of cargo, would be considered as generally necessary; therefore these expenses would not be incurred by steamship owners unless required for the rectification of disasters or breakdowns, although we have known cases where large steamers have been satisfactorily docked and repaired without straining and with but little previous relief of weight.

33. As to the benefits which would be conferred on the port of Colombo by the possession of so useful and important an adjunct as the proposed graving dock, and also as to the advantages, from an Imperial point of view, which would be derived from it as affording the means for the repair and overhaul of ships of Her Majesty's Navy, we take it, there can be no question, nor would there appear from conferences on the subject which we have had with influential residents in the Colony, that any doubt is entertained there on these points.

34. In view of the experience of the Kowloon docks at Hongkong and the Tanjong Pagor docks at Singapore, where considerable industries in the form of launch building, repairing slips, engineering workshops, &c., employing a large number of hands, have grown up around and in connection with the graving docks at those ports, it may be inferred that benefits of a similar character, but probably not for a considerable period on so extensive a scale, would follow to the general trade of Colombo from the execution of the proposed works.

35. The annual expenditure in working charges and upkeep of a somewhat similar graving dock at Table Bay, Capetown, with which we are associated, has been for the last eleven years £19,086, or £1,735 per annum *average* outlay during this period. As the dock at Colombo will be of somewhat greater capacity than that at Table Bay, we consider that £2,000, or Rs. 32,820 at 1s. 2d., the standard rate adopted for the Colombo Harbour Works, will be a reasonable allowance to make for working expenses and upkeep.

36. We may remark that during the eleven years above referred to, the average net percentage paid on the cost of the graving dock at Table Bay, after deducting working expenses and repairs, has been 2.93 per cent. per annum, the percentage varying from 4.24 to 1.46 per annum.

Admiralty Subsidy.

37. In considering the extent to which the Imperial Government should be asked to contribute towards the cost of the proposed dock, we would submit as a fair basis that the Lords Commissioner of the Admiralty should make good the difference between the cost of the two docks and the works associated therewith as given above, and also contribute such a proportion as may appear to be reasonable of the estimated cost of the dock and works for merchant steamers. Their Lordships would also doubtless concur in the payment of all working charges consequent upon the docking of their own ships, and contribute a sum which would compensate for the extra charge due to pumping out, for all time, a larger dock than is necessary for merchant steamers. Such payments would of course ensure to the Lords of the Admiralty priority of use of the dock on all occasions.

Admiralty Coaling Ground.

38. The reclamation northward of the north guide pier and between it and the battery (see drawing A) would be available as a coaling ground for Admiralty purposes, if so desired, and also for the construction hereafter of building slips, workshops, &c., as described in paragraph 34. As previously intimated, such area can be materially increased in extent should additional space be considered necessary. We presume that if any portion of this area is required by the Admiralty it could be leased on such terms as may be agreed upon.

Time required for the execution of the Works.

39. The construction of the graving dock and of the works in connection therewith would occupy about five years. If therefore these works were commenced next year they would be completed somewhat prior to the full execution of the North-east and North-west Breakwaters, but not before sufficient shelter will be provided by those works to admit of the use of the dock. Employment could be found for convicts, if any are available this year, in making such excavations as can be carried on without pumping, the materials so removed being deposited in the area proposed to be reclaimed, where they can be utilized with advantage.

Conclusion.

40. In conclusion, we have to express our thanks to Mr. Bostock, the Resident Engineer, and his staff, for the valuable assistance they rendered to us in this matter when in the Colony. Our thanks are also especially due to the Surveyor-General and his Department for the admirable manner in which the borings, soundings, &c., were taken and the results recorded.

Enclosures.

41. The enclosures at hand with your letter of 9th November last are returned herewith.

We have, &c.,
COODE, SON, & MATTHEWS.

APPOINTMENTS. &c., BY THE GOVERNOR.

HIS EXCELLENCY THE GOVERNOR has been pleased to make the following appointments with effect from February 1, 1897 :—

Mr. PETER DE SARAM to be Additional Police Magistrate for the Judicial Divisions of Colombo, Negombo, Pánaduré, Kalutara, and Avisáwélla, and to be Additional Commissioner of Requests, Avisáwélla.

Mr. W. F. H. DE SARAM to act, temporarily, as Commissioner of Requests and Police Magistrate, Avisáwélla, and while so acting to be Superintendent of the Prison at Avisáwélla.

Colonial Secretary's Office,
Colombo, January 22, 1897.

By His Excellency's command,
E. NOEL WALKER,
Colonial Secretary.

HEADS of Departments are hereby authorized to accept the signature of Mr. P. D. WARREN on behalf of the Acting Surveyor-General.

Colonial Secretary's Office,
Colombo, January 22, 1897.

By His Excellency the Governor's command,
E. NOEL WALKER,
Colonial Secretary.

GOVERNMENT NOTIFICATIONS.

THE following quarantine regulations are published for general information.

Colonial Secretary's Office,
Colombo, January 25, 1897.

By His Excellency the Governor's command,
E. NOEL WALKER,
Colonial Secretary.

REGULATIONS made by the Governor, with the advice of the Executive Council, in pursuance of the provisions in that behalf contained in the 10th section of the Ordinance No. 8 of 1866, intituled "An Ordinance to prevent the spread of Contagious Diseases in this Island," and in pursuance of the Ordinance No. 23 of 1884.

1. The regulations made under the said Ordinance No. 8 of 1866, and published under dates respectively May 6, 1873, August 3, 1876, September 9, 1876, January 26, 1877, February 10, 1877, February 2, 1888, and July 21, 1896, are hereby severally repealed, except so far as the same or any of them repeal any previous regulations.

2. The master or other person in charge of any vessel entering or about to enter any port of this Island, in which vessel any case of cholera, yellow fever, Asiatic plague, smallpox, or other disease dangerous to the public health may have occurred within a period of ten days previous to the date of the arrival of such vessel, shall notify this fact by hoisting a signal, which signal shall be in the day time a yellow flag at the fore, and in the night time two lighted lanterns, one over the other, at the same masthead; and such master or other person as aforesaid shall not take up anchoring ground within the said port without having obtained the previous sanction of the Master Attendant or other officer in charge of the port, nor without such leave shall he hold any communication with the shore or with any shipping within the said port.

3. It shall be the duty of the health officer, or medical officer nominated by the Governor, to proceed without delay on board any vessel entering or about to enter any of the ports aforesaid, in which vessel any case of cholera, yellow fever, Asiatic plague, smallpox, or other disease dangerous to the general health shall have occurred within ten days previous to the date of the arrival of such vessel as aforesaid, and such health officer or other medical officer as aforesaid shall inspect the crew and passengers of such vessel, and make careful inquiry as to the nature of the diseases then existing on board thereof, and make a report thereon to the Master Attendant or other officer in charge of the said port.

4. Whenever cholera, yellow fever, Asiatic plague, smallpox, or other disease dangerous to the general health shall be actually prevailing amongst any of the crew or passengers of any vessel as aforesaid, it shall be the duty of the health officer or the medical officer of the port to report the state of the facts to the Master Attendant or other officer in charge of the port. Thereupon the Master Attendant or other officer in charge of the port shall, if so required by the said medical officer, place the vessel in quarantine, and shall require the master or other person in charge of such vessel as aforesaid to take the said vessel out to sea for a period of ten days, or to anchor at any place to be appointed for that purpose for a period of ten days, or until the said medical officer of the port reports that she may be released.

5. Every vessel entering or about to enter any port of this Island shall, if cholera, yellow fever, Asiatic plague, smallpox, or other disease dangerous to the public health has been prevalent in or about any port which she may have left within the ten days immediately preceding her arrival here, whether such port be within or without this Island, and no such disease shall have appeared on board, be subjected to a quarantine for such period not exceeding ten days as the health officer or the medical officer of the port of arrival shall deem advisable. The master or other person in charge of such vessel shall notify the fact of his having last sailed from an infected port by hoisting signals as in regulation 1 of the Regulations of February 2, 1888, provided with reference to vessels on board of which disease has appeared; and the rules in the same regulation contained as to anchoring or holding communication with the shore shall apply to the case of vessels coming under this regulation.

6. It shall not be lawful for any person not duly authorized thereto by a written permit from the health officer or medical officer of the port to go on board of any vessel placed in quarantine, while the signals provided for in clause 2 are being exhibited; nor shall any person leave such ship unless for the purposes set forth under clause 8, or until such vessel shall have been duly released from quarantine.

7. It shall not be lawful for any boat, canoe, barge, lighter, or other means of conveyance used for passengers or goods, licensed or unlicensed, to go alongside of, or be attached to, any vessel placed in quarantine under these regulations, unless such boat, canoe, barge, lighter, or other means of conveyance used for passengers or goods should have received written permission to do so (under any restrictions deemed necessary to be exercised for the prevention of quarantine) by the health officer or medical officer of the port.

8. It shall be lawful for the health officer or the medical officer of the port, into which any vessel subject to quarantine shall enter, to allow the passengers to land before the expiration of the quarantine, and to require such passengers to perform their quarantine on shore in such place as such officer shall determine.

9. All persons on board any vessel in quarantine are hereby prohibited from communicating with the shore beyond the limits of any place which may be set apart for performing quarantine on shore, or with any vessel in the roadstead or port or vicinity thereof, except with the permission of the health officer or medical officer of the port; and all persons are hereby prohibited from going on board any vessel in quarantine, except with such permission as aforesaid. And all persons required to perform quarantine in any place on shore are hereby prohibited during such quarantine from leaving such place or communicating with any person beyond or outside such place without such permission aforesaid. And all persons not in quarantine are hereby prohibited from communicating with any persons in quarantine on shore, except with such permission as aforesaid.

10. It shall be lawful for every officer, duly authorized by the Government in that behalf, to appoint a sufficient number of subordinates for the purpose of enforcing any of these rules in respect of any vessel liable to quarantine, at the expense of the owners of such vessel; and the master or other person in charge of such vessel shall pay the subordinates so appointed and defray all expenses incurred in pursuance of this rule. It shall be the duty of the officer in charge of the Custom-house to refuse port clearance to such vessel until all such demands be discharged.

11. It shall be lawful for every officer duly appointed as aforesaid, with the sanction of Government, to appoint as many places for performing quarantine on shore as may be required, and to provide accommodation at such places for passengers on board any vessel liable to quarantine, at certain fixed fees to be determined from time to time by the Government, which fees shall be payable by the master or other person in charge of such vessel. No person shall be permitted to leave the places so appointed within ten days from the date of the last case of the disease for which quarantine was enforced, unless with the previous sanction of the said officer duly authorized as aforesaid.

12. It shall not be lawful for the master or other person in charge of any vessel coming under the conditions specified in clauses 2, 4, and 5 hereinbefore preceding to communicate with, or to land any person or persons or goods, in any part of the coast of this Island, not being a duly authorized port.

13. Any of the duties and powers vested by these regulations in the health officer or the medical officer of the port may be performed and exercised by any person duly authorized by the Governor in that behalf.

14. Disobedience to any of the above regulations will subject the offender, and all persons aiding and abetting him, to a prosecution under section 11 of Ordinance No. 8 of 1866.

15. His Excellency the Governor nominates the following medical officers to carry out these regulations, and these officers have authority to nominate health officers to act for them in the minor ports:—

For all the ports in the Island	...	The Principal Civil Medical Officer and Inspector-General of Hospitals.
For the ports in the Western Province	...	Dr. J. L. Vanderstraaten, Colonial Surgeon.
For the port of Colombo	...	Mr. H. A. Keegel, Port Surgeon.
For all the ports in the Southern Province	...	Dr. John Attygalle, Colonial Surgeon.
For the port of Galle	...	Dr. Joseph Carbery, Port Surgeon.
For the Eastern Province	...	Mr. E. de Livera, Senior Medical Officer, Eastern Province.
For the port of Trincomalee	...	Mr. E. Hallock, Assistant Colonial Surgeon.
For the ports in the Northern Province	...	Mr. H. Thornhill, Senior Medical Officer of the Northern Province.
For the ports in the North-Western Province	...	Dr. E. Gratiaen, Colonial Surgeon.