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Supreme Court of Ceylon  
No. 21 (Final) of 1957

District Court, Colombo  
No. 33028/M

UNIVERSITY OF LONDON  
W.C.1.  
1 SEP 1957  
INSTITUTE  
LECT

IN HER MAJESTY'S PRIVY COUNCIL  
ON AN APPEAL FROM  
THE SUPREME COURT OF CEYLON

63624

BETWEEN

THE ATTORNEY-GENERAL of Ceylon

..... *Plaintiff-Respondent-Appellant*

AND

THE SCINDIA STEAM NAVIGATION COMPANY LIMITED, India

..... *Defendant-Appellant-Respondent*

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RECORD  
OF PROCEEDINGS

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..... *Plaintiff-Respondent-Appellant*

AND

THE SCINDIA STEAM NAVIGATION COMPANY LIMITED, India

..... *Defendant-Appellant-Respondent*

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RECORD OF PROCEEDINGS

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## PART II

## EXHIBITS

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No. 1

No. 1  
Journal Entries  
31.8.54 to  
20.2.59

Journal Entries

IN THE DISTRICT COURT OF COLOMBO

No. 33028.	THE ATTORNEY-GENERAL of
Class : V	Ceylon ..... Plaintiff.
Amount : Rs. 14,279.19	
Nature : Money (Bill of Lading)	THE SCINDIA STEAM NAVIGATION COMPANY LTD.,
Procedure : Regular	India..... Defendant.

10

JOURNAL

(1)

The 31st day of August, 1954.

M/s. B. K. Billimoria & A. H. M. Sulaiman Proctors file appointment and Plaint together with Bills of Lading.

Plaint accepted and Summons ordered for 15th October 1954.

Sgd. L. W. DE SILVA,  
*District Judge.*

(2)

15.10.54

20 Summons not issued on Defendant.

Issue now for 19.11.54

Intd. \_\_\_\_\_,  
*D. J.*

(3)

15.11.54

30 Mr. B. K. Billimoria, Proctor for Plaintiff moves court to allow the summons on the defendant Co. to be issued for service on M/s. The Scindia Steam Navigation Co. Ltd., c/o Narrottam & Pereira Ltd. Prince Street, Colombo, who are the agents in Ceylon of the Defendant Co. in this case.

To be mentioned on 19.xi.54 with reasons why the order for summons was not complied with twice.

Intd. \_\_\_\_\_,  
*D. J.*

No. 1  
Journal Entries  
31.8.54 to  
20.2.59  
—(contd.)

(4)

19.11.54

Mr. B. K. Billimoria for Plaintiff (Crown)  
Summons not issued on Defendant.  
Case called—Vide (3)  
Motion allowed for 21/1/55.

Intd.———,  
D. J.

(5)

24.11.54

Summons issued on Defendant—vide 2.

10

(6)

21.1.55

Mr. B. K. Billimoria for Plaintiff (Crown) summons served on  
Manager, M/s. Narrottam & Pereira Ltd. as agents of Defendant.  
Defendant is absent.  
M/s. Julius & Creasy file Defendant's proxy.  
Answer on 25.2.55.

Intd.———,

(7)

25.2.55

Mr. B. K. Billimoria for Plaintiff (Crown)  
M/s. Julius & Creasy for Defendant.  
Answer filed.  
Trial on 12 & 13 December, 1955.

Intd.———,  
D. J.

20

(8)

23.11.1955

Proctor for Plaintiff files lists of witnesses & documents and moves 30  
for summons.  
Proctors for Defendant received notice,  
Allowed.

Intd.———,  
D. J.

(9)  
24.11.1955

No. 1  
Journal Entries  
31.8.54 to  
20.2.59  
—(contd.)

Proctor for Plaintiff moves for an order of Court requiring Defendant to admit the genuinness of the 52 receipts issued by Defendant between 10.9.1953 and 17.9.1953 & signed by the Chief Officer relating to 100652 bags of rice being cargo shipped on SS "Jalaveera" which sailed from Rangoon on 17.9.1953 which receipts are material to this action and are listed under item 21 of Plaintiff's list of documents dated 21.11.1955.

10 Allowed.

Intd. \_\_\_\_\_,  
D. J.

(10)  
25.11.55

Summons issued on 21 witnesses by Plaintiff.  
Notice issued to Defendant's Proctor.

(11)  
29.11.1955

Proctor for Plaintiff files additional lists of witnesses and documents and moves for summons.

20 Proctors for Defendant received notice.  
Allowed.

Intd. \_\_\_\_\_,  
D. J.

(12)  
30.11.55

Summons issued on 4 witnesses by Plaintiff.

(13)  
30.11.1955

30 Proctors for Defendant file additional list of witnesses and move for summons.

Proctors for Plaintiff received notice.  
Allowed.

Intd. \_\_\_\_\_,  
D. J.

No. 1  
Journal Entries  
31.8.54 to  
20.2.59  
—(contd.)

(14)

30.11.1955

Proctors for Defendant file list of witnesses and move for summons.  
Proctor for Plaintiff received notice.  
Allowed.

Intd.———,  
D. J.

(15)

2.12.1955.

Proctor for Plaintiff files additional lists of witnesses and documents 10  
and moves for summons.  
Proctors for Defendant received notice.  
Allowed.

Intd.———,  
D. J.

(16)

2.12.55

Summons issued on 2 witnesses by Plaintiff.

(17)

2.12.1955

Proctors for Defendant tender notice on behalf of Defendants 20  
denying the genuinness of the documents specified in the notice dated  
25.11.1955, filed of record by Proctor for Plaintiff.

A copy of the notice has been sent to Proctor for Plaintiff by  
registered cover and copy was delivered to him by hand. They also file  
registered postal receipt.

File.

Intd.———,  
D. J.

(18)

7.12.55

Summons issued on 3 witnesses.  
by Defendant.

30

(19)

10.12.1955

Proctor for Plaintiff filed additional lists of witnesses and docu-  
ments with notice to Proctors for Defendant and moves for summons.

Allowed.

Intd.———,  
D. J. 40

(19a)  
10/12

Summons issued on 2 witnesses by Plaintiff.

(20)  
12.12.55

Trial (1) vido (7)  
Mr. B. K. Billimoria for Plaintiff (Crown)  
M/s. Julius & Creasy for Defendant.  
Call on 27.1.56.

10

Intd.———,  
D. J.

(21)  
27.1.56

Case called— Vide Journal Entry (20)  
Terms of Settlement—not filed.  
Trial 11th & 12th June, 1956.

Intd.———,  
D. J.

(22)  
20 5.4.56

Summons issued on 31 witnesses by Plaintiff.

(23)  
28.5.56

Summons issued 3 witnesses by Defendant.

(24)  
6.6.1956

Proctor for Plaintiff files list of documents.  
Proctors for Defendant received notice.  
File.

30

Intd.———,  
D. J.

No. 1  
Journal Entries  
31.8.54 to  
20.2.59  
—(contd.)

(25)  
11.6.56

Trial (1) vide (21)  
Mr. B. K. Billimoria for Plaintiff.  
M/s. Julius & Creasy for Defendant. Vide proceedings (25) filed  
call case on 18.6.56.

Intd. \_\_\_\_\_,  
D. J.

(26)  
18.6.56

10

Case called vide (25)  
Mr. B. K. Billimoria for Plaintiff.  
M/s. Julius & Creasy for Defendant.  
Trial refixed for 27 & 28/9/56 and 8/10/56

Intd. \_\_\_\_\_,  
D. J.

(27)  
11.8.1956

Proctor for Plaintiff files additional list of witnesses and moves  
to issue summons.  
Proctors for Defendant received notice.  
Allowed.

20

Intd. \_\_\_\_\_,  
D. J.

(28)  
17.8.56

27 Subpoenas issued by Plaintiff.

Intd. \_\_\_\_\_,  
D. J.

(29)  
17.8.56

30

With notice to Proctor for Defendant Proctor for Plaintiff files  
Plaintiff's additional list of witnesses and documents and moves for  
Summons on the witnesses.  
Allowed.

Intd. \_\_\_\_\_,  
D. J.



(30)

25.8.56

1 Subpoena issued by Plaintiff W. P.

Intd.———.

(31)

6.9.1956

Proctor for Plaintiff files interrogatory to be administered on Defendant & moves that Court be pleased to allow same to be served on Proctors for Defendant.

10 Allowed.

Intd.———,  
D. J.

(32)

11.9.56

Notice of Interrogatories issued on Proctors for Defendant.

Intd.———.

3 Subpoenas issued by Defendant.

Intd.———.

(33)

20 24.9.56

With reference to the Interrogatory served on Proctors for Defendant by the Plaintiff they move that the Court be pleased to grant them time till 26th Sept., 1956, within which to answer the said interrogatory.

Proctors for Plaintiff received notice and objects.

Allowed.

Intd.———,  
D. J.

(34)

26.9.56

30 With reference to the order dated 10th Sept., 1956, Proctors for Defendant move to file affidavit of Pieris Mathew Lopez by way of answer to the interrogatory served on them and they move for an order after such inquiry if any as this Court thinks fit that the Defendant Co. is not obliged to answer the said interrogatory and that the Plaintiff is not entitled to have the Defendant answer it.

Proctor for Plaintiff received notice.

No. 1  
Journal Entries  
31.8.54 to  
20.2.59  
—(contd.)

- (35)  
27.9.56  
Trial (2) Vide (26)  
Mr. B. K. Billimoria for Plaintiff.  
M/s. Julius & Creasy for Defendant. Vide Proceedings (35) filed.  
Further Trial 28.9.56  
Intd.———.
- (36)  
28.9.56  
Trial  
Vide proceedings (36) filed. 10  
Address 16.10.56.  
Intd.———.
- (37)  
16.10.56  
Addresses vide (36)  
Mr. B. K. Billimoria for Plaintiff.  
M/s. Julius & Creasy for Defendant.  
Addresses for 25.10.56.  
Intd.———. 20
- (38)  
25.10.56  
Addresses Vide (37)  
Mr. B. K. Billimoria for Plaintiff.  
M/s. Julius & Creasy for Defendant. Vide Proceedings (38) filed.  
Judgment 22.11.56.  
(Submit 5.11.56).  
Intd.———.
- (39) P1-P28 filed.
- (40) D1-D5 filed. 30
- (41)  
22.11.56  
Judgment not ready.  
Judgment 6.12.56.  
Intd.———.

(42)

6.12.56

Judgment delivered in open Court—Vide judgment.

Intd.-----.

(43)

Decree entered.

(44)

18.12.56

No. 1  
Journal Entries  
31.8.54 to  
20.2.59  
—(contd.)

10 M/s. Julius & Creasy Proctors for Defendant-Appellant file Petition of Appeal against the Judgment of this Court dated 6.12.56 and move that the same be accepted and filed of record. They also tender stamps to the value of Rs. 13.50 for Certificate in Appeal (Rs. 27 for Supreme Court Judgment kept in Secy's safe). Notice under Section 756 of the Code to be issued for service on the Plaintiff-Respondent giving notice that on behalf of the Defendant-Appellant, will on 28.12.56 (or sooner if possible) deposit in Court to the credit of this case Rs. 200 as security for the costs of appeal of the Plaintiff-Respondent; application for two typewritten copies of the record for the purpose of the appeal in terms of the Civil  
20 appellate Rules 1938 (including 2 copies for the Judges).

They further move that on the petition of appeal being accepted the Court be pleased to allow the Notice under Section 756 of the Code to be issued for service on the Plaintiff-Respondent ret'ble 28.12.56 & that an order to deposit be issued to them for Rs. 24 to be deposited in the Colombo Kachcheri to the credit of this case as the costs of the two typewritten copies of the record. Stamps are affixed to blank certificate in appeal form and cancelled.

1. Accept.

2. Issue notice for 28.12.56.

30

Intd.-----,  
D. J.

Notice of security issued to W. P. ret'ble forthwith.

Intd.-----.  
19/12.

(45)

18.12.56

Proctors for Defendant appellant file application for typewritten copies of the Record under Civil appellate Rules & apply for copies as per particulars & move for a paying in Voucher for Rs. 24.

40 Issue.

Intd.-----,  
D. J.

No. 1  
Journal Entries  
31.8.54 to  
20.2.59  
—(contd.)

(46)  
Paying in Voucher for Rs. 24 issued.  
19.12.

(47)  
28.12.56

Case called Vide (44)  
Mr. B. K. Billimoria for Plaintiff-Respondent.  
M/s. Julius & Creasy for Defendant-Appellant.  
Notice of tendering security served on the Proctor for Plaintiff-Respondent.  
Amount offered as Security is accepted. On Bond being perfected & filed issue notice of appeal for 8.2.57.

10

Intd.———,  
A. D. J.

(48)  
Paying in Voucher for Rs. 200 issued.

(49)  
28.12.1956

Proctors for Defendant-Appellant file notice of appeal duly stamped with a copy of Petition of Appeal and precept to Fiscal for service on Proctor for Plaintiff-Respondent. 20

They also file Security Bond hypothecating Rs. 200 deposited as security together with Kachcheri Receipt for Rs. 200. They further file Kachcheri Receipt No. X/13 010433/2564 of 21.12.1956 for Rs. 24 being fees for typewritten copies.

Issue Notice of appeal for 8.2.57.

Intd.———,  
A. D. J.

Notice of appeal issued to W. P. Ret'ble 6.2.57.

Intd.———, 30  
31.12.56.

(49b)  
Kachcheri Receipt X/13 010838/2969 of 28.12.56 for Rs. 200 filed.

Intd.———.

(49c)  
Kachcheri Receipt X/13 010433/2564 of 21.12.56 for Rs. 24 filed.

Intd.———.

(50)  
4.1.56

Proctor for Plaintiff-Respondent files application for typewritten copies of the record under civil appellate rules and moves for copies of the record as per particulars therein.

File.

Intd.———,  
A. D. J.

(51)  
10 30.1.1957

Appeal Branch calls for additional fees as the brief consists of 219 pages.

M/s. Julius & Creasy—Rs. 156.

Mr. B. K. Billimoria—Rs. 180.

Call for them by registered post.

Intd.———,  
A. D. J.

(52)  
31.1.57  
20 Fees called for from Proctors by registered post.

(53)  
8.2.57

Notice of appeal served on Proctor for Plaintiff-Respondent (Crown).

Forward record to Supreme Court.

Intd.———,  
D. J.

(54)  
15.2.57  
30 Kachcheri Receipt X/13 No. 488 of 6.2.57 for Rs. 156 filed.

016409

Intd.———.

(55)  
15.2.57

Kachcheri Receipt X/13 No. 778  
\_\_\_\_\_ of 8.2.57 for Rs. 180 filed.

016699

Intd.———.

No. 1  
Journal Entries  
31.8.54 to  
20.2.59  
—(contd.)

(56)  
21.5.57

Record forwarded to Registrar, Supreme Court, with 2 briefs for the Judges and cancelled stamps to the value of Rs. 27 for the S. C. Decree.

Intd. \_\_\_\_\_,  
*Asst. Secy.*

(57)  
8.12.1958

Registrar, Supreme Court returns record with Supreme Court judgment. The order of District Judge is set aside and Plaintiff's action is dismissed. 10

Plaintiff-Respondent to pay to Defendant-Appellant the taxed costs in both courts.

Proctors to note.

Intd. \_\_\_\_\_,  
*D. J.*

(58)  
20.2.1959

Registrar, Supreme Court calls for case record as an application for Final Leave to appeal to Privy Council has been filed. 20

Forward record.

Intd. \_\_\_\_\_,  
*D. J.*

**Plaint of the Plaintiff**

IN THE DISTRICT COURT OF COLOMBO

THE ATTORNEY-GENERAL of Ceylon ..... *Plaintiff.*

No. 33028/M. vs.

THE SCINDIA STEAM NAVIGATION Co., LTD.,  
India..... *Defendant.*

On this 31st day of August, 1954.

10 The plaintiff of the Plaintiff above named appearing by Behram Kaikhushroo Billimoria and his assistant Abdul Hameed Mohamed Sulaiman, his Proctors, states as follows :—

1. The Plaintiff is Her Majesty's Attorney-General for the Island of Ceylon and brings this action on behalf of the Crown.

2. The Defendant is a Company incorporated in India Limited in liability and having its Registered Office in Bombay, India.

3. That the cause of action hereinafter set forth arose at Colombo, within the local limits of the jurisdiction of this Court.

4. That the Defendant Company was at all times material to this action the owner of ss. " Jalaweera ".

20 5. That prior to the dates material to this action, the defendant Company at the Port of Rangoon, Burma, undertook the carriage by sea from the said Port of Rangoon to the Port of Colombo of a consignment of Rice shipped by The State Agricultural Marketing Board, Union of Burma, Rangoon, and consigned to the Director of Food Supplies, Colombo.

30 6. That in pursuance of the aforesaid undertaking there was shipped on board the ss. " Jalaweera " at the Port of Rangoon, and the Defendant Company took delivery of, a total quantity of 100,652 bags of Rice for carriage as aforesaid. The three Bills of Lading relating to the said shipment and dated the 14th September 1953, the 16th September 1953 and the 17th September 1953 respectively are annexed herewith marked P1, P2 and P3 respectively and are pleaded as part and parcel of this plaint.

7. That the defendant Company made delivery at Colombo to the Director of Food Supplies of only a quantity of 100,417 bags of Rice, that is to say 235 bags less than the full quantity taken delivery of at the Port of Rangoon as aforesaid.

No. 2  
Plaint of the  
Plaintiff.  
31.8.54.  
—(contd.)

8. That notice of a claim for short delivery of the aforesaid 235 bags of rice was notified in writing to the Defendant Company within one month of the arrival of the said ss. "Jalaweera".

9. That by reason of the default in delivery of the 235 bags of Rice by the Defendant Company, a cause of action has accrued to the plaintiff as representing the Crown to sue the Defendant Company for the recovery of a sum of Rupees Fourteen Thousand Two hundred and seventy-nine and cents nineteen (Rs. 14,279·19) being the full value of the said 235 bags of rice, and of the freight charges, Customs duty, warehouse rent, harbour dues and insurance which said sum or any part thereof the Defendant Company has refused and neglected to pay though thereto often demanded.

10

WHEREFORE THE PLAINTIFF PRAYS:—

- (a) for judgment against the Defendant Company in a sum of Rupees Fourteen Thousand Two Hundred and Seventy-Nine and cents nineteen (Rs. 14,279·19) together with legal interest thereon from date hereof till date of decree and thereafter on the aggregate amount of the decree till payment in full,
- (b) for costs of suit, and
- (c) for such other and further relief in the premises as to this Court shall seem meet.

20

(Sgd.) B. K. BILLIMORIA,  
*Proctor for Plaintiff.*

DOCUMENTS FILED WITH THE PLAINT

Bills of Lading dated 14th September 1953, 16th September 1953, and 17th September, 1953, respectively, marked P1, P2 and P3.

(Sgd.) B. K. BILLIMORIA,  
*Proctor for Plaintiff.*

Settled by :

(Sgd.) V. S. A. PULLENAYAGAM,  
*Crown Counsel.*



**Answer of the Defendant**

IN THE DISTRICT COURT OF COLOMBO

THE ATTORNEY-GENERAL of Ceylon ..... *Plaintiff.*

No. 33028/M.

*vs.*THE SCINDIA STEAM NAVIGATION COMPANY  
LIMITED, India ..... *Defendant.*

On this 23rd day of February, 1955.

10 The answer of the Defendant above named appearing by Geoffrey Thomas Hale, Frederick Claude Rowan, Joseph Francis Martyn, Henrick Theodore Perera, James Arelupar Naidoo, and Alexander Richard Neville de Fonseka, carrying on business in partnership in Colombo under the name, style and firm of Julius and Creasy and their Assistants John Patrick Rogan, Alexander Nereus Wiratunga, Lena Charlotte Fernando, Francis Luke Theodore Martyn, Rex Herbert Sebastian Phillips, Reginald Frederick Mirando, William Henry Senanayake, John Ajasath Rancoth Weerasinghe and Bertram Manson Amarasekera, Proctors, states as follows :—

20 1. While admitting the averments contained in paragraph 1 of the plaintiff, the Defendant denies that the Plaintiff is in law entitled to institute or bring this action against the Defendant, and pleads further that no rights whatsoever have accrued to the Plaintiff entitling him to institute this action.

2. The Defendant admits the averments contained in paragraph 2 and 4 of the plaintiff.

3. The Defendant denies the averments contained in paragraph 3 of the plaintiff.

4. As a matter of law the Defendant pleads that this Court has no jurisdiction to entertain, hear or determine this action.

30 5. Save as may be expressly admitted hereinafter Defendant denies the averments contained in paragraphs 5 and 6 of the plaintiff.

6. The Defendant denies all and singular the several averments contained in paragraphs 7, 8 and 9 of the plaintiff.

7. By way of further answer the Defendant pleads as follows :—

(a) At the Port of Rangoon, Burma, the Defendant undertook the carriage by sea of a cargo shipped by The State Agricultural Marketing Board, Government of Burma, subject to the

No. 3  
 Answer of the  
 Defendant.  
 23.2.55.  
 —(contd.)

terms and conditions of Bills of Lading referred to herein-  
 after, for carriage and delivery, subject to the terms and  
 conditions of the said Bills of Lading, at the Port of Colombo  
 the Director of Food Supplies, Colombo.

(b) The Bills of Lading referred to in the plaint were signed or  
 issued by or on behalf of the Commander of the Steamship  
 Jalaweera. The Defendant pleads as part and parcel of  
 this answer all the terms, conditions, and provisions of the  
 said Bills of Lading.

8. It was provided in the said Bills of Lading :— 10

- (a) that the weight, contents and value of the said goods or cargo  
 when shipped were unknown,
- (b) that the ship was not responsible for bursting of bags and loss  
 of contents,
- (c) that the ship was not responsible for weight of bags on outturn.
- (d) that the Defendant is not liable for any loss or damage resulting  
 from theft or pilferage on board or elsewhere by any persons  
 whomsoever or from any act or neglect or default of any  
 servant of the Company at any time or place.

9. The said vessel voyaged from Rangoon to Colombo direct and 20  
 without touching at any intermediate Port. The entire quantity of  
 goods or cargo on board the said vessel were discharged in Colombo  
 alongside the vessel's tackle and thereupon, in terms of the said  
 Bills of Lading and in law the liability of the Defendant absolutely  
 ceased.

10. In the premises pleaded in paragraphs 8 and 9 of this answer  
 and both in law and in terms of the provisions and conditions of the  
 said Bills of Lading, the Defendant is not liable to the Plaintiff or  
 to any other person for any number of bags or the contents thereof or  
 for the value of the same as alleged by the Plaintiff. 30

11. In all the premises aforesaid the Defendant is not liable to the  
 Plaintiff for the value of 235 bags or for any number of bags nor is  
 the Plaintiff entitled to sue for the value of the contents of any  
 number of bags.

12. If 235 bags were short in Colombo upon the ship's arrival in 40  
 Colombo neither in law nor in terms of the said Bills of Lading is the  
 Defendant liable, whether the shortage arose from the bursting of  
 bags or any other cause whatsoever, and whether the bursting of  
 bags was due to insufficiency of packing or not. The Defendant  
 pleads that if there was a shortage of 235 bags arising or resulting  
 from any other cause, there was no actual fault or privity of the  
 carrier and no fault or neglect of the agents or servants of the  
 Defendant, and the Defendant is not liable.

13. Delivery in full to the Director of Food Supplies of all the goods to which he was entitled has been completed and effected in fact, in law and in terms of the said Bills of Lading.

No. 3.  
Answer of the  
Defendant.  
23.2.55.  
—(contd.)

14. The claim of the Plaintiff was not made within the limit of time provided in the said Bills of Lading and the Plaintiff is not in law entitled to seek to recover any sum of money in this action.

15. In no event is the Plaintiff entitled to claim or to receive the sum of Rs. 14,279·19 as claimed in the Plaint.

10 Wherefore the Defendant prays that the Plaintiff's action be dismissed, for costs of suit and for such other and further relief as to this Court seems meet.

(Sgd.) JULIUS & CREASY,  
*Proctors for Defendant.*

Settled by :

S. J. KADIRGAMER,  
*Advocate.*

No. 4.  
Proceedings  
before the  
District Court  
12.12.55.

No. 4

**Proceedings before the District Court**

D. C. 33028/M

12th December, 1955.

Mr. Samarakoon with Mr. D. E. de Silva for the Plaintiff instructed.

Mr. Kadirgamer for the Defendant instructed.

Mr. Kadirgamer says there is a possibility of arriving at a settlement in this case. He asks that the case be called six weeks hence.

Mr. Samarakoon has no objection.

Take case off trial roll and call on 27.1.56 for settlement.

Intd. \_\_\_\_\_,  
D. J.

10

12.12.55

## Proceedings before the District Court

No. 5.  
Proceedings  
before the  
District Court  
11.6.56.

D. C. 33028/M.

11th June, 1956.

Mr. Adv. John de Saram informs me that Mr. Adv. S. J. Kadirgamer, who is appearing for the defendant in this case, is ill and unable to appear, and asks that the case be postponed.

Mr. Victor Tennekoon, Crown Counsel, with Mr. Wanasundera, Crown Counsel, appears for the plaintiff, and they have no objection.

I direct that this case be called on 18th June, 1956, to fix another  
10 date of trial.

This trial is fixed for tomorrow also. It will be taken off the trial roll for tomorrow.

(Sgd.) K. HERAT,  
D. J.

11.6.56.

No. 6.  
Proceedings  
before the  
District Court.  
18.6.56.

No. 6

**Proceedings before the District Court**

D. C. 33028/M

18th June, 1956.

Mr. Victor Tennekoon, Crown Counsel, instructed by Mr. Billimoria for Plaintiff.

Mr. S. J. Kadirgamer with Mr. John de Saram instructed by Messrs. Julius & Creasy for defendant.

Trial is refixed for 27th and 28th September, 1956, and 8th October, 1956.

(Sgd.) K. HERAT,  
*D. J.*

10

18.6.56.

Interrogatories

IN THE DISTRICT COURT OF COLOMBO

THE ATTORNEY-GENERAL of Ceylon ..... Plaintiff.

No. 33028/M vs.

THE SCINDIA STEAM NAVIGATION Co., LIMITED,  
India ..... Defendant.

I move for leave of Court to administer the following Interrogatory on the Defendant in the above proceedings.

10 I further move that the Court be pleased to allow such Interrogatory to be served on Messrs. Julius & Creasy, Proctors for the Defendant.

Colombo, 6th day of September, 1956.

(Sgd.) \_\_\_\_\_,  
Proctor for Plaintiff.

INTERROGATORY REFERRED TO ABOVE

20 Do you admit or deny that the Indian Carriage of Goods by Sea Act 1925, and the Schedule thereto referred to in the Paramount Clause occurring in each of the Bills of Lading, marked P1, P2 and P3 dated 14th, 16th and 17th September, 1953 filed with, and pleaded as part and parcel of the plaint in the above action, is, and was at all material dates, " mutatis mutandis " identical with the Carriage of Goods by Sea Ordinance of Ceylon and the Schedule thereto (Chapter 71 of the Legislative Enactments of Ceylon) ?.

30 The texts of the aforesaid Indian Carriage of Goods by Sea Act 1925 and its schedule and of the Carriage of Goods by Sea Ordinance of Ceylon and its schedule (Chapter 71 of the Legislative Enactments of Ceylon) published under the authority of their respective governments are available at the office of the Crown Proctor, Colombo, for inspection if necessary.

(Sgd.) \_\_\_\_\_,  
Proctor for Plaintiff.

No. 8.  
Affidavit of  
P. M. Lopez.  
25.9.56.

No. 8

**Affidavit of P. M. Lopez**

IN THE DISTRICT COURT OF COLOMBO

THE ATTORNEY-GENERAL of Ceylon ..... *Plaintiff.*

No. 33028/M vs.

THE SCINDIA STEAM NAVIGATION COMPANY LIMITED, India ..... *Defendant.*

I, Pius Mathew Lopez of Colombo, an Attorney of Narottam and Pereira Limited, Colombo, who are the Agents of Scindia Steam Navigation Company Limited, India, make oath and say as follows :— 10

1. The Defendant is a Company with limited liability incorporated in India.

2. An interrogatory dated 6th September 1956, and addressed to the Defendant Company was served on the Proctors Messrs. Julius & Creasy of Colombo.

3. The said interrogatory has not been addressed or delivered to any named member or officer of the Defendant Company.

4. I am advised and accordingly I state on behalf of the Defendant Company that the Defendant Company is entitled in law to refuse to answer the said interrogatory and the Plaintiff is not entitled in law to serve or deliver the said interrogatory on the Defendant Company. The said interrogatory deals with a question of law and the plaintiff is not entitled to have the Defendant answer the same nor is the Defendant obliged in law to answer it. Further I am advised and I accordingly state that the said interrogatory is irrelevant. 20

5. It is the legal right of the Defendant Company in terms of the Civil Procedure Code and in terms of the law to refuse to answer the said interrogatory and the refusal to answer the same is not a wilful disregard of the order of this Court nor is it a failure to comply with the order of this Court. 30

(Sgd.) P. M. LOPEZ,

Signed and sworn at Colombo this 25th day of September, 1956.

Before me,

(Sgd.) Illegibly.  
J. P.



Proceedings before the District Court. Issues Framed & opening  
address of Counsel

D. C. 33028/M

27th September, 1956.

No. 9.  
Proceedings  
before the  
District Court.  
Issues framed  
and opening  
address of  
Counsel for  
Plaintiff.  
27.9.56.

Mr. V. Tennekoon C. C. with Mr. J. W. Perera C. C. instructed by  
Mr. Billimoria for the plaintiff.

Mr. S. J. Kadirgamer instructed by Messrs. Julius & Creasy for  
the defendant.

Mr. Tennekoon suggests the following issues :

10 1. Was a quantity of 100652 bags of rice shipped on board the  
ss. Jalaweera for carriage by the Defendant from Rangoon to  
Colombo ?

2. Did the Defendant Company make delivery of a quantity of  
only 100417 bags of rice, that is 235 bags less than the quantity taken  
delivery of at Rangoon ?

3. If issues 1 and 2 are answered in favour of the Crown, did  
defendants become liable to compensate the Crown in respect of the  
value of 235 bags of rice short delivered ?

4. What is the reasonable value of the 235 bags of rice ?

20 Mr. Kadirgamer suggests :

5. (a) Is the plaintiff entitled to institute, or bring this action  
against the defendant ?

(b) Have any rights accrued to the Plaintiff entitling him to  
institute this action against the defendant ?

6. (a) At the port of Rangoon in Burma did the defendant under-  
take the carriage by sea of a cargo shipped by the State Agricultural  
Marketing Board, Government of Burma, subject to the terms and  
conditions of the Bills of Lading, referred to in the plaint.

30 (b) In terms of the said Bills of Lading did the defendant under-  
take to carry and deliver subject to the terms and conditions of  
the said Bills of Lading, the said cargo at Colombo to the Director  
of Food Supplies ?

7. Were the Bills of Lading referred to in the plaint signed or  
issued by, or on behalf of the Commander of the Steamship  
Jalaweera ?

8. Were the provisions set out in para. 8 of the answer contained  
in the Bills of Lading ?

9. Did the vessel voyage from Rangoon to Colombo direct, without  
touching at any intermediate port ?

No. 9.  
 Proceedings  
 before the  
 District Court.  
 Issues framed  
 and opening  
 address of  
 Counsel for  
 Plaintiff.  
 27. 9. 56.  
 —(contd.)

10. Was the entire quantity of the cargo on board the vessel discharged in Colombo alongside the vessel's tackle ?

11. Upon discharge of the cargo as aforesaid in Colombo did the liability of the defendant cease in terms of the Bills of Lading ?

12. Is the defendant liable to the plaintiff (a) for any number of bags, (b) for the contents of any bags, or, (c) for the value of 235 bags as alleged by the Plaintiff ?

13. If 235 bags were short in Colombo (a) is the defendant liable whether the shortage arose from the bursting of bags or any other cause whatsoever, (b) was there any actual fault or privity of the defendant, or by any agent or servant of the defendant ? 10

14. Has delivery been effected in full to the Director of Food Supplies of all the goods from ss. Jalaweera to which he was entitled ?

15. Was any claim made as provided in the Bills of Lading within the limits of time therein provided ?

16. If issues 5 to 15, or any one or more, are answered in favour of the defendant is plaintiff entitled to judgment ?

Mr. Tennekoon raises the further issue :

17. (a) Even if issue 15 is answered in favour of the defendant was the claim made after the time limit provided in the said Bills of Lading, 20

(b) Was the claim referred to in issue 17 (a) entertained by the defendant ?

18. If issues 17 (a) and (b) are answered in favour of the Crown is plaintiff entitled to maintain this action ?

Mr. Tennekoon opens his case and marks the bills of lading dated 14.9.53, 16.9.53 and 17.9.53, P1, P2 and P3. He marks the manifest submitted by the Master of the vessel, when it arrived in Colombo, P4. The entries passed by the Director of Food Supplies before taking delivery of the cargo, P6, dated 30.9.53 and P6A 30 additional entry passed by him dated 7.x.53. He marks a bundle of 144 boat notes taken from the Blue book of the Customs P7. Letter dated 3.x.53, from the Director of Food Supplies to Narottam & Pereira, Agents of the Defendant Company, P8. Letter dated 27.x.53 from the Director of Food Supplies to Narottam & Pereira, and the New Landing and Shipping Company, P9. Letter dated 29.x.53 from the Director of Food Supplies to Narottam & Pereira, P10. Letter dated 17.11.53 from the Director of Food Supplies to Narrotam & Pereira, P11, and annexure P11a. Letter dated 20.11.53 from Narottam & Pereira to the Director of Food Supplies, P12 Letter dated 9.12.53 from the Director of Food Supplies to Narottam & Pereira P13. Letter dated 30.12.53 from Narottam and Pereira to the Director of Food Supplies P14. Letter dated 40

7.1.54 from the Director of Food Supplies to Narottam & Pereira, P15. Letter dated 3.2.54 from Narottam & Pereira to the Director of Food Supplies P 16. Letter dated 8.3.54 from the Director of Food Supplies to Narottam & Pereira P17. Letter dated 19.3.54 from Narottam & Pereira to the Director of Food Supplies, P18. Letter dated 9.4.54. from the Director of Food Supplies to Narottam & Pereira, P19. Letter dated 18.5.54 from Narottam & Pereira to the Director of Food Supplies P20. Letter dated 14.6.54 from Narottam & Pereira to the Director of Food Supplies P21. Letter dated 22.7.54 from Messrs. Julius & Creasy to the Director of Food Supplies P22. Letter dated 28.8.54 written by the Crown Proctor to the defendant, P23. Letter dated 15.9.54 from Messrs. Julius & Creasy to the Crown Proctor P24. Three tally books of deliveries ex warehouse P25A, P25B and P25C.

No. 9.  
Proceedings  
before the  
District Court.  
Issues framed  
and opening  
address of  
Counsel for  
Plaintiff.  
27.9.56.  
—(contd.)

10

Mr. Kadirgamer has no objection to these documents being produced.

Mr. Tennekoon calls :

M. L. D. Caspersz—Sworn.

Evidence of  
M. L. D.  
Caspersz  
Examination.

20

43. *Director of Food Supplies, and Food Commissioner.* I have been the Director of Food Supplies from July 1953 and before that the Director was Mr. Alvapillai. We are both servants of the Crown.

The Government had become the sole importer of rice to Ceylon from about 1942. The importation is done solely by the Director of Food Supplies. We get a lot of rice from Burma. This too was a shipment of rice from Burma purchased by the Government. The arrangement was that the rice should be consigned to the Director of Food Supplies. The shipper in this case was the State Agricultural Marketing Board of Burma.

30

In September 1953, a quantity of rice purchased by the Government in this manner was shipped on the ss. Jalaweera. In respect of that shipment there were three Bills of Lading, P1, P2 and P3 received dated the 14th, 16th and 17th September, 1953. There is entered against the number of packages, 2187 bags in P1. The total number of bags stated in P2 is 47992 and in P3 50473 bags. They total 100652 bags.

40

(Mr. Kadirgamer and Mr. Tennekoon agree to submit a typed statement of the law as at 1953 of the Indian Carriage by Goods by Sea Act.) This statement is to be accepted by the parties as a correct statement of the Indian Carriage of Goods by Sea Act.

With regard to each consignment of rice, the amount, the order to the seller, the freight, etc., are all entered in a ledger. I produce a certified extract from that ledger P26, page 88. The cost and expenses incurred in respect of the shipment by the ss. Jalaweera which arrived on 23.9.53 are shown there. The F. O. B. cost of

Evidence of  
M. L. D.  
Caspersz  
Examination.  
—(contd.)

the rice was Rs. 5,708,331·92. The freight paid on it, was Rs. 234,445·19 and the amount paid to the Customs by way of duty, rent and dues Rs. 158,234·65. This cargo was not insured. That is because it was cheaper to the Government to bear any loss than to insure it. What we would have paid to the insurance company is not credited to a special fund.

Q. If the shippers effected a Marine Insurance on this consignment how much would have been paid ?

(Mr. Kadirgamer objects to the question)

We have done the exportation of sugar from Ceylon on behalf of the Government. We have insured those stocks. 10

The Crown has claimed a sum of Rs. 14,279·19 as the cost of the 235 bags of rice.

Q. In computing that amount did you add anything by way of insurance ? I believe so. I added a sum of Rs. 14,856·94 as the cost of hypothetical insurance on the entire cargo. That is about  $\frac{1}{4}$  per cent. I added  $\frac{1}{4}$  per cent. of the total value of the consignment and that is Rs. 14,856·94 on the whole consignment including the 235 bags. The F O B cost, duty, rent and dues to the Customs plus National insurance is Rs. 6,115,868·70. On that basis the value of one bag would be Rs. 60·76 $\frac{1}{4}$ . On that basis the value of the 235 bags would be Rs. 14,279·19. The price we pay for rice is the cheapest obtainable in the market. That would normally represent the world market price of rice at that date. The price today is slightly cheaper. In September 1953 that was the price we actually paid for the rice and that represents the general market price. If the marine insurance is subtracted Rs. 60·76 would be the cost of a bag of rice which was imported. 20

When the ship arrives in Colombo with the rice delivery is effected on a guarantee given by me. That means that the rice can be delivered without the bills of lading on the guarantee given by me undertaking to pay any claims. The Bills of Lading come direct to me from the shippers. There is a Port Working Committee which appoints the Landing Company to discharge the cargo from any particular ship. They allocate a particular ship to a particular landing company. The fees of the landing company have to be borne by the consignees of the goods. In this case the landing company selected to land the cargo was the New Landing and Shipping Company, Ltd. The bags of rice are in the hold of the ship. In the Port of Colombo there was no alongside quay to discharge cargo and it is not so even today. The rice had to be brought ashore in lighters and that has to be done by the landing company. The landing company would take their lighters alongside the ship and the cargo would be put into the lighters by means of cranes on the ship. While the bags are being lifted and put into the 30 40

lighters they would be tallied both by some person on behalf of the ship and by a person on behalf of the landing company. I have no representative there at that stage. Some of these lighters take as much as 1000 bags of rice on a trip. When the lighter is filled with bags it starts for the shore. The boat note is prepared by the Landing Company's representative. The Agent of the ship keeps a tally and somebody on behalf of the ship initials one copy of the boat note. Four or five carbon copies of the boat note are prepared. The tindal of the lighter is given three of the copies to be taken ashore. The tindal takes the rice to the fumigation office and there he hands over one to the person incharge of the fumigation and after that he goes to the landing jetty. At the landing jetty the cargo is again carried ashore by the Landing Company. If there is any discrepancy in the number mentioned in the boat note a note of that is made on the boat note itself. If there is an excess that is also noted. That is the practice.

(Shown boat notes P7). On the first boat note the quantity stated is 1101 bags and there is a note there, landed 1101. The next boat note shows 1113 and the endorsement is landed 1113. There is that kind of endorsement on every one of these boat notes.

(Shown boat note No. 138). Here the endoresment is " contents of lighter 563 bags— landed 574. There were 11 bags in excess.

(Shown boat note No. 143). This states contents said to be 78 bags, reported landed 82, and also it is said four overlanded. In these two boat notes there has been an excess of 15 bags over the boat note quantity.

The number of bags covered by the boat notes when added totals 100402 and with the 15 in excess the figure totals to 100417. On these figures there is a difference of 235 bags from the quantity of bags shown in the bills of lading.

(Shown boat note No. 143). It is stated here " 250 bags more in dispute, if landed to be delivered ". That endorsement is the original endorsement made by the landing representative. Each of these boat notes is signed by the Chief Officer. There is a place for the signature of the Chief Officer and somebody in the vessel signs it.

When these bags of rice are taken out of the hold there is invariably a fairly large quantity of loose rice in the bottom of the hold that comes out from the bags themselves. The bags are landed by means of hooks and there are the holes made by these hooks through which the rice leaks out, and also these bags are stacked one on the top of the other and the bottom ones have the weight of all the other bags and that causes the rice to leak out of the bottom bags. After the bags are put into lighters and taken ashore the sweepings is also sent by the lighters. The sweepings are collected as they become available, that is after the good bags are sent. There are several

Evidence of  
M. L. D.  
Caspersz  
Examination.  
--(contd.)

holds in the ship. Three or four days after the discharging commences the Landing Company informs my representative that there is so much sweepings in the hold and to enable these sweepings to be collected my representative gives to the Landing Company a certain number of empty bags. These bags are specially marked to indicate that they are sweepings bags. These bags may be old bags of a previous consignment but they are marked "SW". These bags are taken on board ship and the stevedore puts the sweepings into those bags and they are handed over to the Landing Company to be put into lighters. If any lighter is carrying good bags and sweepings bags that fact is stated in the boat note itself. 10

(Shown boat Note No. 129). This states contents said to be 987 bags of rice, packed in single gunnies and 80 bags mixed sweeping and the weight of these 80 bags is given individually in lbs.

(Shown boat Note No. 112). This says 121 bags as sweepings.

Boat note No. 115 states 18 bags sweepings, boat Note No. 129 says 80 bags sweepings, boat note No. 133 gives 10 bags sweepings, boat note No. 134 gives 17 bags sweepings, boat note 141 gives 11 bags, boat note 142 gives 44 bags, boat note 143 gives 41 bags and boat note No. 144 gives 45 bags, totalling to 297 sweepings bags. 20

By the time the cargo arrives in Colombo some of the bags are torn and before they are slung over the side of the ship they have to be repaired and that is done. If such bags are discharged into a lighter reference to that fact is made in the boat note. I point to boat note Nos. 116, 117 and 118 to show that. I point to boat note No. 39 which has a reference to 9 torn and repaired bags, boat note No. 42 which has reference to 10 torn and repaired bags and boat note No. 49 which has reference to 14 torn and repaired bags. In all the boat notes there is shown 541 torn and repaired bags. If a bag is completely empty the general practice is to deliver that empty bag to us without the contents. That would be entered in the boat note. Any empty sweepings bags which are not used are returned ; that is entered in the boat notes. In this case there was not a single original bag mentioned as completely empty as having been delivered to the landing company. 30

The Landing Company takes the cargo into the warehouse. These are warehouses allotted to certain landing companies. Rice is landed into the Custom's Warehouses. From the warehouse the rice is delivered into my lorries and transported to my granaries. At the time of delivery ex warehouse there is a tally made which is done in the presence of a customs officer. P25A P25B and P25C are the tally books of deliveries ex warehouse. These tally books ultimately go into the Blue Book of the Customs. These three books show a total number of 100417 bags delivered into my lorries. That would represent the good bags. P25C shows the deliveries of sweepings bags and that shows a total of 1804. I took delivery of 40

100417 of the original bags and that would indicate a shortage of 235 bags. I wrote to the agents of the shipping company letter P8 on 3.x.53. I referred there to 250 bags as being short. I wrote a further letter to the Landing Company and to Narottam and Pereira P9 dated 27.x.53 and there was further correspondence thereafter P10 to P24. Narottam and Pereira were the agents of the Defendant Co and one of the letters I sent was P11 by which I sent a claim for the value of 250 bags. Narottam and Pereira nor the defendants did not take up the position at any time that they were not entertaining the claim because it had come late. They denied liability on the merits only. The vessel arrived on 23.9.53.

Evidence of  
M. L. D.  
Caspersz  
Examination.  
—(contd.)

*Cross examined :*

P25A, P25B and P25C record the dates on which deliveries were made to my department. According to P25A delivery commenced on 25.9 when 80 bags were delivered. That would be two days after the arrival of the vessel. The last of the deliveries are shown in P25C and this shows that the last lot of sound bags was delivered on 27.x.53. A total of 100417 sound bags were taken delivery of according to P25C. Later in the book there is a record of the delivery of sweepings. The delivery of sweepings commenced on 12.x.53 and the final lot of sweepings was delivered on 26.x.53. The delivery of sound bags was going on contemporaneously with the delivery of sweepings.

Evidence of  
M. L. D.  
Caspersz  
Cross-  
examination.

P25C shows that a total of 1804 bags of sweepings were delivered to the department. My department would have known the final position in regard to the deliveries of sound bags and sweepings at the least by the 27th October and that was a delivery of 100417 sound bags and 1804 bags of sweepings. The figure of 235 which is claimed is the difference between 100652 and 100417.

(Shown boat note 138 in P7). Although this boat note refers to 563 bags, 574 had in fact been landed. That means that that particular boat and carried 11 bags more than what appeared on the boat note. There had been a miss-tally on that boat. That boat note refers to licensed boat No. 952 and boat note 143 refers to boat CPC4. My department would have discovered that miss-tally immediately the bags were unloaded on shore. My letter P3 of 3.x.53 is the query in connection with the 250 bags short discharged. That figure of 250 was obtained by comparing the Manifested quantity with the numbers shown on the boat notes and the difference was 250. Later the miss-tally was discovered and it was found there were 15 more bags ashore and I made my claim for 235.

Q. Are you aware that as late as November 1953 your department has been demanding payment for 250 bags? Yes, I am aware of that.

Evidence of  
M. L. D.  
Casparsz  
Cross-  
examination.  
—(contd.)

Q. Was that done on purpose or was it a mistake? This had been a claim made by my assistant. I cannot say whether it was done on purpose or by mistake. In P9 the claim is for 235 bags but in P11 of 17.11 there is reference to 250 bags. Thereafter according to the correspondence the demand has been for 250 bags. That is because P9 was sent by one section of my department and P11 by another section. P9 is written by the officer directly in charge of the landing and delivering operations and P11 by my accounts section. The man directly in charge of landing and delivering is Mr. C. A. Dissanayake. I believe he is a witness in this case. 10

(Shown D1). This is a wharf tally statement prepared by Mr. Dissanayake. This is a document which is presented to my office. This is also signed by a checking officer. D1 is dated 28.x.53, that is one day after the last of the deliveries of the original sound bags and sweepings. The form of D1 is in order to keep my office supplied with several relevant details, date of shipment, date of arrival the place from which it came, etc. According to D1 the date of arrival of the ship was 23.9.53 and the date of commencing of discharging cargo is 24.9 and completion of discharging was 2.x.53. Nobody but an authorised landing company can land cargo in the Colombo harbour. The Stevedores take the goods out of the hatch. There are also contactors who do stevedoring work. They are not attached to the landing companies. The stevedore has his own gang of workmen and they take the goods out of the hatch and put them on the sling and the sling discharges the goods into lighters brought alongside the vessel. The Stevedor's function is over when the goods are put into the sling. The Landing Company's functions commence from the moment the goods are in the sling until they are delivered to us. That is they have to put the goods into the lighters and then lighters are brought to the shore alongside the quay and the goods are carried into the warehouse and delivered to me. This consignment of a hundred thousand bags is not a large consignment, it is a normal consignment. It is large by private company standards. I cannot say whether this vessel made a non stop run from Rangoon to Colombo and did not break journey at any intermediate port. The function of discharging the cargo from the vessel according to D1 seems to have been over by 2.x.53 and that means from after that date to 27.x. the bags were in the warehouse and the process of delivering to me would have been going on D1 gives details of the bags that were stitched and the number of bags the mouths of which had burst. It shows that 3687 bags had been stitched and 700 bags had their mouths burst. Bags are liable to get torn and to burst at the mouth. I sent my own man on board the ship to supervise the stitching which is done by the stevedore. I pay for that work. The bags which have their mouths burst are also stitched. The total number of bags stitched and mouths burst was 4367 and the total 20 30 40



weight is given as 4072 cwt. 2 qrs. 20 lbs. Even when a bag is satisfactorily stitched it would be remarked on the boat note as torn and repaired. The Landing Company also supplied me with an outturn.

Evidence of  
M. L. D.  
Caspersz  
Cross-  
examination.  
—(contd.)

(Shown P25C and D1). P25C shows the total of sweepings as 1804 bags from the Landing Co. warehouse and D1 also shows 1804 bags of sweepings. The weight of these bags is given as 2569 cwt. 0 qr. 6 lbs. D1 also refers to 1517 bags weighing 2305 cwt. 3 qrs. 21 lbs. being bags of sweepings.

- 10 Q. What your department physically took delivery of was 100417 bags being original sound bags and also 1804 bags which are the bags referred to in P25C and in D1? Yes. The loose rice found in the holds of the ship is also rebagged in bags supplied by me. No part of that loose rice is put into any of the original bags which may appear to be partially full. When these bags are handled or dealt with in the warehouse after they are brought ashore there is a leakage from the bags and that occurs in the course of the bags being handled when on shore. That spillage is also taken as sweepings and swept up and rebagged by the Landing Company under the supervision of my man. When the bags come into the warehouse they are stacked in the warehouse. The stacking is done by the Landing Company. The transport from the warehouse into my lorries is done by the landing company. The landing company has a storekeeper there who supervises the discharge. When they are in the Customs warehouse they are guarded by the Landing Company. The entire function of handling the cargo from the side of the ship till they come into my lorries is done by the Landing Co. and in this case it was done by the New Landing and Shipping Co. Once they are put into my lorries the landing company's responsibility ceases.
- 20
- 30 The lorries belong to my department and I also hire, lorries. The rice is transported from the warehouse to one of my stores, the Chalmers Granaries. There are also stores at Wellawatte, at Maligawatte and in Jawatte. The rice would go to one or more of these stores.

(Shown D2 dated 19.11.53). In this letter the Landing Company has given the weight of torn and repaired bags as 4072 cwt. 2 qrs. 20 lbs. which is the identical figure on D1 and they have also given the weight of 1804 bags of sweepings as being 2569 cwt. 0 qrs. 6 lbs. which is the identical figure in D1.

40 (To Court :

Q. When bags burst in the hold of the ship will the empty bags be there ?

A. Yes. The normal practice is to collect them and send them to me)

Evidence of  
M. L. D.  
Caspersz  
Cross-  
examination.  
—(contd.)

When bags burst the empties will be in the ship and when they are delivered into lighters a note is made of that in the boat note. I cannot say whether this ship carried only this rice, but I doubt it carried anything else because the Government of Ceylon has a contract with the Conference Line which is a number of shipping companies which undertake to carry rice for the Government of Ceylon and under that contract they cannot carry more than 500 tons of other cargo if they carry my rice. The Bill of Lading has a rubber stamp with the following clause in addition to the printed clauses: "Shipper not responsible for damage from heating or caking of new rice . . . . . and loss of contents". There is also another rubber stamp on the reverse which says "Ship not responsible for weight of bags on out-turn". According to the Bill of Lading freight is payable at the destination. 10

Q. That means that you would pay only for the number of bags which is received by you? No I would pay on the number of bags shown on the Bill of Lading. Actually we do not pay on the number of bags we pay on the weight put into the ship. Freight is payable on the weight said to be delivered into the ship. The rate is given on the Bill of Lading as Rs. 33 per ton and the weight taken is the weight supplied by the shipper declared on the full number of bags. These Bills of Lading reach me before the ship arrives but sometimes they do not come but in any case I would give the guarantee. For taking delivery of the goods I do not use the Bill of Lading. I obtain a delivery order from the agents of the ship. In these case the Agents were Narottam & Pereira. I would have obtained delivery through the New Landing and Shipping Company on the delivery order issued by the Ship's Agents. 20

Adjourned for lunch.

Intd.————, 30  
D. J.  
27.9.56.

D. C. 33028/M

27th September, 1956.

*Trial resumed after lunch*

M. L. D. Caspersz. Recalled—Sworn.

*Cross Examination continued.*

Q. According to you, your claim now is for Rs. 14,279·19? Yes.

That is the value of 235 bags of rice. That includes freight charges, Customs duty, warehouse rent and Harbour dues. The claim in the plaint includes insurance. 40

I was the Director of Food Supplies in 1953. The Department of Food Supplies is a Government department. The Director of Food Supplies is a Government officer. This entire transaction is a transaction on behalf of the Government. The Customs duty referred to in the plaint is Customs Duty payable to the Government of Ceylon.

Evidence of  
M. L. D.  
Caspersz  
Cross-  
examination.  
—(contd.)

Q. One Department of Government does not pay duty to another department of Government ?

A. It is the Customs Law that Customs Duty must be paid for the material imported when it is to be sold to the public.

We paid the duty.

(Shown P6 and P6a). In respect of the total quantity of 100635 bags the Customs Duty paid was Rs. 158,234.

Q. That is Customs Duty alone ? Yes.

Q. You did not pay warehouse rent ?

A. I cannot say that from this document.

Q. P6 and P6a show that you have only paid customs duty of Rs. 158,234 ? Yes.

Q. According to the documents P6 and P6a, nothing was paid on account of warehouse rent and harbour dues ?

A. According to the documents, no.

Q. You do not have any other documents which would show that you paid warehouse rent or harbour dues ?

A. I made a mistake. The Rs. 158,234 includes the warehouse rent and harbour dues. The duty is shown here as Rs. 142,080 ; the balance is rent Rs. 8,000 and harbour dues Rs. 8,000.

Q. In respect of the 235 bags for which you claim, the duty, rent and dues would be the pro-rata proportion ? Yes.

The Customs duty, warehouse rent and harbour dues in this case was money paid by one Government department to another Government department. That is, by the Director of Food Supplies to the Principal Collector of Customs. That was really money passing from the hand of Government to the hand of Government.

Q. The Bills of Lading P1, P2 and P3 were never endorsed by you to anybody ?

A. They were endorsed. These have been signed by us at the back.

The Bills of Lading P1, P2 and P3 that have been produced are the triplicate copies. The originals have been endorsed. You cannot endorse more than the original copy. I produce the original

Evidence of  
M. L. D.  
Caspersz  
Cross-  
examination.  
— (contd.)

copies of the Bills of Lading marked P1a, P2a, and P3a. My Assistant has signed on the back of P1a, P2a and P3a for the Director of Food Supplies, and has dated them 3rd October, 1953.

Q. Having done this, would you have delivered these documents to obtain a delivery order ?

A. We had already obtained the delivery order.

The discharging of the cargo from the ship commenced on 24th September, 1953. As far as the vessel was concerned, the delivery was completed by the 2nd of October, 1953. My Assistant has signed on the 3rd of October, 1953, after they had been discharged from the vessel. I obtained the delivery order from the agents of the defendant Messrs. Narottam & Pereira. A delivery order is a document which is used in commerce to obtain possession of goods which are imported into Ceylon. My Department was taking delivery of these bags of rice from the New Landing and Shipping Co. Ltd. For that purpose I required some document to substantiate my claim. In this case the document I had was the delivery order. 10

An endorsement on the back of a Bill of Lading is one means of transferring title to the goods to which the bill of lading relates. In this case there was no transfer of title to the goods by the Director of Food Supplies to anybody. The title to the goods on the face of the Bills of lading was in the Director of Food Supplies, because the Bills are made out deliverable to the Director of Food Supplies. I did not transfer the right to take delivery to anybody at any time. 20

(Shown P10 dated 29th October, 1953). P10 refers to 541 torn and repaired bags. P10 was not signed by me. It was signed by my Assistant. For the purpose of calculating the weight of 541 bags, I have taken the average weight of a bag to be 159.84 lbs. per bag. In P1 the average weight has been set down by the shipper to be 159.74821 lbs. per bag. In P2 the average weight has been given between 157 and 158 lbs. to five decimal points per bag. In P3 the weights have been given as between 158 and 160 lbs. to five decimal points. I have taken the average of the weights given in the bills P1, P2 and P3. 30

In this case it was found that there was a spillage or leakage from the bags when the bags were in the hold of the vessel. Again it was found that there was a spillage or leakage from the bags when they had been brought into the warehouse. There had been spillage and leakage at two different places.

In P10 I have brought to the notice of Messrs. Narottam & Pereira Ltd. a shortage in 541 bags, which were torn and repaired. The shortage referred to in P10 was a shortage which occurred on board ship. 40

*Re-Examined :*

Evidence of  
M. L. D.  
Caspersz  
Re-examination.  
—(contd.)

D1 is a Wharf Tally Statement. That is a document prepared by my Wharf Assistant. He is an officer of my Department who supervises the landing of cargo. He is generally in charge of this cargo. He prepares this complete statement after the cargo has been taken delivery of ex-warehouse. He would send a copy of this to the New Landing & Shipping Co. and to Messrs. Narottam & Pereira the Agents, and one to my Head Office. He gives there the number of bags torn and repaired and delivered ex-ship as 541.  
10 Those figures are given directly after examination on the ship. He has given the actual weight of the bags. The number of the bags sweepings ex-ship is given as 287. All the torn and repaired bags of sweepings are actually weighed. Those two items are given under "Liability of Agents". They are the liability of the ship. The liability of the landing company would be for any shortage after the landing company takes delivery of the goods.

There were 3,100 bags that were further torn and repaired before delivery ex-warehouse. Those bags were weighed, and they weighed 3,422 cwt. 1 qr. 12 lbs. The number of slack bags taken from the warehouse was 700. The whole total of 4,367 bags torn and repaired includes the 541 bags torn and repaired delivered ex-ship, and the 700 mouth burst bags.  
20

The number of bags of sweepings that were delivered ex-ship in torn and repaired bags was 287. Then there were sweepings delivered ex-warehouse 1,517 bags torn and repaired. The 1,804 bags of sweepings include the 287 bags sweepings torn and repaired delivered ex-ship.

During the period the bags were lying in the warehouse, further spillage had occurred, and those sweepings were put into bags.

30 By "sound bags" I mean bags not obviously torn or damaged.

Q. By that do you mean that the full quantity of rice would be there.

A. If they are treated by us as sound, that means we take that there is no shortage of rice; otherwise they would be entered in the Boat Note as slack bags. A sound bag is sound in cover as well as in contents.

In the boat notes 138 and 133, in one there is an excess of 11 bags, and in the other an excess of four bags. That was due to a mis-tally.

Q. Is that the only possibility?

40 A. What I actually meant was that there was an error somewhere.

There is a tally made by a person on behalf of the ship and one on behalf of the landing company.

(Shown D2)—D2 is a letter from the Landing and Shipping Company dated 19th November, 1953.

Evidence of  
M. L. D.  
Caspersz  
Re-  
examination.  
—(contd.)

Q. It was put to you that the figures given there, 4,367 slack bags, were weighed, and that those figures are identical with the figures shown in D1. ? Yes.

I cannot say whether those figures have been taken from D1. D1 is dated 28th October.

Conference Line has several shipping companies including the defendant-Company. We had contracts with the Conference Line. I referred to a contract which the Government had with the Conference Line. I produce it marked P27. That was signed by the Food Commissioner on behalf of the Government.

10

Q. He is another agent of the Crown ?

A. I am the Food Commissioner (Supplies) from July, 1953.

Prior to that Mr. Alvapillai was the Food Commissioner. P27 has been signed by Mr. Alvapillai. This is also signed by Narottam & Pereira as Agents of the Scindia Steam Navigation Co. I am suing here on the Bills of Lading issued by the Scindia Steam Navigation Co. as they carried the rice in terms of this contract.

The Director of Food Supplies can be transferred at any moment. The Director of Food Supplies can be anybody else tomorrow. Even in 1953 while these goods were on the seas I could have been transferred like any other Government servant. These have been signed by some other officer of mine for the Director of Food Supplies. I signed this merely to get the guarantee back. We give a guarantee to get the delivery Order. When I sign this, I get the guarantee back.

20

Regarding the weight of the rice, so far as the Bills of Lading go there is a weight mentioned. The weight is given in tons. The average weight of each bag is also given. In P1 each bag is said to weigh 159.74821 lbs. In P2 there are about seven average weights. In P3 there are two average weights given, one 158 lbs. and the other 160 lbs.

30

(Shown P3)

Q. Is it possible to come to any average weight from these figures ? Yes.

The total quantity of bags is 100,417. The average weight is ascertained by taking the total weight and dividing by the full number of bags.

Q. That is a very rough method of calculation ?

A. I cannot think of any other method.

Q. In the absence of any other method you use that ? Yes.

40

(Shown D1). When I worked it, I would have worked out on the basis of the total weight. I cannot say why it is stated in D1 that it is the average weight of 100 bags. The Bills of Lading give a certain weight.

Evidence of  
M. L. D.  
Casporsz  
Re-  
examination.  
—(contd.)

Q. So far as the carrier is concerned, they say on the Bill of Lading itself that they should be not governed by the weights ?

A. Yes.

Q. In addition to the stamp clauses, there is also a statement under the heading "Number and contents"—"Weight, contents, value, etc., unknown" ? Yes.

Q. If you go by weight, do you get the exact quantity here if all the bags are delivered ?

A. My experience is that never happens.

(To Court :

Q. That is due to driage ?

A. Not necessarily driage. The weight varies depending on the moisture and humidity of the air, and it can even increase in weight.)

Q. What happens is that very often you find, if you go by the weight, that there is an excess ?

A. I would not say often, but we do find it occasionally.

When the ship delivered to the Landing Company, they delivered, according to the Boat Notes, 100,402 sound bags, and 287 bags of sweepings. The 287 bags of sweepings weighed 263 cwt. 0 qr. 15 lbs.

Q. If you put in about 159 lbs. into a bag, the 263 cwt. 0 qr. 15 lbs. can be put into 185 bags ? Yes.

The ship delivered 100,402 good bags, and 541 bags torn and repaired. Those 541 bags are included in the 100,402 bags.

Q. You had then got 541 bags with only 500 cwt. in those 541 bags ?

A. Yes.

If those bags contained the average weight of 159 lbs. in each, it would have been  $1\frac{1}{2}$  times 500 cwt. 541 bags weighed 500 cwt.

Q. The sweepings can very well be accounted for the balance ?

A. Yes, almost exactly.

Q. If 235 bags were not delivered, that rice is nowhere ?

A. It is not accountable.

Q. On these figures it is not accountable ? No.

Evidence of  
M. L. D.  
Caspersz  
Re-  
examination.  
—(contd.)

(*To Court* : On the rice actually delivered together with the sweepings, you cannot account for the shortage of 235 bags ? No.)

There is not a single boat note on which they have delivered a single empty original gunny bag with the original marks.

In 90% of the shipments you get the full quantity of the rice supplied. In those cases also you get sweepings. In my opinion it is not correct to say that so many bags have been delivered, and together with the sweepings there is an excess delivery. If they ship 100,000 bags and from each bag a quarter lb. leaks out, there would be a number of bags of sweepings, and yet the 100,000 bags would appear sound. In the Stores today they bleed each bag by about quarter lb., and still the bags look sound. When they are delivered out of the warehouse, they are counted with the marks, separate from the bags of sweepings. When they were counted in the warehouse we got the figure 100,417 bags. When they were counted at the Wharf also the figure was 100,417 bags. They were counted again in my own stores, and we got the figure 100,417. 10

If you deduct the figure added for insurance from the total value, you get the total value of the rice as Rs. 6,101,011.76. The value of 235 bags would then work out to Rs. 14,233.35. The difference is only Rs. 35 on the claim, and on a bag the difference works out to 15 cents. 20

There are about  $2\frac{1}{2}$  bushels of rice in a bag. I cannot say what the local price of a bushel of rice was then. Today the price per bag locally is about Rs. 50. In 1953 we were making purchases of small quantities of rice locally. We paid a higher price for the local rice than the imported rice. That is the guaranteed price of Rs. 12 per bushel. That works out to about Rs. 70 a bag. All the rice that is purchased locally is distributed through the Co-operatives to the people in various parts of the country. 30

If we got these 235 bags of rice, we would have had  $235 \times 2\frac{1}{2}$  bushels. If we had to buy that rice locally, we would have have to pay more. If we were to import the rice, the replacement value would have been about the same.

(Sgd.) Illegibly.  
D. J.  
27.9.56.

*C. A. Dissanayake.*—Sworn. 50. Wharf Assistant. Food Commissioners Department, Colombo.

Evidence of  
C. A.  
Dissanayake  
Examinations.

I have been in the Food Commissioners Department from April 1944. I joined the Department as a Wharf Assistant. All my career in the department has been in connection with the Wharf. Before that I was in a shipping firm, Messrs. Mackinon Mackenzie & Co. There also my work was to go on board the ships and unloading cargo. 40



(Shown D1)— The signature above the words “ Wharf Assistant ” is mine.

Evidence of  
C. A.  
Dissanayake  
Examination.  
—(contd.)

Q. How did you get the average weight of 159 lbs. ?

A. I took the test weights of 100 bags of various lots ; 5 bags, 10 bags, 15 bags and 25 bags up to 100 bags.

Out of one lot of bags I weighed 100 bags. I took 100 bags from here and there as they were unloading the bags into the warehouse.

10 D1 states “ Full quantity of sweepings 1804 ”. At the stage of delivery ex-warehouse, there were no other bags or sweepings other than the 1804 bags. 1517 bags are sweepings collected in the warehouse. Sweepings ex-ship were 287 bags. These two figures 1517 and 287 together total 1804 bags. At the stage of delivery ex-warehouse, that was the only quantity of sweepings. The rest were sound bags.

Q. When goods arrive in bags or crates, what happens if the bag is completely empty ?

A. It is discharged from the ship and is entered on the boat note showing that so many empty bags or cases were delivered.

20 I have handled boat notes at various stages. There was not a single empty gunny bag delivered. If 235 bags became completely empty on the voyage, those bags have disappeared. They should have been delivered if they were empty.

*Cross examined :*

Q. About how many Stevedores would have been working in the hatches of the Jalaweera ?

Evidence of  
C. A.  
Dissanayake  
Cross-  
Examinations.

A. In each hatch about 14 labourers work.

30 In the Jalaweera there were five hatches, and about 70 men would have been working. The labourers who do the stevedoring work in the Port are men drawn from the pool of labour maintained for the discharge of cargo in the Harbour.

I remember this shipment.

Q. Can you recall to mind the type of bag in which rice was brought ?

A. They are invariably the same.

There is almost no difference in the type of gunny bag which bring rice.

Q. These gunny bags are the ordinary gunny bags we are accustomed to see in Ceylon ?

A. They are sent from Rangoon itself.

Evidence of  
C. A.  
Dissanayake  
Cross-  
Examination.  
—(contd.)

There are gunny bags available in Ceylon. These gunny bags differ from the gunny bags that you can buy in shops here. The value of a single gunny bag in which the rice comes is 60 to 70 cents. The twine and weaving is not the same. The gunny bags in which rice comes are better than the bags you can buy here. The other type of gunny bag that I refer to is worth about -/50 each.

I cannot recollect the name of the Stevedore who provided labour for the discharge of the cargo from Jalaweera. There are five or six Stevedores in Colombo, and it must be one of them. The Stevedores who supply labour for working the hatches of these ships are different from the landing companies who bring the goods on shore in lighters. Some of the stevedores who supply labour are Michael Fernando, A. P. M. Noohu and Mohamed Thamby.

10

If there were empty bags found in the holds of a ship, it is up to the stevedore labourers to send those bags out of the hatches to the people on the top.

Q. If the stevedore labourers at the bottom of the hatch forgets or omits for any reason to send these empty bags up, they will remain in the hatch ?

A. They will remain there till the last bag is sent up, and then they will be sent up.

20

Q. Sometimes they would be carried away by the steamer ?

A. The stevedores we employ for this work are expected to go to the hatch and bring out everything from the hold of the ship.

Q. When you say stevedores you employ, you mean the stevedores employed by the Department ? Yes.

Shipments of rice are cleared by stevedores who are not employed by the Department. The stevedores who worked the Jalaweera were not employed by the Department, but by a private contractor. In my document D1 I have set out the figure 100,402 bags as being the number which was discharged into lighters according to boat notes. I have set out 100,406 as the number of bags that were landed into the warehouse. I have also shown that the number of bags the Department took delivery of was 100,417.

30

The Department in addition to those 100,417 bags, took delivery of 1804 bags sweepings. Those sweepings were weighed, and the weight was 2569 cwt. 0 qr. 6 lbs. The Department weighed them in the presence of the Landing Company. I did not supervise the weighing, but one of my assistants supervised.

Q. The figure of 2569 cwt. 0 qrs. 6 lbs. was the weight that was found by your Department ? Yes.

40

The figure of 1804 bags of sweepings is made up of two lots ; 1517 and 287. 1517 bags were bags which were filled up from

sweepings made in the warehouse. That was after the bags had been brought ashore by the New Landing & Shipping Co. Ltd. The 287 bags were bags filled up with sweepings on board the ship.

Evidence of  
C. A.  
Dissanayake  
Cross-  
Examination.  
—(contd.)

Q. That is when the bags were handled by the stevedore labour or by the landing company.

A. The sweepings on the ship were handled by the stevedore labour.

In D1 I have referred to 3,667 bags which were stitched.

Q. Who counted those bags; was it the Department?

10 A. I do not know.

Q. The 3667 bags referred to in D1, who counted them?

A. We counted along with the Landing Co. men in the warehouse.

Q. The number 700 bags mouth burst was counted by whom?

A. That was also by ourselves and the Landing Company at the warehouse.

When we counted those bags they were stitched. The burst mouths had all been stitched up. The figure of 3422 cwt. is shown in D1 as being the weight of 3667 bags. That was also weighed by ourselves and the Landing Company in the warehouse. The 680

20

cwts. was also weighed by ourselves and the Landing Company. All the figures and weights given in D1 I can personally speak to as having been weighed or counted by the Department. All that was done in the warehouse. This is the Delft 3 Warehouse.

The New Landing & Shipping Company have been allotted that warehouse by the Port Commissioner. The Customs lock up the warehouse for the night. The New Landing & Shipping Co. do not have a key for that warehouse. They did not have a key for it in 1953. In the night they are locked and guarded by the Customs. During day time the warehouse is in charge of the New Landing & Shipping Co. and their employees. Those people who come into the

30

warehouse are people admitted by the New Landing & Shipping Co. into the warehouse.  
(Shown D2 dated 19th November, 1953) This is a letter written by the Landing Company to Narrotam & Pereira. They have given here certain numbers and weights. Those numbers and weights are identical with the numbers and weights shown in my document D1.

Q. And you say the landing Company counted and weighed together with you, and they got the same figure? Yes.

40 I was in Court when Mr. Caspersz gave evidence.

Q. You remember he referred to certain boat notes which showed the receipt by the landing company of torn and repaired bags?

A. Yes.

Evidence of  
C. A.  
Dissanayake  
Cross-  
Examination.  
—(contd.)

Q. Do you know that the boat notes to which Mr. Caspersz referred as relating to torn and repaired bags—those boat notes total 287 bags? Yes.

Q. So that Mr. Caspersz has told the Court that 287 bags out of those the landing company brought to shore were torn and repaired?

A. It is not that 287 bags were torn and repaired, but they were torn and repaired bags of sweepings Ex-ship.

Those sweepings, according to my document D1, weigh 263 cwt.

At the bottom of D1 I have shown 541 bags delivered ex-ship torn and repaired. That means, as the bags left the ship there were only 541 bags which were torn and repaired. 10

Q. But in the warehouse, you found a total of 4367 bags torn?

A. Yes.

The 4367 includes the 541 bags torn and repaired. The balance had got torn either at the warehouse or transported into the warehouse from the ship.

Evidence of  
C. A.  
Dissanayake  
Re-  
Examination.

*Re-examination :*

Labourers use hooks to carry the bags. It is an iron hook with a handle. They raise it with the hook and put it on their shoulder and take it to the warehouse. From the lighter the bags are slung up. The Lightermen have to stack the bags into a sling. To put them on the sling also the hooks are used. The labourers who carry them to the warehouse after they are taken off the sling, also use hooks. In the warehouse also to stack them they use hooks. There are about seven places where they use hooks. 20

Copy of D1 I prepared on 28th October, 1953. I always prepare a wharf tally statement after the last bag has left the warehouse. I made five copies of it. One I sent to the Agents, one to the Landing Company, one to the Head Office and one to the Accountant. That was done in this case. D1 was entered by me. 30

Q. Will you explain the entry "Cargo landed into warehouse 100,406"?

A. 100,406 was according to the tally of the Landing Company which they showed.

One Boat Note showed an excess. I got the figure 100,406 from the Landing Company. According to my records and the Customs tally books there were 100,417 bags.

Intd. \_\_\_\_\_,  
D. J.  
27.9.56.

*S. V. Moni*—Affirmed. 40—Merchant of 4th Cross Street.

Evidence of  
*S. V. Moni*.

I am a private trader and importer. I have been carrying on business from 1939. I have imported goods like grain. They are packed in gunnies. When I get large consignments of grain cargo, if any gunnies get torn and the grain leaks out, the empty gunnies are delivered to me. That is done to show that the bags had arrived.

10 I have imported goods in crates. If any crate gets broken in transit and the goods have spilled out, the empty crate is also delivered to me. If it is carried in a boat, it would be mentioned in the boat note.

*Cross examined :*

I have not been importing rice.

*Re-examined*—Nil.

Intd. \_\_\_\_\_,  
                  *D. J.*  
                  27.9.56.

Evidence of  
*S. V. Moni*.  
Cross-  
Examination.

No time. Further hearing tomorrow.

Intd. \_\_\_\_\_,  
                  *D. J.*  
                  27.9.56.

No. 10.  
Proceedings  
before the  
District Court.  
28.9.56.

No. 10

Proceedings before the District Court

Evidence of  
K. Hari Haran.

D. C. 33028/M

28th September, 1956.

Vide proceedings of 27th September, 1956.

Appearances as before.

Mr. Tennekoon calls :

K. Hari Haran—Affirmed. 34. Advocate, High Court of Madras.

I have been an Advocate for about eight years. I now work in the Chambers of K. Renga Iyer who practices in the High Court of Madras. He is a retired Advocate General of the State of Madras. 10

I have been asked by the Crown to give evidence in regard to Indian Carriage of Goods by Sea Act of 1925, as it stood in 1953. I produce a certified copy of the whole Act and the rules contained in the schedule thereto, marked P28. The Act was originally passed in 1925 ; Act 26 of 1925, and the only amendment since that date is an amendment made by the Adoption of Laws Order of 1950, which substituted for the words ' British India ' which occurred in the original Act, the word " India ", after India attained independence.

Article 3 remains totally unamended. There are eight sections in Article 3. Those remain unamended. This is the same as Chapter 20 71 in the Ceylon Legislative Enactments. The Ceylon Ordinance does not contain a sub-paragraph (b). There is no sub-section 2 to Section 1 of the Ceylon Enactment.

Evidence of  
K. Hari Haran.  
Cross-  
examination.

*Cross-Examined.*

Carver on the Carriage of Goods by Sea Act at page 1095 sets out the difference between the Indian Carriage of Goods by Sea Act of 1925 and the English Carriage of Goods by Sea Act. Even after India attained Independence the same provisions are there.

Q. Apart from the Indian Carriage of Goods by Sea Act of 1925, is there any other legislation which applies to the determination of or amending that Carriage of Goods by Sea Act ? 30

A. There is the Indian Shipping Act of 1923 ; I am not quite sure.

The title is The Indian Shipping Act.

Q. Does the Indian Carriage of Goods by Sea Act in any way modify the Indian Shipping Act ?

A. I have not looked up the position.

Q. Do you know whether the Indian Shipping Act of 1923 has been amended in any respect ?

A. No, I have not been able to look it up.

After 1923 there is the Control of Shipping Act of 1947. That Act was in force for two years, and subsequently extended for two more years.

Q. So that in 1953 the Control of Shipping Act would have been over ?

A. I cannot say that.

10 I am unable to say whether the Indian Carriage of Goods by Sea Act of 1925 includes any provisions made in Burma.

Q. Carver says at page 1095 that at the time of passing of the Indian Carriage of Goods by Sea Act in 1925, Burma was included in British India ?

A. Burma was a part of British India.

I cannot say whether the Indian Carriage of Goods by Sea Act of 1925 applied in Burma in 1953. Burma ceased to be a part of India.

20 Q. Apart from the Indian Carriage of Goods by Sea Act of 1925 and the other legislation to which you have referred, there is the common law in India with regard to the applicability of Bills of Lading and other matters ?

A. They only apply that Act of 1925.

Matters not covered by the Indian Carriage of Goods by Sea Act of 1925, are covered by the Law of England.

Q. Are you aware that in Ceylon we have had special legislation for a good many years which makes the English Law as such apply to all questions which deal with shipping and mercantile matters ?

No.

30 Q. In India there was and is similar provision ?

A. After India attained Independence, we do not follow the English Act ; i.e. after 1950.

India became a Dominion in 1947, and became a Republic in 1950. Prior to India becoming a Republic, the Law of England applied in shipping and other matters, because there was no specific Act. After 1950, excepting the Acts found in the Adoption of Laws Order 1950, which gives details of the various Acts in India, there is no other law.

40 I have no special experience in shipping matters. I am aware of the Bills of Lading Act of 1885 in England. I know what the Hague Rules are.

Evidence of  
K. Hari Haran.  
Cross-  
Examination.  
—(contd.)

Evidence of  
K. Hari Haran.  
Cross-  
Examination.  
—(contd.)

Q. Take a case where a ship arrives in an Indian port and there is a Bill of Lading which is not expressly subject to the Hague Rules, and a question arises for determination in the Indian Court upon that Bill of Lading. What is the Law that will be applied ?

A. That depends on the terms of the Bill of Lading.  
It will be a pure construction of the Bill of Lading.

Q. What if a ship arrives without a Bill of Lading ?

A. Then it would depend on the matters at issue.  
I am aware that goods can be imported without bills of lading.

Q. If a ship arrives without a bill of lading, you say it depends on the matters in issue ? 10

A. It depends on the questions at issue.

Q. Suppose it is on the question of the rights and liabilities of the ship-owner and the consignee, and there is no bill of lading ?

A. Then it will depend on the correspondence and other material.

Q. In regard to the law, will it be the English proposition of law that will apply ?

A. That I cannot say.

*Re-examination—Nil.*

Intd.————, 20  
D. J.  
28.9.56.

Mr. Tennekoon closes his case reading in evidence P1 to P29.

It is agreed that a certified copy of the Indian Carriage of Goods by Sea Act of 1925 is to be accepted.

D 3. Mr. Kadirgamer marks as D3 a comparative analysis of the Boat Notes.

D 4. Of consent, Mr. Kadirgamer marks as D4 letter dated 1st December, 1955, written by the New Landing and Shipping Co. Ltd. to Messrs. Julius & Creasy, and D5 letter dated 5th December, 1955, written by 30  
D 5. Messrs. Julius & Creasy to the New Landing and Shipping Co.

Mr. Kadirgamer closes his case reading in evidence D1 to D5.

*Address on 16th October, 1956.*

Intd.————, 30  
D. J.  
28.9.56.



## No. 11

## Proceedings before the District Court

No. 11.  
 Proceedings  
 before the  
 District Court.  
 25.10.56.  
 Counsel's  
 address.

D. C. 33028/M

25th October 1956

Trial resumed.

Counsel as before.

Mr. Kadirgamer addresses :

He draws the attention of the court to certain important features in the case on which questions of law will arise.

10 (It is agreed that all letters that passed between the parties should be admitted without further proof and that any other documents may be marked subject to objection by either side.)

He hands up a statement to Court.

20 Submits there is no dispute as to the facts involved. What appears on page 1 of the statement is a correct statement of some of the facts. There were four bills of lading and they have on the face of them certain particulars which are said to be particulars declared by the shipper. These bills of lading refer to 100672 bags. Nothing at all turns on the statements of numbers and weights which are set out in the bills of lading. D1 is a Crown document signed by the Wharf Assistant Mr. Dissanayake. Although the boat notes give the figure as 100402 as landed into lighters 100417 were taken delivery of. That was due to a mistally. According to the plaint and the issues framed by the Crown the court will observe that the Crown's case is that the vessel took delivery of a total quantity of 100650 bags and delivery was made of 100417, and therefore there is a shortage of 235 bags. That part of the Crown's case is based upon numbers. Submits the defendants are not bound by numbers. So that when the Crown puts its case on the physical shortage of 235 bags, the Crown is asking the court to proceed on the footing that the defendants are bound by numbers and is therefore liable for the shortage. Later on when the point became clear the Crown suggested that they are entitled to go on numbers and in addition on the weight. Crown's position is that the bills of lading set out certain weights and that they are entitled to receive so many bags each weight 160 lbs. and if the bags were weighed they were entitled to have that total weight made over to them, and in that way they say that there is a shortage. There are particulars stated to be declared by the shipper in the bills of lading, such as the marks, number of packages, description, etc. Counsel refers to bill of lading 30 P1. Reads clause 1, which says number, weight of contents, value, etc., unknown. There are certain additional rubber stamp clauses on the reverse which also require consideration. The shipper is not 40

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responsible to deliver to the consignee or any other person any specified weight. Neither the Crown nor can any one say that each bag should be weighing 160 lbs. or that all the bags weighed a specified total. All that defendants were obliged to do was to tender bags any number of lbs., may be 160, 120 or even 5 lbs. Defendants are not obliged to give delivery by weight and not responsible for any bursting of bags or loss of contents. That is to say the Crown cannot say you must deliver 190652 bags each bag weighing so many lbs. and if you fail to deliver that the defts. are liable in damages. The Crown's case is that they had received 100417 sound bags and in respect of them they have no complaint but they say there is a physical shortage of some bags. The Crown received certain sweepings and the weight of those sweepings is known. The Crown is setting that off against what they claim to be a shortage found in certain number of bags against a specified quantity. 4000 odd bags were found to contain a certain quantity of rice and they set off the sweepings against that and say the sweepings represent the shortage in torn or slack bags and after doing that there is still a shortage of 235 bags. There is the evidence of Mr. Caspers that hooks are used to handle these bags of rice and the rice flows out from those holes caused by the hooks. Refers to D1 which sets out most of the correct facts in the case. The Crown says they received 100417 bags and Dissanayake and Caspers have told the court at pages 23, and 28 to 31 that the 100417 bags were sound bags and that each of those bags contained the weight set out in the bills of lading. They have no quarrel with the 100417 bags, their case is that the sweepings represent rice that had fallen out of these bags and that that rice is part of the 100417 bags, and that the defts. failed to supply 235 bags and also that if bags were short at least the gunnies should have been supplied. 235 gunnies may be missing but there is no obligation to supply those gunnies. If there is such an obligation it is the value of the 235 gunnies. Defts. are not liable to supply to the Crown gunny bags full of rice or gunny bags which contain 160 lbs. of rice each. Reads page 3 of the statement which deals with the law. As regards the Carriage of Goods by Sea Act has in law been defined to be terms which have to be read into every Bill of Lading issued in any country. The Bill of Lading is issued in Ceylon then our Carriage of Goods by Sea Act will apply. The Act does not apply in Burma but what ship owners have done is to incorporate the Indian Carriage of Goods by Sea Act. The contract therefore contains the terms on the face of it, and the terms of the Carriage of Goods by Sea Act and also the law of Ceylon. The law of Ceylon would be law of England. The Indian Carriage of Goods by Sea Act is identical with the English Act. In that state of things the court has to consider the effect of the Carriage of Goods by Sea Act on the clause with regard to weight contents and value. Refers to Article 3 para 3 of the Carriage of Goods by Sea Act. That is the Article which the

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Court has got to consider. There is an obligation on the Master where a demand is made to issue a Bill of Lading. In this case there is no evidence that a demand was made and that a Bill of Lading issued in pursuance of that. The law is that these provisions apply where a demand has been made and a Bill of Lading issued. Defendants are not therefore bound as regards what is stated. *Scrutton at page 475* deals with the same rule. The bill of lading states weight contents and value when shipped. There is no proof of the weight and that has only been declared by the shipper and defendants are not bound by the weight. The obligation was only to deliver 100652 bags. Refers to page 4 of the statement—this is on the basis that defendants are bound by the number. According to this defendants have delivered more than they were obliged to deliver. Shipping will come to an end if every one of the bags have to be weighed before they are shipped. It is absurd to say that each bag weighed up to five decimal points. Parties are bound only by statements which the law puts them under obligation to accept. Assuming that defendants are bound by weight the position is set out in page 4 of the statement. The Crown's contention is on the footing that there is an obligation to supply each bag weighing 160 lbs. They take the sweepings and say these are all part of the 100417 bags and therefore there are 235 bags short. The Crown goes on the number and weight. Counsel submits that defendants are not bound by numbers and by weight. If there is any liability at all it is only for 235 gunny bags because they say the empties should have been handed over. Stevedores over whom the defts. have no control work the ship and they will steal anything. They may have stolen these empties. No adverse inference can be drawn against defendants because they failed to supply 235 empties. The rubber stamp clause exempts the defendants from any responsibility for weight. Issues 1 to 4 set out a case by weight and number and counsel says he meets that by issues 6 (a) and (b) and 8, 9, 10, 11, 12, 13 and 14. With regard to issues 5 (a) and (b) the position is the bill of lading is a document which gives title to the goods and it has two functions. It is a receipt and a document of title. The law is the only person who can claim on a bill of lading is the person in whose favour it is made or endorsed. Here the Director of Food Supplies and the person suing is the Attorney General. The Attorney General has to prove title to succeed. Section 461 of the C. P. C. makes him a person who is entitled to be sued and to sue. He is the Crown Advocate. Nowhere is it the law that the Attorney General is entitled to claim the goods without that endorsement. On issue 7 submits the Bills of Lading were not signed by the Deft. Co. and the law is that it is only the person who signs such a bill of lading who is bound by the terms of it. The law has to be construed strictly in favour of the person sued. The law to be applied in this case is the terms found in contract P1, plus the Carriage of

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Goods by Sea Act plus the Law of Ceylon, that is the place where the contract has to be performed and that is the English law. See the *Bills of Lading Act of 1865* which operates side by side with the Carriage of Goods by Sea Act. Section 3 of that Act says it has to be construed very strictly. *Halsbury's Statutes of England 2nd Ed. Vol. 23* sets out the Bills of Lading Act pages 382 to 384. The Scindia Steam Navigation Co. has not signed the Bill of Lading. Somebody has signed for the Commander of the Vessel. Issues 15 and 16—Time is treated by Courts as being a matter of extreme importance in cases of this nature. Refers to page 5 of the statement. 10  
 The Crown will argue that there are provisions in the Carriage of Goods by Sea Act to the effect that anything which lessens the liability of a ship owner should be nullified; that were a claim in writing is not made within one month is a clause which lessens liability. The condition such as the one that occurs in this bill of lading will not be repugnant to the Carriage of Goods by Sea Act. There are certain requirements of notice of claim which have been held to be repugnant to that section of the Act. Refers to page 16 of the Carriage of Goods by Sea Act. The distinction drawn is this: where there is a clause which says notice must be given in one month means a lessening of liability but where it case the claim itself must be made within a month such a clause is not against Article 3. 8. of the Carriage of Goods by Sea Act. This has a clause which says the claim itself must be made within a month. 20  
 The substantial answer to the Crown's claim is on issues 6, 8, 9, 10, 11, 12 and 13. Other defences have been taken, but assuming that the court holds against the defendants on the ground that the Attorney General cannot sue, and on the issue 7 in regard to the Bill of Lading Act and on the question of notice, the meaning to be given to the expression, weight, contents, value unknown, makes 30  
 it clear that the Crown can base its claim on number and weight and ask for judgment. 40

Mr. Tennekoon replies.

The Law applicable to cases of this nature is the Law of England. Sections 2 and 3 of Chapter 66. Sea Ordinance Vol. 2 Chap. 71. Those rules apply only in respect of Carriage of Goods by sea from any part in Ceylon outward. We have now to consider whether they apply in respect of shipments inward. Refers to Cap. 66 section 6. If this Bill of Lading was entered in Burma the law of Burma would govern the contract. But there is no evidence of that and in that position the international law is available and that is that the law of any foreign country is the same as the law of this country. On that principle if Burmese Law is to be looked at in this case one will assume that that law will apply to this country. The case for the Crown is that out of 100652 bags of rice there were delivered only 100417 and there is a shortage of 235. Mr. Kadirgamer has stated that the case for the Crown is based only on numbers

and on weight. That is not so. At the early stage of the correspondence the department sought to make a claim on weight but that has been abandoned. The plaint only refers to the number of bags and shortage of a number of bags. It is impossible to base a claim both on weight and numbers because the figures will never tally. In regard to weight they themselves said weight unknown and the Crown is not bound by weight and will not look at the weight. The Crown only says a number of parcels were handed to you deliver that quantity. That is all the Crown asks. Refers to 1956, 2A  
 10 *E R 121 at 124 and 125*. How the Crown works out the shortage is on the Bills of Lading. There is evidence that 100652 bags were put on board. Refers to the paramount clause which says the bill of lading is subject to the terms and conditions contained in the Carriage of Goods by Sea Act. Where the bill of lading gives the number and gives also the weight and says weight unknown then the weight is not even prima facie evidence. If it says it is not bound by the weight then it is bound by the numbers. Presumption then is that there was 100652 put on board that ship.

20 There is no evidence that there was a demand for the bill of lading. It is not necessary to prove that in this case. The Food Commissioner said there was a main contract, P27, under which these goods were being shipped. That is the agreement between the British India Steam Navigation Co. and the other steam navigation companies and the Food Commissioner here, according to which these lines had to supply the ships to carry the rice to Ceylon. Clause 6 (1) says the carriage and transport of each separate cargo of rice shall be governed by the terms and conditions of the bill of lading which shall be issued. Therefore, there is no reason to say there was no demand.

30 On the question of the quantity shipped there is also the Manifest delivered at Colombo when the ship arrived here. It is a statement of the number of bags in the ship and in that Manifest it is stated that 100652 bags of rice were consigned to the Food Commissioner. In regard to the quantity delivered the goods are tallied at the rail of the ship and documents called boat notes are prepared in which the exact number that passed over the ship's side is noted, and they give a total of 100402 bags. Every one of the boat notes is signed by the Chief Officer of the vessel. That is evidence that 100402 bags only were delivered. It was later found that the previous  
 40 tally was wrong and the delivery ex-warehouse was 100417. There is also the tally by the Customs authorities, which are the cart chits. They also give it as 100417 bags. It is therefore clear that delivery was taken of 100417 bags. The defendants' answer to this is there are the sweepings and they must be the contents of the 235 bags which are missing. That cannot be the case because if that were so the empty bags should be on the ship. If they were there they would have been entered in the boat notes. Therefore the claim is

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 —(contd.)

made for 235 full bags. It is not answer to say they are not responsible for the weight. Therefore the Crown is entitled to the full value of the 135 bags. Each bag should be reasonably 155 to 160 lbs. Submits the Court should not be confused by looking at weights in this matter.

With regard to the legal defence raised. With regard to the notice of claim, the whole of that clause appears in the Bill of Lading under the main heading of "Notice of Claim". "Will not be entertained" is entertained by them and not by the court. Correspondence shows they dealt with the claim on the merits and said there was no shortage. It is now too late to say they cannot entertain the claim. Submits there was in fact a claim made within a month. Refers to P8 dated 3.x.53. The vessel arrived on 23.9. This is sufficient claim even if a claim is required. Cites *Bower 9th Ed 148*. In this case there was no repudiation of the claim. There is also the fact that they were aware on the boat notes signed by themselves that there was a shortage. Cites *Appeal Cases (1896) 17. (1927) 2 K. B. 419 at 427 and at 431*. "Contents not known" is that it is not known as to whether it is rice or wheat or anything else. 10

On the question of the right of the Attorney-General to sue. The real consignee here is the Crown. In P27 it says the contract is between the Steam Line and the Food Commissioner here and these ships were to carry the goods for the Crown and the Bill of Lading shall be the contract of carriage between the Crown and the Shipping Company. The Food Commissioner is not a Corporation Sole. If the action was instituted by the Food Commissioner and Mr. Caspersz was transferred then the action would have ended. He was purely the agent of the Crown. The Crown and nobody else had to sue. Submits in contracts of this nature interpretation should always be against the shipping company where it is printed in such small print. 20 30

*Judgment on 22.11.56.*

Intd.———,

*D. J.*

25.X.56.

## No. 12

## Submissions on behalf of the Defendant

D. C. Colombo No. 33028/M

THE ATTORNEY-GENERAL

vs.

SCINDIA STEAM NAVIGATION CO. LTD.

No. 12.  
Submissions  
on behalf of  
the Defendant.

Submissions on behalf of the Defendant above-named.

*Facts*

10	(1) Number of bags as per Bills of Lading ..	100,652
	(2) Total number of bags shown in Boat Notes ..	100,402
	(3) Total number of bags landed into Warehouse ..	100,406
	(4) Total number of sound bags taken delivery of ..	100,417
	(5) Number of torn and stitched bags ..	3,667
	(6) Number of slack bags (mouth burst) ..	700
	(7) Total of (5) and (6) above ..	4,367
	(8) Number of bags sweepings delivered ex ship ..	287
	(9) Number of bags sweepings delivered from warehouse ..	1,517
	(10) Total quantity of sweepings ..	1,804 bags

- 20 Arrival of Vesel 23.9.53  
Date of commencement of discharge 24.9.53  
Date of completion of discharge 2.10.53  
Claim made 17.11.53 (P. 11)  
4,367 bags were slack (according to D. 1)

		<i>Cwt.</i>	<i>qr.</i>	<i>lbs.</i>
	The slack bags weight total ..	4072	2	20
	Sound weight of 4,367 bags @ 160 lbs. per bag ..	6238	2	8
	Therefore quantity due to make up this shortage ..	2165	3	16
30	Total weight of sweepings taken delivery of from warehouse including sweepings brought from the ship ..	2569	0	6
	Therefore excess delivered by landing Company or taken delivery of by Director of Food Supplies	403	0	18

“ *Weight, contents and value when shipped unknown.* ”

Carver on “ Carriage of Goods by Sea ” page 62-63

No. 12.  
Submissions on  
behalf of the  
Defendant.  
—(contd.)

“The Bill of Lading is not even prima facie evidence of the quantity shipped in an action against the owners for short delivery, the onus was on the plaintiffs of proving that 937 tons had in fact been shipped.”

1917—2— K. B. 664

Reading C.J. at page 669

“I think that the true effect of this Bill of Lading is that the words ‘weight unknown’ have the effect of a statement by the ship-owners’ Agent that he has received a quantity of ore which the shippers’ representative says weighs 937 tons but which he does not accept as being of that weight.” 10

Scrutton on Charter Parties and Bills of Lading (16th Edition) page 71.

“Where the statement of amount or quantity of the goods in the Bill of Lading is qualified by such words as ‘weight or quantity unknown’ the Bill of Lading is not even prima facie evidence against the ship-owner of the amount or quantity shipped and the onus is on the Cargo owner of proving what in fact was shipped.

The effect of the Carriage of Goods by Sea Act on this clause.

See Scrutton page 475

20

See Carver page 186

See Schmitthoff page 254

1933 A. I. R. Madras page 6

1947 A. C. 46 at 57

1947 A. I. R. Privy Council 40 at 44—Rule 3 of the Carriage of Goods by Sea Act applies only if the shipper demands a Bill of Lading.

Colvinaux on the Carriage of Goods by Sea Act pages 49, 51, 52.

Number

Assuming that we are bound by the number of bags appearing in the Bill of Lading they are	..	2187 on P1	30
		47992 on P2	
		50473 on P3	
		<hr/>	
		100652	
		<hr/>	

Then we have delivered 100,417 sound original bags—

Vide D1 plus .. .. 287 bags sweepings

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100,704 bags

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Therefore we have delivered 52 bags in excess of the number.



*Weight*

No. 12.  
 Submissions on  
 behalf of the  
 Defendant.  
 —(contd.)

Assuming that we are bound by the weights in Bill of Lading (subject to our submission that we are not bound by the weights appearing in the Bill of Lading)

		<i>Cwt.</i>	<i>qr.</i>	<i>lbs.</i>
	Vide D1 & D2 then we have delivered ..	4072	2	20
	Sweepings .. ..	2569	0	6
	The sound weight of all these bags should have been .. ..	6238	2	8
10	We have delivered .. ..	6641	2	26
	Vide P12, P16 therefore we have delivered in excess	403	0	18
	Therefore looking at it this way too we have delivered in excess of the weight	403	0	18

*Assuming we are not bound by figures or weights in the Bill of Lading*

Then we have to deliver 235 gunny bags (empties) which we have not done.

These special gunnies are worth -/60 to -/70 vide P24 evidence of witness Dissanayake lines 6 & 7 from the top.

Therefore  $235 \times 60 = 141/-$  or  $235 \times 70 = 161/50$

20 Therefore our liability Rs. 141/- or Rs. 161/50 at the worst.

Even this liability is not ours. We are not responsible for the Stevedore not sending up the gunnies. Vide P24 of evidence.

*The effect of the ' Paramount Clause '.*

Vide Carver p. 176 & 177 also 206-208.

Schmitthoff 2nd edition p. 241.

30 The law referred to therein is presumed to be the proper law of the contract. 47. 2 A. E. R. 786. Where in order to comply with foreign legislation the Rules are expressly incorporated in a Bill of Lading an English Court will regard them as incorporated contractually, unless foreign law is the proper law of the Bill. p. 170 Carver.

*Effect of 2 Rubber Stamped Clauses.*

Vide Scrutton p. 12 & 13.

The practice is set out in 83 L. L. R. 438 at 449.

Cf. 1951. 1 K. B. 55 at 60.

See also an observation re a stamped clause ' dear and obvious on the face of the document ' per Lord Wright. 1947. A. I. R. P. C. 40 at 42 " reasonable conveying to any business man."

No. 12.  
 Submissions on  
 behalf of the  
 Defendant.  
 —(contd.)

*Notice of claim in specified time.*

Written notice of claim required in this case and is therefore a valid clause and not in conflict with the requirements of the Carriage of Goods by Sea Act. Act B III & 8.

Clause reads “ No claim for short delivery, short landing, non-delivery, or any other claim whatsoever, in respect of the within mentioned goods will be entertained unless made in writing within one month from the date of arrival of the vessel.”

Vide Colvinaux p. 60 note 93.

Vide Carver p. 191. note 86.

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Form of claim. Vide p. 148 Carver. 53 T. L. R. 953 at 955.

No written notice was necessary in this case only “notice of claim”.

A condition precedent p. 141 Carver.

## Judgment of the District Court

No. 13.  
Judgment of  
the District  
Court.  
6.12.56.

C. 33028/M

6.12.56

**JUDGMENT**

10 The defendant is a limited liability company registered in India, and are the owners of a ship the ss "Jalaweera". For the transport of rice purchased by the Government of Ceylon from Burma, the Food Commissioner of Ceylon had entered into an agreement P27 with a number of shipping lines collectively called the Conference  
10 Lines of which the defendant is one. By this agreement the Conference Lines agreed to transport the entire quantity of rice purchased in Burma by the Ceylon Government, to Ceylon.

The purchasing agency and the shipper of the Ceylon Government in Burma was the State Agricultural Marketing Board Union of Burma. The rice was to be consigned to the Director of Food Supplies, Ceylon.

20 On the 14th, 16th and 17th of September 1953, the State Agricultural Marketing Board Union of Burma shipped on board the ss Jalaweera, owned by the defendant-Company, 100652 bags of rice on Bills of Lading P1, P2 and P3. The rice was consigned to the Director of Food Supplies, Colombo.

The defendant-Company made delivery at Colombo to the Director of Food Supplies 100417 bags of rice ; that is to say, 235 bags short. The Crown in this case claims from the defendant-Company the value of these 235 bags of rice.

The defendant denies liability on various grounds, and I shall proceed to examine them one by one.

30 On the facts it is not disputed and from the documents produced by the Crown it would be futile to dispute that 235 bags of rice were short delivered at Colombo. But there were among the bags delivered 3667 torn and stitched bags and 700 slack bags, making a total of 4367 bags. 287 bags of sweepings were delivered ex ship and 1517 bags of sweepings were delivered ex warehouse, making a total of 1804 bags. Therefore it is argued that if the sweepings are taken into account, very much more than 235 bags have been accounted for to the Director of Food Supplies. Even if, it is argued, weights are considered, once the sweepings are taken into account, 403 cwt. 0 qrs. 18 lbs. have been delivered in excess.

40 It appears that when hundreds of thousands of bags of rice are stacked one above the other in the hold of the ship, the pressure of the bags above makes some bags to burst. In the process of loading

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Judgment of  
the District  
Court.  
6. 12. 56—*contd.*

and unloading too the bags are removed by fixing iron hooks to them. In that process too holes are made in the bags and some of the rice escapes. That is the evidence of Mr. Caspersz the present Director of Food Supplies. It is quite probable therefore that the sweepings are the result of burst bags and of holes made in bags by hooks when they were loaded and unloaded.

If these sweepings include the rice in the 235 bags which may have burst, it may be asked what happened to the empty bags. Mr. Caspersz states, and I have no hesitation in accepting his evidence that the empties are always sent to him, but that in this case he did not receive 235 empty bags. 10

It seems to me, therefore, that the sweepings cannot be taken into account in considering whether there was a shortage or not in delivery. On the facts I hold that 235 bags of rice were in fact not delivered by the ss Jalaweera to the Director of Food Supplies.

Is the defendant Company liable in law to make good the value of the 235 bags? It was argued that the defendant is not bound by numbers or by weight. In the Bills of Lading P1, P2 and P3 there is the paramount clause which provides that the provisions and conditions of the Indian Carriage of Goods by Sea Act of 1925 and the schedule thereto are to apply to the contract. There is another clause, which is as follows: "Weight, contents, and value when shipped unknown". Another clause to the following effect is rubber stamped at the back of the Bills: "Ship not responsible for damage from heating and/or caking of new rice grain or bran; Obliteration of marks, deterioration of contents or staining of bags caused by the nature of contents and/or shortage of weight caused by the evaporation of contents; Bursting of bags and loss of contents". 20

The Crown does not take up the position that the defendant-Company is bound by weight, but the Crown does contend that the defendant-Company is bound by the numbers given in the Bills of Lading. 30

The law on the point is covered by the Carriage of Goods by Sea Act of 1925. Our Carriage of Goods by Sea Act is the same as the Indian Act. Under Article III (3) (b) the shipper is bound to issue a Bill of Lading showing among other things, the number of packages or pieces, or the quantity, or weight, as the case may be, as furnished in writing by the shipper. Under Article IV a Bill of Lading is prima facie evidence of the receipt by the carrier of the goods or the number of packages or pieces or quantity or weight as set out in the bills of lading. 40

Therefore the Bills of Lading produced would be prima facie evidence, until rebutted, for the number of bags of rice that were

given to the ship Jalaweera. If there happens to be a shortage, the carrier of the goods, i.e. the defendant-Company, will be liable for the loss.

No. 13.  
Judgment of  
the District  
Court.  
6.12.56—contd.

10 It was next argued that the plaintiff had failed to give notice of the claim as required in the Bills of Lading. There is a clause in the Bills of Lading that no claim for short delivery or non-delivery or any other claim will be entertained by the defendant-Company unless made within one month from the date of arrival of the vessel. The vessel arrived in Colombo on the 23rd of September, 1953, and on the 3rd of October, 1953, the Director of Food Supplies sent to the Agents of the defendant-Company the letter P8 in which he stated that there was a short delivery. This appears to me to be sufficient to dispose of the argument. But there is another point to be considered; the Bills of Lading say that no claim will be entertained. By that I understand that no claim will be entertained by the defendant-Company; it does not mean that no claim can be entertained in a Court of Law for short-delivery.

20 It was next argued that the Attorney-General is not the correct person to sue, but that the consignee on the Bills of Lading, the Director of Food Supplies, Colombo, should have brought this action. I do not agree. By agreement P27 the Conference Lines agreed with the Director of Food Supplies to carry the rice purchased by the Government of Ceylon from Burma. The Food Commissioner was acting as an agent of the Government, and in terms of that agreement this rice was shipped by the ss Jalaweera to Colombo. The Director of Food Supplies is also a Government servant, and he is not a corporation sole. In my opinion, the action has been rightly brought by the Attorney-General.

30 In claiming a sum of Rs. 14,279·19 for the 235 bags of rice, the Crown has taken into account the insurance that they would have had to pay for those bags. According to Mr. Caspersz, this is what is known as Notional Insurance. I do not think the Crown is entitled to claim as Notional Insurance for the 235 bags. Therefore the Crown will be entitled to Rs. 14,279·19 less the National Insurance for the 235 bags of rice.

I answer the issues as follows :—

1. Yes.
2. Yes.
3. Yes.
- 40 4. Rs. 14,279·19, less Notional Insurance for 235 bags.
5. (a) Yes.  
(b) Yes.
6. (a) Yes.  
(b) Yes.

No. 13.  
Judgment of  
the District  
Court.  
6.12.56.—*contd.*

7. Yes.
8. Yes.
9. Yes.
10. No.
11. No.
12. Defendant liable for the number of bags and for the value of the 235 bags.
13. Not argued.
14. Less 235 bags.
15. Yes.
16. Does not arise.
17. Already answered.
18. Already answered.

10

I accordingly enter judgment for plaintiff in a sum of Rs. 14,279·19 less the Notional Insurance for 235 bags of rice, and costs.

(Sgd.) W. THALGODAPITIYA,  
District Judge.

6th December, 1956.

Judgment delivered in open Court in the presence of parties and their lawyers.

20

Intd.— — — — ,  
D. J.  
6.12.56.

Decree of the District Court

DECREE

Class :

No. 33028/M.

IN THE DISTRICT COURT OF COLOMBO

THE ATTORNEY-GENERAL of Ceylon ..... *Plaintiff.*

*against*

THE SCINDIA STEAM NAVIGATION CO. LTD., India  
..... *Defendant.*

10 This action coming on for final disposal before Walter Thalgodapitiya, Esqr., District Judge, Colombo, on the 6th day of December 1956, in the presence of Proctor on the part of the Plaintiff and of Proctor on the part of the Defendant, it is ordered and decreed that the defendant do pay to the plaintiff the sum of Rs. 14279·19 less the Notional Insurance for 235 bags of rice, and costs.

(Sgd.) W. THALGODAPITIYA,  
*District Judge, Colombo.*

This 6th day of December 1956.

No. 15.  
Petition of  
Appeal to the  
Supreme Court.  
18.12.56.

No. 15

Petition of Appeal to the Supreme Court

IN THE SUPREME COURT OF THE ISLAND OF CEYLON  
THE ATTORNEY-GENERAL of Ceylon ..... *Plaintiff.*

*vs.*

THE SCINDIA STEAM NAVIGATION COMPANY  
LIMITED, India ..... *Defendant.*

D. C. Colombo  
No. 33028/M.

THE SCINDIA STEAM NAVIGATION COMPANY 10  
LIMITED, India ..... *Defendant-Appellant.*

*vs.*

THE ATTORNEY-GENERAL of Ceylon .. *Plaintiff-Respondent.*

*D. C. (F) 21 M*

1957

To,

THE HONOURABLE THE CHIEF JUSTICE AND THE OTHER  
JUDGES OF THE HONOURABLE THE SUPREME COURT  
OF THE ISLAND OF CEYLON

On this 18th day of December, 1956.

20

The Petition of Appeal of the Defendant-Appellant abovenamed appearing by Geoffrey Thomas Hale, Frederick Claude Rowan, Joseph Francis Martyn, Henric Theodore Perera, James Arelupar Naidoo and Alexander Richard Neville de Fonseka, carrying on business in partnership in Colombo under the name, style and firm of Julius and Creasy and their Assistants John Patrick Rogan, Alexander Nereus Wiratunga, Lena Charlotte Fernando, Francis Luke Theodore Martyn, Rex Herbert Sebastian Phillips, Reginald Frederick Mirando, William Henry Senanayaka, John Ajasath Rancoth Weerasinghe, Bertram Manson Amarasekera, Brindley Ratwatte and Justin Mervyn Canagaretna, Proctors, states as follows :—

30

1. Her Majesty's Attorney-General for the Island of Ceylon sued the Defendant-Appellant in the District Court of Colombo for the



recovery of the sum of Rs. 14,279·19 claimed by the Crown as damages arising out of the Defendant-Appellant's alleged failure to deliver 235 bags of rice out of a total quantity of 100,652 bags of rice which the Plaintiff-Respondent alleged was put on board the Defendant-Appellant's ship ss. "Jalaveera" at the Port of Rangoon for carriage to the Port of Colombo upon Bills of Lading dated 14th September 1953, 16th September 1953 and 17th September 1953.

No. 15.  
Petition of  
Appeal to the  
Supreme  
Court.  
18.12.56—  
contd.

10 2. The Defendant-Appellant by its answer disclaiming liability stated that the full quantity of rice put on board the Defendant-Appellant's ship was delivered to the consignee's agents over the ship's side.

3. The parties went to trial on the 27th September 1956 on the following issues and the learned District Judge on the 6th December 1956 delivered judgment for the Plaintiff-Respondent in the sum of Rs. 14,279·19 less the Notional Insurance for 235 bags of rice and costs, answering the issues in the manner indicated below :—

1. Was a quantity of 100652 bags of rice shipped on board the ss. 'Jalaveera' for carriage by the Defendant from Rangoon to Colombo ? Yes.
- 20 2. Did the Defendant Company make delivery of a quantity of only 100417 bags of rice, that is 235 bags less than the quantity taken delivery of at Rangoon ? Yes.
3. If issues 1 and 2 are answered in favour of the Crown, did defendant become liable to compensate the Crown in respect of the value of 235 bags of rice short delivered ? Yes.
4. What is the reasonable value of the 235 bags of rice ?  
Rs. 14,279·19 less Notional Insurance for 235 bags.
5. (a) Is the Plaintiff entitled to institute, or bring this action against the Defendant ? (a) Yes.
- 30 (b) Have any rights accrued to the Plaintiff entitling him to institute this action against the Defendant ? (b) Yes.
6. (a) At the Port of Rangoon in Burma did the Defendant undertake the carriage by sea of a cargo shipped by the State Agricultural Marketing Board, Government of Burma, subject to the terms and conditions of the Bill of Lading, (a) Yes.
- (b) In terms of the Bills of Lading did the Defendant undertake to carry and deliver subject to the terms and conditions of the said Bills of Lading, the said cargo at Colombo to the Director of Food Supplies ? (b) Yes.
- 40 7. Were the Bills of Lading referred to in the plaint signed or issued by, or on behalf of the Commander of the Steamship "Jalaveera" ? Yes.

No. 15.  
Petition of  
Appeal to the  
Supreme  
Court.  
18. 12. 56.—  
*contd.*

8. Were the provisions set out in paragraph 8 of the answer contained in the Bills of Lading? Yes.
9. Did the vessel voyage from Rangoon to Colombo direct, without touching at any intermediate Port? Yes.
10. Was the entire quantity of the cargo on board the vessel discharged in Colombo alongside the vessel's tackle? No.
11. Upon discharge of the cargo as aforesaid in Colombo did the liability of the Defendant cease in terms of the Bills of Lading? No.
12. Is the Defendant liable to the Plaintiff— 10  
 (a) for any number of bags,  
 (b) for the contents of any bags, or  
 (c) for the value of 235 bags as alleged by the Plaintiff?  
 Defendant liable for the number of bags and for the value of the 235 bags.
13. If 235 bags were short in Colombo—  
 (a) is the Defendant liable whether the shortage arose from the bursting of bags or any other cause whatsoever?  
 (b) was there any actual fault or privity of the defendant, or by any agent or servant of the Defendant? 20  
 Not argued.
14. Has delivery been effected in full to the Director of Food supplies of all the goods from the ss. 'Jalaveera' to which he was entitled? Less 235 bags.
15. Was any claim made as provided in the Bills of Lading within the limits of time therein provided? Yes.
16. If issues 5 to 15, or any one or more, are answered in favour of the Defendant is Plaintiff entitled to judgment? Does not arise.
17. (a) Even if issue 15 is answered in favour of the Defendant was the claim made after the time limit provided in the said Bills of Lading? 30  
 (b) Was the claim referred to in issue 17 (a) entertained by the Defendant? Already answered.
18. If issues 17 (a) and (b) are answered in favour of the Crown is Plaintiff entitled to maintain this action? Already answered.
4. The Defendant-Appellant being aggrieved by the said judgment of the learned District Judge appeals therefrom to Your Lordships' Court upon the following among other grounds that may be urged 40  
 on its behalf by Counsel at the hearing of the appeal.

- (a) The said judgment is contrary to law and the weight of evidence ;
- (b) The Plaintiff-Respondent has failed to establish that the full quantity of rice put on board the ss. "Jalaveera" was not delivered to the consignee's agent at Colombo ;
- (c) The learned District Judge has misdirected himself on the law in regard to the interpretation of the provisions of the Bills of Lading ;
- 10 (d) The learned District Judge has misdirected himself in holding that there was an obligation on the Defendant-Appellant to deliver empty bags to the consignees ;
- (e) The evidence led in this case is not sufficient in law to establish any general custom in regard to the delivery of empty gunny bags to consignees in the case of rice shipments ;
- (f) The Plaintiff-Respondent did not allege in his plaint that there was a legal obligation to deliver empty bags nor was any issue raised in regard to such obligation ;
- 20 (g) The learned District Judge has in his judgment based his finding on the question of short delivery of rice upon a misinterpretation of evidence of Mr. Caspersz regarding the delivery of empty bags ;
- (h) The learned District Judge has not examined the evidence placed by the Defendant-Appellant regarding the quantity of rice actually delivered by the Plaintiff-Respondent to the agents of the Defendant-Appellant ;
- (i) The evidence shews that the entire quantity of rice put on board at Rangoon was delivered by the Defendant-Appellant to the agents of the Plaintiff-Respondent ;
- 30 (j) The learned District Judge has erred in the construction of the provisions of the Indian Carriage of Goods by Sea Act and their application to the facts of the case.

Wherefore the Defendant-Appellant prays that Your Lordships' Court be pleased :—

- (a) to quash the said judgment and order of the learned District Judge and substitute therefor an order dismissing the Plaintiff's action with costs,
- (b) to make such other and further relief as to Your Lordships' Court may seem meet.

(Sgd.) JULIUS & CREASY,  
Proctors for Defendant-Appellant.

40 Settled by :

WALTER JAYAWARDENA,  
*Advocate.*

**Judgment of the Supreme Court**

*S. C. No. 21*

*D. C. Colombo, No. 33028/M*

*Present* : Basnayake, C.J., and Pulle, J.

*Counsel* : H. V. Perera, Q.C., with S. J. Kadirgamar and Ralph de Silva for Defendant-Appellant.

A. C. Alles, Deputy Solicitor-General, with W. Laddu-hetty, Crown Counsel, for Plaintiff-Respondent.

*Argued on* : October 24, 27 and 28, 1958

*Decided on* : October 28, 1958

10

**BASNAYAKE, C.J.**

THIS is an action by the Attorney-General on behalf of the Crown against the defendant, the Scindia Steam Navigation Company Limited, in which a sum of Rs. 14,279.19 is claimed as damages for breach of a contract for the carriage of goods by sea. It is agreed that the terms of the contract are to be found in the documents P1, P2 and P3, which are the bills of lading issued at Rangoon by the agent of the defendant to the shipper, the State Agricultural Marketing Board, Union of Burma. The Attorney-General claims that the shipper delivered at Rangoon to the Defendant company a total number of 100,652 bags of rice, each weighing 160 pounds, and that the defendant failed to deliver those bags of rice at Colombo. In order to establish this claim the Crown relies on the statements of particulars of the shipments in the documents P1, P2 and P3. P1 is a bill of lading issued on 14th September 1953. It is issued in respect of a consignment of rice declared by the shipper as "2187 Bags Full Boiled Rice 1953 crop each 159.74821 lbs. nett Tons 155.19.1.13 nett", P2 is issued on 16th September 1953 in respect of a consignment of rice declared by the shipper as a total of 47,992 bags weighing 3,382 tons 0 cwt. 1 qr. 14 lbs. nett. This according to the shipper's statement represents a total of seven items. P3 issued on 17th September 1953 is in respect of a total of 50,473 bags declared by the shipper an unspecified number of which are 158 lbs. each and the rest 160 lbs. each in weight. This consignment is said to weigh 3,566 tons 8 cwt. 1 qr. and 1 lb. nett.

20

30

Each of the bills of lading is subject to the following condition.

*“This Bill of Lading is issued subject to the further conditions :—*

No. 16.  
Judgment of  
the Supreme  
Court.  
28.10.58.—  
*contd.*

*NUMBER & CONTENTS*

1. Weight, contents, and value when shipped unknown. The company is not to be responsible for any loss, damage or delay whatsoever, directly or indirectly resulting from insufficiency of the address, or packing, internal or external; nor for condition of contents of re-shipped or re-exported Goods.”

10 There is also the following stamped endorsement on each of the bills of lading :—

“SHIP NOT RESPONSIBLE FOR :—

DAMAGE FROM HEATING AND /OR CAKING OF NEW RICE GRAIN OR BRAN; OBLITERATION OF MARKS, DETERIORATION OF CONTENTS OR STAINING OF BAGS, CAUSED BY THE NATURE OF CONTENTS AND/OR SHORTAGE OF WEIGHT CAUSED BY THE EVAPORATION OF CONTENTS; BURSTING OF BAGS AND LOSS OF CONTENTS.

20 SHIP NOT RESPONSIBLE FOR WEIGHT OF BAGS ON OUT-TURN.”

It is also agreed by the parties that the courts in Ceylon have jurisdiction in this matter and that as stated in the bills of lading, the Indian Carriage of Goods by Sea Act, No. XXVI of 1925, and the schedule thereto are to be regarded as applicable to this contract.

30 The Crown sought to establish its case by producing the bills of lading and claiming that according to the bills of lading 100,652 bags of rice each weighing 160 lbs. had been delivered to the defendant and that the defendant had failed to deliver this number of bags each containing 160 lbs. of rice at Colombo. The Attorney-General relied on the hearsay statement of the carrier in the bills of lading for which he did not vouch and from which he expressly dissociated himself and offered no proof either oral or documentary that each of the bags of rice weighed 160 pounds, nor did the Attorney-General establish by evidence that the total quantity of rice handed over by the shipper at Rangoon was not discharged by the carrier at Colombo. It is in evidence that the ship carried exclusively rice consigned by the shipper to the Director of Food Supplies, Colombo, and that after it left Rangoon it did not call at any other port on its way to Colombo. In order to succeed in this action the Attorney-  
40 General must establish that the defendant failed to deliver the quantity of rice handed to him by the shipper at Rangoon for transportation to Colombo. He must prove by evidence that the

No. 16.  
Judgment of  
the Supreme  
Court.  
23.10.58.—  
*contd.*

shipper handed to the defendant's ship 100,652 bags of rice each weighing 160 lbs. This he cannot do except by calling a witness or witnesses able to speak to that fact. He has failed to do so. In view of the conditions in the bills of lading quoted above he is not entitled to rely on the weight, number and quantity given in them as establishing his claim.

Learned counsel for the appellant referred us to the case of the *New Chinese Antimony Company Limited v. Ocean Steamship Company Limited*, (1917) 2 K. B. 664, where it was held that where bills of lading were qualified by the use of such words as "said to be . . . . ." or "weight etc. unknown" they do not afford *prima facie* evidence that the stated weight or quantity was shipped. The burden is on the plaintiff to establish the facts on which he relies to succeed in his case. Apart from the conditions abovementioned there is in the instant case in the defendant's favour the added circumstance that the ship was loaded only with rice consigned to the Director of Food Supplies, Colombo, and that she did not call at any intermediate port before reaching Colombo. 10

The officers of the Government of Ceylon had access to the ship and they had every opportunity of satisfying themselves that every grain of rice put into the ship at Rangoon was landed at Colombo. The Attorney-General does not claim that any part of the rice loaded into the ship at Rangoon has been retained in the ship's hold. 20

We therefore set aside the order of the learned District Judge and dismiss the plaintiff's action with costs in both courts.

(Sgd.) HEMA H. BASNAYAKE,  
*Chief Justice.*

PULLE, J.

I agree.

(Sgd.) M. F. S. PULLE,  
*Puisne Justice.*

30

Decree of the Supreme Court

No. 17.  
Decree of the  
Supreme  
Court.  
28.10.58.

ELIZABETH THE SECOND, QUEEN OF CEYLON AND OF  
HER OTHER REALMS AND TERRITORIES,  
HEAD OF THE COMMONWEALTH

IN THE SUPREME COURT OF THE ISLAND  
OF CEYLON

The Attorney-General of Ceylon ..... *Plaintiff.*

*vs.*

10 The Scindia Steam Navigation Company Limited, India .. *Defendant.*

The Scindia Steam Navigation Company Limited, India  
..... *Defendant-Appellant.*

*against*

The Attorney-General of Ceylon ..... *Plaintiff-Respondent.*

*Action No. 33028/M.*

District Court of Colombo

20 THIS cause coming on for hearing and determination on the  
24th, 27th and 28th days of October, 1958 and on this day, upon  
an appeal preferred by the Defendant-Appellant before the Hon.  
H. H. Basnayake, Q.C., Chief Justice, and the Hon. M. F. S. Pulle,  
Q.C., Puisne Justice of this Court, in the presence of Counsel for the  
Defendant-Appellant, and Plaintiff-Respondent.

It is considered and adjudged that the order of the District Judge  
be and the same is hereby set aside and the plaintiff's action is  
dismissed.

And it is further decreed that the Plaintiff-Respondent do pay to  
the Defendant-Appellant the taxed costs in both Courts.

(Vide copy of judgment attached)

30 Witness the Hon. Hema Henry Basnayake, Q.C., Chief Justice at  
Colombo, the 28th day of November in the year One thousand  
Nine hundred and fifty-eight and of our Reign the Seventh.

(Sgd.) B. F. PERERA,  
*Deputy Registrar, S. C.*

## No. 18

No. 18.  
Application for  
Conditional  
Leave to  
Appeal to the  
Privy Council.  
21.11.58.

APPLICATION FOR CONDITIONAL LEAVE TO APPEAL  
TO THE PRIVY COUNCIL

IN THE SUPREME COURT OF THE ISLAND OF CEYLON

The Attorney-General of Ceylon ..... *Plaintiff.*

D. C. Colombo ..... *vs.*

Case No. 33028/M.

The Scindia Steam Navigation Company Limited, India .. *Defendant.*

The Scindia Steam Navigation Company Limited, India  
..... *Defendant-Appellant.*

S. C. 21 of 1957 ..... *vs.*

(Final)

10

The Attorney-General of Ceylon ..... *Plaintiff-Respondent.*

In the matter of an application for Leave to Appeal to Her Majesty  
the Queen in Council.

The Attorney-General of Ceylon .. *Plaintiff-Respondent-Appellant.*

*vs.*

The Scindia Steam Navigation Company Limited, India.  
..... *Defendant-Appellant-Respondent.*

To: THE HONOURABLE THE CHIEF JUSTICE AND THE OTHER  
JUDGES OF THE SUPREME COURT OF THE ISLAND OF CEYLON.

20

On this 21st day of November, 1958.

The humble petition of the Attorney-General of Ceylon, the  
Plaintiff-Respondent-Appellant abovenamed appearing by Abdul  
Hameed Mohamed Sulaiman, his Proctor, states as follows:—

1. Upon an appeal preferred to the Supreme Court by the  
Defendant-Appellant-Respondent abovenamed, the Supreme Court  
delivered judgment thereon on the 28th day of October, 1958,  
allowing the said appeal with costs. The said appeal bears S. C. 21  
of 1957 (Final)—D. C. Colombo Case No. 33028/M.

2. That feeling aggrieved by the said judgment of this Honourable  
Court, the abovenamed Plaintiff-Respondent-Appellant is desirous  
of appealing to Her Majesty the Queen in Council,

30



3. That—(a) the said judgment is a final judgment of Your Lordships' Court in a civil action ;  
 (b) the matter in dispute on the appeal is of the value of Rs. 14,279·19.

No. 18.  
 Application for  
 Conditional  
 Leave to  
 Appeal to the  
 Privy Council.  
 21.11.58.—  
*contd.*

4. That notice of the intended application for leave to appeal was given to the Defendant-Appellant-Respondent abovenamed, within fourteen days from the date of the pronouncement of the said judgment in terms of Rule 2 of the Rules in the Schedule to the Appeals (Privy Council) Ordinance (Chapter 85). Affidavit in  
 10 proof of the said fact is annexed hereto marked " X ".

Wherefore the Plaintiff-Respondent-Appellant prays for leave to appeal to Her Majesty the Queen in Council against the said judgment of this Court dated the 28th day of October, 1958.

(Sgd.) A. H. M. SULAIMAN,  
*Proctor for Plaintiff-Respondent-Appellant.*

Settled by

W. LADDUWAHETTY,  
*Crown counsel.*

No. 19.  
Decree granting  
Conditional  
Leave to  
Appeal to the  
Privy Council.  
16.1.59.

No. 19

Decree granting Conditional Leave to Appeal to  
the Privy Council

S. C. Application No. 477

ELIZABETH THE SECOND, QUEEN OF CEYLON AND OF HER  
OTHER REALMS AND TERRITORIES, HEAD OF THE  
COMMONWEALTH

IN THE SUPREME COURT OF THE ISLAND  
OF CEYLON

In the matter of an application dated 21st November, 1958, for 10  
Conditional Leave to Appeal to Her Majesty the Queen in Council  
by the Plaintiff-Appellant against the decree dated 28th October,  
1958.

THE ATTORNEY-GENERAL OF CEYLON  
..... *Plaintiff-Respondent-Appellant.*  
*against*

THE SCINDIA STEAM NAVIGATION COMPANY LIMITED,  
INDIA ..... *Defendant-Appellant-Respondent.*

Action No. 33028/M (S. C. 21—Final)

District Court of Colombo 20

THIS cause coming on for hearing and determination on the 16th  
day of January, 1959, before the Hon. H. W. R. Weerasooriya and  
the Hon. K. D. de Silva, Puisne Justices of this Court, in the presence  
of Counsel for the Appellant and Respondent.

It is considered and adjudged that this application be and the  
same is hereby allowed upon the condition that the applicant do  
within one month from 16th January, 1959 :

Deposit in terms of provisions of Section 8 (a) of the Appellate  
Procedure (Privy Council) Order, 1921, with the Registrar a sum of  
Rs. 300 in respect of fees mentioned in Section 4 (b) and (c) of the 30  
Appeals (Privy Council) Ordinance (Chapter 85.)

Provided that the applicant may apply in writing to the said  
Registrar stating whether he intends to print the record or any  
part thereof in Ceylon, for an estimate of such amounts and fees  
and thereafter deposit the estimated sum with the said Registrar.

Witness the Hon. Hema Henry Basnayake, Q.C., Chief Justice at Colombo, the 21st day of January, in the year One thousand Nine hundred and fifty-nine and of Our Reign the Seventh.

(Sgd.) B. F. PERERA,  
*Deputy Registrar, S. C.*

No. 19.  
Decree granting  
Conditional  
Leave to  
Appeal to the  
Privy Council.  
16.1.59.  
—contd.

No. 20.  
Application for  
Final Leave  
to Appeal  
to the Privy  
Council.  
11.2.59.

No. 20

Application for Final Leave to Appeal to the  
Privy Council

IN THE SUPREME COURT OF THE ISLAND OF CEYLON  
THE ATTORNEY-GENERAL OF CEYLON ..... *Plaintiff.*

D. C. Colombo vs.  
Case No. 33028/M

THE SCINDIA STEAM NAVIGATION COMPANY LIMITED,  
INDIA ..... *Defendant.*

THE SCINDIA STEAM NAVIGATION COMPANY LIMITED, 10  
INDIA ..... *Defendant-Appellant.*

S. C. 21 of 1957  
(Final) vs.

THE ATTORNEY-GENERAL OF CEYLON.. *Plaintiff-Respondent.*

In the matter of an application for leave to appeal to Her Majesty  
the Queen in Council.

THE ATTORNEY-GENERAL OF CEYLON  
..... *Plaintiff-Respondent-Appellant.*

S. C. Application vs. 20  
No. 477 of 1958.

THE SCINDIA STEAM NAVIGATION COMPANY LIMITED,  
INDIA ..... *Defendant-Appellant-Respondent.*

To : THE HONOURABLE THE CHIEF JUSTICE AND THE OTHER  
JUSTICES OF THE SUPREME COURT OF THE ISLAND OF CEYLON.

On this 11th day of February, 1959.

The humble petition of the Plaintiff-Respondent-Appellant above-  
named appearing by Abdul Hameed Mohamed Sulaiman, his  
Proctor, states as follows :—

1. That the Plaintiff-Respondent-Appellant on the 16th day of  
January, 1959, obtained conditional leave from this Honourable 30  
Court to appeal to Her Majesty the Queen in Her Privy Council

against the judgment of this Court pronounced on the 28th day of October, 1958. The condition subject to which leave was so granted was :—

Deposit with the Registrar of the Supreme Court a sum of Rupees Three Hundred (Rs. 300) in terms of provisions of Section 8 (a) of the Appellate Procedure (Privy Council) Order 1921, in respect of fees mentioned in Section 4 (b) and (c) of the Appeals (Privy Council) Ordinance (Chapter 85).

2. That the Plaintiff-Respondent-Appellant has :—

- 10 On the 28th day of January, 1959, deposited with the Registrar a sum of Rupees Three Hundred (Rs. 300) in respect of the amounts and fees required by paragraph 8 (a) of the Appellate Procedure (Privy Council) Order, 1921, made under Section 4 (b) and (c) of the Appeals (Privy Council) Ordinance (Chapter 85).

Wherefore the plaintiff-respondent-appellant prays that he be granted Final Leave to Appeal to Her Majesty the Queen in Her Privy Council against the said judgment of this Court pronounced on the 28th day of October, 1958.

(Sgd.) A. H. M. SULAIMAN,  
*Proctor for Plaintiff-Respondent-Appellant.*

No. 21.  
Decree granting  
Final Leave to  
Appeal to the  
Privy Council.  
25.2.59.

No. 21

Decree granting Final Leave to Appeal to the  
Privy Council

S. C. Application No. 87

ELIZABETH THE SECOND, QUEEN OF CEYLON AND OF HER  
OTHER REALMS AND TERRITORIES, HEAD OF THE  
COMMONWEALTH

IN THE SUPREME COURT OF THE ISLAND  
OF CEYLON

In the matter of an application dated 11th February, 1959, for 10  
Final Leave to Appeal to Her Majesty the Queen in Council by the  
Plaintiff-Appellant against the decree dated 28th October, 1958.

THE ATTORNEY-GENERAL OF CEYLON

..... *Plaintiff-Respondent-Appellant.*

*against*

THE SCINDIA STEAM NAVIGATION COMPANY LIMITED,

INDIA ..... *Defendant-Appellant-Respondent.*

Action No. 33028/M (S. C. 21—Final)

District Court of Colombo

20

THIS cause coming on for hearing and determination on the  
25th day of February, 1959, before the Hon. H. W. R. Weerasooriya  
and the Hon. K. D. de Silva, Puisne Justices of this Court, in the  
presence of Counsel for the Appellant and Respondent.

It is considered and adjudged that the application for Final Leave  
to Appeal to Her Majesty the Queen in Council be and the same is  
hereby allowed.

Witness the Hon. Hema Henry Basnayake, Q.C., Chief Justice  
at Colombo, the 2nd day of March, in the year One thousand Nine  
hundred and fifty-nine and of Our Reign the Eighth.

30

(Sgd.) B. F. PERERA,  
*Deputy Registrar, S. C.*

**Contract with the Conference Lines**

P 27.  
Contract  
with the  
Confere,co  
Lines.  
22.4.53.

THIS AGREEMENT made this 22 day of April, One thousand  
Nine hundred and fifty-three, between the BRITISH INDIA STEAM  
NAVIGATION COMPANY LIMITED, a Company incorporated  
in England under the Companies Act, 1862, and having its registered  
address at 122, Leadenhall Street, London, E. C. 3, the SCINDIA  
STEAM NAVIGATION COMPANY LIMITED, a Company incor-  
porated in India under the Indian Companies Act, VII of 1913, and  
10 having its registered address at Scindia House, Dougall Road,  
Ballard Estate, Fort, Bombay, the ASIATIC STEAM NAVIGATION  
COMPANY LIMITED, a Company incorporated in England under  
the Companies Act, 1929, and having its registered address at No. 7,  
St. Helon's Place, London, the BHARAT LINE LIMITED, a  
Company incorporated in India under the Indian Companies Act  
and having its registered address at Mehta House, Apollo Street,  
Fort, Bombay, and BIBBY LINE LIMITED, a Company incorpo-  
rated in England under the Companies Act, 1862 to 1890 and having  
20 its registered address at Martins Bank Building, Water Street,  
Liverpool (hereinafter collectively called and referred to as "The  
Conference Lines" which expression where its context so requires,  
shall mean and include the said British India Steam Navigation Co.,  
Ltd., the Scindia Steam Navigation Co., Ltd., the Asiatic Steam  
Navigation Co., Ltd., the Bharat Line Limited and the Bibby Line  
Limited and their respective successors and permitted assigns) of  
the one part and KOVINDAPILLAI ALVAPPILLAI, Food Com-  
missioner (Supplies), Ceylon, hereinafter called and referred to as  
"The Food Commissioner (Supplies)" which expression where the  
context so requires, shall mean and include the said Kovindapillai  
30 Alvappillai and his successors in the office of the Food Commissioner  
(Supplies), Ceylon, acting herein for and on behalf of the Government  
of Ceylon (hereinafter called "The Government") of the other  
part.

WHEREAS the Government is desirous of securing and purchasing  
rice in Burma for consumption in Ceylon.

AND WHEREAS the said Conference Lines have made an offer  
to the Food Commissioner (Supplies) to load, transport and carry  
the entire quantity of rice so purchased and secured in Burma by  
first class Steamers or Motor Vessels owned, chartered or otherwise  
made available by or to the Conference Lines which said offer has  
40 been accepted by the Government.

NOW THIS AGREEMENT WITNESSETH as follows:—

1. The Food Commissioner (Supplies) undertakes to ship in  
vessels owned, chartered or otherwise at the disposal of the

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Contract  
with the  
Conference  
Lines.  
22.4.53—*contd.*

Conference Lines, the entire quantity of rice purchased in Burma for and on behalf of the Government for consumption in Ceylon. The quantity of rice to be transported during the period covered by this Agreement being not less than 60,000 tons and not more than 150,000 tons. Any possible increase to be the subject of mutual agreement.

2. (i) The Conference Lines undertake to provide first class steamers or motor vessels regularly and promptly as and when required by the Food Commissioner (Supplies) to load and carry all such rice purchased for and on behalf of the Government from the ports of Burma to the ports of Ceylon as determined by the Food Commissioner (Supplies), subject to a maximum of 30,000 tons in any one calendar month. 10

(ii) The Food Commissioner (Supplies) shall give or cause to be given to each of the above members of the Conference Lines or their representatives in Burma or Ceylon due notice of the probable quantity of rice to be imported by the Government during each month. On receiving such notice the Conference Lines shall arrange the necessary tonnage and shall nominate the number of vessels required to effect such transport and shall advise the Food Commissioner (Supplies) of such nomination. 20

3. The Food Commissioner (Supplies) shall pay and the Conference Lines shall charge or cause to be charged for the transport and carriage (which term includes loading into vessels from alongside at the port of shipment and delivery at ships rail at the port of discharge) freight not in Excess of the following rates :—

(i) A rate of Rupees thirty-three (Rs. 33) per ton of 20 cwt. nett for carriage from any one port of Burma to the port of Galle or Colombo in Ceylon.

(ii) If loading becomes necessary at more than one port in Burma an additional sum of Rupees Two (Rs. 2) per ton on the entire cargo loaded ; 30

(iii) If discharge of a part cargo at Galle is required by the Government or if it becomes necessary so to do and the other part of the cargo is discharged in Colombo, an additional sum of Rupees four (Rs. 4) per ton shall be paid by the Government to the Conference Lines on the quantity of cargo discharged at Galle only.

4. (i) Provided, however, if on arrival of a cargo of rice loaded in Burma at the port of Colombo or Galle such cargo has not been discharged at an average rate of 800 tons per day or over, with not less than 4 hatches available, otherwise pro-rata reduction, 40



10 the Government shall pay demurrage to the Conference Lines at the rate of Rupees Three Thousand (Rs. 3,000) per day and pro-rata for any part of a day the vessel is detained for the purpose of unloading beyond the permissible time. Provided, however, for the purpose of effecting expeditious discharge of the cargo, the Conference Lines undertake on behalf of the ship to discharge her cargo or cause it to be discharged with all possible speed subject to the limitations of the port's ability to receive cargo, arranging for the continuance of work after normal working hours including night work up to 2.0 a.m., when necessary, as laid down by the Port Rules, all expenses of such overtime incurred in connection with the discharge being to the ships account. The arrangements made for the supply of tally clerks, stovedores, labour, etc., for discharge of vessels covered by this Agreement are to be those customary at the port of discharge and in force at the time. The Conference Lines are not bound to provide specially selected labour, for handling cargo, but will follow the normal procedure governing the discharge of cargo from similar vessels, calling at the ports concerned in the normal course of trade.

20

(ii) The time taken for discharge for the purpose of assessing the demurrage payable as outlined in Clause (4) (i) above to commence from the time the vessel arrives and anchors off or in the port of discharge and to continue until completion of discharge, non-weather working days and detention due to mechanical defects of the vessels gear to be excluded but Sundays and holidays included.

30

5. The conference Lines shall have the right to carry up to 1,000 tons of pulses or general cargo at the current scheduled rates of freight consigned to Colombo or Galle per ship in vessels nominated to lift rice under this Agreement. They shall further be entitled, if a vessel is not filled to her lifting capacity with rice, to use any space thereby left vacant for general cargo.

40

6. Notwithstanding anything contained in this Agreement :—

(i) The transport and carriage of each separate cargo of rice shall be governed by the terms and conditions of the bill of lading which the Owners or Agents of the Owners of the carrying vessels shall and are hereby required to issue to the shippers or consignees which shall be deemed to be the contract of carriage in respect of that cargo between the shipper and/or consignee on the one hand and the Owners of the carrying vessels on the other : provided, however, that the rate or rates of freight charged and entered in the bill of lading shall not be in excess of the rates laid down in Clause 3.

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 Lines.  
 22.4.53.—*contd.*

(ii) The Government shall not be obliged or bound to provide or offer booking freight for the carriage of rice from Burma to the Conference Lines or booking freight for the carriage of rice in any specified quantity in any month or during the period of the operation of this Agreement, if owing to war, rebellion, civil commotion or disagreement between the Government and the Government of Burma or other Burmese authority on any matter or to any cause whatsoever, the Government is prevented from procuring or purchasing or is unable to procure or purchase any quantity of rice or the quantity of rice estimated at the commencement of this Agreement. 10

7. Should the Conference Lines at any time during the continuance of this Agreement fail or neglect to provide the necessary steamers or motor vessels, as contracted for in Clause 2, of this Agreement, but subject to the provisions of Clause 8 herein, and provided always, that the Government has given the Conference Lines at least four weeks' notice that shipment of the particular consignments is required, the Food Commissioner (Supplies) shall have the right to employ any other vessel or vessels for the carriage of rice as aforesaid and pay freight therefor at whatever rate he may deem fit and should the cost of such freight so paid by the Food Commissioner (Supplies) be more than the rates herein agreed upon, the Conference Lines, shall pay to the Food Commissioner (Supplies) the full amount of such excess in cost of freight so obtained over the rates herein agreed together with all other expenses attending the procuring of such freight. All payments, if any, to which the Conference Lines may become liable hereunder shall be paid to Government forthwith on demand or may be deducted by the Food Commissioner (Supplies) from any moneys due or which may become due to the Conference Lines under this or any other Agreement or any other contracts they may hold with the Government. 20 30

8. The Act of God, perils of the sea, strikes, lockouts, accidents, Government prohibitions of requisitioning all future war or hostilities and other causes beyond the control of the Government or the Conference Lines are mutually excepted throughout.

9. This Agreement shall be in force for a period of eleven months from 1st February, 1953, until the 31st December, 1953.

IN WITNESS WHEREOF THE BRITISH INDIA STEAM NAVIGATION CO., LTD., the ASIATIC STEAM NAVIGATION CO., LTD., the SCINDIA STEAM NAVIGATION CO., LTD., the 40

BHARAT LINE LTD., and the BIBBY LINE LTD., have set their respective seals and the Food Commissioner (Supplies) has set his hand at the places and on the dates hereinafter.

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Contract  
with the  
Conference  
Lines.  
22.4.53—contd.

(Sgd.) K. ALVAPPILLAI,  
*Food Commissioner (Supplies).*

MACKINNON MACKENZIE & COMPANY OF CEYLON LIMITED

(Sgd.)———,  
*Managing Director,*  
*Agents.*

10 BRITISH INDIA STEAM NAVIGATION COMPANY LIMITED

AITKEN SPENCE & CO. LTD.,

NAROTTAM & PERERIA LTD.,

(Sgd.)———,

(Sgd.)———,

*Agents.*

*Agents.*

ASIATIC STEAM NAVIGATION  
COMPANY, LIMITED

SCINDIA STEAM NAVIGATION  
COMPANY, LIMITED

CARSON CUMBERBATCH & CO. LTD.

I. S. & C. MACHADO (CEYLON)

(Sgd.)———,

(Sgd.)———,

*Agents.*

*Agents.*

BIBBY LINE LIMITED

BHARAT LINE LTD.

20 I certify this as a true copy of the Agreement dated 22nd day of April, 1953, between the British India Steam Navigation Company Limited and the Food Commissioner (Supplies) Ceylon.

(Sgd.)———,  
*Food Commissioner.*

P 27.  
Contract  
with the  
Conference  
Lines.  
22.4.53—contd.

ADDENDUM.

Colombo 1, 8th April, 1953.

**Burma/Ceylon Freight Agreement.—(Feby/Dec. 1953)**

It is hereby mutually agreed that the following addendum shall be made to the above Agreement at the end of Clause 6 (1)

“ And provided further that nothing contained in this Clause shall affect the liability of the Conference Lines to furnish first class steamers or motor vessels under Clause 2 of this agreement.”

All other terms, conditions and exceptions of the Agreement to remain unaltered and in full force.

(Sgd.) K. ALVAPPILLAI, 10  
*Food Commissioner (Supplies)*  
22.4.53

MACKINNON MACKENZIE & CO. OF CEYLON LTD.,

(Sgd.) ————,  
*Managing Director,*  
*Agents.*

BRITISH INDIA STEAM NAVIGATION COMPANY LIMITED

AITKEN SPENCE & CO. LTD.

(Sgd.) ————,  
*Agents.*

NAROTTAM & PEREIRA, LTD.

(Sgd.) ————,  
*Agents.*

20

ASIATIC STEAM NAVIGATION  
COMPANY LIMITED

SCINDIA STEAM NAVIGATION  
COMPANY LIMITED

CARSON CUMBERBATCH & CO. LTD.

(Sgd.) ————,  
*Agents.*

I. S. & C. MACHADO (CEYLON)

(Sgd.) ————,  
*Agents.*

BIBBY LINE LIMITED

BHARAT LINE LIMITED

I certify this as a true copy of the Addendum to the Agreement dated 22nd day of April 1953 between the Conference Lines and the Food Commissioner (Supplies).

(Sgd.) ————,  
*Food Commissioner.* 30

Colombo, 5.10.56.



**DUPLICATE**

1. This bill of lading is issued subject to the terms and conditions of the Charter Party and the Bill of Lading signed with the carrier and value of the goods appearing thereon. The goods are to be carried under the Bill of Lading and the carrier is not to be responsible for any loss or damage to the goods in respect of which the Bill of Lading is issued. The goods are to be carried under the Bill of Lading and the carrier is not to be responsible for any loss or damage to the goods in respect of which the Bill of Lading is issued.

2. The Goods are to be carried under the Bill of Lading and the carrier is not to be responsible for any loss or damage to the goods in respect of which the Bill of Lading is issued. The goods are to be carried under the Bill of Lading and the carrier is not to be responsible for any loss or damage to the goods in respect of which the Bill of Lading is issued.

3. The Goods are to be carried under the Bill of Lading and the carrier is not to be responsible for any loss or damage to the goods in respect of which the Bill of Lading is issued. The goods are to be carried under the Bill of Lading and the carrier is not to be responsible for any loss or damage to the goods in respect of which the Bill of Lading is issued.

4. The Goods are to be carried under the Bill of Lading and the carrier is not to be responsible for any loss or damage to the goods in respect of which the Bill of Lading is issued. The goods are to be carried under the Bill of Lading and the carrier is not to be responsible for any loss or damage to the goods in respect of which the Bill of Lading is issued.

5. The Goods are to be carried under the Bill of Lading and the carrier is not to be responsible for any loss or damage to the goods in respect of which the Bill of Lading is issued. The goods are to be carried under the Bill of Lading and the carrier is not to be responsible for any loss or damage to the goods in respect of which the Bill of Lading is issued.

6. The Goods are to be carried under the Bill of Lading and the carrier is not to be responsible for any loss or damage to the goods in respect of which the Bill of Lading is issued. The goods are to be carried under the Bill of Lading and the carrier is not to be responsible for any loss or damage to the goods in respect of which the Bill of Lading is issued.

7. The Goods are to be carried under the Bill of Lading and the carrier is not to be responsible for any loss or damage to the goods in respect of which the Bill of Lading is issued. The goods are to be carried under the Bill of Lading and the carrier is not to be responsible for any loss or damage to the goods in respect of which the Bill of Lading is issued.

8. The Goods are to be carried under the Bill of Lading and the carrier is not to be responsible for any loss or damage to the goods in respect of which the Bill of Lading is issued. The goods are to be carried under the Bill of Lading and the carrier is not to be responsible for any loss or damage to the goods in respect of which the Bill of Lading is issued.

9. The Goods are to be carried under the Bill of Lading and the carrier is not to be responsible for any loss or damage to the goods in respect of which the Bill of Lading is issued. The goods are to be carried under the Bill of Lading and the carrier is not to be responsible for any loss or damage to the goods in respect of which the Bill of Lading is issued.

10. The Goods are to be carried under the Bill of Lading and the carrier is not to be responsible for any loss or damage to the goods in respect of which the Bill of Lading is issued. The goods are to be carried under the Bill of Lading and the carrier is not to be responsible for any loss or damage to the goods in respect of which the Bill of Lading is issued.



**FRIGHT PAYABLE AT THE DESTINATION**

**RIGHT PAYABLE AT DESTINATION**

**PAID TO WEIGHT**

**SHIPMENT & PAYABLE SHIP OR GOO LOST OR NOT LOST**

**NOT RESPONSIBLE FOR -**  
DAMAGE FROM HEATING AND/OR SWELLING OF  
RICE OR GRAIN OR BRIM OR LITERATURE OR FABRIC  
DETERIORATION OF CONTENTS OR STAINING OF  
RICE CAUSED BY THE NATURE OF CONTENTS  
AND/OR SHORTAGE OF WEIGHT CAUSED BY THE  
EVAPORATION OF CONTENTS; BURSTING OF BAGS  
AND LOSS OF CONTENTS.

**NOT RESPONSIBLE FOR -**  
DAMAGE FROM HEATING AND/OR SWELLING OF  
RICE OR GRAIN OR BRIM OR LITERATURE OR FABRIC  
DETERIORATION OF CONTENTS OR STAINING OF  
RICE CAUSED BY THE NATURE OF CONTENTS  
AND/OR SHORTAGE OF WEIGHT CAUSED BY THE  
EVAPORATION OF CONTENTS; BURSTING OF BAGS  
AND LOSS OF CONTENTS.

Sept 1933

1933

**SUBJECT TO CHARTER**  
**AS PER REVERSE**

*Bartholomew*  
*Proctor & Hamilton*

1933



DUPLICATE

76



CONT: NO. C-2/53 Navigation Co., Ltd.

State Agricultural Marketing Board, Union of Burma

S.S. "JALAVEERA" RANGOON

COLOMBO

SAMB/150/RPWCS

15 SEP 1963

(2187 Bags)

The Director of Food Supplies, Colombo

14 63  
S A M B  
F. BLD

2187 Bags Full Boiled Rice  
1963 Crop  
each 159.74821 lbs nett  
Tens. 155.18. 1.12. MEX

**FREIGHT PAYABLE AT THE DESTINATION**

Two thousand one hundred and eighty seven bags only.

MEASUREMENT AND WEIGHTS

Item	Feet	Inches	Tons	Cwt	lbs	Nett
SAID TO WEIGH						
Checked weight						
Nett.			155	19	1	18
Gross			157	18	1	18

FREIGHT, IF NOT PREPAID, DUE ON SHIPMENT & PAYABLE SHIP OR GO LOST OR NOT LOST.

destination

TH

Rangoon 14th September 1963

For The State Agricultural Marketing Board

COLOMBO  
The Director of Food Supplies, Colombo

GENERAL PROVISIONS

1. The cargo is to be carried in conformity with the applicable regulations... (text continues)

2. The cargo is to be carried in conformity with the applicable regulations... (text continues)

3. The cargo is to be carried in conformity with the applicable regulations... (text continues)

4. The cargo is to be carried in conformity with the applicable regulations... (text continues)

SUBJECT TO CLAUSES AS PER REVERSE



**GENERAL CLAUSE**

7. All the conditions of the Indian Carriage and Goods by Sea Act, 1925 and the Schedule thereto are to apply to the contract of carriage of goods by sea... The Scindia Steam Navigation Co., Ltd. (Incorporated in India.)

3 10 **TRIPPLICATE COASTAL**  
 Shipped in strict good order and condition to State Agr. Market  
 S. S. JALAVEENA, Master, Capt. of Port, Panaji  
 on Board the Ship... COLONCO...  
 but with liberty either before or after proceeding

Shippers are responsible for the cargo... No claim for damage will be admitted unless notified in writing before the Goods are removed... No claim for short delivery, short landing, non-delivery, total loss or any other claim whatsoever in respect of the above-mentioned goods will be entertained unless made in writing within six months from the date of completion of vessel's discharge.

towards that Port to proceed to, and vice versa, or places whatsoever (although in a contrary direction to, or out of or beyond the ordinary or usual route to the said Port of Discharge) once or often, in any order, backwards or forwards for loading or unloading of cargo or passengers, or for any purpose whatsoever, and all such ports, places and callings shall be deemed included within the intended voyage... 47999 Bags...  
 Director of Food Supplies, Colombo

**PARTICULARS DECLARED BY SHIPPER.**

Leading Marks.	Number of Packages or pieces.	Description.	Said to weigh.
15/53	788	Bags Full boiled Rice 195	
A.M.B.		@ 161.01219lbs. Nett.	55-11-2
BLD.	6494	Bags "	
53.		@ 1.93565 "	457-17-1-22
	5668	Bag "	
		@ 1.7.19824 "	397-15-1
		" "	
		" 7. 450 "	55-7-3
		" "	
		" 7.97355 lbs. "	1925-4-2
		" "	
		" 8.59959 "	247-11-3
		" "	
		" 7.13158 "	242-11-1
Total Tons Nett.		3382-0-	14
		Gross 3.3424-17-	1-1

**GENERAL WARRANTIES.**  
 The Company shall not be liable for loss, damage or delay directly or indirectly resulting from any of the following causes or risks, however occasioned: viz. Act of God, earthquake, piracy, robbery, theft or pilferage with or without violence on board or ashore and whether by persons in the service of the Company or not; arrest and restraint of princes, rulers or people, riots and civil commotions, strikes, lockouts or other labour disturbances, barratry, piracy, fire, fire, explosion, explosion, fire, breakage or leakage, volcanic, winds, or other natural causes, or any other cause whatsoever of any kind in sea, rivers or navigation, whosoever and wherever, or in consequence of any stage of the voyage provided reasonable care is taken by the Company at the port of shipment to prevent same; any Act, neglect or default of the pilot, master, officers, crew, mariners, engineers, stevedores, other persons or agents whatsoever of the Company in board or elsewhere in the management, navigation or operation of the vessel belonging to the Company, or in the loading, stowage, cargo, tallying or delivery of the cargo.  
 In all cases and under all circumstances the Company's liability shall absolutely cease when the goods are free of the vessel's tackle and thereupon the goods shall be at risk for all purposes and in every respect of Shipper or Consignee.  
 The Company is to be at liberty to carry the goods to the Port of Destination, the above or any other steamer or steamer, ship or ships, Motor vessel or vessels either belonging to the Company or to other persons, and to tranship or land and store the goods on shore or afloat and to re-ship and forward same, at the Company's expense but at shipper's or consignee's risk, at the like risk to deviate as above mentioned.  
 General average to be adjusted according to York-Antwerp Rules, 1950.  
 The Bill of Lading is issued subject to the following further conditions:-  
**WEIGHT & CONTENTS.**  
 1. Weight, contents, and value when shipped unknown. The company is not responsible for any loss, damage or delay whatsoever, directly or indirectly resulting from inaccuracy of the address, or packing, internal or external, nor for condition of any re-shipment of re-exported Goods.  
**WATER & STAIN.**  
 2. Company not responsible for damage from heating and/or caking of rice or brass.  
 In case of Timber shipment the Steamer is not responsible for bursting of bundles or splitting of ends marks and counter marks.  
 Claims for shortage of stowage &c. will only be entertained on the basis of survey measurements declared in Bill of Lading. Not responsible for breaking or leakage of bundles and leakage at the time of delivery, unless placed under delivery to consignee in proportion to their assignments. Delivery will be given by the Company's landing receipts as Landed, Banded or Sealed on payment of usual landing charges.  
**PRESENT.**  
 4. The Company reserves the right of changing freight by weight, measurement or value and of re-measuring or re-weighing the Goods and charging freight accordingly at delivery. Freight on salt, sulphate, dates, fruit and perishable goods to be payable by weight shipped, and an allowance will be made for breakage, shrinkage or leakage on the basis of the Carrier's tally. The Carrier shall not be liable for loss or damage to goods unless such marks shall have been clearly and legibly stamped or marked by the shipper or the shipper's agent upon the goods or packages in letters and figures, not less than 2" high and with the name of the port of destination. Goods that cannot be labelled as to quantities, numbers, cargo sweepings liquid residues and any unclaimed goods notwithstanding shall be allocated for complete delivery to the various consignees or goods of character in proportion to any apparent shortage, loss of weight or shrinkage.  
 The shipper and consignee shall be liable for and shall indemnify the Carrier, ship agent and others of loss, damage, expenses, liability, reimbursement of the bill of lading and gathering of bills of lading or packages, also against any payment by the latter, duty, tax, impost, fine, penalty or forfeiture, sustained or incurred by or for the Carrier or the ship in connection with the goods (whether classed as manifest, manifest, nature, quality or condition) whether known as the Carrier or Master or not; and a requirement of any government or governmental authority or person purporting to be such authority or person, arising under legal process or otherwise, relating to the marking, numbering or addressing of packages or description of the contents, or to comply with laws or regulations of any kind imposed with respect to the marking or numbering of any part or place or any act or omission of the shipper or consignee, any reason whatsoever the goods are re-shipment, repacking, the shipper and consignee shall be liable for and shall pay return freight and charges thereon.  
**TRANSHIPMENT.**  
 5. The Company does not guarantee stowage of cargo of transhipment and is not responsible for any damage or delay thereon or at any other stage of the voyage, unless caused. Extra Storage or any other charges incurred for period beyond the free period at any port of transshipment, to be recovered from consignee before delivery. Goods to be at the risk of the owners of cargo while awaiting transshipment and also subject to the bill of lading of the carrier's bill of lading.  
**HEAVYWEIGHT.**  
 6. Packages weighing more than 3 cwt. (excepting bales and boxes of manufacture of Goods) are only carried at advanced rates of freight and by special agreement.  
**LIES.**  
 7. The Company shall not be liable for loss, damage or delay of any goods, or any other cause the Goods cannot be landed during the vessel's stay at Port. The Company reserves the right to convey same to any Port before the final voyage, to be returned thence at the Company's expense, but at the shipper's risk, and should necessary, also for detaining and storing the Goods at the Company's expense, and Shipper's or Consignee's risk, and be answerable for result of any delay of risk so occasioned or for loss of

Contract No. C-2/53

Number of Packages (in words) Forty seven thousand hundred & ninety two bags only.

**WEIGHT PAYABLE AT DESTINATION.**

MEASUREMENT AND WEIGHT.						
Tons.	Feet.	Inches.	Tons.	Cwts.	Qrs.	Lbs.
<b>SAY TO WEIGH</b>						
			3382	0	1	14

Freight payable at destination, M@ Rs. 33/- per ton Total Rs. 111606/10

at Destination By the Shipper. Vessel and/or cargo at lost.

NESS whereof Commander or Agents of the said Vessel have affirmed Bills of Lading all of this tenor and date one of which Bills accomplished, the others stand void.

at Panaji on this 16th day of September, 1953

For The Scindia Steam Navigation Co., Ltd.

Kye

Handwritten notes and signatures on the right side of the document, including 'Kye' and other illegible marks.



# TRIPPLICATE

10. The Company will not be responsible for Gold, Silver, Platinum, Precious Stones, Precious Metals, Perfumery, Medicines, Poisons, Explosives, Flammable Liquids, or any other goods of value which are not marked with the marks, numbers and Port of Destination, as the Company is not to be responsible for destruction or damage to such goods unless the same are so marked. The Company shall not be responsible for loss or damage to any goods unless the same are so marked. The Company shall not be responsible for loss or damage to any goods unless the same are so marked. The Company shall not be responsible for loss or damage to any goods unless the same are so marked.

11. In the event of delay for short delivery, loss or damage, the Company shall, subject to Clause No. 10, of this Bill of Lading, not be liable for more than the declared value, the invoice or the market value of the goods whichever shall be the less, less all charges thereon.

12. The Goods are to be delivered marked with the marks, numbers and Port of Destination, as the Company is not to be responsible for destruction or damage to such goods unless the same are so marked. The Company shall not be responsible for loss or damage to any goods unless the same are so marked. The Company shall not be responsible for loss or damage to any goods unless the same are so marked.

13. The Company is to have the custody of delivered Goods, or any part thereof, until reaching ship or boat or craft, or landing them at the intended wharves of the Shipper or Consignee at the place of delivery to be given at the Agent's Office and it also to be at liberty to deliver to the Shipper or Consignee at any other place, or upon any other terms, subject to the Bill of Lading. The Company shall have a lien on all or any part of the Goods against expenses incurred at the wharves or at any other place of delivery. The provisions of this clause shall be subject to the Bill of Lading.

14. Bills of Lading may be presented and delivered by consigned agents delivery of Goods will be granted. The Company shall not be responsible for loss or damage of any kind which may result directly or indirectly from the above provisions of this Bill of Lading, and Goods shall ship to at the Shipper's and Consignee's Risk.

15. The Company shall not be responsible for loss or damage of any kind which may result directly or indirectly from the above provisions of this Bill of Lading, and Goods shall ship to at the Shipper's and Consignee's Risk. The Company shall not be responsible for loss or damage of any kind which may result directly or indirectly from the above provisions of this Bill of Lading, and Goods shall ship to at the Shipper's and Consignee's Risk.

16. The Company shall not be responsible for loss or damage of any kind which may result directly or indirectly from the above provisions of this Bill of Lading, and Goods shall ship to at the Shipper's and Consignee's Risk. The Company shall not be responsible for loss or damage of any kind which may result directly or indirectly from the above provisions of this Bill of Lading, and Goods shall ship to at the Shipper's and Consignee's Risk.

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23. The Company shall not be responsible for loss or damage of any kind which may result directly or indirectly from the above provisions of this Bill of Lading, and Goods shall ship to at the Shipper's and Consignee's Risk. The Company shall not be responsible for loss or damage of any kind which may result directly or indirectly from the above provisions of this Bill of Lading, and Goods shall ship to at the Shipper's and Consignee's Risk.

24. The Company shall not be responsible for loss or damage of any kind which may result directly or indirectly from the above provisions of this Bill of Lading, and Goods shall ship to at the Shipper's and Consignee's Risk. The Company shall not be responsible for loss or damage of any kind which may result directly or indirectly from the above provisions of this Bill of Lading, and Goods shall ship to at the Shipper's and Consignee's Risk.

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27. The Company shall not be responsible for loss or damage of any kind which may result directly or indirectly from the above provisions of this Bill of Lading, and Goods shall ship to at the Shipper's and Consignee's Risk. The Company shall not be responsible for loss or damage of any kind which may result directly or indirectly from the above provisions of this Bill of Lading, and Goods shall ship to at the Shipper's and Consignee's Risk.

28. The Company shall not be responsible for loss or damage of any kind which may result directly or indirectly from the above provisions of this Bill of Lading, and Goods shall ship to at the Shipper's and Consignee's Risk. The Company shall not be responsible for loss or damage of any kind which may result directly or indirectly from the above provisions of this Bill of Lading, and Goods shall ship to at the Shipper's and Consignee's Risk.

**NOT RESPONSIBLE FOR:**  
 LOSS FROM HEATING AND/OR CARING OF THE  
 NICKEL OR BRASS OR OTHER METALS  
 OR FROM THE NATURE OF THE GOODS  
 AND/OR FROM THE NATURE OF THE  
 STABILIZATION OF THE NICKEL OR BRASS  
 OR FROM THE NATURE OF THE GOODS

*An Allusion  
 Proof for [Signature]*



**WARRANTY CLAUSE.**  
 The terms, provisions and conditions of the Indian Goods by Sea Act, 1925 and the Schedule thereto are to apply to the contract contained in this Bill of Lading, and the Company is to be deemed to have accepted the benefit of privileges, rights and immunities conferred in such Act, and the provisions hereof, in so far as they are more favourable to the carrier than the provisions of the said Act, and no further be null and void. It is hereby expressly further provided in pursuance of the provisions of Article 7 of the Schedule to the said Act that the carrier's liability, prior to the loading on, and subsequent to the discharge from the ship shall be governed by the conditions of this Bill of Lading.

**Scindia Steam Navigation Co., Ltd.**  
 (Incorporated in India.)

It is to be noted particularly the terms and conditions of the Bill of Lading with reference to validity of their insurance upon the Goods.

85. The Goods are shipped and this Bill of Lading granted subject to the following special conditions :-

**NOTICE OF CLAIMS.**  
 Any claim for short delivery of or damage done to goods, and all other claims whatsoever, to be presented at Company's option at Port of Discharge, or Bombay and at no other Port.  
 No claim for damage will be admitted unless notified in writing before the Goods are removed.

No claim for short delivery, short landing, non-delivery, total loss, or any other claim whatsoever in respect of the within-mentioned goods will be entertained unless made in writing to the Company within the time specified in the Bill of Lading from the date of arrival of the vessel.

PARTICULARS DECLARED BY SHIPPER.			
Leading Marks.	Number of Packages or pieces.	Description.	Said to weigh.
15/ 3, 16/ 53	17/ 53	50473 Bags.	
S. A. M. B.	(FULL BOILED RICE 1953 CROP.)		
F/BOILED.	Each @	158- 27799- lbs Nett	
160.LBS.	" "	160- 27799- lbs Gross	
	C/W Ton	3566- 8- 1- 1- Nett	
	" "	3611- 9- 2- 7- Gross	

**FREIGHT PAYABLE AT DESTINATION.**

**FREIGHT PAYABLE AT DESTINATION.**

Number of Packages (in words) FIFTY THOUSAND  
FOUR HUNDRED AND SEVENTY THREE BAGS ONLY

MEASUREMENT AND WEIGHT.						
Tons.	Fest.	Inches.	Tons.	Cwts.	Qrs.	Lbs.
<b>SAID TO WEIGH</b>						
			3566	8	1	1

**FREIGHT, IF NOT PREPAID, DUE ON SHIPMENT & PAYABLE SHIP OR CARGO LOST OR NOT LOST.**

K. 117691-63

Freight @ Rs. 32/- per ton Total Rs. 117691/10  
 Payable at Destination by the Shipper. Vessel lost or not lost.

WITNESS whereof Commander or Agents of the said Vessel have affirmed  
 Bills of Lading all of this tenor and date one of which Bills  
 being accomplished, the others stand void.

Issued at Rangoon this 17th day of September 1953.  
 For The Scindia Steam Navigation Co., Ltd.

Shipped, in apparent good order and condition, for the account of the  
 S/S "JALAVEERA" RANGOON to be delivered

at \_\_\_\_\_ but with liberty either before or after proceeding  
 towards that Port to proceed to, and stay at any ports, or places whatsoever (although in a  
 contrary direction to, or out of, or beyond the ordinary or usual route to the said Port of  
 Discharge) on or off, in any order, business, or forwards for loading or discharging  
 cargo or passengers, or for any purpose whatsoever, and all such ports, places and stayings  
 shall be deemed included within the intended voyage; also with liberty to tow and luff  
 Vessels in all situations and to deviate for the purpose of saving life or property; also to  
 sail with or without pilot: 50473 Bags, being marked and numbered as  
 per margin. The said goods, to be carried and delivered, subject to the terms and conditions  
 of this Bill of Lading in the like good order and condition at the port of COLOMBO

THE DIRECTOR OF FOOD SUPPLIES, COLON

**GENERAL INDEMNITIES.**  
 The Company shall not be liable for loss, damage or delay directly or indirectly resulting  
 from any of the following causes or perils, however occasioned: viz. Acts of God; waves  
 and whether by persons in the service of the Company or not; arrest and restraint of prin-  
 cipals or people; riots and civil commotions; strikes, lockouts or other labour disrup-  
 tions; piracy; collisions; fire; Petroleum vapour, leakage or leakage, variation of  
 temperature of holds; climate; rain; injurious effect of other goods, whether by  
 contact or otherwise; perils, dangers and accidents of the sea, rivers or navigation, and  
 loss, mutilation, or defect of any kind tackle, stowage, lashing, equipment, or  
 apparatus at the commencement of any stage of the voyage provided reasonable  
 precautions have been taken by the Company at the port of shipment to prevent same; any Act,  
 default whatsoever of pilot, master, officers, mariners, engineers, stevedores, other  
 or agents whatsoever of the Company on board or elsewhere, in the management, or  
 or otherwise of the vessel belonging to the Company, or in the loading, stowage,  
 unloading or delivery of the cargo.

In all cases and under all circumstances the Company's liability shall be  
 when the goods are free of the vessel's tackle and throughout the goods shall be  
 for all purposes and in every respect of Shippers or Consignees.

**DEVIATION.**  
 The Company is to be at liberty, to carry the goods to the Port of Destination by  
 above, or any other steamer or vessel, ship or ships, Motor vessel or vessels either belong-  
 ing to the Company or to other persons, and to tranship or land and carry the goods on  
 shore or afloat and to re-ship and forward same at the Company's expense but at third  
 or consignee's risk, at the like risk to deviate as above mentioned.

**AVERAGE.**  
 General average to be adjusted according to York-Antwerp Rules, 1920.  
 The Bill of Lading is issued subject to the following further conditions :-

- NUMBER & CONTENTS.**
- Weight, contents, and value when shipped unknown. The company is not to be responsible for any loss, damage or delay whatsoever, directly or indirectly resulting from insufficiency of the address, or packing, internal or external; nor for condition of contents of re-shipped or re-exported Goods.
  - RICE & BEAN.  
 Company not responsible for damage from heating and/or racking of rice or bean.
  - TENDER.  
 In case of Timber shipment the Steamer is not responsible for burning of Bundles and loss of contents.  
 Number of pieces in bundles not known. Not responsible for breakage, splitting or splitting of ends marks and counter marks.

**CLAIMS FOR SHORTAGE OF CONTENTS.** will only be entertained on the basis of average measurements (unless in Bill of Lading). Not responsible for breakage or loss of bundles and shortages at the time of delivery, these pieces to be delivered to consignee proportionate to their consignments. Delivery will be given by the Company's landing office at Land Hoarder or Store on payment of usual landing charges.

**FREIGHT.**

- The Company reserves the right of charging freight by weight measurement or by kind of re-measuring or re-weighing the Goods and for the freight to be paid on goods not delivered. Freight on salt, sulphur, dates, fruit and perishable goods is to be paid on weight shipped, and no allowance will be made for wastage, shrinkage or dryness on the voyage. The Carrier shall not be liable for failure to deliver, or to deliver with leading marks and such marks shall have been clearly and correctly marked or marked by the shipper before shipment upon the goods or packages in letters not less than 2" high (with numbers, words, signs, stamps and other markings) and the goods not otherwise marked for shall be situated for complete delivery. The various consignments of goods of no character in proportion to any apparent weight, loss of weight or damage.

The shipper and consignee shall be liable for and shall indemnify the Carrier and be liable against all expense of handling, loading, unloading, lashing or reconditioning of the goods, packages and gathering of loose contents in packages; also against any payment, expense, fine, dues, duty, tax imposed by customs or destination, retained or incurred by or levied upon the Carrier or the ship in connection with the goods for any cause whatsoever, including that nature, quality or condition (whether known to the Carrier or Master or not) any action or requirement of any government or governmental authority or person purporting to act in the authority thereof, seizures under legal process or attempted seizures, inspection or interference with the shipment, or otherwise of packages or destruction of the contents, failure of the shipper or consignee to procure consular, Board of Health or other certificate to accompany the goods or to comply with laws or regulations of any kind imposed with respect to the goods by the authorities at any port or place or any act or omission of the shipper or consignee. If for any reason whatsoever the goods are refused importation, the shipper and consignee shall be liable for and shall pay return freight and charges thereon.

**OVERCARRIED CARGO.**

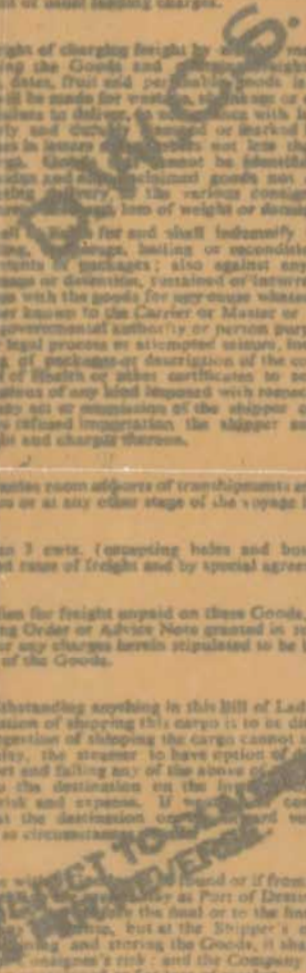
- The Company does not guarantee return of transshipments and is not to be responsible for any detention or delay there or at any other stage of the voyage in so far as it is caused by any reason whatsoever.
- It is mutually agreed, notwithstanding anything in this Bill of Lading to the contrary, that subject to weather or congestion of shipping this cargo is to be discharged at the destination. If owing to weather or congestion of shipping the cargo cannot be discharged at the destination, it may be discharged without delay, the steamer to have option of discharging at the next nearest port or other convenient port and failing any of the above provisions on to the final port of the voyage and returning to the destination on the next voyage with liberty to tranship at any port at consignee's risk and expense. If owing to congestion of shipping does not permit of discharging at the destination on the next voyage the cargo is to be discharged at such convenient port as circumstances may require.

**VALUABLE CARGO ETC.**

- Should all or any part of the within-mentioned goods be lost or if from bad weather or other cause the Goods cannot be landed at the Port of Destination, the Company reserves the right to convey same to the final port or to the final Port of the voyage, to be returned there at the Carrier's expense, but at the Shipper's or Consignee's risk; and should necessity arise for loading and storing the Goods, it shall also be done at the Company's expense and Shipper's or Consignee's risk; and the Company shall not be answerable for loss or damage to or for loss of market.

**VALUABLE CARGO ETC.**

- The Company will not be responsible for Gold, Silver, Bullion, Jewels, Precious Stones, Precious Metals, Plated Ware, Documents, Works of Art, Watches, other Precious or valuable articles, or any other goods of any description whatsoever the value of which is more than one thousand rupees (one thousand) per package.



Kys





Exhibit  
 P 6.  
 Entries  
 made by  
 Director of  
 Food Supplies.  
 30.9.53

**P 6**  
**Entries made by Director of Food Supplies**  
**No. 2066**  
*Importer* : Director of Food Supplies.  
 Jalaveera (193) of 23.9.53.

1	Classification		Description of Goods	Quantity	(torn)	Invoice Value	Rate of Ex-change	Value for Duty	Rate of Duty		Duty	First Rent and Harbour Dues			
	Class	Group							10	11		13	14	15	
Nil or Various	1	A	100652 Bags Rice	142080 0 0	Burma	Rs. 5,988	0.49 .59	(Intld)	1/-	142080 00			Refund of Rs. 25.9.54 being short delivered.	Rs. c.	
													9(CD)* 52/53	Under C + 61%	5032 60 3069 89
			Tons 7104										For P. C.C. 8.10.54	Rent Dues	8102 49 8052 16
													Duty	10154 65 142080 00	
			Refund of Rs. R/A 733 of on re-exported cargo.	10,608.74	6.2.54		being	duty free				Refund of R.A. 716 on re exported cargo.	Rs. 12735.52	allowed on duty free	
			NOT ON LICENCE Intld. I. C. O.												Intld. for P.C.C.

I hereby declare that I am the importer of goods contained in this entry and that I enter the same at the respective sum or value mentioned opposite to the said articles and amounting to the sum of Rupees Five Million Nine Hundred and eighty-eight thousand and forty-nine and cents fifty-nine (Rs. 5,988,049.59).

I claim that the goods against which preferential rates of duty have been entered be admitted at those rates. In support of this claim I submit the annexed documents.

Witness my hand this 30th day of September, 1953.  
 Sgd. \_\_\_\_\_  
 for Director of Food Supplies.  
 (Signature of Importer or his  
 Authorised Agent.)

(This space to be left blank for Customs purposes)

Correctly classified
Rent and Dues checked B/L Record—Intld.
Duty checked Intld.
Manifested, Title valid .....
Entered in Cash Book — Intld.
Received Payment — Paid by Voucher— Rs. 158,234.65
Warranted—Entered in the S. C. Book—Sgd.
Sgd. _____

2. Documents filed	T.W.
Date :	
Time :	
3. Invoices checked	Checking Officer.
4. A/Samples required	
5. Samples herewith	L. W.

7. Correct per record & A/E No. 365E
Value fair
Time : 3/20
Sgd. _____ Appraiser.
8. Satisfied
Intld. 9/11/53

2187 Bags rice	=	155-19-1-13
50473 "	=	356-8-1-1
47992 "	=	332-0-1-14
100652 "	=	7104-8-0-0
		20
	\$	142088-0-00

Paid for 142080-0-00 Bal. to pay.

Intld. 9/X

Exhibit

P 8.

Letter from  
the Director  
of Food  
Supplies to  
Agents of  
Defendant.  
3.10.53.

**Letter from Director of Food Supplies to Agents of Defendant**

No. FP/WO.  
Department of Food Supplies,  
Colombo, 3.10.53.

M/s. Narottam & Pereira Ltd.,  
Colombo.

Gentlemen,

*ss. "Jalaveera" of 23.9.53*

The above vessel had 100,652 bags rice consigned to this Department, of which 250 bags were short discharged. Please be good enough to cause inquiries and let us know the whereabouts of these bags. 10

Meantime, a claim for these shortages will be sent to you in due course.

I am, Gentlemen,

Your obedient servant,

(Sgd.) J. FERNANDO,  
*for Director of Food Supplies.*

CPHdeS/R.

20

Copies to :—D.

Acct.

SPI.

L/Co. M/s. The New Landing & Shipping Co. Ltd.

I certify that the above is a true copy of letter No. FP/WO dated 3.10.53 from the Director of Food Supplies to Messrs. Narrotam & Pereira Ltd.

(Sgd.) — — —,  
*Director of Food Supplies.*

Colombo, 24.11.55

28

30

MTAC/-



Exhibit

P 6A

**Additional Entry by Director of Food Supplies**

*Importer: Director of Food Supplies.  
S. S. Jalaveera (193) of 23.9.53 from Rangoon.*

7.10.53

(torn) 1	Classification		Description of Goods 4	Quantity 5	Country Production (torn) 6
	Class 2	Group 3			
Various	1	A	100652 Bags Rice = C Tons 7104-8-0-0 Paid for .. To pay ..	142088-0-00 142080-0-00 8-0-00	(torn) (torn)
			NOT ON LICENCE Intdl.		

I hereby declare that I am the importer of goods contained in this entry and that I enter the ..... (torn).  
and cents ..... (Rs. ....) ..... (torn).

I claim that the goods against which preferential rates of duty have been entered be admitted at those ..... (torn).

Witness my hand this ..... 7 day of October ..... (torn)

Correctly classified
Rent and Dues checked B/L Record
Duty checked ----- Intdl.
Manifested, Title valid ----- Intdl. 7.11
Entered in Cash Book ----- Intdl. 7.11
Received Payment—Paid by voucher Intdl. Sgd. _____ 17/11 Intdl.

2. Documents filed	Intdl.
Date:	
Time:	
3. Invoice checked	(torn)
4. A/Samples required	(torn)
5. Samples herewith (torn)	

Exhibit

P 9.

Letter from  
the Director of  
Food Supplies  
to Agents of  
New Landing  
& Shipping Co.  
27.10.53.

Letter from the Director of Food Supplies to Agents of  
New Landing & Shipping Co.

No. FP/WO.  
Department of Food Supplies,  
Colombo, 27.10.53.

L/Co.  
Messrs The New Landing & Shipping Co.,  
Colombo.

Agents  
M/s. Narottam & Pereria Ltd.,  
Colombo.

10

ss. "Jalaveera" of 23.9.53

Gentlemen,

I was given delivery of 100.417 ..... as against 100.652 due to me. I am unable to trace the balance 235. Neither your Store-keeper too is able to trace and give delivery of them. A claim for the shortage will be sent to you in due course. I shall not hold myself responsible for the rent and dues on any bag that you may trace and give delivery after the date of this letter.

20

Kindly acknowledge receipt of this letter.

I am, Gentlemen,  
Your obedient servant,  
(Sgd.) C. A. DISSANAYAKE,  
for *Director of Food Supplies.*

Copies to: — D/A. D.  
S. P. I.  
ACCT

I certify that the above is a true copy of letter No. FP/WO dated 27.10.53 from the Director of Food Supplies to Messrs The New Landing & Shipping Co. and M/s. Narottam & Pereira Ltd.

30

(Sgd.) — — —,  
*Director of Food Supplies.*

Colombo 24.11.55.  
28

MTAC/-

## Wharf Tally Statement Claim Sheet

## WHARF TALLY STATEMENT CLAIM SHEET

Exhibit  
 D 1.  
 Wharf Tally  
 Statement  
 Claim Sheet.  
 28.10.53.

Ship : ss. " Jalaveera " of 23.9.53                      From: Rangoon.

Cargo : Bags Rico.

Manifested Quantity : 100652 bags.

Disposal Order obtained for : 100652 bags.

Cargo discharged into Lighters as per Boat Notes : 100402 bags.

Cargo landed into Warehouse : 100402 bags.

10 Cargo taken delivery : 100417 bags.

Physical Shortages : 235 bags.

Normal letter sent on 3.10.53.

<i>Liability of Landing Co.</i>	<i>No.</i>	<i>Weight</i>
(A) No. of " torn and stitched bags taken over ex warehouse inclusive of the quantity discharges ex ship .. .. .	3667 bags ..	3422.1.12 lb. gross
(B) No. of ..... bags taken over ex warehouse inclusive of the quantity discharges ex ship : (Mouth burst) .. .. .	700 bags ..	650.1.08
	<hr style="width: 100%; border: 0.5px solid black;"/>	<hr style="width: 100%; border: 0.5px solid black;"/>
	4367	4072.2.20
	<hr style="width: 100%; border: 0.5px solid black;"/>	<hr style="width: 100%; border: 0.5px solid black;"/>
20 (C) No. of mouth burst bags taken over ex warehouse inclusive of the quantity discharged ex-ship : ..	— ..	—
	<hr style="width: 100%; border: 0.5px solid black;"/>	<hr style="width: 100%; border: 0.5px solid black;"/>
Total of (A), (B), (C) ..		



Exhibit	Full quantity of sweepings :	No.	Weight
D 1. Wharf Tally Statement Claim Sheet. 28.10.53. —contd.	Sweepings delivered ex warehouse	1804 bags ..	2569.0.06 lb. gross
	Excluding sweepings discharged ex ship ..	1517 bags ..	2305.3.21 ,,

---

Average weight of a Sound bag ..	..
(Average Weight of 100 bags) ..	159 84/100 lb. gross

---

Date of commencement of Discharge : 24.9.53

Date of completion of Discharge : 2.10.53

---

Agents : Messrs. N & P Ltd.

Landing Co. : Messrs. N. L. & S. Co.

10

Liability of Agents :

No. of torn and repd. bags delvd. ex ship as per boat notes ..	541 bags wg. 500.1.06 lb. gr.
---	-------------------------------

Bags sweepings delvd. ex ship as per boat notes ..	287 ,, ,, 265.0.15 ,,
---	-----------------------

(Sgd.) ————,  
Checking Officer (Wharf DFS)

(Sgd.) ————,  
Wharf Assistant.

20

Date : 28.10.53.

Remarks :



Exhibit

P 11.

Letter from  
the Director of  
Food Supplies  
to Agents of  
Defendant.  
17. 11. 53.

**Letter from Director of Food Supplies to  
Agents of Defendant**

*REGISTERED*

My No. FP/A/BK-88.

Department of Food Supplies,  
Colombo, 17th November, 1953.

M/s. Narottam & Pereira Ltd.  
Colombo.

Sirs,

10

*ss. "Jalaveera" of 23.9.53*

Further to my letter No. FP/WO dated 3.10.53, I am forwarding herewith Claim Bill No. S. D. 441 for Rs. 15193.85 for favour of early settlement.

The relative invoice and bills of lading are herewith forwarded to reference and return.

I am, Sirs,  
Your obedient servant,

(Sgd.) T. EDIRIWEERA,  
for *Director of Food Supplies.*

20

Copy to : S. P. I. f.i.

I certify that the above is a true copy of letter No. FP/A/BK-88 dated 17th November, 1953 from the Director of Food Supplies to Messrs. Narottam & Pereira Ltd.

(Sgd.) — — — — ,  
*Director of Food Supplies.*

Colombo, 24.11.55.

MTAC/-

## P 11 (a)

## Annexure to P 11

Colombo, 17.11.....1953.

Exhibit

P 11 (a)

Annexure to

P 11.

17.11.53.

Bill No. S. D. 341.

File.

Folio

M/s. Narrottam &amp; Pereira Ltd..... Dr.

To DIRECTOR OF FOOD SUPPLIES for supplies made as follows :

10	Date	Mark	Particulars	Rate	Amount Rs. c.
----	------	------	-------------	------	------------------

ss. "Jalaveera" of 23.9.53

To Value of 250 bags Rice short delivered .. .. .	.. .. .	.. .. .	.. .. .	.. .. .	15,193 85
--	---------	---------	---------	---------	-----------

(Rupees fifteen thousand one hundred and ninety three and cents eighty five only.)

(Sgd.) T. EDIRIWEERA,  
for Director of Food Supplies.

20 I certify that the above is a true copy of Bill No. S. D. 341 dated 17.11.53 addressed to M/s. Narrottam & Pereira Ltd. by the Director of Food Supplies.

(Sgd.) -----,  
Director of Food Supplies.

Colombo, 24.11.55

28

MTAC/-

Exhibit

94

D 2.

D 2

Letter from  
New Landing  
and Shipping  
Co. Ltd., to  
Messrs.  
Narottam &  
Pereira Ltd.  
19.11.53.

**Letter from New Landing and Shipping Co. Ltd. to  
Messrs. Narottam & Pereira, Ltd.**

The NEW LANDING & SHIPPING CO. LTD.

Export Baghdad Area,  
H. M. Customs, Colombo,  
Phone : 2882  
Colombo, 19th November, 1953.

Messrs. Narottam & Pereira Ltd.,  
Prince Street, Fort,  
Colombo.

10

Dear Sirs,

*ss. " Jalaveera " of 23.9.53*

With reference to your letter No. 4/136 of the 10th instant on the above subject we give below the information asked for.

- (1) For the particulars under this heading please refer to the Boat Notes, copies of which are handed to your representative on board by our Receipt Keeper.
- (2) We give hereunder the particulars under this heading.

4367 bags (slack etc) were weighed and the weight was— 20  
Cwts. 4072-2-20

1804 bags sweepings were delivered and weighed—  
Cwts. 2569.0.06.

Yours faithfully, .....

For and on behalf of

The New Landing & Shipping Co., Ltd.

(Sgd.) ————,  
*Secretary.*

Narottam & Pereira Ltd.

Atten. on  
Received 20 Nov. 1953

Applied  
Ref. No.

30

**Letter from Agents to Director of Food Supplies**

The SCINDIA STEAM NAVIGATION CO. LTD.

*Agents :*

NAROTTAM &amp; PEREIRA LTD. POST BOX No. 379.

No. 4/153.

Colombo 1, 20th November, 1953.

The Director of Food Supplies,  
Colombo.

Dear Sir,

10

*ss. " Jalaveera " of 23.9.53*

We are in receipt of your letter of 29th ultimo bearing No. FP. 6849/9/IA.3. The delay in replying to your letter was due to our having to obtain certain particulars from the Landing Co. which we received today only.

20

We have to advise that the entire cargo loaded at the port of shipment was discharged and delivered at this port. We understand that a quantity of as much as cwts. 403-0-18 lbs. was delivered to you as excess sweepings after setting off against shortage in torn and mouth burst bags ex wharf. It will be noted, therefore, that this excess quantity more than covers the weight of the bags alleged to have been short-delivered.

Under the circumstances, no liability is attached to the vessel.

Yours faithfully,  
NAROTTAM & PEREIRA LTD.,

(Sgd.) (Illegibly),  
*Managing Director.*

AF/LF

30

I certify that the above is a true copy of letter No. 4/153 dated 20th November, 1953 from Messrs. Narottam & Pereira Ltd. to the Director of Food Supplies.

(Sgd.) — — — —,  
*Director of Food Supplies.*

Colombo, 24.11.55

— —  
28

MTAC/-

Exhibit

P 13.

Letter from  
Director of  
Food Supplies  
to Agents of  
Defendants.  
9.12.53.

**Letter from Director of Food Supplies to  
Agents of Defendants**

No. FP. 6849/9/IA. 3.  
Department of Food Supplies,  
Colombo, 9.12.53.

M/s. Narottam & Pereira Ltd.,  
Colombo.

Gentlemen,

ss. " *Jalaveera* " of 23.9.53

10

I have the honour to acknowledge receipt of your letter No. 4/153 dated 20th November, 1953, and to state that the entire quantity of the cargo loaded at port of shipment has not been discharged by you at Colombo as per Boat Notes available to me. Also no sweepings ex ship to cover up the physical shortage of 250 bags rice has been discharged. You will observe that sweepings weighing only 263-0-13 lbs. have been discharged ex ship as per Boat Notes and these sweepings do not in any way cover up even the shortage in the 541 ' torn and repaired ' bags delivered ex ship, for, as indicated in my letter of even reference dated 29.10.53, there is a shortage in the ' torn & repaired ' bags of 8-2-18 lbs. delivered ex ship. As such your contention cannot be accepted as any sweepings delivered ex warehouse is the slackage on the full landed number of bags.

20

Under circumstances please settle *immediately* my claim bill S. D. 341 for Rs. 15,193.85 forwarded under cover of my letter number FP/A/BK-88 of 17.11.53.

I am, Gentlemen,  
Your obedient servant,

(Sgd.) C. PANCHADCHARAM,  
for *Director of Food Supplies.*  
EPES/-

30

I certify that the above is a true copy of letter No. FP. 6849/9/IA. 3 dated 9.12.53 from the Director of Food Supplies to Messrs. Narottam & Pereira Ltd.

(Sgd.) — — — —,  
*Director of Food Supplies.*

Colombo, 24.11.55

28

MTAC/-

P 14

## Letter from Agents to Director of Food Supplies

The SCINDIA STEAM NAVIGATION CO. LTD.

Agents :

NAROTTAM &amp; PERERA LTD.

Post Box No. 379,  
Colombo 1, 30th December, 1953.

No. 4/197.

The Director of Food Supplies,  
Colombo.

10

Dear Sir,

*ss. "Jalaveera" of 23.9.53*

We have for acknowledgement your letter of 9th instant bearing Ref. No. 6849/9/IA. 3.

The vessel discharged at the port of Colombo all the cargo she took in at Rangoon. You will appreciate that the vessel sailed direct from Rangoon to Colombo without breaking bulk.

20

We have also to once again point that the sweepings delivered at the warehouse more than compensate for the quantity in the bags alleged to have been short delivered and the quantity in the torn and repaired bags.

30

Although at the tally on board at the time of discharge, 250 bags were found to be short, 15 bags later outturned at the warehouse. This inevitably points to the conclusion that this large quantity of sweepings would have been the contents of the balance of 235 bags which by some error had escaped tally at the ship's side. You will no doubt appreciate that when tallying such a large quantity of cargo which in this case amounted to over a lakh of bags, the possibility of an error cannot be ruled out and the facts of the case point to such an error.

The vessel is therefore not liable for the alleged short delivery of 235 bags rice.

Yours faithfully,  
NAROTTAM & PERERA LTD.,  
(Sgd.) (Illegibly),  
Managing Director,  
Agents, Scindia Navigation Co., Ltd.

AF/LF.

40

I certify that the above is a true copy of letter No. 4/197 dated 30th December, 1953, from Messrs. Narrottam &amp; Pereira Ltd., to the Director of Food Supplies.

Colombo, 24.11.55.

(Sgd.) \_\_\_\_\_,  
Director of Food Supplies.

Exhibit

P 14.

Letter from  
Agents to  
Director of  
Food Supplies,  
30.12.53.



Exhibit

P 15.

Letter from  
Director of  
Food Supplies  
to Agents of  
Defendants.  
7.1.54.

**Letter from Director of Food Supplies to  
Agents of Defendants**

No. FP. 6849/9/IA. 3.  
Department of Food Supplies,  
Colombo, 7.1.54.

M/s. Narottam & Pereira Ltd.,  
P. O. Box 379,  
Colombo.

*ss. " Jalaveera " of 23.9.53*

10

Gentlemen,

With reference to your letter dated 30th December, 1953, regarding the short delivery of 250 bags rice, I have the honour to request you to furnish Boat Note proof of delivery and also account for the total number of original gunnies if you maintain that the full quantity of the bags of rice loaded at Rangoon was discharged at Colombo.

If you are unable to furnish such proof please accept liability for the short delivery and settle my claim bill SD 341 for Rs. 15,193·85 early.

I am, Gentlemen,  
Your obedient servant,

20

(Sgd.) C. PANCHADCHARAM,  
for *Director of Food Supplies.*  
EPES/-

I certify that the above is a true copy of letter No. FP. 6849/9/IA. 3 dated 7.1.54 from the Director of Food Supplies to M/s. Narottam & Pereira Ltd.,

(Sgd.) — — — —,  
*Director of Food Supplies.*

Colombo, 24.11.55

30

28

MTAC/-

P 16

## Letter from Agents to Director of Food Supplies

The SCINDIA STEAM NAVIGATION CO. LTD.

*Agents :*

NAROTTAM &amp; PEREIRA LTD.

Post Box No. 379,  
Colombo 1, 3rd February, 1954.

No. 4/239.

The Director of Food Supplies.  
Colombo.

Dear Sir,

*ss. " Jalaveera " of 23.9.53*

We are in receipt of your letter of 7th ultimo bearing No. FP. 6849/9/IA. 3, in connection with the alleged short delivery of 235 bags rice ex the above vessel.

As you are aware, the vessel holds receipts of 250 bags less to the manifested quantity. As pointed out before, mis-tally has apparently occurred on board in consequence of which 15 bags had turned out at the warehouse and a quantity of loose rice of as much as cwts. 403-0-18 was delivered to you in excess after setting off against shortage in torn and mouth burst bags. It will be appreciated that this excess quantity more than covers the weight of bags alleged to have been short delivered. We maintain, therefore, that whatever quantity was placed on board had been delivered.

Yours faithfully,  
NAROTTAM & PEREIRA LTD.,

(Sgd.) (Illegibly),  
*Managing Director,*  
*Agents, Scindia Steam Navigation Co., Ltd.*

AF/LF

I certify that the above is a true copy of letter No. 4/239 dated 3rd February, 1954, from Messrs. : Narottam & Pereira Ltd., to the Director of Food Supplies.

(Sgd.) ————,  
*Director of Food Supplies.*

Colombo, 24.11.55.

28

MTAC/-

Exhibit.

P 16.

Letter from  
Agents to  
Director of  
Food Supplies.  
3.2.54.

Exhibit.

P 17.

Letter from  
Director of  
Food Supplies  
to Agents of  
Defendants.  
8.3.54.

P 17

**Letter from Director of Food Supplies to  
Agents of Defendants**

No. FP. 6849/9/IA. 3  
Department of Food Supplies,  
Colombo, 8.3.54.

M/s. Narottam & Pereira Ltd.,  
Colombo.

*ss. "Jalaveera" of 23.9.53*

Gentlemen,

10

With reference to your letter No. 4/239 dated 3rd February, 1954, I have to state that you have not complied with the requirements indicated in my letter of 7.1.54.

In the circumstances I would suggest that you settle this before legal action is taken by me for the enforcement of my claim.

I am, Gentlemen,  
Your obedient servant,  
(Sgd.) C. PANCHADCHARAM,  
for *Director of Food Supplies.*  
EPES/-

I certify that the above is a true copy of letter No. FP. 6849/9/IA. 3 dated 8.3. 54 from the Director of Food Supplies to Messrs. Narottam & Pereira Ltd. 20

(Sgd.) \_\_\_\_\_,  
*Director of Food Supplies.*

Colombo, 24.11.55.

28

Exhibit.

P 18.

Letter from  
Agents to  
Director of  
Food Supplies.  
19.3.54.

P 18

**Letter from Agents to Director of Food Supplies  
The SCINDIA STEAM NAVIGATION CO. LTD.**

*Agents :*  
NAROTTAM & PEREIRA LTD.

Post Box No. 379,  
Colombo 1, 19th March, 1954.

30

No. 4/288.

The Director of Food Supplies,  
Colombo.

Dear Sir,

*ss. "Jalaveera" of 23.9.53*

We are in receipt of your letter of 8th instant bearing No. FP. 6849/9/IA. 3 and, in reply, have to inform you that we are in

Communication with our Principals, Messrs. The Scindia Steam Navigation Co., Ltd., Bombay. On hearing from them we shall write to you.

Yours faithfully,  
for NAROTTAM & PEREIRA LTD.,  
(Sgd. Illegibly),  
Assistant Manager.  
Agents, Scindia Steam Navigation Co., Ltd.

Exhibit.  
P 18.  
Letter from Agents to Director of Food Supplies 19.3.54.  
—contd.

AF/LF.

10 I certify that the above is a true copy of letter No. 4/288 dated 19th March, 1954, from Messrs. Narottam & Pereira Ltd. to the Director of Food Supplies.

(Sgd) ———,  
Director of Food Supplies.

Colombo, 24.11.55.

MTAC/- 28

**P 19**

**Letter from Director of Food Supplies to Agents**

20

No. FP. 6849/9/IA. 3  
Department of Food Supplies,  
Colombo, 9.4.54.

M/s. Narottam & Pereira Ltd.,  
Colombo.

ss. "Jalaveera" of 23.9.53

Gentlemen,

With reference to your letter No. 4/288 dated 19th March, 1954, I shall thank you to let me have your Principals confirmation that the value of the short landed bags will be settled in due course.

30

I am, Gentlemen,  
Your obedient servant.

(Sgd.) ———,  
for Director of Food Supplies.  
MTAC/-

Exhibit.  
P 19.  
Letter from the Director of Food Supplies to Agents. 9.4.54.

I certify this as a true copy of the letter dated 9.4.54 sent by the Director of Food Supplies to M/s. Narottam & Pereira Ltd.

(Sgd.) ———,  
Food Commissioner.

Exhibit.

P 20.

Letter from  
Agents to  
Director of  
Food Supplies.  
18.5.54.

**Letter from Agents to Director of Food Supplies**

The SCINDIA STEAM NAVIGATION CO., LTD.

*Agents :*

NAROTTAM & PEREIRA LTD.

Post Box No. 379,  
Colombo 1, 18th May, 1954.

No. 4/343.

The Director of Food Supplies,  
Colombo.

10

*ss. "Jalaveera" of 23.9.53*

We are in receipt of your letter No. FP. 6849/9/IA.3 dated the 13th instant.

In reply, we beg to inform you that we have still not received instructions on this matter from our Principals, Messrs. the Scindia Steam Navigation Co. Ltd., Bombay. Immediately we hear from them, we shall write to you.

Yours faithfully,  
for NAROTTAM & PEREIRA LTD.

(Sgd. Illegibly),  
*Assistant Manager.*  
*Agents, Scindia Steam Navigation Co., Ltd.,*

20

AF/LF.

I certify that the above is a true copy of letter No. 4/343 dated 18th May, 1954, from Messrs. Narottam & Pereira Ltd., to the Director of Food Supplies.

(Sgd) \_\_\_\_\_,  
*Director of Food Supplies.*

Colombo, 24 11.55.

MTAC/- 28

30

P 21

## Letter from Agents to Director of Food Supplies

The SCINDIA STEAM NAVIGATION CO., LTD.

Exhibit.  
 P 21.  
 Letter from  
 Agents to  
 Director of  
 Food Supplies.  
 14. 6. 54.

Agents :

NAROTTAM &amp; PEREIRA LTD.

Post Box No. 379,  
 Colombo 1, 14th June, 1954.

No. 4/360.

10 The Director of Food Supplies,  
 Colombo.

Dear Sir,

ss. " *Jalaveera* " of 23.9.53

With reference to your letter No. FP. 6849/9/IA. 3 of 12th instant, we have today sent a reminder to our Principals, M/s. the Scindia Steam Navigation Co. Ltd., Bombay, giving the text of your letter under reply. We hope to write to you very shortly.

Yours faithfully,  
 NAROTTAM & PEREIRA LTD.,

(Sgd. Illegibly),  
 Assistant Manager.  
 Agents : Scindia Steam Navigation Co., Ltd.

20

AF/LF.

I certify that the above is a true copy of letter No. 4/360 dated 14th June, 1954, from Messrs. Narottam & Pereira Ltd. to the Director of Food Supplies.

(Sgd.) ————,  
 Director of Food Supplies.

Colombo, 24.11.55.

—  
 MTAC/- 28

Exhibit.

P 22.

Letter from  
Julius & Creasy  
to Director of  
Food Supplies.  
22.7.54.

**Letter from Julius & Creasy to Director of Food Supplies**

**JULIUS & CREASY**

P. O. Box No. 154,  
Colombo.  
Ceylon.

Please quote our Reference A/FM/NT/876  
Your Reference No. FP. 6849/9/IA. 3.

22nd July, 1954.

The Director of Food Supplies,  
Department of Food Supplies,  
Colombo.

10

Sir,

*ss. "Jalaveera" of 23.9.53*

With reference to your letter of the 8th March last addressed to Messrs. Narottam and Pereira, Ltd., will you kindly note that we are instructed by the shipowners to repudiate your claim for Rs. 15,193.85, which you claim is the value of 250 bags short landed from the above steamer.

The position is that only 235 of the actual bags were missing and that the contents of the remaining 235 bags which were torn or damaged were duly discharged from the steamer and the contents measured in your warehouse, the weight then ascertained establishing the position set out in the agents' letter to you of the 3rd February last, namely that the full quantity placed on board had been duly delivered.

20

We are, Sir,

Your obedient servants,

J.C.

(Sgd.) JULIUS & CREASY.

I certify that the above is a true copy of letter No. A/FM/NT 876 dated 22nd July, 1954, from Messrs. Julius & Creasy, to the Director of Food Supplies.

30

(Sgd.) \_\_\_\_\_,  
*Director of Food Supplies.*

Colombo, 24.11.55.

MTAC/- 28

P 23

**Letter from Crown Proctor to Defendants**

Our Reference 116/54.  
28th August, 1954.

Exhibit.  
—  
P 23.  
Letter from  
Crown Proctor  
to Defendants.  
28.8.54.

M/s. The Scindia Steam Navigation Co., Ltd.,  
C/o Narottam & Pereira Ltd.,  
Prince Street,  
Colombo I.

Dear Sirs,

10 On instructions received from the Attorney-General as representing the Crown, I have to demand of you the immediate payment of a sum of Rs. 14,279.19 being the value of 235 bags of rice short delivered ex the consignment of the ss. "Jalaweera" which arrived in Colombo on September 23rd, 1953.

Should you fail to comply with this request within Seven days from the date hereof, an action at law will be instituted against you for the recovery thereof together with interest and costs of suit.

Yours faithfully,  
(Sgd.) B. K. BILLIMORIA,  
Crown Proctor.

20

P 24

**Letter from Julius & Creasy to Crown Proctor**

JULIUS & CREASY,  
Proctors and Notaries Public.

P. O. Box No. 154,  
Colombo.

Our Reference A/NT 518  
Your Reference C 116/54

15th September, 1954.

30 B. K. BILLIMORIA, Esqr.,  
Crown Proctor,  
The Attorney-General's Office,  
Colombo 12.

Exhibit.  
—  
P 24.  
Letter from  
Julius &  
Creasy to  
Crown Proctor.  
15.9.54.

Dear Sir,

ss. "Jalaweera" Sept. 1953

Your letter of the 28th ultimo addressed to the Scindia Steam Navigation Company has been handed to us as we act in this matter on behalf of the Shipowners. We do not know whether you have



Exhibit.  
 P 24.  
 Letter from  
 Julius &  
 Creasy to  
 Crown Proctor.  
 15.9.54.  
 —contd.

seen all the earlier correspondence, but it would seem that the Director of Food Supplies has assumed that the boat notes are conclusive evidence of the facts, whereas the actual position was explained clearly in the letter dated 30th December last which the shipowners' agents here addressed to him. The position is that owing to an error the contents of 235 bags were not tallied at the ship's side but we have written evidence from the Landing Company that these goods consisting of 1804 bags of sweepings and weighing 2569 cwts. 6 lbs. were in fact delivered to your client.

We pointed out the above position to the Director in our letter of the 30th July last, adding that he must be aware of the quantity which he actually received and would therefore be able to say whether or not the Landing Company's statement is correct. If it is we cannot see any point in the institution of legal proceedings, and perhaps you will look further into the matter. 10

Yours faithfully,  
 (Sgd.) \_\_\_\_\_.

D 4

Exhibit.  
 D 4.  
 Letter from  
 the New  
 Landing &  
 Shipping Co.,  
 Ltd., to Messrs.  
 Julius &  
 Creasy.  
 1.12.55.

Letter from the New Landing & Shipping Co., Ltd., to  
 Messrs. Julius and Creasy 20

The NEW LANDING & SHIPPING Co., LTD.

Export Baghdad Area,  
 H. M. Customs, Colombo,  
 Phone : 2882 & 4999,  
 Colombo, 1st December, 1955.

Messrs. Julius & Creasy,  
 P. O. Box No. 154,  
 Colombo.

Dear Sirs,

D. C. Colombo No. 33028/M—the Attorney-General vs. The Scindia  
 Steam Navigation Co., Ltd. 30

With reference to your letter JPR/Ct. 1075 of the 22nd November, we have to inform you that the contents of same received our careful attention.

In reply to the enquiry in the concluding paragraph of your letter, we are of the opinion that as we as the Landing Company fill the role of the agent of the consignee it would appear that compliance of the request contained therein might prejudice certain issues that might be raised in this connection.

Apologising for this belated reply, we are.

Yours faithfully,  
For and on behalf of  
The New Landing & Shipping Co., Ltd.

Exhibit.  
—  
D 4—*contd.*  
Letter from  
the New  
Landing &  
Shipping  
Co., Ltd., to  
Messrs. Julius  
& Creasy.  
1.12.55.

10

(Sgd.) ——— ,  
*Secretary.*

**D 5**

**Copy of Letter from Julius & Creasy to the Secretary  
New Landing & Shipping Co., Ltd.**

5th December, 1955.

JPR/Ct. 174.

Exhibit.  
—  
D 5.  
Copy of letter  
from Julius &  
Creasy to the  
Secretary New  
Landing &  
Shipping Co.,  
Ltd.  
5.12.55.

The Secretary,  
The New Landing & Shipping Co., Ltd.,  
Export Baghdad Area,  
H. M. Customs, Colombo,  
Colombo.

20

Dear Sir,

D. C. Colombo No. 33028/M— Attorney-General *vs.* The Scindia  
Steam Navigation Co., Ltd.

We thank you for your letter of the 1st instant and are indeed glad to learn that the New Landing & Shipping Company, Limited regards itself as the Agent of the consignee. This revelation will solve many difficult problems.

30

Yours faithfully,







50	28	53487	Bags	SAMB	do.	do.	do.
51	29	2100	"	F. B. L. D.	do.	do.	do.
52	30	1400	"	07.0.191	do.	do.	do.
53	31	2660	"	7/53	do.	do.	do.
54	"	1757	"	== :: ==	do.	do.	do.
55	32	483	"	16.17/53	do.	do.	do.
56	33	2750	"	24.23	do.	do.	do.
57	"	2060	"	16/53	do.	do.	do.
58	34	28	"	== :: ==	do.	do.	do.
59	"	952	"	27/30 Various	do.	do.	do.
60	35	1148	"	17/53	do.	do.	do.
61	"	2057	"	== :: ==	do.	do.	do.
62	36	41	"	13/18 Various	do.	do.	do.
63	37	87	"	16.17/53	do.	do.	do.
64	"	339	"	== :: ==	do.	do.	do.
65	"	400	"	10.24	do.	do.	do.
66	38	381	"	16/53	do.	do.	do.
67	39	258	"	== :: ==	do.	do.	do.
68	"	1919	"	17/53	do.	do.	do.
69	"	1043	"	== :: ==	do.	do.	do.
70	40	210	"	17/53	do.	do.	do.
				== :: ==	do.	do.	do.
				15.16.17/53	do.	do.	do.
				SAMB	160 Lbs.	(1953 Crop)	
				F. Boiled		F. Boiled Rice @	
				070M1		160 Lbs. Nett	
				Various			
				15/53			
				SAMB			
				F. B. L. D.			
				Various			
				16/53			
				== :: ==			
				17/53			
				== :: ==			
				== :: ==			

THE SCINDIA STEAM NAVIGATION COMPANY, LIMITED.—Page 3

Exhibit.  
P 4.  
Manifest.  
—contd.

SS. "Jalaveera."

No.	B/L	Packages			Description of Goods	Date of Entry of Goods	Name of Importers or Clearing Agents	Bill of Entry		No. of Packages		Remarks
		Number	Des-cription	Marks and Number				No.	Date	Delivered	To be accounted for	
	1	2	3	4	5	6	7	8	9	10	11	12
71	41	1037	Bags	16/53 SAMB F. BLD	160 Lbs.	(1953 Crop) Full Boiled Rice @ 160 Lbs. Nett.						
72	"	1050	"	17/53	do.	do.						
73	42	840	"	16/53	do.	do.						
74	"	1259	"	17/53	do.	do.						
75	43	410	"	16/53	do.	do.						
76	"	1400	"	17/53	do.	do.						
77	44	530	"	16/53	do.	do.						
78	"	870	"	17/53	do.	do.						
Total		85506	Bags									
		85506										
79	45	2800	"	17/53 SAMB F. B. L. D.	do.	do.						
80	46	410	"	15/53 Various	do.	do.						
81	"	410	"	16/53	do.	do.						
82	"	263	"	17/53	do.	do.						
83	47	700	"	15/53	do.	do.						
84	"	308	"	16/53	do.	do.						
85	"	700	"	17/53	do.	do.						
86		3080	"	16.17/53	do.	do.						
		3024	"	30.24	do.	do.						

87	49	3209	"	16.17/53 SAMB F. B. L. D. 22.36	do.	do.					
88	50	788	"	15/16/53 SAMB F. B. L. D. 15.16.17/53	do.	do.					
89	51	938	"	SAMB F. B. L. D. 04.6 M 4 16.17/53	do.	do.					
90	52	1540	"	SAMB FBLD 14/0 M.1 160 Lbs.							
Total							100,652	Bags			

(One Lakh Six hundred and Fifty Two Bags only or 7189 Tons only of Rice on Board)

Entry in-wards permitted on

Port Dues :—

Indian Coast Light dues receipt No. \_\_\_\_\_ paid at

Bassee Light dues receipt No. \_\_\_\_\_ paid at

Cleared on

at \_\_\_\_\_  
a.m. / p.m.

Assistant Collector of Customs for Imports.

Assistant Collector of Customs for Ex. Audit.

We do hereby declare that the Manifest contains to the best of our knowledge a full and true account of all goods, Merchandise a full and true account of all goods, Merchandise, private baggage and parcels all goods the property of the crew and all ships' stores imported by ss. "Jalaveera" into the port of Colombo and that bulk has not been broken, or any goods delivered out of the said ship since her departure from the last port of sailing. We request permission to enter inwards accordingly.

Colombo,

Dated, 23rd September, 1953.

Sgd. \_\_\_\_\_

Master,

Managing Agents.



Exhibit.  
 P 5.  
 Outturns.

P 5

## Outturns

Blue Book No. 193 E of 23 (Torn)

H. M. Customs, Ceylon

## OUTTURN (IMPORT)

Vessel : ss. Jalaweera from Rangoon			
Arrived : 23rd September, 1953.			
Delivered from vessel according to Boat Notes	..	100,402	
Reported landed by tally	..	100,417	
Overlanded according to tally	..	15	10
Manifested :—			
Local	..	100,652	
Transshipment	..	—	
Delivered on Entries	..	100,417	
Delivered on Applications, Entry NOT passed	..	—	
A.—In Warehouse, short delivered on Entries	..	—	
B.—In Warehouse, on manifest, Entry NOT passed	..	—	
C.—In Warehouse, not on manifest (overlanded cargo)..	..	—	
Transshipment cargo	{ Landed ..	—	
	{ Transhipped direct ..	—	20
D.—Government cargo	..	—	
E.—Shortlanded, Entries passed	..	335	
Shortlanded, Applications, Bonding Entries, or duty free certificates passed	..	—	
F.—Shortlanded, Entries NOT passed	..	—	
Shortlanded, Applications, Bonding Entries, or duty free certificates NOT passed	..	—	
Deduct C	..	100,652	
		<hr/>	30

(Sgd.) THAMOTHARAN PILLAI,  
*Landing Waiter.*  
 10.5.54.

E D F S  
 or  
 Various

235 bags Rice Eno. 2066.

(Sgd.) \_\_\_\_\_,  
*for Principal Collector of Customs.*

## 144 Boat Notes from Blue Book

Exhibits.  
—  
P 7.  
144 Boat  
Notes from  
Blue Book.

*Agent :*

Narottam & Pereira Ltd.

THE NEW LANDING & SHIPPING CO. LTD.

## GENERAL SUFFERENCE INWARDS

SUFFER to be unladen from the Ex ss. Jalaveera

10 Rangoon 8 Master, from 3, and  
forthwith landed and deposited into 4 D E W/House sundry  
goods as mentioned in the Manifest (save and except Arms,  
Anmunition and Dangerous Substances, the landing of which without  
further Sufference from the Collector is prohibited). No Goods  
landed under this Sufference will be delivered till perfect entry is  
made and the full duties paid.

Recommended.

(Sgd.) \_\_\_\_\_,

Custom House.

23/9.

7100 Tons Rice.

20

(Sgd.) \_\_\_\_\_,  
*Collector.*

Exhibits.  
—  
P 7.  
144 Boat  
Notes from  
Blue Book—  
contd.

No. 44

THE NEW LANDING & SHIPPING Co.

Boat No. 2 Into Licensed Boat No. C. P. C. 4  
ss. Jalaveera Matter from Rangoon

CARGO FOR FUMIGATION

<i>Quantity and Description of Packages</i>	<i>Remarks</i>
<p>Contents said to be Various 1101 Bags Rice Packed in Single gunnies. One Thousand One Hd. One only. C/o Abdulla.</p>	10
<p>Certified that Cargo in Lighter No. C. P. C. 4 ex ss. Jalaveera has been . . . . . this 24th day of Sept. 1953.</p>	
Landed 1101	(Sgd). Illegibly, <i>Chief Officer.</i>
Intd. — — — — 24/9	(Sgd.) Illegibly, R/K
	R. L. C. Intd. — — — —. 24/9
Colombo Road 24/9/53	Time 12/45 — — — —
Chief Officer Intd. — — — —	Landing Waiter — — — — .

20

**Warning**

All persons are warned not to enter "Kuttals" (and cabins) of  
Lighters fumigated with Cyanide Gas until the Cargo is discharged  
and the bilge water completely emptied.

(Same thing in Sinhalese)

X	X	X
X	X	X

No. 44

THE NEW LANDING & SHIPPING Co.

Boat Note No. 3  
ss. Jalaveera

Into Licenced Boat No. C. P. C. 2  
Matter from Rangoon

Exhibits.  
—  
P 7.  
144 Boat  
Notes from  
Blue Book.—  
contd.

CARGO FOR FUMIGATION

<i>Quantity and Description of Packages</i>	<i>Remarks</i>
---	----------------

Contents said to be Various 1113 Bags Rice  
Packed in Single gunnies.  
13 Bags slightly with .. dust.

10 One Thousand One Hd. & Thirteen only.

Certified that Cargo in Lighter No. C. P. C. 2 ex ss. Jalaveera  
has been ..... this 24th day of September 1953.

Intd. RLC.....  
24/9 (Sgd.) Illegibly,  
..... Chief Officer.

Landed (1113)

(Sgd.) Illegibly,  
R. K.

Intd. ....  
24/9/53

Colombo Road ....24/9/53 Time : 12 Noon

20 Chief Officer. Intd.....

Landing Waiter.

**Warning**

All persons are warned not to enter "Kuttals" (and cabins) of  
Lighters fumigated with Cyanide Gas until the Cargo is discharged  
and the bilge water completely emptied.

(Same thing in Sinhalese)

X	X	X
X	X	X

Exhibits.  
 P 7.  
 144 Boat  
 Notes from  
 Blue Book.—  
 contd.

No. 44

THE NEW LANDING & SHIPPING Co.

Boat Note No. 1                      Into Licensed Boat No. C. P. C. 3  
 ss. Jalaveera                      Matter from Rangoon

CARGO FOR FUMIGATION

<i>Quantity and Description of Packages</i>	<i>Remarks</i>
Contents said to be Various 1087 Bags Rice Packed in Single gunnies. One Thousand and Eighty Seven only. C/o C. W. Pereira.	10
(Sgd. Illegibly), ..... R.K	R. L. C. Intd. .... , 24/9
Certified that Cargo in Lighter No. C. P. C..... ex ss Jalaveera has been ..... this 24th day of Sept. 1953.	
Landed 1087 (Sgd.) Illegibly, 24/9	(Sgd.) Illegibly, ..... Chief Officer.
Colombo Road 24/9/53      Time : 12/45..... Chief Officer ..... Intd. ....      Landing Waiter .....	20

**Warning**

All persons are warned not to enter "Kuttals" (and cabins) of Lighters fumigated with Cyanide Gas until the Cargo is discharged and the bilge water completely emptied.

(Same thing in Sinhalese)

X	X	X
X	X	X

No. 44

THE NEW LANDING & SHIPPING Co.

Boat Note No. 4                      Into Licensed Boat No. A 600.  
 ss. Jalaveera                      Matter from Rangoon

Exhibits.  
 P 7.  
 144 Boat  
 Notes from  
 Blue Book.—  
 contd.

CARGO FOR FUMIGATION

<i>Quantity and Description of Packages</i>	<i>Remarks</i>
---	----------------

Contents said to be Various 782 Bags Rice  
 Packed in Single gunnies.

Seven Hd. & Eighty Two only.

10	C/o C. W. Pereira.	R. L. C.
	Landed 782	Intd. ....
	Intd. ....	26/9
	24/9	

Certified that Cargo in Lighter No. 600 ex ss. Jalaveera has  
 been ..... this 24th day of Sept. 1953.

(Sgd.) Illegibly.  
 R/K

(Sgd.) Illegibly,  
 ..... Chief Officer.

Colombo Road 24/9/1953 Time : 5 p.m.

Chief Officer Intd. ....

Landing Waiter.

20

**Warning**

All persons are warned not to enter "Kuttals" (and cabins) of  
 Lighters fumigated with Cyanide Gas until the Cargo is discharged  
 and the bilge water completely emptied.

(Same thing in Sinhalese)

X	X	X
X	X	X

Exhibits.  
—  
P 7.  
144 Boat  
Notes from  
Blue Book.—  
*contd.*

No. 44

THE NEW LANDING & SHIPPING Co.

Boat Note No. 7                      Into Licensed Boat No. A 208  
ss. Jalaveera                      Matter from Rangoon

CARGO FOR FUMIGATION

<i>Quantity and Description of Packages</i>	<i>Remarks</i>
---	----------------

Contents said to be Various 389 Bags Rice  
Packed in Single gunnies.  
Three Hd. & Eighty Nine only.  
C/o C. W. Pereira.

10

R. L. C.

Landed (389)	Intd.....
Intd. ....	24/9
24/9	

Certified that Cargo in Lighter No. 208 ex ss. Jalaveera has been  
..... this 24th day of Sept. 1953.

(Sgd.) Illegibly,  
..... *Chief Officer.*

(Sgd. Illegibly),  
R/K

20

Colombo Road ..... 24/9/53      Time ' 4.35 p.m.  
*Chief Officer* Intd. ....      *Landing Waiter* .....

**Warning**

All persons are warned not to enter "Kuttals" (and cabins) of  
Lighters fumigated with Cyanide Gas until the Cargo is discharged  
and the bilge water completely emptied.

(Same thing in Sinhalese)

X	X	X
X	X	X

No. 44

THE NEW LANDING & SHIPPING Co.

Boat Note No. 5

Into Licensed Boat No. C. P. C. 14

Exhibits.  
P 7.  
144 Boat  
Notes from  
Blue Book.—  
contd.

CARGO FOR FUMIGATION

<i>Quantity and Description of Packages</i>	<i>Remarks</i>
---	----------------

Contents said to be Various 1147 Bags Rice  
Packed in Single gunnies.

One Thousand One Hd. and Forty Seven only.

C/o Abdulla.

10

Intd. \_\_\_\_\_, R. L. C.  
24/9

Certified that Cargo in Lighter No. C. P. C. 14 ex ss. Jalaveera  
has been \_\_\_\_\_ this 24th day of Sept. 1953.

Landed : 1147.

Intd. \_\_\_\_\_  
24/9

(Sgd.) Illegibly,  
\_\_\_\_\_ Chief Officer.

(Sgd.) Illegibly,  
R/K

Colombo Road— — — — 24/9/53 Time : 4.15 p.m.

Chief Officer Intd. — — — — Landing Waiter — — — — .

20

**Warning**

All persons are warned not to enter "Kuttals" (and cabins) of  
Lighters fumigated with Cyanide Gas until the Cargo is discharged  
and the bilge water completely emptied.

(Same thing in Sinhalese)

X	X	X
X	X	X



Exhibits.  
P 7.  
144 Boat  
Notes from  
Blue Book.—  
contd.

No. 44

THE NEW LANDING & SHIPPING Co.

Boat Note No. 6                      Into Licensed Boat No. C. P. C. 1  
ss. Jalaveera                              Matter from Rangoon

CARGO FOR FUMIGATION

Contents said to be Various 1143 Bags Rice  
Packed in Single gunnies.  
One Thousand One Hundred & Forty Three only.  
2/c. Kulasena.

10

Landed : 1143.  
Intd. ————,  
25/9

R. L. C.  
Intd. ————,  
25/9

Certified that Cargo in Lighter No. C. P. C. 1 has been ————  
this 24th day of September, 1953.

(Sgd.) Illegibly  
———— Chief Officer.

(Sgd.) Illegibly,  
R/K

20

Colombo Road ———— 24/9/53  
Chief Officer Intd. ————

Time : 4.15 p.m.  
Landing Waiter ————.

Warning

All persons are warned not to enter " Kuttals " (and cabins) of  
Lighters fumigated with Cyanide Gas until the Cargo is discharged  
and the bilge water completely emptied.

(Same thing in Sinhalese)

X                                      X                                      X  
X                                      X                                      X

30

No. 44

THE NEW LANDING & SHIPPING Co.

Boat Note No. 9  
ss. Jalaveera

Into Licensed Boat No. A 594.  
Matter from Rangoon

Exhibits.  
—  
P 7.  
144 Boat  
Notes from  
Blue Book.—  
*cont'd.*

CARGO FOR FUMIGATION

	<i>Quantity and Description of Packages</i>	<i>Remarks</i>
	Contents said to be Various 657 Bags Rico Packed in Single gunnies. Six Hd. & Fifty Seven only.	
10	2/C Abdulla. Landed : 403 Intd. ——— — 25/9	
	Certified that Cargo in Lighter No. 594 ex ss. Jalaveera has been ——— this 24th day of Sept. 1953.	(Sgd.) Illegibly, ———— Chief Officer.
	Landed : 254 Intd. ———	
20	25/9/53	(Sgd. Illegibly), R/K
		R. L. C. Intd. ——— —, 25/9
	Colombo Road ——— 24/9/53 Time : 6.10 p.m.	
	Chief Officer ———	Landing Waiter ———

**Warning**

All persons are warned not to enter "Kuttals" (and cabins) of Lighters fumigated with Cyanide Gas until the Cargo is discharged and the bilge water completely emptied.

30 (Same thing in Sinhalese)

X	X	X
X	X	X

Exhibits.  
—  
P 7.  
144 Boat  
Notes from  
Blue Book.—  
contd.

No. 44

THE NEW LANDING & SHIPPING Co.

Boat Note No. 12                      Into Licensed Boat No. 229/A  
ss. Jalaveera                              Matter from Rangoon.

CARGO FOR FUMIGATION

<i>Quantity and Description of Packages</i>	<i>Remarks</i>
Contents said to be Various 408 Bags Rice Packed in Single gunnies. Four Hd. & Eighty only. 2/C Abdulla.	10

Certified that Cargo in Lighter No. 229 A ex ss. 4 Jalaweera has been — — — — this 24th day of Sept. 1953.

(Sgd.) Illegibly,

Intd. \_\_\_\_\_,  
R. L. C.

Landed : (15)

Landed (393)

(Sgd.) Illegibly,  
25/9

(Sgd.) Illegibly

Colombo Road \_\_\_\_\_ 24/9/53  
Chief Officer \_\_\_\_\_

Time : 7.30 p.m.  
Landing Waiter \_\_\_\_\_

20

**Warning**

All persons are warned not to enter "Kuttals" (and cabins) of Lighters fumigated with Cyanide Gas until the Cargo is discharged and the bilge water completely emptied.

(Same thing in Sinhalese)

X	X	X
X	X	X

No. 44

THE NEW LANDING & SHIPPING Co.

Boat Note No. 8  
ss. Jalavcera

Into Licensed Boat No. A 595  
Matter from Rangoon

Exhibits.  
P 7.  
144 Boat  
Notes from  
Blue Book.—  
contd.

CARGO FOR FUMIGATION

<i>Quantity and Description of Packages</i>	<i>Remarks</i>
---	----------------

Contents said to be Various 410 Bags Rice  
Packed in Single gunnies.  
Four Hd. & Ton only.  
2/C Kulasona.

10

Certified that Cargo in Lighter No. 595 ex ss. Jalavcera has been  
----- thus 24th day of Sept. 1953.

(Sgd.) Illegibly.

(Sgd.) Illegibly,  
R./K.

Landed 410

R. L. C.

(Sgd.) Illegibly,  
25.9.53

Intd. -----,  
25/9/53.

Colombo Road ----- 24/9/53 Time : 5.45 p.m.

Chief Officer-----

Landing Waiter-----

20

Warning

All persons are warned not to enter "Kuttals" (and cabins) of  
Lighters fumigated with Cyanide Gas until the Cargo is discharged  
and the bilge water completely emptied.

(Same thing in Sinhalese)

X	X	X
X	X	X

Exhibits.  
—  
P 7.  
144 Boat  
Notes from  
Blue Book.—  
contd.

No. 44

THE NEW LANDING & SHIPPING Co.

Boat Note No. 11  
ss. Jalaveera

Into Licensed Boat No. A 508.  
Matter from Rangoon.

CARGO FOR FUMIGATION

<i>Quantity and Description of Packages</i>	<i>Remarks</i>
---	----------------

Contents said to be Various 399 Bags Rice  
Packed in Single gunnies.  
Three Hd. and Ninety Nine only.  
2/c Kulasena.

10

Certified that Cargo in Lighter No. 508 ex ss Jalaveera has been  
----- this 24th day of Sept. 1953.

(Sgd.) Illegibly,

(Sgd) Illegibly,

Landed : 399

R. L. C.

R. K.

Intd. —————  
25/9

Intd. —————  
25/9

Colombo Road ————— 24/9/53 Time : 2.30 p.m.

Chief Officer —————.

Landing Waiter —————

Warning

20

All persons are warned not to enter "Kuttals" (and cabins) of  
Lighters fumigated with Cyanide Gas until the Cargo is discharged  
and the bilge water completely emptied.

(Same thing in Sinhalese)

X	X	X
X	X	X

No. 44

## THE NEW LANDING &amp; SHIPPING Co.

Boat Note No. 10

Into Licensed Boat No. A 1046

ss. Jalaveera

Matter from Rangoon

Exhibits.

P 7.

144 Boat  
Notes from  
Blue Book.  
—contd.

## CARGO FOR FUMIGATION

<i>Quantity and Description of Packages</i>	<i>Remarks</i>
---	----------------

Contents said to be Various 641 Bags Rice  
Packed in Single gunnies.

Six Hd. & Forty one only.

10 2/C C. M. Pereira.

Certified that Cargo in Lighter No. 1046 ex ss. Jalaveera has  
been ———— this 24th day of Sept. 1953.

(Sgd.) Illegibly,

(Sgd.) Illegibly,  
R/K

Landed 641

(Sgd. Illegibly),  
25/9

Colombo Road ———— 24/9/53 Time : 6.23 p.m.

20 Chief Officer ———— Landing Waiter ————.

### Warning

All persons are warned not to enter "Kuttals" (and cabins) of  
Lighters fumigated with Cyanide Gas until the Cargo is discharged  
and the bilge water completely emptied.

(Same thing in Sinhalese)

X	X	X
X	X	X

Exhibits. No. 44

P 7.  
144 Boat  
Notes from  
Blue Book,—  
contd.

THE NEW LANDING & SHIPPING Co.

Boat Note No. 13 Into Licensed Boat No. A 209  
ss. Jalaveera Matter from Rangoon

CARGO FOR FUMIGATION

<i>Quantity and Description of Packages</i>	<i>Remarks</i>
<p>Contents said to be Various 496 Bags Rice Packed in Single gunnies. Four Hd. &amp; Ninty Six only. 2/C C. M. Perera.</p>	10
<p>Certified that Cargo in Lighter No. 209 ex ss. Jalaveera has been ———— this 25th day of Sept. 1953.</p>	
	<p>(Sgd.) Illegibly, R. L. C.</p>
	<p>(Sgd.) Illegibly, R/K Intd. _____, 25/9</p>
<p>Landed 496 (Sgd.) Illegibly, 25.9.53</p>	20
<p>Colombo Road ——— 24/9/53 Time : 2.45 p.m. Chief Officer ———. Landing Waiter ———,</p>	

**Warning**

All persons are warned not to enter "Kuttals" (and cabins) of Lighters fumigated with Cyanide Gas until the Cargo is discharged and the bilge water completely emptied.

(Same thing in Sinhalese)

X	X	X
X	X	X





Exhibits.  
 P 7.  
 144 Boat  
 Notes from  
 Blue Book.—  
 contd.

No. 44

THE NEW LANDING & SHIPPING Co.

Boat Note No. 14  
 ss. Jalaveera

Into Licensed Boat No. A 952  
 Matter from Rangoon

CARGO FOR FUMIGATION

<i>Quantity and Description of Packages</i>	<i>Remarks</i>
---	----------------

Contents said to be Various 577 Bags Rice  
 Packed in Single gunnies.  
 Five Hd. and Seventy Seven only.  
 2/C Kulasena.

10

Certified that Cargo in Lighter No. 952 ex ss. Jalaveera has been  
 \_\_\_\_\_ this 25th day of Sept. 1953.

(Sgd.) Illegibly,

(Sgd.) Illegibly,  
 R/K.

Landed : 577.

Intd. \_\_\_\_\_

Intd. \_\_\_\_\_  
 25/9

R. L. C.

Colombo Road \_\_\_\_\_ 24/9/53 Time : 10.35.

Chief Officer \_\_\_\_\_

Landing Waiter \_\_\_\_\_

20

**Warning**

All persons are warned not to enter "Kuttals" (and cabins) of  
 Lighters fumigated with Cyanide Gas until the Cargo is discharged  
 and the bilge water completely emptied.

(Same thing in Sinhalese)

X	X	X
X	X	X

Exhibits.

—  
P 7.  
144 Boat  
Notes from  
Blue Book.—  
contd.

No. 44

THE NEW LANDING & SHIPPING Co.

Boat Note No. 16                      Into Licensed Boat No. CPC 4  
ss. Jalaveora                              Matter from Rangoon

CARGO FOR FUMIGATION

<i>Quantity and Description of Packages</i>	<i>Remarks</i>
---	----------------

10 Contents said to be Various 1099 Bags Rice  
Packed in Single gunnies.  
One Thousand and Ninety Nine only.  
2/C C. M. Pereira.

Certified that Cargo in Lighter No. C. P. C. 4 ex ss. Jalaveora has been ———— this 25th day of Sept. 1953.

(Sgd.) Illegibly,

(Sgd.) Illegibly,                      R. L. C.  
R/K                                      Intd. ————.

Landed : 1099  
(Sgd.) Illegibly,

Colombo Road ———— 24/9/53      Time : 12.25 p.m.  
Chief Officer ————                      Landing Waiter ————.

20

**Warning**

All persons are warned not to enter "Kuttals" (and cabins) of Lighters fumigated with Cyanide Gas until the Cargo is discharged and the bilge water completely emptied.

(Same thing in Sinhalese)

X	X	X
X	X	X

Exhibits. No. 44

P 7.  
144 Boat  
Notes from  
Blue Book.—  
contd.

THE NEW LANDING & SHIPPING Co.

Boat Note No. 18  
ss. Jalaveera

Into Licensed Boat No. C. P. C. 3  
Matter from Rangoon

CARGO FOR FUMIGATION

<i>Quantity and Description of Packages</i>	<i>Remarks</i>
---	----------------

Contents said to be Various 1068 Bags Rice  
Packed in Single gunnies.  
One Thousand and Sixty Eight only.  
2/c H. Varney.

10

Certified that Cargo in Lighter No. C. P. C. 3 ex ss Jalaveera has  
been ———— this 25th day of Sept. 1953.

(Sgd.) Illegibly,

(Sgd.) Illegibly,  
R/K

Landed : 1068

R. L. C.

Intd. ————  
25/9/53

Intd. ————  
25/9

Colombo Road ———— 25/9/53

Time : 11.15 a.m.

Chief Officer ————

Landing Waiter ————

20

**Warning**

All persons are warned not to enter "Kuttals" (and cabins) of  
Lighters fumigated with Cyanide Gas until the Cargo is discharged  
and the bilge water completely emptied.

(Same thing in Sinhalese)

X	X	X
X	X	X

No. 44

THE NEW LANDING & SHIPPING Co.

Boat Note No. 17 Into Licensed Boat No. CPC 2  
 ss. Jalaveera Matter from Rangoon

Exhibits.  
 P 7.  
 144 Boat  
 Notes from  
 Blue Book,—  
 contd.

CARGO FOR FUMIGATION

<i>Quantity and Description of Packages</i>	<i>Remarks</i>
---	----------------

Contents said to be Various 1105 Bags Rice  
 Packed in Single gunnies.  
 One Thousand One Hd. and Five only.  
 10 2/c Kulasena.

Certified that Cargo in Lighter No. CPC 2 ex ss. Jalaveera has  
 been ———— this 25th day of Sept. 1953.

(Sgd.) Illegibly,  
 \_\_\_\_\_

Landed (1105)  
 (Sgd.) Illogibly

(Sgd.) Illegibly,

R/K

R. L. C.

Intd. \_\_\_\_\_,  
 25/9

20 Colombo Road \_\_\_\_\_ 25/9/53 Time: 4 a.m.  
 Chief Officer \_\_\_\_\_ Landing Waiter \_\_\_\_\_

**Warning**

All persons are warned not to enter "Kuttals" (and cabins) of  
 Lighters fumigated with Cyanide Gas until the Cargo is discharged  
 and the bilge water completely emptied.

(Same thing in Sinhalese)

X	X	X
X	X	X

Exhibits.  
 P 7.  
 144 Boat  
 Notes from  
 Blue Book.—  
 contd.

No. 44

THE NEW LANDING & SHIPPING Co.

Boat Note No. 19                      Into Licensed Boat No. CPC 14  
 ss. Jalaveera                              Matter from Rangoon

CARGO FOR FUMIGATION

<i>Quantity and Description of Packages</i>	<i>Remarks</i>
---	----------------

Contents said to be Various 1123 Bags Rice  
 Packed in Single gunnies.  
 One Thousand One Hd. and Twenty Three only.  
 2/C A. S. Perera.

Certified that Cargo in Lighter No. CPC 14 ex ss. Jalaveera has 10  
 been ———— this 25th day of Sept. 1953.

(Sgd.) Illegibly,  
 \_\_\_\_\_

(Sgd.) Illegibly,  
 R/K

Landed (1123) only

Intd. \_\_\_\_\_  
 25/9

R. L. C.  
 Intd. \_\_\_\_\_  
 26/9

Colombo Road ———— 25/9/53      Time: 11.45 a.m.

Chief Officer ——— Intd. \_\_\_\_\_ Landing Waiter ————

20

**Warning**

All persons are warned not to enter "Kuttals" (and cabins) of  
 Lighters fumigated with Cyanide Gas until the Cargo is discharged  
 and the bilge water completely emptied.

(Same thing in Sinhalese)

X	X	X
X	X	X

No. 44

THE NEW LANDING & SHIPPING Co.

Boat Note No. 20                      Into Licensed Boat No. A 202  
 ss. Jalaveera                          Matter from Rangoon

Exhibits.  
 —  
 P 7.  
 144 Boat  
 Notes from  
 Blue Book.  
 —contd.

CARGO FOR FUMIGATION

<i>Quantity and Description of Packages</i>	<i>Remarks</i>
---	----------------

Contents said to be Various 415 Bags Rice  
 Packed in Single gunnies.  
 Four Hd. and Fifteen only.  
 2/C C. V. de Silva.

10      Certified that Cargo in Lighter No. 202 ex ss. Jalaveera has been  
 ———— this 25th day of Sept. 1953.

(Sgd.) Illegibly,  
 \_\_\_\_\_

(Sgd.) Illegibly,  
 R/K

Landed 415

Intd. \_\_\_\_\_  
 25/9/53

R. L. C.  
 Intd. \_\_\_\_\_  
 25/9

20

Colombo Road ———— 25/9/53      Time: 12 Noon  
 Chief Officer Intd. \_\_\_\_\_      Landing Waiter ————

**Warning**

All persons are warned not to enter "Kuttals" (and cabins) of  
 Lighters fumigated with Cyanide Gas until the Cargo is discharged  
 and the bilge water completely emptied.

(Same thing in Sinhalese)

X	X	X
X	X	X

Exhibits.  
 P 7.  
 144 Boat  
 Notes from  
 Blue Book.  
 —contd.

No. 44

THE NEW LANDING & SHIPPING Co.

Boat Note No. 21                      Into Licensed Boat No. A 810  
 ss. Jalaveera                              Matter from Rangoon

CARGO FOR FUMIGATION

<i>Quantity and Description of Packages</i>	<i>Remarks</i>
Contents said to be Various 427 Bags Rice Packed in Single gunnies. Four Hd. and Twenty Seven only. 2/C A. S. Perera.	10

Certified that Cargo in Lighter No. 810 ex ss. Jalaveera has been  
 ———— this 25th day of Sept. 1953.

(Sgd.) Illegibly  
 \_\_\_\_\_

(Sgd.) Illegibly

R/K

R. L. C.

Intd. \_\_\_\_\_

26/9

Landed 427

(Sgd.) Illegibly  
 25/9/53

20

Colombo Road ———— 25/9/53      Time: 2 p.m.

Chief Officer ————

Landing Waiter ————

**Warning**

All persons are warned not to enter "Kuttals" (and cabins) of  
 Lighters fumigated with Cyanide Gas until the Cargo is discharged  
 and the bilge water completely emptied.

(Same thing in Sinhalese)

X  
 X

X  
 X

X  
 X

30

No. 44

THE NEW LANDING & SHIPPING Co.

Boat Note No. 22                      Into Licensed Boat No. A 594  
 ss. Jalaveera                          Matter from Rangoon

Exhibits. ....  
 P 7.  
 144 Boat  
 Notes from  
 Blue Book.—  
 contd.

CARGO FOR FUMIGATION

	<i>Quantity and Description of Packages</i>	<i>Remarks</i>
10	Contents said to be Various 620 Bags Rice Packed in Single gunnies. Six Hd. & Twenty only. 2/C C. V. Silva.	

Certified that Cargo in Lighter No. 594 ex ss. Jalaveera has been  
 \_\_\_\_\_ this 25th day of Sept. 1953.

(Sgd.) Illegibly  
 \_\_\_\_\_

(Sgd.) Illegibly  
 R/K

R. L. C.  
 Intd. \_\_\_\_\_,  
 26/9

20 Landed 620  
 (Sgd.) Illegibly  
 25.9.53

Colombo Road \_\_\_\_\_ 25/9/53      Time: 2.30 p.m.  
 Chief Officer \_\_\_\_\_      Landing Waiter \_\_\_\_\_

**Warning**

All persons are warned not to enter "Kuttals" (and cabins) of  
 Lighters fumigated with Cyanide Gas until the Cargo is discharged  
 and the bilge water completely emptied.

(Same thing in Sinhalese)

30                      X                      X                      X  
                          X                      X                      X





No. 44

THE NEW LANDING & SHIPPING Co.

Boat Note No. 24                      Into Licensed Boat No. A 898  
 ss. Jalavcera                              Matter from Rangoon

Exhibits.  
 —  
 P 7.  
 144 Boat  
 Notes from  
 Blue Book.  
 —contd.

CARGO FOR FUMIGATION

	<i>Quantity and Description of Packages</i>	<i>Remarks</i>
	Contents said to be Various 333 Bags Rice Packed in Single gunnies. Three Hd. & Thirty Three only.	
10	2/C C. V. Silva	
	Certified that Cargo in Lighter No. 898 ex ss. Jalavcera has been _____ this 25th day of Sept. 1953.	
		(Sgd.) Illegibly _____
		(Sgd.) Illegibly R/K
	Landed (333) only	R. L. C.
	(Sgd.) Illegibly 25/9	Intd. _____ 26/9
20	Colombo Road _____ 25/9/53	Time : 3.35 p.m.
	Chief Officer _____	Landing Waiter _____

**Warning**

All persons are warned not to enter "Kuttals" (and cabins) of Lighters fumigated with Cyanide Gas until the Cargo is discharged and the bilge water completely emptied.

(Same thing in Sinhalese)

X	X	X
X	X	X

Exhibits.  
 —  
 P 7.  
 144 Boat  
 Notes from  
 Blue Book.  
 —contd.

No. 44

THE NEW LANDING & SHIPPING Co.

Boat Note No. 25  
 ss. Jalaveera

Into Licensed Boat No. A 229  
 Matter from Rangoon

CARGO FOR FUMIGATION

<i>Quantity and Description of Packages</i>	<i>Remarks</i>
Contents said to be Various 407 Bags Rice Packed in Single gunnies. Four Hd. and Seven only. 2/C Varney.	10

Certified that Cargo in Lighter No. 229 ex ss. Jalaveera has been  
 ———— this 25th day of Sept. 1953.

(Sgd.) Illegibly  
 \_\_\_\_\_

(Sgd.) Illegibly  
 R/K.

Landed (407)  
 (Sgd.) Illegibly  
 26/9

R. L. C.  
 Intd. \_\_\_\_\_ 20  
 26/9

Colombo Road ———— 25/9/53      Time : 3.45 p.m.  
 Chief Officer ————              Landing Waiter ————

**Warning**

All persons are warned not to enter "Kuttals" (and cabins) of  
 Lighters fumigated with Cyanide Gas until the Cargo is discharged  
 and the bilge water completely emptied.

(Same thing in Sinhalese)

X	X	X	30
X	X	X	

No. 44

## THE NEW LANDING &amp; SHIPPING Co.

Boat Note No. 26                      Into Licensed Boat No. A 209  
ss. Jalaveera                              Matter from Rangoon

## CARGO FOR FUMIGATION

<i>Quantity and Description of Packages</i>	<i>Remarks</i>
---	----------------

Contents said to be Various 519 Bags Rice  
Packed in Single gunnies.  
Five Hd. & Nineteen only.

10 2/C Varney.

Certified that Cargo in Lighter No. A 209 ex ss. Jalaveera has  
been \_\_\_\_\_ this 25th day of Sept. 1953.

(Sgd.) Illegibly \_\_\_\_\_

(Sgd.) Illegibly  
R/K

Landed 171

Intd. \_\_\_\_\_  
26/9

Intd. \_\_\_\_\_

R. L. C.  
26/9

20 Landed 348

Intd. \_\_\_\_\_  
26/9

Colombo \_\_\_\_\_ 25/9/53

Chief Officer \_\_\_\_\_

Time: 5.41 p.m.

Landing Waiter \_\_\_\_\_

**Warning**

All persons are warned not to enter "Kuttals" (and cabins) of  
Lighters fumigated with Cyanide Gas until the Cargo is discharged  
and the bilge water completely emptied.

(Same thing in Sinhalese)

30

X  
XX  
XX  
X

Exhibits.  
 P 7.  
 144 Boat  
 Notes from  
 Blue Book.  
 —contd.

No. 44

THE NEW LANDING & SHIPPING Co.

Boat Note No. 29                      Into Licensed Boat No. A 508  
 ss. Jalaveera                              Matter from Rangoon

CARGO FOR FUMIGATION

<i>Quantity and Description of Packages</i>	<i>Remarks</i>
<p>Contents said to be Various 419 Bags Rice            Packed in Single gunnies.            Four Hd. &amp; Nineteen only.            2/C Varney.</p>	10
<p>Certified that Cargo in Lighter No. A 508 ex ss. Jalaveera has            been ———— this 25th day of Sept. 1953.</p>	
<p>Landed 419            Intd. ————                      26/9/53</p>	20
	<p>(Sgd.) Illegibly            _____</p>
	<p>(Sgd.) Illegibly            R. K.</p>
	<p>R. L. C.            Intd. ————                      26/9</p>
<p>Colombo Road ———— 25/9/53      Time: 6.41 p.m.            Chief Officer. Intd. ————      Landing Waiter ————</p>	

**Warning**

All persons are warned not to enter "Kuttals" (and Cabins) of  
 Lighters fumigated with Cyanide Gas until the Cargo is discharged  
 and the bilge water completely emptied.

(Same thing in Sinhalese)

X	X	X	30
X	X	X	

No. 44

THE NEW LANDING & SHIPPING Co.

Boat Note No. 27                      Into Licensed Boat No. A 1046  
 ss. Jalaveera                          Matter from Rangoon

Exhibits.  
 P 7.  
 144 Boat  
 Notes from  
 Blue Book.  
 -contd.

CARGO FOR FUMIGATION

<i>Quantity and Description of Packages</i>	<i>Remarks</i>
---	----------------

Contents said to be Various 649 Bags Rice  
 Packed in Single gunnies.  
 Six Hd. and Forty Nine only.

10 2/C C. V. Silva.

Certified that Cargo in Lighter No. A 1046 ex ss. Jalaveera has  
 been ----- this 25th day of Sept. 1953.

(Sgd.) Illegibly  
 \_\_\_\_\_

(Sgd.) Illegibly  
 R. K.

Landed 649

20 (Sgd.) Illegibly  
 26/9/53

R. L. C.  
 Intd. \_\_\_\_\_  
 26/9

Colombo Road ----- 25/9/53      Time: 6 p.m.

Chief Officer Intd. -----      Landing Waiter -----

**Warning**

All persons are warned not to enter "Kuttals" (and cabins) of  
 Lighters fumigated with Cyanide Gas until the Cargo is discharged  
 and the bilge water completely emptied.

(Same thing in Sinhalese)

X	X	X
X	X	X

Exhibits.  
 P 7.  
 144 Boat  
 Notes from  
 Blue Book.  
 —contd.

No. 44

THE NEW LANDING & SHIPPING Co.

Boat Note No. 28                      Into Licensed Boat No. CPC 1  
 ss. Jalaveera                              Matter from Rangoon

CARGO FOR FUMIGATION

<i>Quantity and Description of Packages</i>	<i>Remarks</i>
---	----------------

Contents said to be Various 1115 Bags Rice  
 Packed in Single gunnies.  
 One Thousand One Hd. and Fifteen only.  
 2/C A. S. Perera.

10

Certified that Cargo in Lighter No. CPC. 1 ex ss. Jalaveera has  
 been ———— this 25th day of Sept. 1953.

Landed 1115 only                      (Sgd.) Illegibly  
 \_\_\_\_\_

Sgd. \_\_\_\_\_                      (Sgd.) Illegibly  
 26/9                                      R/K

R. L. C.  
 Intd. \_\_\_\_\_  
 26/9

Colombo Road \_\_\_\_\_ 25/9/53      Time : 6.30 p.m.  
 Chief Officer Intd. \_\_\_\_\_      Landing Waiter \_\_\_\_\_.

20

**Warning**

All persons are warned not to enter " Kuttals " (and cabins) of  
 Lighters fumigated with Cyanide Gas until the Cargo is discharged  
 and the bilge water completely emptied.

(Same thing in Sinhalese)

X	X	X
X	X	X

No. 44

THE NEW LANDING & SHIPPING Co.

Boat Note No. 31 Into Licensed Boat No. A 208

ss. Jalaveera Matter from Rangoon.

CARGO FOR FUMIGATION

Exhibits.  
—  
P 7.  
144 Boat  
Notes from  
Blue Book.  
—contd.

	<i>Quantity and Description of Packages</i>	<i>Remarks</i>
	Contents said to be Various 375 Bags Rice Packed in Single gunnies. Three Hd. & Seventy Five only.	
10	2/C Varney.	
	Certified that Cargo in Lighter No. A 208 ex ss. Jalaveera has been ————— this 25th day of Sept. 1953.	
	Landed (375) only	
	Intd. ————— 26/9/53	(Sgd.) Illegibly —————
		(Sgd.) Illegibly R/K
	R. L. C.	
20	Intd. ————— 26/9	
	Colombo Road ————— 25/9/53	Time : 7.45 p.m.
	Chief Officer —————	Landing Waiter —————

**Warning**

All persons are warned not to enter "Kuttals" (and Cabins) of Lighters fumigated with Cyanide Gas until the Cargo is discharged and the bilge water completely emptied.

(Same thing in Sinhalese)

X	X	X
X	X	X



Exhibits.  
P 7.  
144 Boat  
Notes from  
Blue Book.  
—contd.

No. 44

THE NEW LANDING & SHIPPING Co.

Boat Note No. 32                      Into Licensed Boat No. A 501  
ss. Jalaveera                              Matter from Rangoon

CARGO FOR FUMIGATION

<i>Quantity and Description of Packages</i>	<i>Remarks</i>
---	----------------

Contents said to be Various 596 Bags Rice  
Packed in Single gunnies.  
Five Hd. & Ninety Six only.  
2/C C. V. Silva.

10

Certified that Cargo in Lighter No. A 501 ex ss. Jalaveera has  
been ————— this 25th day of Sept. 1953.

Landed (596)

Intd. \_\_\_\_\_ (Sgd.) Illegibly  
26/9/53

(Sgd.) Illegibly  
R/K

R. L. C.

Intd. \_\_\_\_\_  
26/9

20

Colombo Road \_\_\_\_\_ 25/9/53      Time : 8.15 a.m.

Chief Officer \_\_\_\_\_                      Landing Waiter \_\_\_\_\_

**Warning**

All persons are warned not to enter "Kuttals" (and cabins) of  
Lighters fumigated with Cyanide Gas until the Cargo is discharged  
and the bilge water completely emptied.

(Same thing in Sinhalese)

X	X	X
X	X	X

No. 44

THE NEW LANDING & SHIPPING Co.

Boat Note No. 30                      Into Licensed Boat No. A 595  
 ss. Jalaveera                          Matter from Rangoon

Exhibits.  
 P 7.  
 144 Boat  
 Notes from  
 Blue Book  
 —contd.

CARGO FOR FUMIGATION

<i>Quantity and Description of Packages</i>	<i>Remarks</i>
---	----------------

Contents said to be Various 382 Bags Rice  
 Packed in Single gunnies.  
 Three Hd. & Eighty Two only.

10 2/C A. S. Perera.

Certified that Cargo in Lighter No. A 595 ex ss. Jalaveera has  
 been \_\_\_\_\_ this 25th day of Sept. 1953.

(Sgd.) Illegibly  
 \_\_\_\_\_

(Sgd.) Illegibly  
 R/K

Landed (382) only	R. L. C.
Intd. _____	Intd. _____
26/9/53	26/9

20 Colombo Road \_\_\_\_\_ 25/9/53      Time : 7.45 p.m.  
 Chief Officer \_\_\_\_\_                      Landing Waiter \_\_\_\_\_

**Warning**

All persons are warned not to enter "Kuttals" (and cabins) of  
 Lighters fumigated with Cyanide Gas until the Cargo is discharged  
 and the bilge water completely emptied.

(Same thing in Sinhalese)

X	X	X
X	X	X

Exhibits.  
 P 7.  
 144 Boat  
 Notes from  
 Blue Book.  
 —contd.

No. 44

THE NEW LANDING & SHIPPING Co.

Boat Note No. 33                      Into Licensed Boat No. A 900  
 ss. Jalaveera                              Matter from Rangoon

CARGO FOR FUMIGATION

<i>Quantity and Description of Packages</i>	<i>Remarks</i>
<p>Contents said to be Various 533 Bags Rice            Packed in Single gunnies.            Five Hd. &amp; Thirty Three only.            2/C Varney.</p>	10
<p>Certified that Cargo in Lighter No. 900 ex ss. Jalaveera has been            _____ this 25th day of Sept. 1953.</p>	
<p>Landed (533) only.            Intd. _____                      26/9/53.</p>	
	(Sgd.) Illegibly _____
	(Sgd.) Illegibly R/K
<p>R. L. C.            Intd. _____                      26/9</p>	20
<p>Colombo Road _____ 25/9/53      Time _____            Chief Officer _____              Landing Waiter _____</p>	

**Warning**

All persons are warned not to enter "Kuttals" (and Cabins) of Lighters fumigated with Cyanide Gas until the Cargo is discharged and the bilge water completely emptied.

(Same thing in Sinhalese)

X	X	X	30
X	X	X	



Exhibits.  
 —  
 P 7.  
 144 Boat  
 Notes from  
 Blue Book  
 —contd.

No. 44

THE NEW LANDING & SHIPPING Co.

Boat Note No. 35                      Into Licensed Boat No. C. P. C. 4  
 ss. Jalaveera                              Matter from Rangoon

CARGO FOR FUMIGATION

<i>Quantity and Description of Packages</i>	<i>Remarks</i>
---	----------------

Contents said to be Various 1075 Bags Rice  
 Packed in Single gunnies.  
 One Thousand and Seventy Five only.  
 2/C Varney.

10

\_\_\_\_\_ Certified that Cargo in Lighter No. 4 ex ss. Jalaveera has been  
 \_\_\_\_\_ this 26th day of Sept. 1953.

(Sgd.) Illegibly  
 \_\_\_\_\_

(Sgd.) Illegibly  
 R/K

Landed (1075) only.

(Sgd.) Illegibly  
 26/9/53

Colombo Road \_\_\_\_\_ 25/9/53      Time: 1 p.m.

20

Chief Officer \_\_\_\_\_                      Landing Waiter \_\_\_\_\_

**Warning**

All persons are warned not to enter "Kuttals" (and cabins) of  
 Lighters fumigated with Cyanide Gas until the Cargo is discharged  
 and the bilge water completely emptied.

(Same thing in Sinhalese)

X	X	X
X	X	X

No. 44

THE NEW LANDING & SHIPPING Co.

Boat Note No. 38                      Into Licensed Boat No. CPC 2  
 ss. Jalaveera                              Matter from Rangoon

Exhibits.  
 P 7.  
 144 Boat  
 Notes from  
 Blue Book.  
 —contd.

CARGO FOR FUMIGATION

<i>Quantity and Description of Packages</i>	<i>Remarks</i>
---	----------------

Contents said to be Various 1101 Bags Rice  
 Packed in Single gunnies.  
 One Thousand One Hd. and One only.

10 2/C Varney  
 2/C C. V. Silva.

Certified that Cargo in Lighter No. CPC 2 ex ss. Jalaveera has  
 been \_\_\_\_\_ this 26th day of Sept. 1953.

(Sgd.) Illegibly  
 \_\_\_\_\_

(Sgd.) Illegibly  
 R/K

Landed (1101) only

20 Intd. \_\_\_\_\_  
 26/9/53

Colombo \_\_\_\_\_ 26/9/53

Time: 11 a.m.

Chief Officer \_\_\_\_\_

Landing Waiter \_\_\_\_\_

**Warning**

All persons are warned not to enter "Kuttals" (and cabins) of  
 Lighters fumigated with Cyanide Gas until the Cargo is discharged  
 and the bilge water completely emptied.

(Same thing in Sinhalese)

X	X	X
X	X	X

Exhibits. . .  
 P 7.  
 144 Boat  
 Notes from  
 Blue Book.—  
 contd.

No. 44

THE NEW LANDING & SHIPPING Co.

Boat Note No. 36                      Into Licensed Boat No. A 202  
 ss. Jalaveera                              Matter from Rangoon

CARGO FOR FUMIGATION

<i>Quantity and Description of Packages</i>	<i>Remarks</i>
---	----------------

Contents said to be Various 414 Bags Rice  
 Packed in Single gunnies.  
 Four Hd. & Fourteen only.  
 2/C Goonaratne  
 2/C H. Varney

10

Certified that Cargo in Lighter No. 202 ex ss. Jalaveera has been  
 \_\_\_\_\_ this 26th day of Sept. 1953.

(Sgd.) Illegibly  
 \_\_\_\_\_

(Sgd.) Illegibly  
 R/K

Landed (414) only.  
 Intd. \_\_\_\_\_

Colombo Road \_\_\_\_\_ 26/9/53      Time : 10 a.m.

20

Chief Officer \_\_\_\_\_ Intd. \_\_\_\_\_ Landing Waiter \_\_\_\_\_

**Warning**

All persons are warned not to enter "Kuttals" (and cabins) of  
 Lighters fumigated with Cyanide Gas until the Cargo is discharged  
 and the bilge water completely emptied.

(Same thing in Sinhalese)

X	X	X
X	X	X

No. 44

THE NEW LANDING & SHIPPING Co.

Boat Note No. 37                      Into Licensed Boat No. CPC. 3  
 ss. Jalaveera                          Matter from Rangoon

Exhibits.  
 P 7.  
 144 Boat  
 Notes from  
 Blue Book.--  
 could.

CARGO FOR FUMIGATION

<i>Quantity and Description of Packages</i>	<i>Remarks</i>
---	----------------

Contents said to be Various 1079 Bags Rice  
 Packed in Single gunnies.  
 One Thousand & Seventy Nine only.

10 2/C A. S. Perera A 4  
 2/C Abdulla A 5.

Certified that Cargo in Lighter No. 3 ex ss. Jalaveera has been  
 ----- this 26th day of Sept. 1953.

(Sgd.) Illegibly  
 -----

(Sgd.) Illegibly  
 R/K

Landed (1079)

Intd. -----

20                      26/9/53

Colombo Road ----- 26/9/53                      Time : 11 a.m.

Chief Officer ----- Intd. -----                      Landing Waiter. -----

**Warning**

All persons are warned not to enter "Kuttals" (and cabins) of  
 Lighters fumigated with Cyanide Gas until the Cargo is discharged  
 and the bilge water completely emptied.

(Same thing in Sinhalese)

X	X	X
X	X	X



Exhibits.  
 P 7.  
 144 Boat  
 Notes from  
 Blue Book.  
 —contd.

No. 44

THE NEW LANDING & SHIPPING Co.

Boat No. 39 Note Into Licensed Boat No. A 594  
 ss. Jalaveera Matter from Rangoon

CARGO FOR FUMIGATION

<i>Quantity and Description of Packages</i>	<i>Remarks</i>
Contents said to be Various 614 Bags Rice Packed in Single gunnies.	
Samb } 9 Bags T/R wg. 140 160 lbs. }	10
148, 148, 136, 150, 134, 139, 142 & 138 lbs. in each.	
Six Hd. & Fourteen only.	
2/C Goonaratne. Intd. _____ 26/9	
Landed (614) Intd. _____ 26/9/53	
Certified that Cargo in Lighter No. A 594 ex ss. Jalaveera has been _____ this 26th day of Sept. 1953.	
(Sgd.) Illegibly R/K	20
(Sgd.) Illegibly _____	
Colombo Road _____ 26/9/53	Time: 11.15 a.m.
Chief Officer _____	Landing Waiter _____

**Warning**

All persons are warned not to enter "Kuttals" (and cabins) of  
 Lighters fumigated with Cyanide Gas until the Cargo is discharged  
 and the bilge water completely emptied.

(Same thing in Sinhalese)

X	X	X
X	X	X

No. 44

THE NEW LANDING & SHIPPING Co.

Boat Note No. 40 Into Licensed Boat No. A 810  
ss. Jalaveera Matter from Rangoon

Exhibits.  
—  
P 7.  
144 Boat  
Notes from  
Blue Book.  
—contd.

CARGO FOR FUMIGATION

<i>Quantity and Description of Packages</i>	<i>Remarks</i>
---	----------------

Contents said to be Various 429 Bags Rice  
Packed in Single gunnies.  
Four Hd. & Twenty Nine only.

10 2/C Varney. Intd. \_\_\_\_\_  
26/9

Certified that Cargo in Lighter No. 810 ex ss. Jalaveera has been  
\_\_\_\_\_ this 26th day of Sept. 1953.

(Sgd.) Illegibly  
R/K

(Sgd.) Illegibly  
\_\_\_\_\_

Landed (429) only

Intd. \_\_\_\_\_  
26/9/53

Colombo Road \_\_\_\_\_ 26/9/53 Time : 11.30 a.m.

20 Chief Officer \_\_\_\_\_ Landing Waiter \_\_\_\_\_

**Warning**

All persons are warned not to enter "Kuttals" (and cabins) of  
Lighters fumigated with Cyanide Gas until the Cargo is discharged  
and the bilge water completely emptied.

(Same thing in Sinhalese)

X	X	X
X	X	X

Exhibits.  
P 7.  
144 Boat  
Notes from  
Blue Book.  
—contd.

No. 44

THE NEW LANDING & SHIPPING Co.

Boat Note No. 42  
ss. Jalaveera

Into Licensed Boat No. A 1046  
Matter from Rangoon.

CARGO FOR FUMIGATION

<i>Quantity and Description of Packages</i>	<i>Remarks</i>
Contents said to be Various 643 Bags Rice Packed in Single gunnies.	
Samb } 10 Bags T/R wg. 98 160 lbs. }	10
102, 118, 124, 96, 114, 106, 112, 104 & 121 lbs. in each.	
Six Hd. Forty Three only.	
2/C Goonaratne. Intd. _____ 26/9	
Certified that Cargo in Lighter No. A 1046 ex ss. Jalaveera has been _____ this 26th day of Sept. 1953.	
	(Sgd.) Illegibly _____
	(Sgd.) Illegibly R/K
Landed (643) only.	20
Colombo Road _____ 26/9/53	Time: 2 p.m.
Chief Officer _____ Intd. _____	Landing Waiter _____

**Warning**

All persons are warned not to enter "Kuttals" (and cabins) of  
Lighters fumigated with Cyanide Gas until the Cargo is discharged  
and the bilge water completely emptied.

(Same thing in Sinhalese)

X	X	X	30
X	X	X	

No. 44

## THE NEW LANDING &amp; SHIPPING Co.

Boat Note No. 44                      Into Licensed Boat No. A 229

ss. Jalaveera                              Matter from Rangoon

## CARGO FOR FUMIGATION

Exhibits.

—  
P 7  
144 Boat  
Notes from  
Blue Book.  
—contd.

<i>Quantity and Description of Packages</i>	<i>Remarks</i>
---	----------------

Contents said to be Various 415 Bags Rice  
Packed in Single gunnies.

Four Hd. & Fifteen only.

10 2/C Varney.                      Intd. ————— 26/9

Certified that Cargo in Lighter No. A 229 ex ss. Jalaveera has  
been ————— this 26th day of Sept. 1953.

(Sgd.) Illegibly  
—————

(Sgd.) Illegibly  
R/K

Landed (415) only

Intd. —————

26/9/53

20 Colombo Road ————— 26/9/53                      Time: 3 p.m.

Chief Officer ————— Intd. ————— Landing Waiter —————

### Warning

All persons are warned not to enter "Kuttals" (and cabins) of  
Lighters fumigated with Cyanide Gas until the Cargo is discharged  
and the bilge water completely emptied.

(Same thing in Sinhalese)

X	X	X
X	X	X



No. 44

THE NEW LANDING & SHIPPING Co.

Boat Note No. 41  
ss. Jalaveera

Into Licensed Boat No. CPC. 14  
Matter from Rangoon

CARGO FOR FUMIGATION

Exhibits.

P 7.  
144 Boat  
Notes from  
Blue Book.—  
contd.

<i>Quantity and Description of Packages</i>	<i>Remarks</i>
---	----------------

Contents said to be Various 1106 Bags Rice  
Packed in Single gunnies.  
One Thousand One Hd. and Six only.

10 2/C Abdulla Intd. \_\_\_\_\_  
26/9

Certified that Cargo in Lighter No. CPC. 14 ex ss. Jalaveera has  
been \_\_\_\_\_ this 26th day of Sept. 1953.

(Sgd.) Illegibly

\_\_\_\_\_  
(Sgd.) Illegibly  
R/K

Landed (1106) only

20 Intld. \_\_\_\_\_  
26/9

Colombo Road \_\_\_\_\_ 26/9/53 Time: 1.45 p.m.  
Chief Officer \_\_\_\_\_ Intd. \_\_\_\_\_ Landing Waiter \_\_\_\_\_

Warning

All persons are warned not to enter "Kuttals" (and cabins) of  
Lighters fumigated with Cyanide Gas until the Cargo is discharged  
and the bilge water completely emptied.

(Same thing in Sinhalese)

X	X	X
X	X	X

Exhibits.

No. 44

P 7.  
144 Boat  
Notes from  
Blue Book.—  
contd.

THE NEW LANDING & SHIPPING Co.

Boat Note No. 46 Into Licensed Boat No. A 600  
ss. Jalaveera Matter from Rangoon

CARGO FOR FUMIGATION

Quantity and Description of Packages	Remarks
Contents said to be Various 807 Bags Rice Packed in Single gunnies. Eight Hd. & Seven only. 2/C Varney. Intd. <u>        </u> 26/9	10 (Sgd.) Illegibly R/K

Certified that Cargo in Lighter No. A 600 ex ss. Jalaveera has  
been ———— this 26th day of Sept. 1953.

(Sgd.) Illegibly  
                        

Landed (807) only  
Intd.           
26/9/53. 20  
Colombo Road          26/9/53 Time: 9 p.m.  
Chief Officer          Intd.          Landing Waiter         

Warning

All persons are warned not to enter "Kuttals" (and cabins) of  
Lighters fumigated with Cyanide Gas until the Cargo is discharged  
and the bilge water completely emptied.

(Same thing in Sinhalese)

X X X  
X X X

No. 44

THE NEW LANDING & SHIPPING Co.

Boat Note No. 45                      Into Licenced Boat No. A 595  
 ss. Jalaveera                          Matter from Rangoon

Exhibits.  
 —  
 P 7.  
 144 Boat  
 Notes from  
 Blue Book.  
 —contd.

CARGO FOR FUMIGATION

<i>Quantity and Description of Packages</i>	<i>Remarks</i>
---	----------------

Contents said to be Various 402 Bags Rice  
 Packed in Single gunnies.  
 Four Hd. & Two only.

10 2/C Goonaratne                      Intd. —————

(Sgd.) Illegibly  
 R.K.

————— Certified that Cargo in Lighter No. 595 ex ss. Jalaveera has been  
 ————— this 26th day of Sept. 1953.

(Sgd.) Illegibly

Landed (402) only.

Intd. —————  
 27/9/53.

Colombo Road ————— 26/9/53      Time : 4 p.m.

20 Chief Officer ————— Intd. ————— Landing Waiter —————

**Warning**

All persons are warned not to enter "Kuttals" (and cabins) of  
 Lighters fumigated with Cyanide Gas until the Cargo is discharged  
 and the bilge water completely emptied.

(Same thing in Sinhalese)

X	X	X
X	X	X



Exhibits.  
 P 7.  
 144 Boat  
 Notes from  
 Blue Book.  
 —contd.

No. 44

THE NEW LANDING & SHIPPING Co.

Boat Note No. 47 Into Licensed Boat No. CPC. 1  
 ss. Jalaveera Matter from Rangoon

CARGO FOR FUMIGATION

<i>Quantity and Description of Packages</i>	<i>Remarks</i>
Contents said to be Various 1113 Bags Rice Packed in Single gunnies. One Thousand One Hd. & Thirteen only. 2/C Abdulla. Intd. <u>          </u> <span style="margin-left: 350px;">26/9</span>	10

Certified that Cargo in Lighter No. CPC 1 ex ss. Jalaveera has been            this 26th day of Sept. 1953.

(Sgd.) Illegibly  
          

(Sgd.) Illegibly  
 R/K

Landed (1113) only.  
 Intd.             
27/9/53

R. L. C.  
 Intd.             
27/9

20

Colombo Road            26/9/53 Time : 4.30 p.m.

*Chief Officer*            Intd.            *Landing Waiter*           

**Warning**

All persons are warned not to enter "Kuttals" (and cabins) of Lighters fumigated with Cyanide Gas until the Cargo is discharged and the bilge water completely emptied.

(Same thing in Sinhalese)

X	X	X
X	X	X

No. 44

THE NEW LANDING & SHIPPING Co.

Boat Note No. 49  
ss. Jalaveera

Into Licensed Boat No. A 202  
Matter from Rangoon

Exhibits.  
—  
P 7.  
144 Boat  
Notes from  
Blue Book.  
— contd.

CARGO FOR FUMIGATION

<i>Quantity and Description of Packages</i>	<i>Remarks</i>
Contents said to be Various 412 Bags Rice Packed in Single gunnies.	
10 Samb 160 lbs. } 14 Bags T/R wg. 120, 140, 118, 106, 100, 110 120, 133, 104, 102, 104, 110, 124 and 102 lbs. in each.	
Four Hd. & Twelve only. 2/C Varney.	Intd. _____ R. L. C. 26/9 Intd. _____ 27/9

Certified that Cargo in Lighter No. 202 ex ss. Jalaveera has been  
\_\_\_\_\_ this 26th day of Sept. 1953.

20 Landed (412) (Sgd.) Illegibly  
Intd. \_\_\_\_\_  
27/9/53 (Sgd.) Illegibly  
R/K

Colombo Road \_\_\_\_\_ 26/9/53 Time : 7 p.m.  
Chief Officer \_\_\_\_\_ Landing Waiter \_\_\_\_\_

**Warning**

All persons are warned not to enter "Kuttals" (and cabins) of  
Lighters fumigated with Cyanide Gas until the Cargo is discharged  
and the bilge water completely emptied.

(Same thing in Sinhalese)

30 X X X  
X X X





Exhibits.

P 7.  
144 Boat  
Notes from  
Blue Book.—  
contd.

No. 44

THE NEW LANDING & SHIPPING Co.

Boat Note No. 51            Into Licensed Boat No. CPC 3  
ss. Jalaveera                Matter from Rangoon

CARGO FOR FUMIGATION

<i>Quantity and Description of Packages</i>	<i>Remarks</i>
Contents said to be Various 1102 Bags Rice Packed in Single gunnies. One Thousand One Hd. and Two only 2/C Varney	10
Intd. _____ 26/9	

Certified that Cargo in Lighter No. CPC 3 ex ss. Jalaveera has been \_\_\_\_\_ this 26th day of Sept. 1953.

(Sgd.) Illegibly

\_\_\_\_\_  
(Sgd.) Illegibly  
R/ K.

Landed 1102 Bags only

Intd. \_\_\_\_\_  
27/9

R. L. C.  
Intd. \_\_\_\_\_  
27/9

20

Colombo Road \_\_\_\_\_ 26/9/1953 Time : 11.15 p.m.

Chief Officer \_\_\_\_\_ Landing Waiter \_\_\_\_\_

**Warning**

All persons are warned not to enter "Kuttals" (and cabins) of Lighters fumigated with Cyanide Gas until the Cargo is discharged and the bilge water completely emptied.

(Same thing in Sinhalese)

X	X	X
X	X	X

30

No. 44

THE NEW LANDING & SHIPPING Co.

Boat Note No. 52 Into Licensed Boat No. CPC 2  
ss. Jalaveera Matter from Rangoon

Exhibits.  
—  
P 7.  
144 Boat  
Notes from  
Blue Book.—  
contd.

CARGO FOR FUMIGATION

	<i>Quantity and Description of Packages</i>	<i>Remarks</i>
	Contents said to be Various 1087 Bags Rice Packed in Single gunnies. One Thousand and Eighty Seven only.	
10	2/C Goonaratne Intd. _____ 26/9 Landed 1087 Bags only Intd. _____ 27/9	

Certified that Cargo in Lighter No. CPC 2 ex ss. Jalaveera has been \_\_\_\_\_ this 27th day of Sept. 1953.

(Sgd.) Illegibly  
\_\_\_\_\_

(Sgd.) Illegibly  
R/K

20 R. L. C.  
Intd. \_\_\_\_\_  
27/9

Colombo Road \_\_\_\_\_ 26/9/1953 Time: 11.30 p.m.

Chief Officer \_\_\_\_\_ Landing Waiter \_\_\_\_\_

**Warning**

All persons are warned not to enter "Kuttals" (and cabins) of Lighters fumigated with Cyanide Gas until the Cargo is discharged and the bilge water completely emptied.

(Same thing in Sinhalese)

30	X	X	X
	X	X	X



No. 44

THE NEW LANDING & SHIPPING Co.

Boat Note No. 54                      Into Licensed Boat No. A 594  
 ss. Jalaveera                              Matter from Rangoon

Exhibits.  
 P 7.  
 144 Boat  
 Notes from  
 Blue Book.—  
 crntd.

CARGO FOR FUMIGATION

<i>Quantity and Description of Packages</i>	<i>Remarks</i>
Contents said to be Various 635 Bags Rice Packed in Single gunnies. Six Hd. and Thirty Five only.	
10 2/C Varney                              Intd. —————	

————— Certified that Cargo in Lighter No. 594 ex ss. Jalaveera has been  
 ————— this 27th day of Sept. 1953.

(Sgd.) Illegibly  
 —————

(Sgd.) Illegibly  
 R/K  
 27/9

Landed 635 only  
 Intd. —————  
 20                      27/9

Colombo Road ————— 26/9/1953      Time : 1 a.m.  
 Chief Officer —————                      Landing Waiter —————

**Warning**

All persons are warned not to enter " Kuttals " (and cabins) of  
 Lighters fumigated with Cyanide Gas until the Cargo is discharged  
 and the bilge water completely emptied.

(Same thing in Sinhalese)

X	X	X
X	X	X



Exhibits.

No. 44

P 7.  
144 Boat  
Notes from  
Blue Book.  
—contd.

THE NEW LANDING & SHIPPING Co.

Boat Note No. 55  
ss. Jalaveera

Into Licensed Boat No. A 1046  
Matter from Rangoon

CARGO FOR FUMIGATION

<i>Quantity and Description of Packages</i>	<i>Remarks</i>
---	----------------

Contents said to be Various 638 Bags Rice  
Packed in Single gunnies.  
Six Hundred and Thirty Eight only.

Intd. \_\_\_\_\_  
27/9

10

Landed 638 Bags only.

Certified that Cargo in Lighter No. 1046 ex. ss. Jalaveera has  
been \_\_\_\_\_ this 27th day of Sept. 1953.

(Sgd.) Illegibly  
\_\_\_\_\_

(Sgd.) Illegibly  
R/K

Colombo Road \_\_\_\_\_ 27/9/1953 Time : 9.45 a.m.

Chief Officer. Intd. \_\_\_\_\_ Landing Waiter \_\_\_\_\_

20

Abdulla Intd. \_\_\_\_\_

**Warning**

All persons are warned not to enter "Kuttals" (and cabins) of  
Lighters fumigated with Cyanide Gas until the Cargo is discharged  
and the bilge water completely emptied.

(Same thing in Sinhalese)

X	X	X
X	X	X

No. 44

## THE NEW LANDING &amp; SHIPPING Co.

Boat Note No. 58                      Into Licensed Boat No. A 209  
 ss. Jalaveera                          Matter from Rangoon

Exhibits.

P 7.  
 144 Boat  
 Notes from  
 Blue Book.—  
 contd.

## CARGO FOR FUMIGATION

Quantity and Description of Packages

Remarks

Contents said to be Various 519 Bags Rice  
 Packed in Single gunnies.  
 Five Hundred and Nineteen only.

10 Intd. \_\_\_\_\_  
 27/9

Certified that Cargo in Lighter No. 209 ex ss. Jalaveera has  
 been \_\_\_\_\_ this 27th day of Sept. 1953.

(Sgd.) Illegibly

(Sgd.) Illegibly  
R/K

Landed 519 only.

20 Intd. \_\_\_\_\_  
 27/9

R. L. C.  
 Intd. \_\_\_\_\_  
 27/9

Colombo Road \_\_\_\_\_ 27/9/1953 Time : 11 p.m.

Chief Officer. Intd. \_\_\_\_\_ Landing Waiter \_\_\_\_\_

Abdulla Intd. \_\_\_\_\_

**Warning**

All persons are warned not to enter "Kuttals" (and cabins) of  
 Lighters fumigated with Cyanide Gas until the Cargo is discharged  
 and the bilge water completely emptied.

(Same thing in Sinhalese)

30 X X X  
 X X X

Exhibits.  
—  
P 7.  
144 Boat  
Notes from  
Blue Book.  
—contd.

No. 44

## THE NEW LANDING &amp; SHIPPING Co.

Boat Note No. 56  
ss. Jalaveera

Into Licensed Boat No. A 239  
Matter from Rangoon

## CARGO FOR FUMIGATION

<i>Quantity and Description of Packages</i>	<i>Remarks</i>
Contents said to be Various 403 Bags Rice Packed in Single gunnies. Four Hundred and Three only.	
Intd. _____ 27/9	10
Certified that Cargo in Lighter No. 239 ex ss. Jalaveera has been _____this 27th day of Sept. 1953.	
	(Sgd.) Illegibly _____
	(Sgd.) Illegibly R/K
Landed 403 only. (Sgd.) Illegibly 27/9	20
Colombo Road _____27/9/1953 Time : 10.30 p.m.	
Chief Officer. Intd. _____	Landing Waiter _____
Kulasena. Intd. _____	
<b>Warning</b>	
All persons are warned not to enter "Kuttals" (and cabins) of Lighters fumigated with Cyanide Gas until the Cargo is discharged and the bilge water completely emptied.	
(Same thing in Sinhalese)	
X	X
X	X
	30

No. 44

THE NEW LANDING & SHIPPING Co.

Boat Note No. 57 Into Licensed Boat No. CPC 14  
ss. Jalaveera Matter from Rangoon

Exhibits.  
P 7.  
144 Boat  
Notes from  
Blue Book.  
—contd.

CARGO FOR FUMIGATION

	<i>Quantity and Description of Packages</i>	<i>Remarks</i>
	Contents said to be Various 1143 Bags Rice Packed in Single gunnies. Eleven hundred and forty three only.	
10		Intd. _____ 27/9
	R. L. C. Intd. _____ 27/9	

Certified that Cargo in Lighter No. CPC 14 ex ss. Jalaveera has been \_\_\_\_\_ this 29th day of Sept. 1953.

(Sgd.) Illegibly  
\_\_\_\_\_

20 Landed 1143 only  
(Sgd.) Illegibly  
27/9  
(Sgd.) Illegibly  
\_\_\_\_\_

Colombo Road \_\_\_\_\_27/9/1953 Time : 11 a.m.

Chief Officer \_\_\_\_\_ Intd. \_\_\_\_\_ Landing Waiter \_\_\_\_\_  
Stephen Perera and Goonaratne

**Warning**

All persons are warned not to enter "Kuttals" (and cabins) of Lighters fumigated with Cyanide Gas until the Cargo is discharged and the bilge water completely emptied.

30 (Same thing in Sinhalese)  
X X X  
X X X

Exhibits.  
P 7.  
144 Boat  
Notes from  
Blue Book.  
—contd.

No. 44

THE NEW LANDING & SHIPPING Co.

Boat Note No. 59 Into Licensed Boat No. A 508  
ss. Jalaveera Matter from Rangoon

CARGO FOR FUMIGATION

<i>Quantity and Description of Packages</i>	<i>Remarks</i>
Contents said to be Various 401 Bags Rice Packed in Single gunnies. Four Hundred and One only.	
Intd. _____ 27/9	10
Landed 401 Bags only.	R. L. C. Intd. _____ 28/9

Certified that Cargo in Lighter No. A 508 ex ss. Jalaveera has been ———— this 27th day of Sept. 1953.

(Sgd.) Illegibly  
\_\_\_\_\_

(Sgd.) Illegibly  
\_\_\_\_\_

20

Colombo Road ———— 27/9/1953 Time : 1.51 p.m.

Chief Officer ———— Intd. \_\_\_\_\_ Landing Waiter ————

Abdulla

**Warning**

All persons are warned not to enter "Kuttals" (and cabins) of Lighters fumigated with Cyanide Gas until the Cargo is discharged and the bilge water completely emptied.

(Same thing in Sinhalese)

X	X	X
X	X	X

30

No. 44

THE NEW LANDING & SHIPPING Co.

Boat Note No. 60 Into Licensed Boat No. A 600  
 ss. Jalaveera Matter from Rangoon

Exhibits.  
 P 7.  
 144 Boat  
 Notes from  
 Blue Book.  
 —contd.

CARGO FOR FUMIGATION

<i>Quantity and Description of Packages</i>	<i>Remarks</i>
---	----------------

Contents said to be Various 825 Bags Rice  
 Packed in Single gunnies.  
 Eight Hundred and Twenty Five only.

10	Intd. _____ 27/9	
	Landed 825 Bags only	R. L. C.
	Intd. _____	Intd. _____ 28/9

Certified that Cargo in Lighter No. A 600 ex ss. Jalaveera has  
 been \_\_\_\_\_ this 27th day of Sept. 1953.

(Sgd.) Illegibly  
 \_\_\_\_\_

Colombo Road 27/9/1953 Time : 2 p.m.

20 Chief Officer \_\_\_\_\_ Intd. \_\_\_\_\_ Landing Waiter \_\_\_\_\_  
 Stephen Perera \_\_\_\_\_

**Warning**

All persons are warned not to enter "Kuttals" (and cabins) of  
 Lighters fumigated with Cyanide Gas until the Cargo is discharged  
 and the bilge water completely emptied.

(Same thing in Sinhalese)

X	X	X
X	X	X

Exhibits.  
—  
P 7.  
144 Boat  
Notes from  
Blue Book.  
—contd.

No. 44

## THE NEW LANDING &amp; SHIPPING Co.

Boat Note No. 61                      Into Licensed Boat No. C. P. C. 1  
ss. Jalaveera                      Matter from Rangoon

## CARGO FOR FUMIGATION

<i>Quantity and Description of Packages</i>	<i>Remarks</i>
<p>Contents said to be Various 1100 Bags Rice Packed in Single gunnies. Eleven Hundred only.</p> <p style="text-align: right;">Intd. _____ 27/7</p>	10
<p>Landed 1100 Bags only.</p> <p style="text-align: right;">Intd. _____ 28/9</p> <p>Certified that Cargo in Lighter No. CPC 1 ex ss. Jalaveera has been _____ this 27th day of Sept. 1953.</p> <p style="text-align: right;">(Sgd.) Illegibly _____</p> <p style="text-align: right;">(Sgd.) Illegibly _____</p>	20
<p>R. L. C.</p> <p style="text-align: right;">Intd. _____ 28/9</p> <p>Colombo Road 27/9/53                      Time : 3.45 p.m.</p> <p style="text-align: center;"><i>Chief Officer</i> _____ <i>Intd.</i> _____ <i>Landing Waiter</i> _____ Kulasena Intd. _____</p>	30
<p><b>Warning</b></p> <p>All persons are warned not to enter "Kuttals" (and cabins) of Lighters fumigated with Cyanide Gas until the Cargo is discharged and the bilge water completely emptied.</p> <p style="text-align: center;">(Same thing in Sinhalese)</p> <p style="text-align: center;">X                      X                      X X                      X                      X</p>	

No. 44

## THE NEW LANDING &amp; SHIPPING Co.

Boat Note No. 62                      Into Licensed Boat No. CPC. 4  
 ss. Jalaveera                          Matter from Rangoon

Exhibits.  
 —  
 P 7.  
 144 Boat  
 Notes from  
 Blue Book.  
 —contd.

## CARGO FOR FUMIGATION

	<i>Quantity and Description of Packages</i>	<i>Remarks</i>
	Contents said to be Various 1099 Bags Rice Packed in Single gunnies. 7 Bags Rice stained by Ship water.	
10	One Thousand and Ninety Nine only. Intd. _____ 27/9	

Certified that Cargo in Lighter No. CPC. 4 ex ss. Jalaveera has  
 been \_\_\_\_\_ this 27th day of Sept. 1953.

(Sgd.) Illegibly  
 \_\_\_\_\_

(Sgd.) Illegibly  
 \_\_\_\_\_

	Landed 1099 only.	
20	(Sgd.) Illegibly 27/9	R. L. C. Intd. _____ 28/9

Colombo Road 27/9/53                      Time : 4.30 p.m.  
 Chief Officer \_\_\_\_\_ Intd. \_\_\_\_\_ Landing Waiter \_\_\_\_\_  
 Abdulla

**Warning**

All persons are warned not to enter "Kuttals" (and cabins) of  
 Lighters fumigated with Cyanide Gas until the Cargo is discharged  
 and the bilge water completely emptied.

30	(Same thing in Sinhalese)	
	X	X
	X	X



Exhibits.  
 P 7.  
 144 Boat  
 Notes from  
 Blue Book.  
 —contd.

No. 44

THE NEW LANDING & SHIPPING Co.

Boat Note No. 63 Into Licensed Boat No. CPC. 3  
 ss. Jalaveera Matter from Rangoon

CARGO FOR FUMIGATION

<i>Quantity and Description of Packages</i>	<i>Remarks</i>
Various 1121 Bags Rice. Packed in Single gunnies. Eleven Hundred and Twenty one only.  Intd. _____ 27/9	10
Certified that Cargo in Lighter No. CPC. 3 ex ss. Jalaveera has been _____ this 27th day of Sept. 1953.	
(Sgd.) Illegibly _____	
Landed 1121 only. Intd. _____ 28/9/53	(Sgd.) Illegibly _____ R. L. C. Intd. _____ 28/9
Stephen Perera _____	20

**Warning**

All persons are warned not to enter "Kuttals" (and cabins) of Lighters fumigated with Cyanide Gas until the Cargo is discharged and the bilge water completely emptied.

(Same thing in Sinhalese)

X	X	X
X	X	X

No. 44

THE NEW LANDING & SHIPPING Co.

Boat Note No. 65 Into Licensed Boat No. A 960  
ss. Jalaveera Matter from Rangoon

Exhibits.  
—  
P 7.  
144 Boat  
Notes from  
Blue Book.  
—contd.

CARGO FOR FUMIGATION

<i>Quantity and Description of Packages</i>	<i>Remarks</i>
---	----------------

Contents said to be Various 419 Bags Rice  
Packed in Single gunnies.  
Four Hundred and Nineteen only.

10 Intd. \_\_\_\_\_  
27/9

Landed 419 only

Intd. \_\_\_\_\_  
28/9/53

Certified that Cargo in Lighter No. 960 ex ss. Jalaveera has been  
\_\_\_\_\_ this 28th day of Sept. 1953.

(Sgd.) Illegibly  
\_\_\_\_\_

(Sgd.) Illegibly  
\_\_\_\_\_

20 R. L. C.  
Intd. \_\_\_\_\_  
28/9

Colombo Road 27/9/53 Time : 6.15 p.m.

Chief Officer \_\_\_\_\_ Intd. \_\_\_\_\_ Landing Waiter \_\_\_\_\_

Stephen Perera

**Warning**

30 All persons are warned not to enter "Kuttals" (and cabins) of  
Lighters fumigated with Cyanide Gas until the Cargo is discharged  
and the bilge water completely emptied.

(Same thing in Sinhalese)

X	X	X
X	X	X

Exhibits.  
 P 7.  
 144 Boat  
 Notes from  
 Blue Book.  
 —contd.

No. 44

THE NEW LANDING & SHIPPING Co.

Boat Note No. 64                      Into Licensed Boat No. A 952  
 ss. Jalaveera                              Matter from Rangoon

CARGO FOR FUMIGATION

<i>Quantity and Description of Packages</i>	<i>Remarks</i>
---	----------------

Contents said to be Various 558 Bags Rice  
 Packed in Single gunnies.  
 Five Hundred and Fifty Eight only.

Intd. \_\_\_\_\_  
 27/9

10

R. L. C.  
 Intd. \_\_\_\_\_  
 29/9

Certified that Cargo in Lighter No. A 952 ex ss. Jalaveera has  
 been \_\_\_\_\_ this 27th day of Sept. 1953.

(Sgd.) Illegibly  
 \_\_\_\_\_

Landed 558 only  
 Intd. \_\_\_\_\_  
 28/9/53

(Sgd.) Illegibly  
 \_\_\_\_\_

20

Colombo Road 27/9/53                      Time : 6 p.m.

Chief Officer \_\_\_\_\_ Intd. \_\_\_\_\_ Landing Waiter \_\_\_\_\_  
 Kulasena

**Warning**

All persons are warned not to enter "Kuttals" (and cabins) of  
 Lighters fumigated with Cyanide Gas until the Cargo is discharged  
 and the bilge water completely emptied.

(Same thing in Sinhalese)

30

X	X	X
X	X	X

No. 44

THE NEW LANDING & SHIPPING Co.

Boat Note No. 66                      Into Licensed Boat No. A 810  
 ss. Jalaveera                          Matter from Rangoon

Exhibits .  
 —  
 P 7.  
 144 Bont  
 Notes from  
 Blue Book.  
 —contd.

CARGO FOR FUMIGATION

	<i>Quantity and Description of Packages</i>	<i>Remarks</i>
	Contents said to be Various 416 Bags Rice Packed in Single gunnies. Four Hundred and Sixteen only.	
10	R. L. C.                                      Intd. _____ Intd. _____                                      27/9 28/9	
	Landed (416) only                                      (Sgd. Illegibly) Intd. _____ 28/9/53	
	Certified that Cargo in Lighter No. 810 ex ss. Jalaveera has been _____ this 28th day of Sept. 1953. (Sgd. Illegibly) _____	
20	Colombo Road _____ 27/9/1953      Time 7.15 p.m. Chief Officer. Intd. _____      Landing Waiter _____ Kulasena	

**Warning**

All persons are warned not to enter "Kuttals" (and cabins) of  
 Lighters fumigated with Cyanide Gas until the Cargo is discharged  
 and the bilge water completely emptied.

(Same thing in Sinhalese)

X	X	X
X	X	X

Exhibits.  
 P 7.  
 144 Boat  
 Notes from  
 Blue Book.  
 —contd.

No. 44

THE NEW LANDING & SHIPPING Co.

Boat Note No. 69                      Into Licensed Boat No. A 209  
 ss. Jalaveera                              Matter from Rangoon

CARGO FOR FUMIGATION

<i>Quantity and Description of Packages</i>	<i>Remarks</i>
Contents said to be Various 499 Bags Rice Packed in Single gunnies. Four Hundred and Ninety Nine only	
Intd. _____ 27/9	R. L. C. Intd. _____ 28/9 (Sgd. Illegibly)
Landed (499) only	
Intd. _____ 28/9/53	
Certified that Cargo in Lighter No. 209 ex ss. Jalaveera has been _____ this 28th day of Sept. 1953.	
	(Sgd. Illegibly) _____
Colombo Road 27/9/1953	Time 10.45 p.m.
Chief Officer. Intd. _____	Landing Waiter _____
Stephen Perera _____	

**Warning**

All persons are warned not to enter "Kuttals" (and cabins) of Lighters fumigated with Cyanide Gas until the Cargo is discharged and the bilge water completely emptied.

(Same thing in Sinhalese)

X                                      X                                      X  
 X                                      X                                      X

No. 44

THE NEW LANDING & SHIPPING Co.

Boat Note No. 67                      Into Licensed Boat No. A 594  
 ss. Jalaveera                          Matter from Rangoon

Exhibits.  
 P 7.  
 14+ Boat  
 Notes from  
 Blue Book.  
 —contd.

CARGO FOR FUMIGATION

<i>Quantity and Description of Packages</i>	<i>Remarks</i>
Contents said to be Various 647 Bags Rice Packed in Single gunnies. Six Hundred and Forty Seven only	Intld.
10 RLC Intd. _____ 28/9	
Landed 647 only Intld. 28/9/53	
Certified that Cargo in Lighter No. 594 ex ss. Jalaveera has been _____ this 28th day of Sept. 1953	
	Intld.
20 Colombo Road _____ 27/9/1953 Time 8.30 p.m. Chief Officer. Intd. _____ Landing Waiter _____ Stephen Perera _____	

**Warning**

All persons are warned not to enter "Kuttals" (and cabins) of Lighters fumigated with Cyanide Gas until the Cargo is discharged and the bilge water completely emptied.

(Same thing in Sinhalese)

X	X	X
X	X	X

Exhibits.  
—  
P 7.  
144 Boat  
Notes from  
Blue Book  
—contd.

No. 44

THE NEW LANDING & SHIPPING Co.

Boat Note No. 70  
ss. Jalaveera

Into Licensed Boat No. A 1046  
Matter from Rangoon

CARGO FOR FUMIGATION

<i>Quantity and Description of Packages</i>	<i>Remarks</i>
<p>Contents said to be Various 647 Bags Rice. Packed in Single gunnies. Six Hundred and Forty Seven only</p> <p style="text-align: center;">Intd. _____ 27/9</p> <p style="text-align: center;">Intld.</p> <p>Landed 647 only (Sgd. Illegibly) 28/9/53</p> <p>Certified that Cargo in Lighter No. 1046 ex ss. Jalaveera has been ——— — this 28th day of Sept. 1953.</p> <p style="text-align: center;">(Sgd. Illegibly) _____</p> <p>Colombo Road _____ 27/9/53      Time 11.30 p.m.</p> <p>Chief Officer. Intd. _____      Landing Waiter _____</p> <p style="text-align: center;">Kulasena _____</p>	<p>10</p> <p>20</p>

**Warning**

All persons are warned not to enter "Kuttals" (and cabins) of Lighters fumigated with Cyanide Gas until the Cargo is discharged and the bilge water completely emptied.

(Same thing in Sinhalese)

X	X	X
X	X	X

No. 44

## THE NEW LANDING &amp; SHIPPING Co.

Boat Note No. 68                    Into Licensed Boat No. CPC 2  
 ss. Jalaveera                    Matter from Rangoon

Exhibits.

P 7.  
 144 Boat  
 Notes from  
 Blue Book.  
 —contd.

## CARGO FOR FUMIGATION

*Quantity and Description of Packages**Remarks*

Contents said to be Various 1102 Bags Rice  
 Packed in Single gunnies.  
 Eleven Hundred and Two only.

10 R. L. C.

Intd. \_\_\_\_\_  
28/9

(Sgd. Illegibly)

Landed (1102) only

(Intd. Illegibly)  
28/9/53

Certified that Cargo in Lighter No. CPCL. 2 ex ss. Jalaveera has  
 been \_\_\_\_\_ this 28th day of Sept. 1953.

(Sgd. Illegibly)

Colombo Road \_\_\_\_\_ 27/9/1953 Time 8.30 p.m.

20

Chief Officer. Intd. \_\_\_\_\_ Landing Waiter \_\_\_\_\_

Abdulla \_\_\_\_\_

**Warning**

All persons are warned not to enter "Kuttals" (and cabins) of  
 Lighters fumigated with Cyanide Gas until the Cargo is discharged  
 and the bilge water completely emptied.

(Same thing in Sinhalese)

X	X	X
X	X	X



Exhibits.  
 P 7.  
 144 Boat  
 Notes from  
 Blue Book.  
 —contd.

No. 44

## THE NEW LANDING &amp; SHIPPING Co.

Boat Note No. 71      Into Licensed Boat No. A 229  
 ss. Jalaveera      Matter from Rangoon

## CARGO FOR FUMIGATION

<i>Quantity and Description of Packages</i>	<i>Remarks</i>
Contents said to be Various 405 Bags Rice Packed in Single gunnies. Four Hd. and Five only. 2/C      C. W. Pereira.      Intld.	10
Landed 405 only Intd. _____	
R. L. C. Intd. _____      (Sgd. Illegibly) 28/9/53      R.K.	
Certified that Cargo in Lighter No. A 229 ex. ss. Jalaveera has been _____ this 28th day of Sept. 1953.	
(Sgd. Illegibly) _____	
Colombo Road 28/9/1953      Time 9.30 a.m.	20
Chief Officer. Intd. _____      Landing Waiter _____	

**Warning**

All persons are warned not to enter "Kuttals" (and cabins) of Lighters fumigated with Cyanide Gas until the Cargo is discharged and the bilge water completely emptied.

(Same thing in Sinhalese)

X	X	X
X	X	X

No. 44

THE NEW LANDING & SHIPPING Co.

Boat Note No. 72                      Into Licensed Boat No. A 600  
 ss. Jalaveera                          Matter from Rangoon

Exhibits.  
 —  
 P 7.  
 144 Boat  
 Notes from  
 Blue Book.  
 —contd.

CARGO FOR FUMIGATION

	<i>Quantity and Description of Packages</i>	<i>Remarks</i>
	Contents said to be Various 805 Bags Rice Packed in Single gunnies. Eight Hd. & Five only	
10	2/C      C. V. de Silva „      A. S. Perera	Intld.
	Landed 805 only Intd. _____ 28/9/53	(Sgd. Illegibly) R.K.
	Certified that Cargo in Lighter No. A 600 ex ss. Jalaveera has been _____ this 28th day of Sept. 1953.	
	R. L. C. Intd. _____ 28/9	(Sgd. Illegibly) _____
20	Colombo Road 28/9/1953 Chief Officer. Intd. _____	Time 10 a.m. Landing Waiter _____

**Warning**

All persons are warned not to enter "Kuttals" (and cabins) of  
 Lighters fumigated with Cyanide Gas until the Cargo is discharged  
 and the bilge water completely emptied.

(Same thing in Sinhalese)

X	X	X
X	X	X

Exhibits. No. 44

P 7.  
144 Boat  
Notes from  
Blue Book.  
—contd.

THE NEW LANDING & SHIPPING Co.

Boat Note No. 73 Into Licensed Boat No. CPC-14  
ss. Jalaveera Matter from Rangoon.

CARGO FOR FUMIGATION

Quantity and Description of Packages		Remarks
Contents said to be Various 1114 Bags Rice Packed in Single gunnies. One thousand One Hd. and Fourteen only.		
2/C	Abdulla. " Kulasena.	Intd. ——— 10
R. L. C.		
Intd. ——— 29/9	(Sgd. Illegibly) R.K	
Certified that Cargo in Lighter No. CPC 14 ex ss. Jalaveera has been ——— this 28th day of Sept. 1953.		
		(Sgd. Illegibly) ———
Colombo Road 28/9/1953	Time 10.30 a.m.	20
Chief Officer. Intd. ———	Landing Waiter ———	

Warning

All persons are warned not to enter "Kuttals" (and cabins) of  
Lighters fumigated with Cyanide Gas until the Cargo is discharged  
and the bilge water completely emptied.

(Same thing in Sinhalese)

X	X	X
X	X	X

No. 44

## THE NEW LANDING &amp; SHIPPING Co.

Boat Note No. 75                      Into Licensed Boat No. CPC 4  
 ss. Jalaveera                              Matter from Rangoon.

Exhibits.

P 7.  
 144 Boat  
 Notes from  
 Blue Book.  
 —contd.

## CARGO FOR FUMIGATION

<i>Quantity and Description of Packages</i>	<i>Remarks</i>
<p>Contents said to be Various 1099 Bags Rice            Packed in Single gunnies.            One Thousand and Ninety Nine only.            10 2/C      C. W. Perera—3 and 5.            Landed 1099 only.</p> <p>Intd. _____                  28/9/53</p>	
<p>R. L. C.            Intd. _____                  29/9</p> <p style="text-align: right;">(Sgd. Illegibly)            R.K.</p>	
<p>Certified that Cargo in Lighter No. CPC 4 ss. Jalaveera has been            _____ this 28th day of Sept. 1953.</p>	
<p>Colombo Road 28/9/1953                      Time 2.15 p.m.            20 Chief Officer. Intd. _____      Landing Waiter _____</p>	

**Warning**

All persons are warned not to enter "Kuttals" (and cabins) of Lighters fumigated with Cyanide Gas until the Cargo is discharged and the bilge water completely emptied.

(Same thing in Sinhalese)

X	X	X
X	X	X

Exhibits. No. 44

P 7.  
144 Boat  
Notes from  
Blue Book.  
—contd.

## THE NEW LANDING &amp; SHIPPING Co.

Boat Note No. 74 Into Licensed Boat No. CPC 1  
ss. Jalaveera Matter from Rangoon.

## CARGO FOR FUMIGATION

Quantity and Description of Packages	Remarks
Contents aid to be Various 1109 Bags Rice Packed in Single gunnies.	
SAMB { 16 Bags T/R wg. 114, 106, 119, 160 lbs. { 120, 136, 141, 131, 116, 100, 99, 118, 131, 88, 91, 116 and 93, lbs. in each.	10
One Thousand one Hd. and Nine only.	
Intd. ——— 2/C C. D. Silva 28/9 (Sgd. Illegibly) R.K.	
Landed 1109 only	
Intd. ——— 28/9/53	
R. L. C. Intd. ——— 28/9	20
Certified that Cargo in Lighter No. CPC 1 ex. ss. Jalaveera has been ——— this 28th day of Sept. 1953.	
(Sgd. Illegibly) —————	
Colombo Road 28/9/1953	Time 1.45 p.m.
Chief Officer. Intd. ———	Landing Waiter ———

## Warning

All persons are warned not to enter "Kuttals" (and cabins) of Lighters fumigated with Cyanide Gas until the Cargo is discharged and the bilge water completely emptied. 30

(Same thing in Sinhalese)

X	X	X
X	X	X

No. 44

## THE NEW LANDING &amp; SHIPPING Co.

Boat Note No. 76                      Into Licensed Boat No. A 810  
 ss. Jalaveera                          Matter from Rangoon.

Exhibits.  
 P 7.—  
 144 Boat  
 Notes from  
 Blue Book  
 —contd.

## CARGO FOR FUMIGATION

	<i>Quantity and Description of Packages</i>	<i>Remarks</i>
	Contents said to be Various 418 Bags Rice Packed in Single gunnies.	
10	SAMB            { 13 Bags T/R wg. 119, 141, 88, 160 lbs.            93, 99, 111, 116, 108, 110, 93, 88, 99 & 113 lbs. in each	
	2/C C. V. de Silva	(Sgd. Illegibly) R.K.
	Landed 418 only Intd. ———— 29/9/53	
	Certified that Cargo in Lighter No. A 810 ex. ss. Jalaveera has been ———— this 28th day of Sept. 1953.	
20	R. L. C. Intd. ———— 29/9/53	(Sgd. Illegibly) —————
	Colombo Road 28/9/1953	Time : 2.50 p.m.
	Chief Officer. Intd. ————	Landing Waiter ————

## Warning

All persons are warned not to enter "Kuttals" (and cabins) of  
 Lighters fumigated with Cyanide Gas until the Cargo is discharged  
 and the bilge water completely emptied.

(Same thing in Sinhalese)

30	X	X	X
	X	X	X



No. 44

THE NEW LANDING & SHIPPING Co.

Boat Note No. 80                      Into Licensed Boat No. A 202.  
 ss. Jalaveera                              Matter from Rangoon.

Exhibits.  
 P 7  
 144 Boat  
 Notes from  
 Blue Book  
 —contd.

CARGO FOR FUMIGATION

	<i>Quantity and Description of Packages</i>	<i>Remarks</i>
	Contents said to be Various 406 Bags Rice Packed in Single gunnies. Four Hd. & Six only.	
10	2/c              Kulasena.  Landed 406 (Sgd. Illegibly) 29/9/53	(Sgd. Illegibly) R. K.
	R. L. C. Intd. _____ 29/9	
	Certified that Cargo in Lighter No. A 202 ex. ss. Jalaveera has been ———— this 28th day of Sept. 1953.	
20		(Sgd. Illegibly) _____
	Colombo Road 28/9/1953	Time 4.45 p.m.
	Chief Officer. Intd. _____	Landing Waiter _____

**Warning**

All persons are warned not to enter "Kuttals" (and cabins) of  
 Lighters fumigated with Cyanide Gas until the Cargo is discharged  
 and the bilge water completely emptied.

(Same thing in Sinhalese)

	X	X	X
30	X	X	X





No. 44

THE NEW LANDING & SHIPPING Co.

Boat Note No. 79                      Into Licensed Boat No. A 952  
 ss. Jalavcera                              Matter from Rangoon.

Exhibite.  
 —  
 P 7.  
 144 Boat  
 Notes from  
 Blue Book  
 —contd.

CARGO FOR FUMIGATION

<i>Quantity and Description of Packages</i>	<i>Remarks</i>
Contents said to be Various 570 Bags Rice Packed in Single gunnies. Five Hd. and Seventy only	
10 2/C              C. W. Pereira.	
	(Sgd. Illegibly) R. K.
Landed 570 only (Sgd. Illegibly) 29/9	
Certified that Cargo in Lighter No. A 952 ex. ss. Jalavcera has been ————— this 28th day of Sept. 1953.	
R. L. C. Intd. _____ 29/9	(Sgd. Illegibly) _____
20	
Colombo Road 28/9/1953	Time 4.30 p.m.
Chief Officer. Intd. ————	Landing Waiter —————

**Warning**

All persons are warned not to enter "Kuttals" (and cabins) of Lighters fumigated with Cyanide Gas until the Cargo is discharged and the bilge water completely emptied.

(Same thing in Sinhalese)

X	X	X
X	X	X

Exhibits.

No. 44

P 7.  
144 Boat  
Notes from  
Blue Book  
—contd.

## THE NEW LANDING &amp; SHIPPING Co.

Boat Note No. 81      Into Licensed Boat No. A 209  
ss. Jalaveera      Matter from Rangoon.

## CARGO FOR FUMIGATION

<i>Quantity and Description of Packages</i>	<i>Remarks</i>
Contents said to be Various 515 Bags Rice Packed in Single gunnies. Five Hundred & Fifteen only 2/c      C. V. Silva.	10
Landed 515 only      (Sgd. Illegibly) (Sgd. Illegibly)      R. K. 29/9	
<p>Certified that Cargo in Lighter No. 209 ex ss. Jalaveera has been _____ this 28 day of Sept. 1953.</p>	
R. L. C.      (Sgd. Illegibly) Intd. _____ 29/9	
Colombo Road 28/9/1953      Time 5.30 p.m. Chief Officer. Intd. _____      Landing Waiter _____	20

## Warning

All persons are warned not to enter "Kuttals" (and cabins) of Lighters fumigated with Cyanide Gas until the Cargo is discharged and the bilge water completely emptied.

(Same thing in Sinhalese)

X

X

X

No. 44

THE NEW LANDING & SHIPPING Co.

Boat Note No. 82                      Into Licensed Boat No. A 594  
 ss. Jalaveera                          Matter from Rangoon.

Exhibits.  
 P 7.  
 144 Boat  
 Notes from  
 Blue Book  
 —contd.

CARGO FOR FUMIGATION

	<i>Quantity and Description of Packages</i>	<i>Remarks</i>
	Contents said to be Various 624 Bags Rice Packed in Single gunnies.	
10	SAMB                      { 11 Bags T/R wg. 114, 96, 102, 160 lbs.                      { 114, 97, 84, 104, 86, 94, 106, & 112 lbs. in each.	
	Six Hd. And Twenty four only.	
	2/C                      C. W. Pereira	(Sgd. Illegibly) R. K.
	Certified that Cargo in Lighter No. 594 ex. ss. Jalaveera has been ———— this 28 day of Sept. 1953.	
	Landed 196	(Sgd. Illegibly)
	Sgd. B. C. Perera 29/9	—————
20	Landed 428	
	R. L. C.	
	Intd. ————	
	29/9	
	Colombo Road 28/9/1953	Time 2 p.m.
	Chief Officer. Intd. ————	Landing Waiter ————

**Warning**

All persons are warned not to enter "Kuttals" (and cabins) of Lighters fumigated with Cyanide Gas until the Cargo is discharged and the bilge water completely emptied.

30

(Same thing in Sinhalese)

X                                      X                                      X

Exhibits. . . . . No. 44

P 7.  
144 Boat  
Notes from  
Blue Book  
—contd.

## THE NEW LANDING &amp; SHIPPING Co.

Boat Note No. 83                      Into Licensed Boat No. A 1046  
ss. Jalaveera                              Matter from Rangoon.

## CARGO FOR FUMIGATION

<i>Quantity and Description of Packages</i>	<i>Remarks</i>
Contents said to be Various 660 Bags Rice Packed in Single gunnies. Six Hd. & Sixty only. 2/c            C. V. Silva	10
Landed (660) only (Sgd. Illegibly) 29/9	(Sgd. Illegibly) R. K.
Certified that Cargo in Lighter No. A 1046 ex. ss. Jalaveera has been ———— this 28 day of Sept. 1953.	
R. L. C. Intd. ———— 29/9	(Sgd. Illegibly) —————
Colombo Road 28/9/1953 Chief Officer. Intd. ————	Time 7 p.m. Landing Waiter ————
	20

## Warning

All persons are warned not to enter "Kuttals" (and cabins) of Lighters fumigated with Cyanide Gas until the Cargo is discharged and the bilge water completely emptied.

(Same thing in Sinhalese)

X

X

X

No. 44

THE NEW LANDING & SHIPPING Co.

Boat Note No. 84                      Into Licensed Boat No. CPC 2  
 ss. Jalaveera                              Matter from Rangoon.

Exhibits  
 —  
 P 7.  
 144 Boat  
 Notes from  
 Blue Book  
 —contd.

CARGO FOR FUMIGATION

<i>Quantity and Description of Packages</i>	<i>Remarks</i>
---	----------------

Contents said to be Various 1104 Bags Rice  
 Packed in Single gunnies.

10 SAMB                      { 16 Bags T/R wg. 100, 83, 89, 104,  
 160 lbs.                      {     95, 98, 102, 88, 103, 74, 93,  
     {     106, 96, 87, 103 and 92 lbs.  
     {     in each.

One thousand one Hd. and four only  
 2/c                      Kulasena.

(Sgd. Illegibly)  
 R. K.

Certified that Cargo in Lighter No. CPC 2 ex ss. Jalaveera has  
 been ———— this 28 day of Sept. 1953.

20 Landed (1104) only  
 Intd. ————                      (Sgd. Illegibly)  
                   29/9                              ————

R. L. C.  
 Intd. ————  
                   29/9

Colombo Road 28/9/1953                      Time 8 p.m.  
 Chief Officer. Intd. ————                      Landing Waiter ————

Warning

30 All persons are warned not to enter "Kuttals" (and cabins) of  
 Lighters fumigated with Cyanide Gas until the Cargo is discharged  
 and the bilge water completely emptied.

(Same thing in Sinhalese)

X                                      X                                      X

Exhibits  
P 7.  
144 Boat  
Notes from  
Blue Book  
—contd.—

No. 44

THE NEW LANDING & SHIPPING Co.

Boat Note No. 85                      Into Licensed Boat No. A 508  
ss. Jalaveera                              Matter from Rangoon.

CARGO FOR FUMIGATION

<i>Quantity and Description of Packages</i>	<i>Remarks</i>
<p>Contents said to be Various 416 Bags Rice Packed in Single gunnies. Four Hd. &amp; Sixteen only 2/c            C. V. Silva.</p>	10
<p>Landed (416) only</p> <p style="text-align: center;">Sgd. B. E. Perera                      (Sgd. Illegibly) 29/9    R. K.</p> <p>Certified that Cargo in Lighter No. 508 ex. ss. Jalaveera has been — — — this 29 day of Sept. 1953.</p>	
<p>R. L. C.                                      (Sgd. Illegibly) Intd. ————— 29/9    —————</p>	
<p>Colombo Road 28/9/1953                      Time 9 p.m. Chief Officer. Intd. —————                      Landing Waiter —————</p>	20

**Warning**

All persons are warned not to enter "Kuttals" (and cabins) of Lighters fumigated with Cyanide Gas until the Cargo is discharged and the bilge water completely emptied.

(Same thing in Sinhalese)

X

X

X

No. 44

THE NEW LANDING & SHIPPING Co.

Boat Note No. 86                      Into Licensed Boat No. A 229  
 ss. Jalaveera                          Matter from Rangoon.

Exhibits.  
 P 7.  
 144 Boat  
 Notes from  
 Blue Book  
 —contd.

CARGO FOR FUMIGATION

	<i>Quantity and Description of Packages</i>	<i>Remarks</i>
	Contents said to be Various 424 Bags Rice Packed in Single gunnies.	
10	SAMB { 14 Bags T/R wg. 112, 102, 84, 160 lbs. { 100, 92, 104, 106, 83, 92, 86, { 114, 103, 12 & 88 lbs. in { each.	
	Four Hd. and Twenty Four only.	
	2/C      C. W. Perera.	(Sgd. Illegibly) R. K.
	Landed 424 (Sgd. Illegibly) 29/9	
20	Certified that Cargo in Lighter No. 229 ex ss. Jalaveera has been _____ this 29th day of Sept. 1953.	
		(Sgd. Illegibly)
	R. L. C. Intd. _____ 29/9	(Sgd. Illegibly) 28/9
	Colombo Road 28/9/53	Time 10.15 p.m.
	Chief Officer. Intd. _____	Landing Waiter _____

**Warning**

30 All persons are warned not to enter "Kuttals" (and cabins) of  
 Lighters fumigated with Cyanide Gas until the Cargo is discharged  
 and the bilge water completely emptied.

(Same thing in Sinhalese)

X	X	X
X	X	X



Exhibits:  
 P 7.  
 144 Boat  
 Notes from  
 Blue Book.  
 —contd.

No. 44

THE NEW LANDING & SHIPPING Co.

Boat Note No. 87                      Into Licensed Boat No. A 600  
 ss. Jalaveera                              Matter from Rangoon.

CARGO FOR FUMIGATION

<i>Quantity and Description of Packages</i>	<i>Remarks</i>
Contents said to be Various 778 Bags Rice Packed in Single gunnies. Seven Hd. & Seventy Eight only. 2/c       Kulasena.	10
Landed (778) only	(Sgd. Illegibly) R. K.
Intd. _____ 29/9	(Sgd. Illegibly) 28/9
Certified that Cargo in Lighter No. 600 ex. ss. Jalaveera has been _____ this 29th day of Sept. 1953.	
R. L. C.	(Sgd. Illegibly)
Intd. _____ 29/9	_____
Colombo Road 28/9/53	Time 12 _____
Chief Officer. Intd. _____	Landing Waiter _____

**Warning**

All persons are warned not to enter "Kuttals" (and cabins) of Lighters fumigated with Cyanide Gas until the Cargo is discharged and the bilge water completely emptied.

(Same thing in Sinhalese)

X	X	X
X	X	X

No. 44

THE NEW LANDING & SHIPPING Co.

Boat Note No. 88                      Into Licensed Boat No. A 501  
 ss. Jalaveera                              Matter from Rangoon

Exhibits.  
 —  
 P 7.  
 144 Boat  
 Notes from  
 Blue Book  
 —contd.

CARGO FOR FUMIGATION

	<i>Quantity and Description of Packages</i>	<i>Remarks</i>
10	<p>Contents said to be Various 585 Bags Rice                      Packed in Single gunnies.                      Five Hd. &amp; Eighty Five only.                      2/C Varney.</p>	<p>(Sgd.) Illegibly                      R/K</p>
	<p>Landed 585                      (Sgd.) Illegibly                      29/9</p>	
	<p>Certified that Cargo in Lighter No. A 501 ex ss. Jalaveera has                      been ———— this 29th day of Sept. 1953.</p>	
20	<p>R. L. C.                      Intd. ————                      29/9</p>	<p>(Sgd.) Illegibly                      ————</p>
	<p>Colombo Road 29/9/53                      Chief Officer ————</p>	<p>Time : 10 a.m.                      Landing Waiter ————</p>

**Warning**

All persons are warned not to enter "Kuttals" (and cabins) of Lighters fumigated with Cyanide Gas until the Cargo is discharged and the bilge water completely emptied.

(Same thing in Sinhalese)

30	X	X	X
	X	X	X

Exhibits.

No. 44

P 7.  
144 Boat  
Notes from  
Blue Book  
—contd.

THE NEW LANDING & SHIPPING Co.

Boat Note No. 89      Into Licensed Boat No. CPC 4  
ss. Jalaveera      Matter from Rangoon

CARGO FOR FUMIGATION

<i>Quantity and Description of Packages</i>	<i>Remarks</i>
Contents said to be Various 1097 Bags Rice Packed in Single gunnies.	
SAMB      { 13 Bags T/R wg. 114, 100, 84, 160 lbs.      { 73, 92, 100, 113, 94, 80, 84, { 96, 100 and 76 lbs. in each.	10
One Thousand and Ninety Seven only. 2/C Abdulla.	(Sgd.) Illegibly R/K
Landed (1097) only (Sgd.) Illegibly 29/9	
Certified that Cargo in Lighter No. CPC 4 ex ss. Jalaveera has been ———— this 29th day of Sept. 1953.	20 (Sgd.) Illegibly
R. L. C. Intd. ———— 29/9	(Sgd.) Illegibly 2819
Colombo Road 29/9/53 Chief Officer ————	Time : 11.35 a.m. Landing Waiter ————

**Warning**

All persons are warned not to enter "Kuttals" (and cabins) of  
Lighters fumigated with Cyanide Gas until the Cargo is discharged  
and the bile water completely emptied.

(Same thing in Sinhalese)

X	X	X
X	X	X

30

No. 44

THE NEW LANDING & SHIPPING Co.

Boat Note No. 91                      Into Licensed Boat No. CPC 14  
 ss. Jalaveera                              Matter from Rangoon

Exhibits.  
 P 7.  
 144 Boat  
 Notes from  
 Blue Book.  
 —contd.

CARGO FOR FUMIGATION

<i>Quantity and Description of Packages</i>	<i>Remarks</i>
---	----------------

Contents said to be Various 1145 Bags Rice  
 Packed in Single gunnies.

10 SAMB                      { 15 Bags T/R wg. 84, 96, 100,  
 160 lbs.                      { 87, 66, 94, 98, 102, 96, 87, 85,  
    { 91, 102, 109 and 107 lbs. in  
    { each

One Thousand One Hd. and Forty Five only.  
 2/C Goonaratne.

Landed (1145) only                      (Sgd.) Illegibly  
 Intd. \_\_\_\_\_                              R/K

Certified that Cargo in Lighter No. CPC 14 ex ss. Jalaveera has  
 ben \_\_\_\_\_ this 29th day of Sept. 1953.

20 R. L. C.                                      (Sgd.) Illegibly  
 Intd. \_\_\_\_\_                              \_\_\_\_\_  
    29/9    (Sgd.) Illegibly  
       29/9

Colombo Road 29/9/53                      Time : 2 p.m.  
 Chief Officer \_\_\_\_\_                      Landing Waiter \_\_\_\_\_

**Warning**

All persons are warned not to enter "Kuttals" (and cabins) of  
 Lighters fumigated with Cyanide Gas until the Cargo is discharged  
 and the bilge water completely emptied.

(Same thing in Sinhalese)

30                      X                      X                      X  
                                  X                      X                      X

Exhibits.  
P 7.  
144 Boat  
Notes from  
Blue Book.  
—contd.

No. 44

THE NEW LANDING & SHIPPING Co.

Boat Note No. 90 Into Licensed Boat No. CPC 1  
ss. Jalaveera Matter from Rangoon

CARGO FOR FUMIGATION

<i>Quantity and Description of Packages</i>	<i>Remarks</i>
Contents said to be Various 1110 Bags Rice Packed in Single gunnies. One Thousand One Hd. and Ten only. 2/C Varney.	10
Landed 1110 (Sgd.) Illegibly	(Sgd.) Illegibly R/K
Certified that Cargo in Lighter No. CPC 1 ex ss. Jalaveera has been ———— this 29th day of Sept. 1953.	
R. L. C. Intd. _____ 29/9	(Sgd.) Illegibly _____ (Sgd.) Illegibly 29/9
Colombo Road 29/9/53 Chief Officer _____	Time: 1.30 p.m. Landing Waiter _____

**Warning**

All persons are warned not to enter "Kuttals" (and cabins) of Lighters fumigated with Cyanide Gas until the Cargo is discharged and the bilge water completely emptied.

(Same thing in Sinhalese)

X	X	X
X	X	X

No. 44

THE NEW LANDING & SHIPPING Co.

Boat Note No. 93                      Into Licensed Boat No. A 810  
 ss. Jalaveera                          Matter from Rangoon

Exhibits.  
 P 7.  
 144 Boat  
 Notes from  
 Blue Book.  
 —contd.

CARGO FOR FUMIGATION

<i>Quantity and Description of Packages</i>	<i>Remarks</i>
---	----------------

Contents said to be Various 426 Bags Rice  
 Packed in Single gunnies.

10    SAMB                      } 16 Bags T/R wg. 106, 83, 94,  
       160 lbs.                    }    80, 89, 104, 90, 117, 104, 83,  
     }    65, 64, 108, 92, 108 & 104  
     }    lbs. in each.

Four Hd. and Twenty Six only.  
 2/C Abdulla.

(Sgd.) Illegibly  
 R/K

Landed (426)  
 Sgd. ———

20    ——— Certified that Cargo in Lighter No. 810 ex ss. Jalaveera has been  
 ——— this 29th day of Sept. 1953.

(Sgd.) Illegibly

R. L. C.  
 Intd. ———  
       29/9

(Sgd.) Illegibly  
 29/9

Colombo Road 29/9/53  
 Chief Officer ———

Time : 3.30 p.m.  
 Landing Waiter ———

**Warning**

30    All persons are warned not to enter "Kuttals" (and cabins) of  
 Lighters fumigated with Cyanide Gas until the Cargo is discharged  
 and the bilge water completely emptied.

(Same thing in Sinhalese)

X	X	X
X	X	X

Exhibits.  
P 7.  
144 Boat  
Notes from  
Blue Book.  
—contd.

No. 44

THE NEW LANDING & SHIPPING Co.

Boat Note No. 92  
ss. Jalaveera

Into Licensed Boat No. A 960  
Matter from Rangoon

CARGO FOR FUMIGATION

Quantity and Description of Packages	Remarks
Contents said to be Various 407 Bags Rice Packed in Single gunnies. Four Hd. & Seven only. 2/C Varney.	(Sgd.) Illegibly R/K
Landed (407) (Sgd.) Illegibly 30/9	10
Certified that Cargo in Lighter No. 960 ex ss. Jalaveera has been this 29th day of Sept. 1953.	
R. L. C. Intd. _____ 29/9	(Sgd.) Illegibly _____ (Sgd.) Illegibly 29/9
Colombo Road 29/9/53.	Time: 3 a.m.
Chief Officer _____	Landing Waiter _____

Warning

All persons are warned not to enter "Kuttals" (and cabins) of Lighters fumigated with Cyanide Gas until the Cargo is discharged and the bilge water completely emptied.

(Same thing in Sinhalese)

X	X	X	
X	X	X	30

No. 44

THE NEW LANDING & SHIPPING Co.

Boat Note No. 94 Into Licensed Boat No. A 202  
 ss. Jalaveera Matter from Rangoon

Exhibits.  
 P 7.  
 144 Boat  
 Notes from  
 Blue Book.  
 —contd.

CARGO FOR FUMIGATION

<i>Quantity and Description of Packages</i>	<i>Remarks</i>
---	----------------

Contents said to be Various 418 Bags Rice  
 Packed in Single gunnies.  
 Four Hd. and Eighteen only.

10 2/C Varney. (Sgd.) Illegibly  
 R/K

Landed (418) only  
 Intd. \_\_\_\_\_  
 30/9

Certified that Cargo in Lighter No. 202 ex ss. Jalaveera has been  
 \_\_\_\_\_ this 29th day of Sept. 1953.

(Sgd.) Illegibly

R. L. C.

20 Intd. \_\_\_\_\_ (Sgd.) Illegibly  
 29/9 29/8

Colombo Road 29/9/53 Time: 5.30 p.m.

Chief Officer. Intd. \_\_\_\_\_ Landing Waiter \_\_\_\_\_

**Warning**

All persons are warned not to enter "Kuttals" (and cabins) of  
 Lighters fumigated with Cyanide Gas until the Cargo is discharged  
 and the bilge water completely emptied.

(Same thing in Sinhalese)

	X	X	X
30	X	X	X



Exhibits.

P 7.  
144 Boat  
Notes from  
Blue Book.  
—contd.

No. 44

## THE NEW LANDING &amp; SHIPPING Co.

Boat Note No. 96                  Into Licensed Boat No. A 898  
ss. Jalaveera                      Matter from Rangoon

## CARGO FOR FUMIGATION

<i>Quantity and Description of Packages</i>	<i>Remarks</i>
Contents said to be Various 357 Bags Rice Packed in Single gunnies. Three Hd. and Fifty Seven only. 2/C          Abdulla.	(Sgd. Illegibly) R. K.
Landed (357) only Intd. _____ 30/9	10
Certified that Cargo in Lighter No. 898 ex ss. Jalaveera has been _____ this 29th day of Sept. 1953.	
	(Sgd. Illegibly)
R. L. C. Intd. _____ 29/9	(Sgd. Illegibly) 29/9
Colombo Road 29/9/53          Time : 6.15 p.m. Chief Officer. Intd. _____      Landing Waiter _____	20

## Warning

All persons are warned not to enter "Kuttals" (and cabins) of  
Lighters fumigated with Cyanide Gas until the Cargo is discharged  
and the bilge water completely emptied.

(Same thing in Sinhalese)

X	X	X	
X	X	X	30

No. 44

THE NEW LANDING & SHIPPING Co.

Boat Note No. 95                      Into Licensed Boat No. A 599  
 ss. Jalaveera                              Matter from Rangoon.

Exhibits.  
 P 7.  
 144 Boat  
 Notes from  
 Blue Book  
 —contd.

CARGO FOR FUMIGATION

	<i>Quantity and Description of Packages</i>	<i>Remarks</i>
	Contents said to be Various 407 Bags Rice Packed in Single gunnies.	
10	SAMB                      { 10 Bags T/R wg. 120, 84, 100, 160 lbs.                      { 74, 86, 89, 80, 94, 80 and 100 lbs. in each.	
	Four Hd. & Seven only. 2/C                      Goonaratno.	(Sgd. Illegibly) R. K.
	Landed (407) (Sgd. Illegibly) 30/9	
20	Certified that Cargo in Lighter No. 599 ex ss. Jalaveera has been ——— this 29th day of Sept. 1953.	(Sgd. Illegibly)
	R. L. C. Intd. ————— 29/9	(Sgd. Illegibly) 29/9
	Colombo Road 29/9/53.	Time 6 p.m.
	Chief Officer Intd. —————	Landing Waiter —————

**Warning**

30 All persons are warned not to enter "Kuttals" (and cabins) of  
 Lighters fumigated with Cyanide Gas until the Cargo is discharged  
 and the bilge water completely emptied.

(Same thing in Sinhalese)

X	X	X
X	X	X

Exhibits.  
—  
P 7.  
144 Boat  
Notes from  
Blue Book  
—contd.

No. 44

## THE NEW LANDING &amp; SHIPPING Co.

Boat Note No. 97

Into Licensed Boat No. A 952

ss. Jalaveera

Matter from Rangoon.

## CARGO FOR FUMIGATION

<i>Quantity and Description of Packages</i>	<i>Remarks</i>
Contents said to be Various 568 Bags Rice Packed in Single gunnies.	
SAMB { 12 Bags T/R wg. 96, 88, 103, 160 lbs. { 106, 100, 86, 91, 89, 108, 120, { 112 and 106 lbs. in each.	10
Five Hd. and Sixty Eight only.	
2/C Abdulla.	(Sgd. Illegibly)
Landed 568 only	R. K.
Intd. _____ 30/9	
Certified that Cargo in Lighter No. 952 ex ss. Jalaveera has been _____ this 29th day of Sept. 1953.	
	(Sgd. Illegibly)
R. L. C.	_____
Intd. _____ 29/9	(Sgd. Illegibly) 29/9
Colombo Road 29/9/53	Time 7.30 p.m.
Chief Officer. Intd. _____	Landing Waiter _____

**Warning**

All persons are warned not to enter "Kuttals" (and cabins) of Lighters fumigated with Cyanide Gas until the Cargo is discharged and the bilge water completely emptied.

(Same thing in Sinhalese)

X	X	X
X	X	X

30

No. 44

## THE NEW LANDING &amp; SHIPPING Co.

Boat Note No. 98                      Into Licensed Boat No. A 209  
 ss. Jalaveera                              Matter from Rangoon.

Exhibits.  
 —  
 P 7.  
 144 Boat  
 Notes from  
 Blue Book  
 —contd.

## CARGO FOR FUMIGATION

	<i>Quantity and Description of Packages</i>	<i>Remarks</i>
	Contents said to be Various 516 Bags Rice Packed in Single gunnies. Five Hd. and Sixteen only.	
10	2/C      Varney	(Sgd. Illegibly) R. K.
	Landed 516 only (Sig. Illegibly) 30/9/53	
	Certified that Cargo in Lighter No. 209 ex ss. Jalaveera has been _____ this 29th day of Sept. 1953.	
		(Sgd. Illegibly)
20	R. L. C. Intd. _____ 29/9	(Sgd. Illegibly) _____ 29/9
	Colombo Road 29/9/53	Time 7.30 p.m.
	Chief Officer. Intd. _____	Landing Waiter _____

## Warning

All persons are warned not to enter "Kuttals" (and cabins) of Lighters fumigated with Cyanide Gas until the Cargo is discharged and the bilge water completely emptied.

(Same thing in Sinhalese)

X	X	X
X	X	X

Exhibits.  
—  
P 7.  
144 Boat  
Notes from  
Blue Book  
—contd.

No. 44

## THE NEW LANDING &amp; SHIPPING Co.

Boat Note No. 99                      Into Licensed Boat No. A 208  
ss. Jalaveera                              Matter from Rangoon.

## CARGO FOR FUMIGATION

<i>Quantity and Description of Packages</i>	<i>Remarks</i>
Contents said to be Various 362 Bags Rice Packed in Single gunnies.	
SAMB            { 13 Bags T/R wg. 103, 108, 120, 160 lbs.         { 116, 93, 100, 120, 96, 110, 106, { 115, 130 and 126 lbs. in each.	10
Three Hd. & Sixty Two only.	
2/C            Abdulla.	(Sgd. Illegibly) R. K.
Landed (362)	
Intd. _____ 30/9/53	
Certified that Cargo in Lighter No. 208 ex ss. Jalaveera has been _____ this 29th day of Sept. 1953.	
R. L. C.	(Sgd. Illegibly)
Intd. _____	(Sgd. Illegibly)
29/9	29/9
Colombo Road 29/9/53	Time 8.30 p.m.
Chief Officer. Intd. _____	Landing Waiter _____

## Warning

All persons are warned not to enter "Kuttals" (and cabins) of Lighters fumigated with Cyanide Gas until the Cargo is discharged and the bilge water completely emptied.

(Same thing in Sinhalese)

X	X	X
X	X	X

30

No. 44

THE NEW LANDING &amp; SHIPPING Co.

Boat Note No. 100                      Into Licensed Boat No. A 594  
 ss. Jalaveera                              Matter from Rangoon.

Exhibits.  
 —  
 P 7.  
 144 Boat  
 Notes from  
 Blue Book  
 —contd.

## CARGO FOR FUMIGATION

	<i>Quantity and Description of Packages</i>	<i>Remarks</i>
	Contents said to be Various 613 Bags Rice Packed in Single gunnies. Six Hd. & Thirteen only. 2/C            Varney	(Sgd. Illegibly)
10	Landed 613 only (Sgd. Illegibly) 30/9/53	
	Certified that Cargo in Lighter No. 594 ex ss. Jalaveera has been _____ this 29th day of Sept. 1953.	
		(Sgd. Illegibly)
	R. L. C. Intd. _____ 29/9	(Sgd. Illegibly) 29/9
20	Colombo Road 29/9/53 Chief Officer. Intd. _____	Time 8/30 p.m. Landing Waiter _____

**Warning**

All persons are warned not to enter "Kuttals" (and cabins) of Lighters fumigated with Cyanide Gas until the Cargo is discharged and the bilge water completely emptied.

(Same thing in Sinhalese)

X	X	X
X	X	X

Exhibits.  
—  
P 7.  
144 Boat  
Notes from  
Blue Book  
—contd.

No. 44

## THE NEW LANDING &amp; SHIPPING Co.

Boat Note No. 102                      Into Licensed Boat No. A 229  
ss. Jalaveera                              Matter from Rangoon.

## CARGO FOR FUMIGATION

<i>Quantity and Description of Packages</i>	<i>Remarks</i>
Contents said to be Various 416 Bags Rice Packed in Single gunnies. Four Hd. and Sixteen only. 2/C            Varney. Landed 416 (Sgd. Illegibly) 30/9	10
<p style="text-align: center;">Certified that Cargo in Lighter No. 229 ex ss. Jalaveera has been _____ this 30th day of Sept. 1953.</p>	
	(Sgd. Illegibly)
R. L. C. Intd. _____  30/9	(Sgd. Illegibly) R/K/  (Sgd. Illegibly) 29/9
	20
Colombo 29/9/1953	Time 10.20 a.m.
<i>Chief Officer</i> _____	<i>Landing Waiter</i> _____

**Warning**

All persons are warned not to enter "Kuttals" (and cabins) of Lighters fumigated with Cyanide Gas until the Cargo is discharged and the bilge water completely emptied.

(Same thing in Sinhalese)

X	X	X	
X	X	X	
X	X	X	30

No. 44

## THE NEW LANDING &amp; SHIPPING Co.

Boat Note No. 103                      Into Licensed Boat No. CPC 2  
 ss. Jalaveera                              Matter from Rangoon.

Exhibits.  
 —  
 P 7.  
 144 Boat  
 Notes from  
 Blue Book  
 —contd.

## CARGO FOR FUMIGATION

	<i>Quantity and Description of Packages</i>	<i>Remarks</i>
	Contents said to be Various 1097 Bags Rice Packed in Single gunnies. One Thousand and Ninty Seven only.	
10	2/C      Abdulla.  Landed 1097 (Sgd. Illegibly) 30/9/53 (Sgd. Illegibly)	
	Certified that Cargo in Lighter No. CPC 2 ex ss. Jalaveera has been ———— this 30th day of Sept. 1953.	
		(Sgd. Illegibly)
20	R. L. C. Intd. ——— 30/9	(Sgd. Illegibly) R. K.
	Colombo 29/9/1953      Time 12.30 ———	
	<i>Chief Officer</i> ————	<i>Landing Waiter</i> ————

**Warning**

All persons are warned not to enter "Kuttals" (and cabins) of  
 Lighters fumigated with Cyanide Gas until the Cargo is discharged  
 and the bilge water completely emptied.

(Same thing in Sinhalese)

	X	X	X
30	X	X	X
	X	X	X



Exhibits.  
P 7.  
144 Boat  
Notes from  
Blue Book  
—contd.

No. 44

THE NEW LANDING & SHIPPING Co.

Boat Note No. 101                      Into Licensed Boat No. CPC 3  
ss. Jalaveera                              Matter from Rangoon.

CARGO FOR FUMIGATION

<i>Quantity and Description of Packages</i>	<i>Remarks</i>
Contents said to be Various 1097 Bags Rice Packed in Single gunnies.	
SAMB                      { 16 Bags T/R wg. 126, 100, 90, 160 lbs.                      { 124, 137, 102, 107, 94, 83, 115, { 103, 114, 100, 93, 108 and 89 lbs. in each.	10
One Thousand and Ninety Seven only. 2/C                      Goonaratna.	
Landed 1097 (Sgd. Illegibly) 30/9	
Certified that Cargo in Lighter No. CPC 3 ex ss. Jalaveera has been ————— this 30th day of Sept. 1953.	
	(Sgd. Illegibly) ————— 20
R. L. C. Intd. ————— 30/9	(Sgd. Illegibly) R. K.
Colombo 29/9/1953 Chief Officer —————	Time 11.30 p.m. Landing Waiter —————

**Warning**

All persons are warned not to enter "Kuttals" (and cabins) of  
Lighters fumigated with Cyanide Gas until the Cargo is discharged  
and the bilge water completely emptied.

(Same thing in Sinhalese)

X	X	X
X	X	X
X	X	X

30

No. 44

THE NEW LANDING & SHIPPING Co.

Boat Note No. 104                      Into Licensed Boat No. A 600  
 ss. Jalaveera                              Matter from Rangoon.

Exhibits.  
 P 7.  
 144 Boat  
 Notes from  
 Blue Book  
 —contd.

CARGO FOR FUMIGATION

	<i>Quantity and Description of Packages</i>	<i>Remarks</i>
	Contents said to be Various 813 Bags Rice Packed in Single gummies.	
10	SAMB                      { 18 Bags T/R wg. 113, 105, 93, 160 lbs.                      { 100, 115, 109, 90, 106, 83, 94, { 104, 113, 126, 137, 86, 90, { 116 & 98 lbs. in each.	
	Eight Hundred and Thirteen only.	
	2/C                      } C. V. de Silva. } Goonaratne.	
	Landed 813 only. Intd. _____ 30.9.53	

20 Certified that Cargo in Lighter No. A 600 ex ss. Jalaveera has  
 been \_\_\_\_\_ this 30th day of Sept. 1953.

(Sgd. Illegibly)

R. L. C. \_\_\_\_\_  
 Intd. \_\_\_\_\_ (Sgd. Illegibly)  
    R. K.  
    30/9

Colombo 30/9/1953                      Time 11 a.m.  
 Chief Officer \_\_\_\_\_                      Landing Waiter \_\_\_\_\_

**Warning**

30 All persons are warned not to enter "Kuttals" (and cabins) of  
 Lighters fumigated with Cyanide Gas until the Cargo is discharged  
 and the bilge water completely emptied.

(Same thing in Sinhalese)

X	X	X
X	X	X
X	X	X

Exhibits.  
—  
P 7.  
144 Boat  
Notes from  
Blue Book  
—contd.

No. 44

THE NEW LANDING & SHIPPING Co.

Boat Note No. 105                      Into Licensed Boat No. A 501  
ss. Jalaveera                              Matter from Rangoon.

CARGO FOR FUMIGATION

<i>Quantity and Description of Packages</i>	<i>Remarks</i>
<p>Contents said to be Various 584 Bags Rice Packed in Single gunnies. Five Hd. &amp; Eighty Four only. 2/C            Varney.</p>	10
<p>Landed (584) only (Sgd. Illegibly) 30.9.53</p>	
<p>Certified that Cargo in Lighter No. 501 ex ss. Jalaveera has been ———— this 30th day of Sept. 1953.</p>	
	(Sgd. Illegibly)
	—————
	(Sgd. Illegibly)
<p>R. L. C. Intd. _____ 30/9</p>	20
	R. K.
<p>Colombo 30/9/1953</p>	Time 11 a.m.
<p>Chief Officer _____</p>	Landing Waiter _____

**Warning**

All persons are warned not to enter "Kuttals" (and cabins) of Lighters fumigated with Cyanide Gas until the Cargo is discharged and the bilge water completely emptied.

(Same thing in Sinhalese)

X	X	X	
X	X	X	30
X	X	X	

No. 44

THE NEW LANDING & SHIPPING Co.

Boat Note No. 106                      Into Licensed Boat No. A 898  
 ss. Jalaveera                              Matter from Rangoon

Exhibits.  
 P 7.  
 144 Boat  
 Notes from  
 Blue Book  
 —contd.

CARGO FOR FUMIGATION

<i>Quantity and Description of Packages</i>	<i>Remarks</i>
---	----------------

Contents said to be Various 359 Bags Rice  
 Packed in Single gunnies.

10 SAMB                      { 14 Bags T/R wg. 102, 106, 93,  
 160 lbs.                      { 107, 89, 96, 100, 112, 103, 95,  
    { 108, 116, 94 & 120 lbs. each.

Three Hd. and Fifty Nine only.

2/C                      C. V. de Silva.

(Sgd.) Illegibly  
 R. K.

Landed 359 only

(Sgd.) Illegibly  
 30/9

20 Certified that the Cargo in Lighter No.                      ex ss. Jalaveera has  
 been \_\_\_\_\_ this—day of Sept. 1953.

R. L. C.    (Sgd.) Illegibly  
 Intd. \_\_\_\_\_

Colombo Road 30/9/53                              Time 1.30 p.m.

Chief Officer \_\_\_\_\_                              Landing Waiter \_\_\_\_\_

**Warning**

All persons are warned not to enter "Kuttals" (and cabins) of  
 Lighters fumigated with Cyanide Gas until the Cargo is discharged  
 and the bilge water completely emptied.

(Same thing in Sinhalese)

30	X	X	X
	X	X	X

Exhibits.  
—  
P 7.  
144 Boat  
Notes from  
Blue Book  
—contd.

No. 44

## THE NEW LANDING &amp; SHIPPING Co.

Boat Note No. 107            Into Licensed Boat No. CPC 4  
ss. Jalaveera                Matter from Rangoon

## CARGO FOR FUMIGATION

<i>Quantity and Description of Packages</i>		<i>Remarks</i>
Contents said to be Various 1098 Bags Rice Packed in Single gunnies.		
SAMB 160 lbs.	{ 10 Bags T/R wg. 110, 94, 86, 107, 110, 93, 102, 133, 90, and 107 lbs. in each.	10
One Thousand and Ninety Eight only.		
2/C	Abdulla	(Sgd.) Illegibly
„	Kulasena	R. K.
Landed (1098) only (Sgd.) Illegibly 30/9		
Certified that the Cargo in Lighter No. ——— ex ss. Jalaveera has been ——— this ——— day of Sept. 1953.		
R. L. C. Intd. ——— 30/9		(Sgd.) Illegibly ————— 20
Colombo Road 30/9/1953		Time 5 p.m.
Chief Officer ———		Landing Waiter ———
<b>Warning</b>		
All persons are warned not to enter “ Kuttals ” (and cabins) of Lighters fumigated with Cyanide Gas until the Cargo is discharged and the bilge water completely emptied.		
(Same thing in Sinhalese)		
X	X	X
X	X	X
		30

No. 44

THE NEW LANDING & SHIPPING Co.

Boat No. 108 Into Licensed Boat No. CPC 1  
 ss. Jalaveera Matter from Rangoon

Exhibits.  
 —  
 P 7.  
 144 Boat  
 Notes from  
 Blue Book  
 —contd.

CARGO FOR FUMIGATION

<i>Quantity and Description of Packages</i>	<i>Remarks</i>
---	----------------

Contents said to be Various 1102 Bags Rice  
 Packed in Single gummies.

10 SAMB { 12 Bags T/R wg. 109, 115, 138,  
 160 lbs. { 100, 117, 80, 76, 94, 103, 96,  
 { 100, 114 and 107 lbs. in each.  
 One Thousand One Hd. & Two only.

2/C A. S. Perera. (Sgd.) Illegibly  
 R/K

Landed 1102 only.  
 (Sgd.) Illegibly  
 1/10/53

20 Certified that the Cargo in Lighter No. CPC 1 ex ss. Jalaveera has  
 been ———— this 30th day of Sept. 1953.

R. L. C. (Sgd.) Illegibly  
 Intd. \_\_\_\_\_  
 1/10

Colombo Road, 30/9/53 Time : 3 p.m.  
 Chief Officer \_\_\_\_\_ Landing Waiter \_\_\_\_\_

**Warning**

All persons are warned not to enter "Kuttals" (and cabins) of  
 Lighters fumigated with Cyanide Gas until the Cargo is discharged  
 and the bilge water completely emptied.

30 (Same thing in Sinhalese)

X	X	X
X	X	X

Exhibits.  
—  
P 7.  
144 Boat  
Notes from  
Blue Book  
—contd.

No. 44

## THE NEW LANDING &amp; SHIPPING Co.

Boat Note No. 110

Into Licensed Boat No. A 599

ss. Jalaveera

Matter from Rangoon

## CARGO FOR FUMIGATION

<i>Quantity and Description of Packages</i>	<i>Remarks</i>
Contents said to be Various 381 Bags Rice Packed in Single gunnies. Three Hd. and Eighty One only. 2/C C. V. Silva.	10
Landed (381) (Sgd.) Illegibly 1/10	(Sgd.) Illegibly R/K
Certified that the Cargo in Lighter No. 599 ex ss. Jalaveera has been ———— this 30th day of Sept. 1953.	
R. L. C. Intd. ———— 1/10	(Sgd.) Illegibly —————
Colombo Road, 30/9/1953 Chief Officer ————	Time : 8.15 p.m. Landing Waiter ————
	20

**Warning**

All persons are warned not to enter "Kuttals" (and cabins) of Lighters fumigated with Cyanide Gas until the Cargo is discharged and the bilge water completely emptied.

(Same thing in Sinhalese)

X	X	X
X	X	X

No. 44

## THE NEW LANDING &amp; SHIPPING Co.

Boat Note No. 111                      Into Licensed Boat No. CPC 14  
 ss. Jalaveera                              Matter from Rangoon

Exhibit.  
 —  
 P 7.  
 144 Boat  
 Notes from  
 Blue Book  
 —contd.

## CARGO FOR FUMIGATION

	<i>Quantity and Description of Packages</i>	<i>Remarks</i>
	Contents said to be Various 1121 Bags Rice Packed in Single gunnies. One Thousand One Hd. and Twenty One only.	
10	2/C      Varney.  Landed (1121) (Sgd.) Illegibly 1/10	(Sgd.) Illegibly R/K  (Sgd.) Illegibly R/K
	Certified that Cargo in Lighter No. 14 ex ss. Jalaveera has been ———— this 30th day of Sept. 1953.	
20	R. L. C.  Intd. ———— 1/10	(Sgd.) Illegibly —————  (Sgd.) Illegibly 30.9.53
	Colombo Road, 30/9/53 Chief Officer ————	Time : 4 p.m. Landing Waiter ————

**Warning**

All persons are warned not to enter "Kuttals" (and cabins) of Lighters fumigated with Cyanide Gas until the Cargo is discharged and the bilge water completely emptied.

(Same thing in Sinhalese)

30

X

X

X



Exhibits.

No. 44

P 7.  
144 Boat  
Notes from  
Blue Book  
—contd.

## THE NEW LANDING &amp; SHIPPING Co.

Boat Note No. 112      Into Licensed Boat No. A 208  
ss. Jalaveera              Matter from Rangoon

## CARGO FOR FUMIGATION

<i>Quantity and Description of Packages</i>	<i>Remarks</i>
Contents said to be Various 341 Bags Rice Packed in Single gunnies. Three Hd. & Forty-One only. and Twenty one (21) bags mixed sweepings wg. 110, 89, 96, 108, 120, 96, 110, 80, 105, 94, 126, 100, 94, 103, 86, 94, 112, 109, 106, 85 and 123 lbs. in each.	10
2/C      Kulasena.	(Sgd.) Illegibly R/K
Landed 341 only.	
(Sgd.) Illegibly 1/10/53	(Sgd.) Illegibly R/K
Certified that Cargo in Lighter No. 208 ex ss. Jalaveera has been _____ this 30th day of Sept. 1953.	20
	(Sgd.) Illegibly _____
	(Sgd.) Illegibly 30.9.53
Colombo Road, 30/9/53	Time : 6.30 p.m.
Chief Officer _____	Landing Waiter _____

**Warning**

All persons are warned not to enter "Kuttals" (and cabins) of  
Lighters fumigated with Cyanide Gas until the Cargo is discharged 30  
and the bilge water completely emptied.

(Same thing in Sinhalese)

X

X

X

No. 44

## THE NEW LANDING &amp; SHIPPING Co.

Boat Note No. 113                      Into Licensed Boat No. A 209  
 ss. Jalaveera                              Matter from Rangoon

Exhibits.  
 —  
 P 7.  
 144 Boat.  
 Notes from  
 Blue Book  
 —contd.

## CARGO FOR FUMIGATION

	<i>Quantity and Description of Packages</i>	<i>Remarks</i>
	Contents said to be Various 507 Bags Rice Packed in Single gunnies. Five Hd. & Seven only.	
10	2/C      C. V. Silva.	(Sgd.) Illegibly R/K
	Landed 507 bags only. Intd. _____ 1/10	(Sgd.) Illegibly R/K
20	R. L. C. Intd. _____ 1/10	
	Certified that Cargo in Lighter No. 209 ex ss. Jalaveera has been _____ this 30th day of Sept. 1953.	
		(Sgd.) Illegibly _____
		(Sgd.) Illegibly 30.9.53
	Colombo Road, 30/9/53	Time : 6.35 p.m.
	Chief Officer _____	Landing Waiter _____

**Warning**

30 All persons are warned not to enter "Kuttals" (and cabins) of  
 Lighters fumigated with Cyanide Gas until the Cargo is discharged  
 and the bilge water completely emptied.

(Same thing in Sinhalese)

X                                      X                                      X

Exhibits.  
—  
P 7.  
144 Boat  
Notes from  
Blue Book  
—contd.

No. 44

## THE NEW LANDING &amp; SHIPPING Co.

Boat Note No. 114  
ss. Jalaveera

Into Licensed Boat No. A 900  
Matter from Rangoon

## CARGO FOR FUMIGATION

<i>Quantity and Description of Packages</i>	<i>Remarks</i>
Contents said to be Various 535 Bags Rice Packed in Single gunnies. Five Hd. & Thirty Five only. 2/C A. S. Perera.	10
Landed (535) only Intd. _____ 1/10/53	(Sgd.) Illegibly R/K
	(Sgd.) Illegibly R/K
Certified that Cargo in Lighter No. 900 ex ss. Jalaveera has been _____ this 30th day of Sept. 1953.	
	(Sgd.) Illegibly
R. L. C. Intd. _____ 1/10	(Sgd.) Illegibly 30.9.53
Colombo Road 30/9/53	Time : 6.15 p.m.
<i>Chief Officer</i> _____	<i>Landing Waiter</i> _____

**Warning**

All persons are warned not to enter "Kuttals" (and cabins) of Lighters fumigated with Cyanide Gas until the Cargo is discharged and the bilge water completely emptied.

(Same thing in Sinhalese)

X

X

X

30

No. 44

## THE NEW LANDING &amp; SHIPPING Co.

Boat Note No. 115                      Into Licensed Boat No. A 1046  
 ss. Jalaveera                              Matter from Rangoon

Exhibits.  
 —  
 P 7.  
 144 Boat  
 Notes from  
 Blue Book  
 —contd.

## CARGO FOR FUMIGATION

	<i>Quantity and Description of Packages</i>	<i>Remarks</i>
	Contents said to be Various 627 Bags Rice Packed in Single gunnies. Six Hd. & Twenty Seven only.	
10	and 18 bags mixed Sweepings wg. 103, 89, 94, 100, 86, 93, 120, 112, 100, 96, 80, 105, 86, 110, 94, 123, 100 and 95 lbs. in each. 2/C      Varney.	(Sgd.) Illegibly R/K
	Landed 627 bags rice only. Intd. ————— 1/10	(Sgd.) Illegibly R/K
20	Certified that Cargo in Lighter No. 1046 ex ss. Jalaveera has been ————— this 30th day of Sept. 1953.	(Sgd.) Illegibly  ————— (Sgd.) Illegibly 30.9.53
	Colombo Road : 30/9/53 Chief Officer —————	Time : 6.45 p.m. Landing Waiter —————

**Warning**

30 All persons are warned not to enter "Kuttals" (and cabins) of  
 Lighters fumigated with Cyanide Gas until the Cargo is discharged  
 and the bilge water completely emptied.

(Same thing in Sinhalese)

X	X	X
X	X	X

Exhibits.  
—  
P 7.  
144 Boat  
Notes from  
Blue Book  
—contd.

No. 44

## THE NEW LANDING &amp; SHIPPING Co.

Boat Note No. 117                      Into Licensed Boat No. A 508  
ss. Jalaveera                              Matter from Rangoon

## CARGO FOR FUMIGATION

<i>Quantity and Description of Packages</i>	<i>Remarks</i>
Contents said to be Various 428 Bags Rice Packed in Single gunnies.	
SAMB                      { 17 Bags T/R wg. 118, 107, 112, 116, 123, 119, 136, 90, 96, 103, 160 lbs.                    { 123, 109, 126, 94, 100, 112 & 120 lbs. in each.	10
Four Hd. & Twenty Eight only. 2/C            C. V. Silva.	(Sgd.) Illegibly R/K
Landed 260 only. P/A            168 <u>428</u>	
Intd. ————— 1/10	20
Certified that Cargo in Lighter No. 508 ex ss. Jalaveera has been ————— this 1st day of Oct. 1953.	
R. L. C. Intd. —————	(Sgd.) Illegibly ————— 30/9/53
Colombo Road 30/9/53 Chief Officer ————	Time: 8 p.m. Landing Waiter —————

**Warning**

All persons are warned not to enter "Kuttals" (and cabins) of  
Lighters fumigated with Cyanide Gas until the Cargo is discharged  
and the bilge water completely emptied. 30

(Same thing in Sinhalese)

X	X	X
X	X	X

No. 44

## THE NEW LANDING &amp; SHIPPING Co.

Boat Note No. 116                      Into Licensed Boat No. A 810  
 ss. Jalaveera                              Matter from Rangoon

Exhibits.  
 —  
 P 7.  
 144 Boat  
 Notes from  
 Blue Book  
 —contd.

## CARGO FOR FUMIGATION

	<i>Quantity and Description of Packages</i>	<i>Remarks</i>
	Contents said to be Various 422 Bags Rice Packed in Single gunnies.	
10	SAMB                      { 15 Bags T/R wg. 115, 120, 98, 160 lbs.                      { 106, 90, 112, 107, 100, 96, { 120, 130, 104, 100, 103 & { 125 lbs. in each.	
	Four Hd. & Twenty Two only. 2/C      Kulasena.	
		(Sgd.) Illegibly R/K
	Landed 422 bags only. Intd. _____ 1/10	
20	Certified that Cargo in Lighter No. 810 ex. ss. Jalaveera has been _____ this 30th day of Sept. 1953.	
		(Sgd.) Illegibly _____
	R. L. C. Intd. _____	30/9/53
	Colombo Road, 30/9/53	Time: 8 p.m.
	Chief Officer ———	Landing Waiter ———

## Warning

30 All persons are warned not to enter "Kuttals" (and cabins) of  
 Lighters fumigated with Cyanide Gas until the Cargo is discharged  
 and the bilge water completely emptied.

(Same thing in Sinhalese)

X	X	X
X	X	X

Exhibits.  
—  
P 7.  
144 Boat  
Notes from  
Blue Book  
—contd.

No. 44

THE NEW LANDING & SHIPPING Co.

Boat Note No. 119                      Into Licensed Boat No. CPC 2  
ss. Jalaveera                              Matter from Rangoon

CARGO FOR FUMIGATION

<i>Quantity and Description of Packages</i>	<i>Remarks</i>
Contents said to be Various 1093 Bags Rice Packed in Single gunnies. One Thousand and Ninty Three only. 2/C      Varney.	(Sgd.) Illegibly _____
10	
Landed 1093 Bags only Intd. _____ 1/10	(Sgd.) Illegibly R/K
Certified that Cargo in Lighter No. CPCL2 ex ss. Jalaveera has been _____ this 1st day of Oct. 1953.	
R. L. C. Intd. _____	(Sgd.) Illegibly _____
20	30/9/53
Colombo Road, 30/9/53	Time: 12.15 a.m.
Chief Officer _____	Landing Waiter _____

**Warning**

All persons are warned not to enter "Kuttals" (and cabins) of  
Lighters fumigated with Cyanide Gas until the Cargo is discharged  
and the bilge water completely emptied.

(Same thing in Sinhalese)

X	X	X	30
X	X	X	

No. 44

## THE NEW LANDING &amp; SHIPPING Co.

Boat Note No. 118                      Into Licensed Boat No. A 501  
 ss. Jalaveera                              Matter from Rangoon

Exhibits.  
 —  
 P 7.  
 144 Boat  
 Notes from  
 Blue Book  
 —contd.

## CARGO FOR FUMIGATION

	<i>Quantity and Description of Packages</i>	<i>Remarks</i>
	Contents said to be Various 575 Bags Rice Packed in Single gunnies.	
10	SAMB            { 13 Bags T/R wg. 106, 126, 100, 112, 160 lbs.        { 96, 120, 103, 94, 107, 118, 107, 117 and 102 lbs. in each.	
	Five Hd. & Seventy Five only. 2/C        C. V. Silva.	
	Landed 575 only. Intd. ————	
		(Sgd.) Illegibly R/K
	Certified that Cargo in Lighter No. 501 ex ss. Jalaveera has been ——— this 1st day of Oct. 1953.	
20	R. L. C. Intd. ————	(Sgd.) Illegibly ——— 30/9/53
	Colombo Road, 30/9/53 Chief Officer ————	Time: 12.15 a.m. Landing Waiter ————

**Warning**

All persons are warned not to enter "Kuttals" (and cabins) of  
 Lighters fumigated with Cyanide Gas until the Cargo is discharged  
 and the bilge water completely emptied.

(Same thing in Sinhalese)

30	X	X	X
	X	X	X



Exhibits.  
 P 7.  
 144 Boat  
 Notes from  
 Blue Book  
 —contd.

No. 44

THE NEW LANDING & SHIPPING Co.

Boat Note No. 120      Into Licensed Boat No. A 600  
 ss. Jalaveera              Matter from Rangoon

CARGO FOR FUMIGATION

<i>Quantity and Description of Packages</i>	<i>Remarks</i>
<p>Contents said to be Various 753 Bags Rice            Packed in Single gunnies.            Seven Hd. &amp; Fifty Three only.            2/C      Kulasena.</p>	10
<p>Landed (753) only.            Intd. _____                      1/10/53</p>	<p>(Sgd.) Illegibly            R/K</p>
<p>Certified that Cargo in Lighter No. 600 ex ss. Jalaveera has been            _____ this 1st day of Oct. 1953.</p>	
<p>R. L. C.            Intd. _____                      1/10</p>	20
<p>Colombo Road, 30/9/53            Chief Officer _____</p>	<p>(Sgd.) Illegibly            _____            30/9/53            Time: 1 a.m.            Landing Waiter _____</p>

**Warning**

All persons are warned not to enter "Kuttals" (and cabins) of Lighters fumigated with Cyanide Gas until the Cargo is discharged and the bilge water completely emptied.

(Same thing in Sinhalese)

X	X	X
X	X	X

No. 44

THE NEW LANDING & SHIPPING Co.

Boat Note No. 122                      Into Licensed Boat No. CPC 14  
 ss. Jalaveera                              Matter from Rangoon

Exhibits.  
 —  
 P 7.  
 144 Boat  
 Notes from  
 Blue Book  
 —contd.

CARGO FOR FUMIGATION

<i>Quantity and Description of Packages</i>	<i>Remarks</i>
Contents said to be Various 1096 Bags Rice Packed in Single gunnies. One Thousand and Ninety Six only 2/C      A. S. Perera.	

10

Landed 1096 bags only.

Intd. \_\_\_\_\_                      (Sgd.) Illegibly  
 1/10    R/K

Certified that in Cargo Lighter No. C. P. C. 14 ex ss. Jalaveera  
 has been \_\_\_\_\_ this 1st day of Oct. 1953.

R. L. C.                                      (Sgd.) Illegibly  
 Intd. \_\_\_\_\_

Colombo Road 1/10/1953                      Time: 11.45 a.m.  
 Chief Officer \_\_\_\_\_                      Landing Waiter \_\_\_\_\_

**Warning**

20

All persons are warned not to enter "Kuttals" (and cabins) of  
 Lighters fumigated with Cyanide Gas until the Cargo is discharged  
 and the bilge water completely emptied.

(Same thing in Sinhalese)

X	X	X
X	X	X

Exhibits.

No. 44

P 7.  
144 Boat  
Notes from  
Blue Book  
—contd.

## THE NEW LANDING &amp; SHIPPING Co.

Boat Note No. 123      Into Licensed Boat No. CPC 1  
ss. Jalaveera              Matter from Rangoon

## CARGO FOR FUMIGATION

<i>Quantity and Description of Packages</i>	<i>Remarks</i>
Contents said to be Various 1108 Bags Rice Packed in Single gunnies. One Thousand One Hd. & Eight only 2/C      Goonaratne.	10

Landed (1108) only

(Sgd.) \_\_\_\_\_  
1/10/53(Sgd.) Illegibly  
R/K

Certified that Cargo in Lighter No. CPC 1 ex ss. Jalaveera has  
been ———— this 1st day of Oct. 1953.

R. L. C.

(Sgd.) Illegibly

Intd. \_\_\_\_\_

\_\_\_\_\_

Colombo Road 1/10/53

Time: 12 a.m.

Chief Officer \_\_\_\_\_

Landing Waiter \_\_\_\_\_

## Warning

20

All persons are warned not to enter "Kuttals" (and cabins) of  
Lighters fumigated with Cyanide Gas until the Cargo is discharged  
and the bilge water completely emptied.

(Same thing in Sinhalese)

X	X	X
X	X	X

No. 44

THE NEW LANDING & SHIPPING Co.

Boat Note No. 121                      Into Licensed Boat No. CPC 3  
 ss. Jalaveera                              Matter from Rangoon

Exhibits.  
 P 7.  
 144 Boat  
 Notes from  
 Blue Book  
 —contd.

CARGO FOR FUMIGATION

	<i>Quantity and Description of Packages</i>	<i>Remarks</i>
	Contents said to be Various 1097 Bags Rice Packed in Single gunnies. One Thousand and Ninety Seven only	
10	2/C      A. S. Perera. ,,      Abdulla.	
	Landed (1097) only (Sgd.) Illegibly 1/10/53	(Sgd.) Illegibly R/K
	Certified that Cargo in Lighter No. CPC 3 ex ss. Jalaveera has been ----- this 1st day of Oct. 1953.	
20	R. L. C. Intd. ----- 1/10	(Sgd.) Illegibly -----
	Colombo Road 1/10/53 Chief Officer -----	Time : 11.25 a.m. Landing Waiter -----

**Warning**

All persons are warned not to enter " Kuttals " (and cabins) of  
 Lighters fumigated with Cyanide Gas until the Cargo is discharged  
 and the bilge water completely emptied.

(Same thing in Sinhalese)

	X	X	X
30	X	X	X

Exhibits.  
—  
P 7.  
144 Boat  
Notes from  
Blue Book  
—contd.

No. 44

## THE NEW LANDING &amp; SHIPPING Co.

Boat Note No. 126

Into Licensed Boat No. A 229

ss. Jalaveera

Matter from Rangoon

## CARGO FOR FUMIGATION

<i>Quantity and Description of Packages</i>	<i>Remarks</i>
Contents said to be Various 401 Bags Rice Packed in Single gunnies.	
SAMB { 13 Bags T/R wg. 144, 132, 96, 160 lbs. { 83, 186, 126, 113, 100, 92, 110, { 84, 105 & 118 lbs. in each	10
Four Hd. & One only.	
2/C Goonaratne.	(Sgd.) Illegibly R/K
Landed (401) bags only Intd. _____	(Sgd.) Illegibly R/K
Certified that Cargo in Lighter No. A 229 ex ss. Jalaveera has been _____ this 1st day of Oct. 1953.	
R. L. C. Intd. _____	(Sgd.) Illegibly _____
Colombo Road 1/10/1953	Time: 2 p.m.
Chief Officer _____	Landing Waiter _____

## Warning

All persons are warned not to enter "Kuttals" (and cabins) of  
Lighters fumigated with Cyanide Gas until the Cargo is discharged  
and the bilge water completely emptied.

(Same thing in Sinhalese)

X  
X

X  
X

X  
X

30

No. 44

THE NEW LANDING & SHIPPING Co.

Boat Note No. 124  
ss. Jalaveera

Into Licensed Boat No. A 202  
Matter from Rangoon

Exhibits.  
—  
P 7.  
144 Boat  
Notes from  
Blue Book  
—contd.

CARGO FOR FUMIGATION

	<i>Quantity and Description of Packages</i>	<i>Remarks</i>
	Contents said to be Various 416 Bags Rice Packed in Single gunnies.	
10	SAMB { 16 Bags T/R wg. 113, 116, 100, 160 lbs. { 96, 103, 86, 105, 78, 103, 115, { 130, 94, 73, 119, 110 and 90 { lbs. in each. Four Hd. & Sixteen only. 2/C Abdulla.	(Sgd.) Illegibly R/K
	Landed 416 only Intd. _____ 1/10	(Sgd.) Illegibly R/K
20	Certified that Cargo in Lighter No. 202 ex ss. Jalaveera has been _____ this 1st day of Oct. 1953.	(Sgd.) Illegibly
	R. L. C. Intd. _____ 1/10	
	Colombo Road 1/10/1953 Chief Officer _____	Time: 2 p.m. Landing Waiter _____

Warning

30 All persons are warned not to enter "Kuttals" (and cabins) of  
Lighters fumigated with Cyanide Gas until the Cargo is discharged  
and the bilge water completely emptied.

(Same thing in Sinhalese)

X	X	X
X	X	X

Exhibits.  
—  
P 7.  
144 Boat  
Notes from  
Blue Book  
—contd.

No. 44

THE NEW LANDING & SHIPPING Co.

Boat Note No. 125                      Into Licensed Boat No. A 208  
ss. Jalaveera                              Matter from Rangoon

CARGO FOR FUMIGATION

<i>Quantity and Description of Packages</i>	<i>Remarks</i>
<p>Contents said to be Various 381 Bags Rice Packed in Single gunnies.</p> <p>SAMB            { 14 Bags T/R wg. 105, 78, 103, 160 lbs.            { 116, 100, 96, 103, 110, 119,                           { 96, 84, 106 &amp; 100 lbs. in each.</p> <p>Three Hd. &amp; Eighty One only.</p> <p>Landed (381) only. (Intd.) Illegibly</p> <p style="text-align: right;">(Sgd.) Illegibly R/K</p> <p>Certified that Cargo in Lighter No. 208 ex ss. Jalaveera has been ----- this 1st day of Oct. 1953.</p> <p>R. L. C.                                      (Sgd.) Illegibly Intd. ----- 2/10</p> <p>Colombo Road 1/10/1953                      Time : 2 p.m. <i>Chief Officer</i> -----                      <i>Landing Waiter</i> -----</p>	<p>10</p> <p>20</p>

**Warning**

All persons are warned not to enter "Kuttals" (and cabins) of Lighters fumigated with Cyanide Gas until the Cargo is discharged and the bilge water completely emptied.

(Same thing in Sinhalese)

X	X	X	
X	X	X	30

No. 44

THE NEW LANDING & SHIPPING Co.

Boat Note No. 127                      Into Licensed Boat No. A 209  
 ss. Jalaveera                              Matter from Rangoon

Exhibits.  
 —  
 P 7.—  
 144 Boat  
 Notes from  
 Blue Book  
 —contd.

CARGO FOR FUMIGATION

<i>Quantity and Description of Packages</i>	<i>Remarks</i>
---	----------------

Contents said to be Various 505 Bags Rice  
 Packed in Single gunnies.  
 Five Hd. & Five only.  
 10 2/C              A. S. Perera.

Landed (505) only  
 Intd. \_\_\_\_\_  
           2/10/53

(Sgd.) Illegibly  
 R/K

Certified that Cargo in Lighter No. 209 ex ss. Jalaveera has been  
 \_\_\_\_\_ this 1st day of Oct. 1953.

R. L. C.    (Sgd.) Illegibly  
 Intd. \_\_\_\_\_                                      \_\_\_\_\_

20 Colombo Road 1/10/1953                      Time: 3.15 p.m.  
     *Chief Officer* \_\_\_\_\_                      *Landing Waiter* \_\_\_\_\_

**Warning**

All persons are warned not to enter "Kuttals" (and cabins) of  
 Lighters fumigated with Cyanide Gas until the Cargo is discharged  
 and the bilge water completely emptied.

(Same thing in Sinhalese)

X	X	X
X	X	X



Exhibits.  
—  
P 7.  
144 Boat  
Notes from  
Blue Book  
—contd.

No. 44.

## THE NEW LANDING &amp; SHIPPING Co.

Boat Note No. 128                      Into Licensed Boat No. A 1046  
ss. Jalaveera                              Matter from Rangoon

## CARGO FOR FUMIGATION

<i>Quantity and Description of Packages</i>	<i>Remarks</i>		
Contents said to be Various 670 Bags Rice Packed in Single gunnies.			
SAMB                      { 10 Bags T/R wg. 116, 103, 95, 160 lbs.                      102, 98, 117, 130, 126, 90 and 72 in each.	10		
Six Hd. & Seventy only. 2/C                      Goonaratne.			
Landed 670 bags Rice only Intd. _____ 2/10	(Sgd.) Illegibly R/K		
Certified that Cargo in Lighter No. 1046 ex ss. Jalaveera has been _____ this 1st day of Oct. 1953.	20		
R. L. C. Intd. _____	(Sgd.) Illegibly _____		
Colombo Road 1/10/1953 <i>Chief Officer</i> _____	Time: 1.5 p.m. <i>Landing Waiter</i> _____		
<b>Warning</b>			
All persons are warned not to enter "Kuttals" (and cabins) of Lighters fumigated with Cyanide Gas until the Cargo is discharged and the bilge water completely emptied.			
(Same thing in Sinhalese)			
X	X	X	30
X	X	X	

No. 44

## THE NEW LANDING &amp; SHIPPING Co.

Boat Note No. 129                      Into Licensed Boat No. CPC 4  
 ss. Jalaveera                              Matter from Rangoon

Exhibits.  
 —  
 P 7.  
 144 Boat  
 Notes from  
 Blue Book  
 —contd.

## CARGO FOR FUMIGATION

	<i>Quantity and Description of Packages</i>	<i>Remarks</i>
	Contents said to be Various 987 Bags Rice Packed in Single gunnies. Nine Hd. & Eighty Seven only	
10	and (80) bags mixed sweepings wg. 126, 142, 100, 96, 90, 112, 132, 106, 125, 118, 140, 94, 162, 103, 98, 100, 116, 112, 100, 95, 86, 106, 128, 109, 100, 93, 112, 108, 123, 86, 102, 106, 94, 124, 117, 80, 78, 110, 150, 116, 86, 93, 112, 132, 102, 96, 115, 86, 103, 95, 118, 116, 96, 107, 136, 100, 87, 93, 103, 130, 123, 102, 98, 108, 115, 90, 105, 85, 112, 117, 101, 132, 94, 115, 116, 103, 136, 98, 104 and 100.	
20	2/C            C. V. Silva Abdulla	(Sgd.) Illegibly R/K
	Landed (464) only 523	
	Landed 987	

Certified that Cargo in Lighter No. CPC 4 ex ss. Jalaveera has  
 been ———— this 1st day of Oct. 1953.

(Sgd.) Illegibly

R. L. C.

Intd. ————

Colombo Road 1/10/1953

Time: 6.30 p.m.

30 Chief Officer ————

Landing Waiter ————

## Warning

All persons are warned not to enter "Kuttals" (and cabins) of  
 Lighters fumigated with Cyanide Gas until the Cargo is discharged  
 and the bilge water completely emptied.

(Same thing in Sinhalese)

X	X	X
X	X	X

Exhibits.  
 P 7.  
 144 Boat  
 Notes from  
 Blue Book  
 —contd.

No. 44

THE NEW LANDING & SHIPPING Co.

Boat Note No. 130                      Into Licensed Boat No. A 508  
 ss. Jalaveera                              Matter from Rangoon

CARGO FOR FUMIGATION

<i>Quantity and Description of Packages</i>	<i>Remarks</i>
<p>Contents said to be Various 396 Bags Rice            Packed in Single gunnies.            Three Hd. &amp; Ninety Six only.            2/C      A. S. Perera            Landed (396)                  (Sgd.) — — — —                      2/10</p>	<p>(Sgd.) Illegibly            R/K</p> <p>10</p>
<p>Certified that Cargo in Lighter No. A 508 ex ss. Jalaveera has been            ———— this 2nd day of Oct. 1953.</p>	
<p>R. L. C.            Intd. ————</p>	<p>(Sgd.) Illegibly            ————</p> <p>20</p>
<p>Colombo Road 1/10/1953            Chief Officer ————</p>	<p>Time: 8.43 p.m.            Landing Waiter ————</p>

**Warning**

All persons are warned not to enter "Kuttals" (and cabins) of Lighters fumigated with Cyanide Gas until the Cargo is discharged and the bilge water completely emptied.

(Same thing in Sinhalese)

X	X	X
X	X	X

No. 44

THE NEW LANDING & SHIPPING Co.

Boat Note No. 131                      Into Licensed Boat No. A 501  
 ss. Jalaveera                              Matter from Rangoon

Exhibits.  
 P 7.  
 144 Boat  
 Notes from  
 Blue Book  
 ---contd.

CARGO FOR FUMIGATION

	<i>Quantity and Description of Packages</i>	<i>Remarks</i>
	Contents said to be Various 603 Bags Rico Packed in Single gunnies.	
10	SAMB                      { 15 Bags T/R wg. 108, 117, 93, 160 lbs.                      106, 115, 123, 80, 94, 103, 100, 107, 123, 103, 109 & 102 lbs. in each.	
	Six Hd. and Three only 2/C      C. V. Silva.	
	Landed (603) only Intd. _____ 2/10/53	(Sgd.) Illegibly R/K
20	Certified that Cargo in Lighter No. A 501 ex ss. Jalaveera has been ----- this 2nd day of Oct. 1953.	
	R. L. C. Intd. _____	(Sgd.) Illegibly ----- (Sgd.) Illegibly 1/10/53
	Colombo Road 1/10/1953 Chief Officer _____	Time: 11.30 a.m. Landing Waiter _____

**Warning**

30 All persons are warned not to enter "Kuttals" (and cabins) of Lighters fumigated with Cyanide Gas until the Cargo is discharged and the bilge water completely emptied.

(Same thing in Sinhalese)

X	X	X
X	X	X

Exhibits.  
 P 7.  
 144 Boat.  
 Notes from  
 Blue Book  
 —contd.

No. 44

THE NEW LANDING & SHIPPING Co.

Boat Note No. 132                      Into Licensed Boat No. A 600  
 ss. Jalaveera                              Matter from Rangoon

CARGO FOR FUMIGATION

<i>Quantity and Description of Packages</i>	<i>Remarks</i>
Contents said to be Various 792 Bags Rice Packed in Single gunnies.	
SAMB                      { 12 Bags T/R wg. 126, 86, 90, 160 lbs.                      120, 118, 113, 101, 109, 98, 110, 100 & 93 lbs. in each.	10
Seven Hd. & Ninety Two only. 2/C      Goonaratne.	(Sgd.) Illegibly R/K
Landed (792) only Intd. _____ 2/10/53	
Certified that Cargo in Lighter No. A 600 ex ss. Jalaveera has been _____ this 2nd day of Oct. 1953.	
R. L. C. Intd. _____	(Sgd.) Illegibly _____ (Sgd.) Illegibly 1/10/53
Colombo Road 1/10/1953 Chief Officer _____	Time : 12.15 a.m. Landing Waiter _____

**Warning**

All persons are warned not to enter "Kuttals" (and cabins) of  
 Lighters fumigated with Cyanide Gas until the Cargo is discharged  
 and the bilge water completely emptied.

(Same thing in Sinhalese) 30

X	X	X
X	X	X

No. 44

## THE NEW LANDING &amp; SHIPPING Co.

Boat Note No. 133

Into Licensed Boat No. A 229

ss. Jalaveera

Matter from Rangoon

## CARGO FOR FUMIGATION

Exhibits.

P 7.  
144 Boat  
Notes from  
Blue Book  
—contd.

	<i>Quantity and Description of Packages</i>	<i>Remarks</i>
	Contents said to be Various 406 Bags Rice Packed in Single gunnies.	
10	SAMB 160 lbs. { 18 Bags T/R wg. 135, 94, 86, 102, 107, 112, 94, 103, 106, 78, 103, 90, 84, 100, 93, 117, 102 & 109 lbs. in each.	
	Four Hd. & Six only and 10 Bags mixed sweepings wg. 120, 103, 94, 86, 112, 110, 98, 130 & 115 lbs. in each.	
	2/C Goonaratne.	(Sgd.) Illegibly R/K
	Certified that Cargo in Lighter No. A 229 ex ss. Jalaveera has been ———— this 2nd day of Oct. 1953.	
20	Landed (406) (Sgd.) Illegibly	(Sgd.) Illegibly —————
	R. L. C. Intd. _____ 2/10	(Sgd.) Illegibly 1/10/53
	Colombo Road, 2/10/1953 Chief Officer _____	Time: 10.45 a.m. Landing Waiter _____

**Warning**

30 All persons are warned not to enter "Kuttals" (and cabins) of Lighters fumigated with Cyanide Gas until the Cargo is discharged and the bilge water completely emptied.

(Same thing in Sinhalese)

X	X	X
X	X	X

Exhibits.  
 P 7.  
 144 Boat  
 Notes from  
 Blue Book  
 —contd.

No. 44

THE NEW LANDING & SHIPPING Co.

Boat Note No. 134                      Into Licensed Boat No. CPC 3  
 ss. Jalaveera                              Matter from Rangoon

CARGO FOR FUMIGATION

<i>Quantity and Description of Packages</i>	<i>Remarks</i>
Contents said to be Various 1082 Bags Rice Packed in Single gunnies.	
SAMB                      { 15 Bags T/R wg. 118, 113, 86, 90, 120, 101, 109, 100, 98, 110, 160 lbs.                    { 93, 120, 113, 83 & 109 lbs. in each.	10
One Thousand & Eighty Two only and 17 Bags mixed sweepings wg. 135, 94, 88, 109, 126, 115, 100, 98, 84, 103, 101, 112, 132, 104, 125, 102 & 118 lbs. in each.	
2/C    C. W. Perera.                              (Sgd.) Illegibly „    C. V. Silva.                              R/K	
Certified that Cargo in Lighter No. CPC 3 ex ss. Jalaveera has been ———— this 2nd day of Oct. 1953.	20
Landed (1082) only Intd. ———— 2/10/53	(Sgd.) Illegibly —————
R. L. C. Intd. ————	(Sgd.) Illegibly 1/10/53
Colombo Road, 2/10/1953 Chief Officer ————	Time: 12.15 p.m. Landing Waiter ————

**Warning**

All persons are warned not to enter "Kuttals" (and cabins) of Lighters fumigated with Cyanide Gas until the Cargo is discharged and the bilge water completely emptied. 30

(Same thing in Sinhalese)

X	X	X
X	X	X

No. 44

Exhibits.

## THE NEW LANDING &amp; SHIPPING Co.

Boat Note No. 135                      Into Licensed Boat No. CPC 14  
 ss. Jalaveera                            Matter from Rangoon

P 7.  
 144 Boat  
 Notes from  
 Blue Book  
 —contd.

## CARGO FOR FUMIGATION

	<i>Quantity and Description of Packages</i>	<i>Remarks</i>
	Contents said to be Various <i>1109</i> Bags Rice Packed in Single gunnies.	
10	SAMB          { 17 Bags T/R wg. 135, 94, 78, 160 lbs.        { 103, 102, 107, 106, 94, 112, { 90, 93, 84, 126, 117, 109, 86 & 90 lbs. in each.	
	One Thousand One Hundred and Nine only.	
	2/C          Kulasena.	
	„          A. S. Perera.	
		(Sgd.) Illegibly R/K
20	Landed (1109) only (Sgd.) Illegibly 2/10/53	
	Certified that Cargo in Lighter No. CPC 14 ex ss. Jalaveera has been _____ this 2nd day of Oct. 1953.	
		(Sgd.) Illegibly —————
	R. L. C. Intd. _____	
		(Sgd.) Illegibly 2/10/53
	Colombo Road, 2/10/1953	Time : 12.15 p.m.
	Chief Officer _____	Landing Waiter _____
	<b>Warning</b>	
30	All persons are warned not to enter “ Kuttals ” (and cabins) of Lighters fumigated with Cyanide Gas until the Cargo is discharged and the bilge water completely emptied.	
	(Same thing in Sinhalese)	
	X	X
	X	X
	X	X



Exhibits.  
 P 7.  
 144 Boat  
 Notes from  
 Blue Book  
 —contd.

No. 44

THE NEW LANDING & SHIPPING Co.

Boat Note No. 136  
 ss. Jalaveera

Into Licensed Boat No. CPC-2  
 Matter from Rangoon

CARGO FOR FUMIGATION

<i>Quantity and Description of Packages</i>	<i>Remarks</i>
Contents said to be Various 1092 Bags Rice Packed in Single gunnies.	
SAMB 160 lbs. { 22 Bags T/R wg. 123, 90, 100, 93, 84, 102, 109, 117, 126, 130, 86, 78, 103, 106, 94, 103, 112, 107, 102, 86, 94 & 135 lbs. in each.	10
One Thousand and Ninety Two only.	
2/C Abdulla.	
„ L. A. Silva.	(Sgd.) Illegibly
Landed (1092) only	R/K
Intd. _____	
2/10/53	
R. L. C.	20
Intd _____	
3/10	

Certified that Cargo in Lighter No. CPC 2 ex ss. Jalaveera has been \_\_\_\_\_ this 2nd day of Oct. 1953.

(Sgd.) Illegibly

Colombo Road 2/10/1953,  
 Chief Officer \_\_\_\_\_

Time: 1 p.m.  
 Landing Waiter— \_\_\_\_\_

**Warning**

All persons are warned not to enter "Kuttals" (and cabins) of Lighters fumigated with Cyanide Gas until the Cargo is discharged and the bilge water completely emptied. 30

(Same thing in Sinhalese)

X	X	X
X	X	X

No. 44

THE NEW LANDING & SHIPPING Co.

Boat Note No. 137                      Into Licensed Boat No. 1046  
 ss. Jalaveera                              Matter from Rangoon

Exhibits.  
 —  
 P 7.  
 144 Boat  
 Notes from  
 Blue Book  
 —contd.

CARGO FOR FUMIGATION

	<i>Quantity and Description of Packages</i>	<i>Remarks</i>
	Contents said to be Various 642 Bags Rice Packed in Single gunnies.	
10	SAMB                      { 13 Bags T/R wg. 106, 115, 93, 160 lbs.                      { 126, 80, 130, 86, 116, 125, { 107, 98, 126 & 120 lbs. in { each.	
	Six Hd. & Forty Two only. 2/C      Goonaratna.	(Sgd.) Illegibly R/K
	Landed (642) only Intd. _____ 2/10	
20	Certified that Cargo in Lighter No. 1046 ex ss. Jalaveera has been _____ this 2nd day of Oct. 1953. R. L. C.	
	Intd. _____ 3/10	(Sgd.) Illegibly _____
	Colombo Road, 2/10/53	Time: 2.40 p.m.
	Chief Officer _____	Landing Waiter _____

**Warning**

30 All persons are warned not to enter "Kuttals" (and cabins) of Lighters fumigated with Cyanide Gas until the Cargo is discharged and the bilge water completely emptied.

(Same thing in Sinhalese)

X	X	X
X	X	X

Exhibits.  
—  
P 7.  
144 Boat  
Notes from  
Blue Book  
—contd.

No. 44

THE NEW LANDING & SHIPPING Co.

Boat Note No. 138                      Into Licensed Boat No. A 952  
ss. Jalaveera                              Matter from Rangoon

CARGO FOR FUMIGATION

<i>Quantity and Description of Packages</i>	<i>Remarks</i>
Contents said to be Various 563 Bags Rice Packed in Single gunnies. Five Hd. & Sixty Three only. 2/C      C. W. Perera.	10
Landed 574 only Intd. _____ 3/10/53	11 over landed Intd. _____ (Sgd.) Illegibly R/K
Certified that Cargo in Lighter No. 912 ex ss. Jalaveera has been _____ this 2nd day of Oct. 1953.	
R. L. C. Intd. _____ 3/10	(Sgd.) Illegibly  20
Colombo Road, 2/10/1953 Chief Officer _____	Time : 3 p.m. Landing Waiter _____

**Warning**

All persons are warned not to enter "Kuttals" (and cabins) of Lighters fumigated with Cyanide Gas until the Cargo is discharged and the bilge water completely emptied.

(Same thing in Sinhalese)

X	X	X
X	X	X

No. 44

THE NEW LANDING & SHIPPING Co.

Boat Note No. 141 Into Licensed Boat No. A 594  
 ss. Jalaveera Matter from Rangoon.

Exhibits.  
 P 7.  
 144 Boat  
 Notes from  
 Blue Book  
 —contd.

CARGO FOR FUMIGATION

	<i>Quantity and Description of Packages</i>	<i>Remarks</i>
	Contents said to be Various 623 Bags Rice Packed in Single gunnies.	
10	SAMB { 21 Bags T/R wg. 90, 78, 100, 160 lbs. { 103, 93, 106, 102, 84, 94, 103, 109, 112, 117, 107, 126, 102, 130, 86, 94, 86 & 120 lbs. in each	
	Six Hd. & Twenty Three only. and (11) bags mixed Sweeping wg. 130, 94, 103, 112, 106, 96, 115, 100, 106, 110, & 117 lbs. in each.	
	2/C Goonaratne.	Landed (623) only Intd. _____ 3/X/53
20	(Sgd.) Illegibly R/K	
	Certified that Cargo in Lighter No. 594 ex ss. Jalaveera has been _____ this 2nd day of Oct. 1953.	
	R. L. C. Intd. _____ 3/10/53	(Sgd.) Illegibly
	Colombo Road, 2/10/1953	Time
30	Chief Officer _____	Landing Waiter _____

**Warning**

All persons are warned not to enter "Kuttals" (and cabins) of Lighters fumigated with Cyanide Gas until the Cargo is discharged and the bilge water completely emptied.

(Same thing in Sinhalese)

X	X	X
X	X	X

Exhibits.  
—  
P 7.  
144 Boat  
Notes from  
Blue Book  
—contd.

No. 44

## THE NEW LANDING &amp; SHIPPING Co.

Boat Note No. 140  
ss. Jalaveera

Into Licensed Boat No. CPC 1  
Matter from Rangoon

## CARGO FOR FUMIGATION

<i>Quantity and Description of Packages</i>	<i>Remarks</i>
Contents said to be Various 1102 Bags Rice Packed in Single gunnies. SAMB { 12 Bags T/R wg. 120, 93, 86, 160 lbs. { 126, 110, 100, 93, 112, 106, 102, 108 & 89 lbs. in each.	10
16 Bags stained said to be by sweat. One Thousand One Hd. & Two only. 2/C Kulasena.	
Landed (1102) only (Sgd.) Illegibly 3/X/53	(Sgd.) Illegibly R/K
Certified that Cargo in Lighter No. 1 ex ss. Jalaveera has been _____ this 2nd day of Oct. 1953.	
R. L. C. Intd. _____	(Sgd.) Illegibly 20
Colombo Road, 30/9/1953 Chief Officer _____	Time: 6.45 p.m. Landing Waiter _____

**Warning**

All persons are warned not to enter "Kuttals" (and cabins) of Lighters fumigated with Cyanide Gas until the Cargo is discharged and the bilge water completely emptied.

(Same thing in Sinhalese)

X	X	X	
X	X	X	30

No. 44

THE NEW LANDING & SHIPPING Co.

Boat Note No. 139                      Into Licensed Boat No. A 202  
 ss. Jalaveera                              Matter from Rangoon

Exhibits.  
 P 7.  
 144 Boat  
 Notes from  
 Blue Book  
 —contd.

CARGO FOR FUMIGATION

<i>Quantity and Description of Packages</i>	<i>Remarks</i>
---	----------------

Contents said to be Various 416 Bags Rice  
 Packed in Single gunnies.

10 SAMB                      } 15 Bags T/R wg. 112, 103, 93,  
 160 lbs.                      } 89, 115, 125, 92, 84, 90, 133,  
    } 117, 86, 76, 110 & 112 lbs. in  
    } each.

Four Hd. & Sixteen only.  
 2/C                      Goonaratne.

(Sgd.) Illegibly  
 R/K

Landed (416) only.  
 (Sgd.) Illegibly  
 3/X/53

20 ————— Certified that Cargo in Lighter No. 202 ex ss. Jalaveera has been  
 ————— this 2nd day of Oct. 1953.

R. L. C.  
 Intd. —————

(Sgd. Illegibly)

Colombo Road, 2/10/1953  
 Chief Officer —————

Time: 5 p.m.  
 Landing Waiter —————

**Warning**

All persons are warned not to enter "Kuttals" (and cabins) of  
 Lighters fumigated with Cyanide Gas until the Cargo is discharged  
 and the bilge water completely emptied.

30 (Same thing in Sinhalese)

X	X	X
X	X	X

Exhibits.  
 P 7.  
 144 Boat  
 Notes from  
 Blue Book  
 —contd.

No. 44

THE NEW LANDING & SHIPPING Co.

Boat Note No. 142                      Into Licensed Boat No. A 208  
 ss. Jalaveera                              Matter from Rangoon

CARGO FOR FUMIGATION

<i>Quantity and Description of Packages</i>	<i>Remarks</i>
Contents said to be Various 146 Bags Rice Packed in Single gunnies.	
One Hd. & Forty Six and 14 Bags mixed sweepings wg. 130, 100, 96, 82, 110, 86, 90, 110, 125, 112, 94, 112, 116, 103, 100, 96, 102, 108, 115, 105, 95, 103, 100, 90, 112, 102, 94, 106, 112, 103, 105, 153, 92, 86, 102, 105, 100, 87, 92, 108, 100, 86, 115 & 100 lbs. in each.	10
Landed 146 only. Intd. _____ 3/10	
2/C            L. A. Silva.	(Sgd.) Illegibly R/K 20
R. L. C. Intd. _____	
Certified that Cargo in Lighter No. 208 ex ss. Jalaveera has been _____ this 2nd day of Oct. 1953.	
	(Sgd.) Illegibly _____
Colombo Road, 3/10/1953	Time: 7 p.m.
Chief Officer — — —	Landing Waiter — — —

**Warning**

All persons are warned not to enter "Kuttals" (and cabins) of 30 Lighters fumigated with Cyanide Gas until the Cargo is discharged and the bilge water completely emptied.

(Same thing in Sinhalese)

X	X	X
X	X	X

## LAST BOAT

No. 44

THE NEW LANDING &amp; SHIPPING Co.

Boat Note No. 144                      Into Licensed Boat No. A 810  
 ss. Jalaveera                              Matter from Rangoon

Exhibits.  
 —  
 P 7.  
 144 Boat  
 Notes from  
 Blue Book  
 —contd.

## CARGO FOR FUMIGATION

	<i>Quantity and Description of Packages</i>	<i>Remarks</i>
	Contents said to be Various 78 Bags Rice Packed in Single gunnies.	
10	9 Bags stained said to be by sweat.	
	Seventy Eight and (45) Bags mixed sweepings wg. 106, 94, 85, 93, 107, 86, 76, 94, 85, 106, 80, 96, 87, 90, 75, 85, 94, 78, 86, 117, 112, 93, 84, 76, 92, 78, 94, 85, 105, 100, 106, 73, 85, 90, 96, 87, 103, 76, 94, 87, 93, 107, 96, 104 & 77 & (250) Bags more in dispute if considered to be delivered.	
	Reported landed 82                      (Sgd.) Illegibly 4 over landed                              3/10	
20	R. L. C.	
	Intd. —————                      (Sgd.) Illegibly 2/C              Kulasena                      R/K	
	Certified that Cargo in Lighter No. 810 ex ss. Jalaveera has been ——— — this 2nd day of Oct. 1953.	
	(Sgd.) Illegibly	
	Colombo Road, 2/10/53                      Time	
	Chief Officer —————                      Landing Waiter —————	
	Returned on Shore (11) Empty Sweeping bags.	
	<b>Warning</b>	
30	All persons are warned not to enter "Kuttals" (and cabins) of Lighters fumigated with Cyanide Gas until the Cargo is discharged and the bilge water completely emptied.	
	(Same thing in Sinhalese)	
	X	X
	X	X
	X	X



Exhibits.  
 —  
 P 25 (a)  
 Tally Books  
 of Delivery  
 ex Ware-house.

P 25 (a)

**Tally Books of Delivery ex Ware-house****D. F. S. Rice****H. M. CUSTOMS, COLOMBO****IMPORTS**

Tally Book of Deliveries	I
of cargo ex ss. Jalaveera	23/9/53

Vide Blue Book Number

Date of commencement of Second Rent —————

and of Harbour Dues —————

Pass Number	Date of Pass	Cart Licence Numbers		Number of Packages	Total	Initials of Landing Waiter	Exhibits. P 25 (a) Tally Books of Delivery or Warehouse —contd.
		Government	Customs				

D. F. S.

## 100625 Bag Rice

E No. or  
Various

10	4301	..	25/9	..	2101	..	107	..	80	..	80	..	Intd.
	2	..	..	..	..	..	116	..	80	..	80	..	..
	3	..	..	..	..	..	264	..	60	..	60	..	..
	4	..	..	..	..	..	115	..	80	..	80	..	..
	5	..	..	..	..	..	6542	..	60	..	60	..	..
	6	..	..	..	..	..	107	..	80	..	80	..	..
	7	..	..	..	..	..	138	..	80	..	80	..	..
	8	..	..	..	..	..	4889	..	45	..	45	..	..
	9	..	..	..	..	..	2110	..	40	..	40	..	..
	10	..	..	..	..	..	6542	..	50	..	50	..	..
20	11	..	..	..	..	..	116	..	80	..	80	..	..
	12	..	..	..	..	..	4175	..	45	..	45	..	..
	13	..	..	..	..	..	263	..	50	..	50	..	..
	14	..	..	..	..	..	264	..	60	..	60	..	..
	15	..	..	..	..	..	115	..	70	..	70	..	..
	16	..	..	..	..	..	107	..	80	..	80	..	..
	17	..	..	..	..	..	138	..	80	..	80	..	..

Exhibits.  
 P 25 (a)  
 Tally Books  
 of Delivery  
 ex Ware house  
 —contd.

Pass Number	Date of Pass	Cart Licence Numbers		Number of Packages	Total 1120	Initials of Landing Waiter
		Government	Customs			
4318	.. 25/9	.. L	.. 2110	.. 40	.. 40	.. Intd.
19	..	..	.. 4889	.. 45	.. 45	.. „
20	..	..	.. 6542	.. 50	.. 50	.. „
21	..	..	.. 4175	.. 45	.. 45	.. „
22	..	..	.. 116	.. 80	.. 80	.. „ 10
23	..	..	.. 107	.. 80	.. 80	.. „
24	..	..	.. 164	.. 60	.. 60	.. „
25	..	..	.. 115	.. 70	.. 70	.. „
26	..	..	.. 138	.. 80	.. 80	.. „
27	..	..	.. 4889	.. 45	.. 45	.. „
28	..	..	.. 2110	.. 40	..	.. „
29	..	..	.. 6542	.. 50	.. 90	.. „
30	..	..	.. 4175	.. 45	.. 45	.. „
31	..	..	.. 116	.. 80	..	.. „
32	..	..	.. 107	.. 80	.. 160	.. „ 20
33	..	..	.. 115	.. 70	.. 70	.. „
34	..	..	.. 138	.. 80	.. 80	.. „
35	..	..	.. 264	.. 60	.. 60	.. „
36	..	..	.. 4889	.. 45	.. 45	.. „
37	..	..	.. 6542	.. 50	.. 50	.. „
38	..	..	.. 2110	.. 40	.. 40	.. „

Pass Number	Date of Pass	Cart Licence Numbers		Number of Packages	Total 2355	Initials of Landing Waiter	Exhibits. P 25 (a) Tally Books of Delivery ex Warehouse —contd.
		Government	Customs				
4339	.. 25/9	.. L	.. 4175	.. 45	.. 45	.. Intd.	
40	..	..	.. 4889	.. 45	.. 45	.. „	
41	..	..	.. 6542	.. 50	.. 50	.. „	
42	..	..	.. 2110	.. 40	.. 40	.. „	
10 43	..	..	.. 4175	.. 45	.. 45	.. „	
44	..	..	.. 4889	.. 45	.. 45	.. „	
45	..	..	.. 6542	.. 50	.. 50	.. „	
46	..	..	.. 2110	.. 40	.. 40	.. „	
47	..	..	.. 4175	.. 45	.. 45	.. „	
48	..	..	.. 4889	.. 45	.. 45	.. „	
49	..	..	.. 6542	.. 50	.. 50	.. „	
50	..	..	.. 1988	.. 70	..	..	
51	..	..	.. 1149	.. 70	.. 140	.. „	
52	..	..	.. 8723	.. 70	..	..	
20 53	..	..	.. 6164	.. 70	..	..	
54	..	..	.. 5977	.. 70	..	..	
55	..	..	.. 3314	.. 70	..	..	
56	..	..	.. 8950	.. 70	..	..	
57	..	..	.. 9867	.. 70	..	..	
58	..	..	.. 8750	.. 70	..	..	
59	..	..	.. 2989	.. 70	.. 560	.. „	

Exhibits.  
 P 25 (a)  
 Tally Books  
 of Delivery  
 ex Warehouse  
 —contd.

Pass Number	Date of Pass	Cart Licence Numbers		Number of Packages	Total 3555	Initials of Landing Waiter
		Government	Customs			
4360	.. 25/9	.. L	.. 2205	.. 70	.. 70	.. Intd.
61	..	..	.. 1125	.. 70	..	..
62	..	..	.. 2320	.. 70	..	..
63	..	..	.. 1126	.. 70	.. 210	.. „
64	..	..	.. 5977	.. 70	.. 70	.. „ 10
65	..	..	.. 9867	.. 70	.. 70	.. „
66	..	..	.. 8723	.. 70	.. 70	.. „
67	..	..	.. 1149	.. 70	..	..
68	..	..	.. 1988	.. 70	.. 140	.. „
69	..	..	.. 8950	.. 70	.. 70	.. „
70	..	..	.. 6164	.. 70	..	..
71	..	..	.. 2989	.. 70	..	..
72	..	..	.. 8750	.. 70	.. 210	.. „
73	..	..	.. 3314	.. 70	..	..
74	..	..	.. 5977	.. 70	.. 140	.. „ 20
75	..	..	.. 2205	.. 70	..	..
76	..	..	.. 9867	.. 70	.. 140	.. „
77	..	..	.. 1125	.. 70	..	..
78	..	..	.. 8723	.. 70	.. 140	.. „
79	..	..	.. 1126	.. 70	.. 70	.. „

<i>Pass Number</i>	<i>Date of Pass</i>	<i>Cart Licence Numbers</i>		<i>Number of Packages</i>	<i>Total 1955</i>	<i>Initials of Landing Waiter</i>	Exhibits. P 25 (a) Tally Books of Delivery ex Warehouse —contd.
		<i>Government</i>	<i>Customs</i>				
4380	.. 25.9.53..	..	2320	.. 70	.. 70	.. Intd.	
81	.. ..	..	8750	.. 70	.. 70	.. „	
82	.. ..	..	2989	.. 70	.. 70	.. „	
83	.. ..	..	5977	.. 70	.. 70	.. „	
84	.. ..	..	1149	.. 70	.. 70	.. „	
10 86	.. ..	..	1988	.. 70	.. 70	.. „	
87	.. ..	..	8950	.. 70	.. 70	.. „	
88	.. ..	..	9867	.. 70	.. 70	.. „	
89	.. ..	..	6164	.. 70	.. 70	.. „	
90	.. ..	..	8723	.. 70	.. 70	.. „	
91	.. ..	..	8750	.. 70	.. 70	.. „	
92	.. ..	..	2989	.. 70	.. 70	.. „	
93	.. ..	..	2205	.. 70	.. 70	.. „	
94	.. ..	..	1125	.. 70	..	..	
95	.. ..	..	3314	.. 70	..	..	
20 96	.. ..	..	5977	.. 70	.. 210	.. „	
97	.. ..	..	9867	.. 70	.. 70	.. „	
98	.. ..	..	8723	.. 70	.. 70	.. „	
99	.. ..	..	8723	.. 70	.. 70	.. „	
4400	.. ..	..	2320	.. 70	.. 70	.. „	

## Exhibits.

P 25 (a)  
Tally Books  
of Delivery  
ox Warehouse  
—contd.

Pass Number	Date of Pass	Cart Licence Numbers		Number of Packages	Total 6355	Initials of Landing Waiter
		Government	Customs			
4501	.. 25.9.53..	..	8750	.. 70	.. 70	.. Intd.
2	.. ..	..	1149	.. 70	..	..
3	.. ..	..	2989	.. 70	.. 140	.. ,,
4	.. ..	..	1988	.. 70	..	..
5	.. ..	..	8950	.. 70	..	..
6	.. ..	..	5977	.. 70	.. 210	.. ,, 10
7	.. ..	..	9867	.. 70	.. 70	.. ,,
8	.. ..	..	8723	.. 70	.. 70	.. ,,
9	.. ..	..	8750	.. 70	..	..
10	.. ..	..	2989	.. 70	..	..
11	.. ..	..	2205	.. 70	..	..
12	.. ..	..	6164	.. 70	..	..
13	.. ..	..	5977	.. 70	.. 350	.. ,,
14	.. ..	..	3314	.. 70	..	..
15	.. ..	..	9867	.. 70	..	..
16	.. ..	..	1149	.. 70	..	.. 20
17	.. ..	..	8950	.. 70	..	..
18	.. ..	..	8723	.. 70	..	..
19	.. ..	..	1988	.. 70	.. 420	.. ,,
20	.. ..	..	1125	.. 70	.. 70	.. ,,

Pass Number	Date of Pass	Cart Licence Numbers		Number of Packages	Total 7755	Initials of Landing Waiter	Exhibits. P 25 (a) Tally Books of Delivery ex Ware house --contd.
		Government	Customs				
4521	.. 25.9.53..	L	.. 1126	.. 70	.. 70	.. Intd.	
22	.. ..	..	.. 2989	.. 70	.. 70	.. „	
23	.. ..	..	.. 2320	.. 70	.. 70	.. „	
24	.. ..	..	.. 8750	.. 70	.. 70	.. „	
25	.. ..	..	.. 5977	.. 70	.. 70	.. „	
10 26	.. ..	..	.. 9867	.. 70	.. 70	.. „	
27	.. ..	..	.. 8723	.. 70	.. 70	.. „	
28	.. ..	..	.. 2989	.. 70	.. 70	.. „	
29	.. ..	..	.. 2205	.. 70	.. 70	.. „	
30	.. ..	..	.. 5977	.. 70	.. 70	.. „	
31	.. ..	..	.. 6164	.. 70	.. 70	.. „	
32	.. ..	..	.. 1149	.. 70	.. 70	.. „	
33	.. ..	..	.. 8750	.. 70	.. 70	.. „	
34	.. ..	..	.. 3314	.. 70	.. 70	.. „	
35	.. ..	..	.. 8723	.. 70	.. 70	.. „	
20 36	.. ..	..	.. 8950	.. 70	.. ..	.. „	
37	.. ..	..	.. 9867	.. 70	.. 140	.. „	
38	.. ..	..	.. 1988	.. 70	.. 70	.. „	
39	.. ..	..	.. 2989	.. 70	.. 70	.. „	
40	.. ..	..	.. 1125	.. 70	.. 70	.. „	



Exhibits.

P 25 (a)  
Tally Books  
of Delivery  
ex Warehouse  
—contd.

<i>Pass Number</i>	<i>Date of Pass</i>	<i>Cart Licence Numbers</i>		<i>Number of Packages</i>	<i>Total 9155</i>	<i>Initials of Landing Waiter</i>
		<i>Government</i>	<i>Customs</i>			
4541	.. 25.9.53..	..	5977	.. 70 ..	70	Intd.
42	.. ..	..	1126	.. 70 ..	70	.. ,,
43	.. ..	..	8750	.. 70 ..	..	..
44	.. ..	..	8723	.. 70 ..	140	.. ,,
45	.. ..	..	2320	.. 70 ..	..	..
46	.. ..	..	9867	.. 70 ..	140	.. ,, 10
47	.. ..	..	2989	.. 70 ..	70	.. ,,
48	.. ..	..	2205	.. 70 ..	70	.. ,,
49	.. ..	..	6164	.. 70 ..	..	..
50	.. ..	..	5977	.. 70 ..	140	.. ,,
51	.. ..	..	1149	.. 70 ..	70	.. ,,
52	.. ..	..	3314	.. 70 ..	70	.. ,,
53	.. ..	..	8750	.. 70 ..	..	..
54	.. ..	..	8950	.. 70 ..	140	.. ,,
55	.. ..	..	1988	.. 70 ..	..	..
56	.. ..	..	8723	.. 70 ..	140	.. ,, 20
57	.. ..	..	1125	.. 70 ..	70	.. ,,
58	.. ..	..	9867	.. 70 ..	70	.. ,,
59	.. ..	..	2989	.. 70 ..	70	.. ,,
60	.. ..	..	5977	.. 70 ..	70	.. ,,

<i>Pass Number</i>	<i>Date of Pass</i>	<i>Cart Licence Numbers</i>		<i>Number of Packages</i>	<i>Total 10555</i>	<i>Initials of Landing Waiter</i>	Exhibits. — P 25 (a) Tally Books of Delivery ex Warehouse — contd.
		<i>Government</i>	<i>Customs</i>				
4561	.. 25.9.53..	..	1126	.. 70	.. 70	.. Intd.	
62	.. ..	..	8750	.. 70	.. 70	.. „	
63	.. ..	..	2320	.. 70	.. ..	.. „	
64	.. ..	..	8723	.. 70	.. 140	.. „	
65	.. ..	..	2205	.. 70	.. 70	.. „	
10 66	.. ..	..	6164	.. 70	.. 70	.. „	
67	.. ..	..	9867	.. 70	.. 70	.. „	
68	.. ..	..	1149	.. 70	.. 70	.. „	
69	.. ..	..	3314	.. 70	.. 70	.. „	
70	.. ..	11255	2989	.. 70	.. 70	.. „	
71	.. 26.9. ..	..	8950	.. 70	.. ..	.. „	
72	.. ..	..	5977	.. 70	.. 140	.. „	
73	.. ..	..	8750	.. 70	.. 70	.. „	
74	.. ..	..	1988	.. 70	.. 70	.. „	
75	.. ..	..	1125	.. 70	.. 70	.. „	
20 76	.. ..	..	1126	.. 70	.. ..	.. „	
77	.. ..	..	8723	.. 70	.. 140	.. „	
78	.. ..	..	9867	.. 70	.. ..	.. „	
79	.. ..	..	6164	.. 70	.. ..	.. „	
80	.. ..	..	2320	.. 70	.. 210	.. „	

## Exhibits.

P 25 (a)  
Tally Books  
of Delivery  
ex Warehouse  
—contd.

Pass Number	Date of Pass	Cart Licence Numbers		Number of Packages	Total 11955	Initials of Landing Waiter
		Government	Customs			
4581	26/9	..	2989	70	70	Intd.
82	..	..	2205	70	70	..
83	..	..	5977	70	70	..
84	..	..	8750	70	70	..
85	..	..	1149	70	70	..
86	..	..	8950	70	70	..
87	..	..	3314	70	70	..
88	..	..	8723	70	70	..
89	..	..	2989	70	70	..
90	..	..	1988	70	70	..
91	..	..	5977	70	70	..
92	..	..	1125	70	70	..
93	..	..	6164	70	70	..
94	..	..	8750	70	70	..
5001	26/9	.. L	3798	70	..	..
2	..	..	2168	90	160	..
3	..	..	3364	70	..	..
4	..	..	3215	70	..	..
5	..	..	4897	70	..	..
6	..	..	1918	70	280	..

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Exhibits.  
 P 25 (a)  
 Tally Books  
 of Delivery  
 ex Warehouse  
 —contd.

Pass Number	Date of Pass	Cart Licence Numbers		Number of Packages	Total 13375	Initials of Landing Waiter
		Government	Customs			
5007	.. 26/9	.. L	.. 2327	.. 70	.. 70	.. Intd.
08	..	..	.. 1173	.. 70	.. 70	.. „
09	..	..	.. 2168	.. 90	.. 90	.. „
10	..	..	.. 3364	.. 70	.. 70	.. „
10	..	..	.. 1918	.. 70	.. 70	.. „
12	..	..	.. 4897	.. 70	.. 70	.. „
13	..	..	.. 2327	.. 70	.. 70	.. „
14	..	..	.. 3215	.. 70	.. 70	.. „
15	..	..	.. 2168	.. 90	.. 90	.. „
16	..	..	.. 3364	.. 70	.. 70	.. „
17	..	..	.. 1918	.. 70	.. 70	.. „
18	..	..	.. 1227	.. 70	.. 70	.. „
19	..	..	.. 4897	.. 70	.. 70	.. „
20	..	..	.. 2327	.. 70	.. 70	.. „
20	..	..	.. 3798	.. 70	.. 70	.. „
22	..	..	.. 3215	.. 70	.. 70	.. „
23	..	..	.. 2168	.. 90	.. 90	.. „
24	..	..	.. 3364	.. 70	.. 70	.. „
25	..	..	.. 1227	.. 70	..	..
26	..	..	.. 4897	.. 70	.. 140	.. ,

Exhibits.  
 P 25 (a)  
 Tally Books  
 of Delivery  
 ex Warehouse  
 —contd.

Pass Number	Date of Pass	Cart Licence Numbers		Number of Packages	Total 14835	Initials of Landing Waiter
		Government	Customs			
5027 ..	26/9 ..	L ..	1918 ..	70 ..	70 ..	Intd.
28 ..	..	..	2327 ..	70 ..	70 ..	„
29 ..	..	..	3215 ..	70 ..	70 ..	„
30 ..	..	..	2168 ..	90 ..	90 ..	„
31 ..	..	..	3364 ..	70 ..	70 ..	„ 10
32 ..	..	..	1918 ..	70 ..	70 ..	„
33 ..	..	..	1227 ..	70 ..	70 ..	„
34 ..	..	..	4897 ..	70 ..	70 ..	„
35 ..	..	..	3352 ..	70 ..	70 ..	„
36 ..	..	..	2327 ..	70 ..	70 ..	„
37 ..	..	..	1173 ..	70 ..	70 ..	„
38 ..	26/9 ..	L ..	2397 ..	70 ..	..	..
39 ..	..	..	3215 ..	70 ..	..	..
40 ..	..	..	4897 ..	70 ..	..	..
41 ..	..	..	3352 ..	70 ..	280 ..	„ 20
42 ..	..	..	3364 ..	70 ..	70 ..	„
43 ..	..	..	1227 ..	70 ..	..	..
44 ..	..	..	2327 ..	70 ..	..	..
45 ..	..	..	1918 ..	70 ..	210 ..	„
46 ..	..	..	4897 ..	70 ..	70 ..	„
47 ..	..	..	3364 ..	70 ..	70 ..	„

Pass Number	Date of Pass	Cart Licence Numbers		Number of Packages	Total 16325	Initials of Landing Waiter	Exhibits. — P 25 (a) Tally Books of Delivery ex Warehouse —contd.
		Government	Customs				
5048	.. 26/9	.. L	.. 1173	.. 70	.. 70	.. Intd.	
49	..	..	.. 3352	.. 70	..	..	
50	..	..	.. 6164	.. 70	.. 140	.. „	
51	..	..	.. 2397	.. 70	.. 70	.. „	
10 52	..	..	.. 3215	.. 70	..	..	
53	..	..	.. 2327	.. 70	.. 140	.. „	
54	..	..	.. 1227	.. 70	..	..	
55	..	..	.. 4897	.. 70	.. 140	.. „	
56	..	..	.. 1918	.. 70	..	..	
57	..	..	.. 3364	.. 70	.. 140	.. „	
58	..	..	.. 1173	.. 70	.. 70	.. „	
59	..	..	.. 3352	.. 70	.. 70	.. „	
60	..	..	.. 6164	.. 70	.. 70	.. „	
61	..	..	.. 3215	.. 70	..	..	
20 62	..	..	.. 2397	.. 70	.. 140	.. „	
63	..	..	.. 1227	.. 70	..	..	
64	..	..	.. 4847	.. 70	.. 140	.. „	
65	..	..	.. 1918	.. 70	.. 70	.. „	
66	..	..	.. 3364	.. 70	.. 70	.. „	
67	..	..	.. 1173	.. 70	.. 70	.. „	

Exhibits.

P 25 (a)  
Tally Books  
of Delivery  
ex Warehouse  
—contd.

Pass Number	Date of Pass	Cart Licence Numbers		Number of Packages	Total 17725	Initials of Landing Waiter
		Government	Customs			
5068	.. 26/9	.. L	.. 2327	.. 70	.. 70	.. Intd.
69	..	..	.. 6164	.. 70	.. 70	.. „
70	..	..	.. 3352	.. 70	..	..
71	..	..	.. 2397	.. 70	.. 140	.. „
72	..	..	.. 1918	.. 70	.. 70	.. „ 10
73	..	..	.. 3215	.. 70	.. 70	.. „
74	..	..	.. 1173	.. 70	.. 70	.. „
75	..	..	.. 1229	.. 70	.. 70	.. „
76	..	..	.. 6164	.. 70	.. 70	.. „
77	..	..	.. 4897	.. 70	.. 70	.. „
78	..	..	.. 3352	.. 70	.. 70	.. „
79	..	..	.. 3364	.. 70	.. 70	.. „
80	..	..	.. 1918	.. 70	.. 70	.. „
81	..	..	.. 2327	.. 70	.. 70	.. „
82	..	..	.. 1173	.. 70	.. 70	.. „ 20
83	..	..	.. 2397	.. 70	..	..
84	..	..	.. 1227	.. 70	.. 140	.. „
85	..	..	.. 3215	.. 70	.. 70	.. „
86	..	..	.. 4897	.. 70	.. 70	.. „
87	..	..	.. 6164	.. 70	.. 70	.. „

<i>Pass Number</i>	<i>Date of Pass</i>	<i>Cart Licence Numbers</i>		<i>Number of Packages</i>	<i>Total 19125</i>	<i>Initials of Landing Waiter</i>	<i>Exhibits. P 25 (a) Tally Books of Delivery or Warehouse —contd.</i>
		<i>Government</i>	<i>Customs</i>				
5088	.. 26/9	.. L	.. 1918	.. 70	..	..	
89	..	..	.. 3352	.. 70	.. 140	.. Intd.	
90	..	..	.. 1173	.. 70	.. 70	.. „	
91	..	..	.. 3364	.. 70	.. 70	.. „	
10 92	..	..	.. 3215	.. 70	.. 70	.. „	
93	..	..	.. 2327	.. 70	.. 70	.. „	
94	..	..	.. 4897	.. 70	.. 70	.. „	
95	..	..	.. 2397	.. 70	.. 70	.. „	
96	..	..	.. 6164	.. 70	.. 70	.. „	
97	..	..	.. 3352	.. 70	..	..	
98	..	..	.. 3364	.. 70	..	..	
99	..	..	.. 1173	.. 70	..	..	
5100	..	..	.. 2327	.. 70	..	..	
6301	..	..	.. 1227	.. 70	..	..	
20 02	..	..	.. 3215	.. 70	..	..	
03	..	..	.. 6164	.. 70	.. 490	.. „	
04	..	..	.. 1918	.. 70	..	..	
05	..	..	.. 2397	.. 70	.. 140	.. „	
06	..	..	.. 4897	.. 70	.. 70	.. „	
07	..	..	.. 3364	.. 70	.. 70	.. „	



Exhibits.  
 P 25 (a)  
 Tally Books  
 of Delivery  
 ex Warehouse  
 —contd.

Pass Number	Date of Pass	Cart Licence Numbers		Number of Packages	Total 20525	Initials of Landing Waiter
		Government	Customs			
6308	.. 26/9	.. L	.. 3352	.. 70	.. 70	.. Intd.
09	..	..	.. 2327	.. 70	..	..
10	..	..	.. 1173	.. 70	.. 140	.. „
11	..	..	.. 2397	.. 70	..	..
12	..	..	.. 1227	.. 70	.. 140	.. „ 10
13	..	..	.. 3215	.. 70	.. 70	.. „
14	..	..	.. 1918	.. 70	..	..
15	..	..	.. 3364	.. 70	.. 140	.. „
16	..	..	.. 4897	.. 70	.. 70	.. „
17	..	..	.. 6164	.. 70	..	..
18	..	..	.. 3352	.. 70	.. 140	.. „
19	..	..	.. 2327	.. 70	..	..
20	..	..	.. 2397	.. 70	..	..
21	..	..	.. 1173	.. 70	.. 210	.. „
22	..	..	.. 1227	.. 70	..	.. 20
23	..	..	.. 1918	.. 70	..	..
24	..	..	.. 3215	.. 70	.. 210	.. „
25	..	..	.. 4897	.. 70	.. 70	.. „
26	..	..	.. 3352	.. 70	..	..
27	..	..	.. 3364	.. 70	.. 140	.. „

Pass Number	Date of Pass	Cart Licence Numbers		Number of Packages	Total 21925	Initials of Landing Waiter	Exhibits, P 25 (a) Tally Books of Delivery ex Warehouse —contd.
		Government	Customs				
6328	.. 26/9	.. L	.. 2327	.. 70	..	..	
29	..	..	.. 6164	.. 70	.. 140	.. Intd.	
30	..	..	.. 1173	.. 70	.. 70	.. „	
31	..	..	.. 2397	.. 70	.. 70	.. „	
10 32	..	..	.. 1227	.. 70	.. 70	.. „	
33	..	..	.. 3215	.. 70	..	..	
34	..	..	.. 1918	.. 70	.. 140	.. „	
35	..	..	.. 3364	.. 70	..	..	
36	..	..	.. 3352	.. 70	.. 140	.. „	
37	..	..	.. 1173	.. 70	.. 70	.. „	
38	..	..	.. 4897	.. 70	.. 70	.. „	
39	..	..	.. 2327	.. 70	.. 70	.. „	
40	..	..	.. 6164	.. 70	.. 70	.. „	
41	..	..	.. 3215	.. 70	.. 70	.. „	
20 43	..	..	.. 3364	.. 70	.. 70	.. „	
42	..	..	.. 2397	.. 70	.. 70	.. „	
44	..	..	.. 1227	.. 70	.. 70	.. „	
45	..	..	.. 1918	.. 70	.. 70	.. „	
46	..	..	.. 3352	.. 70	..	..	
47	..	..	.. 1173	.. 70	.. 140	.. „	

## Exhibits.

P 25 (a)  
Tally Books  
of Delivery  
ex Warehouse  
—contd.

Pass Number	Date of Pass	Cart Licence Numbers		Number of Packages	Total 23325	Initials of Landing Waiter
		Government	Customs			
6348	.. 26/9	..	2327	.. 70	..	..
49	..	..	4897	.. 70	.. 140	.. Intd.
50	..	..	3364	.. 70	..	..
51	..	..	3215	.. 70	.. 140	.. ,,
52	..	..	6164	.. 70	.. 70	.. ,, 10
53	..	..	2397	.. 70	.. 70	.. ,,
54	..	..	1918	.. 70	.. 70	.. ,,
55	..	..	1227	.. 70	.. 70	.. ,,
56	..	.. 23955	3352	.. 70	.. 70	.. ,,
57	.. 27/9	..	1173	.. 70	.. 70	.. ,,
58	..	..	CE 3352	.. 70	.. 70	.. ,,
59	..	..	4897	.. 70	.. 70	.. ,,
60	..	..	1227	.. 70	.. 70	.. ,,
61	..	..	3364	.. 70	.. 70	.. ,,
62	..	..	1918	.. 70	..	.. 20
63	..	..	3215	.. 70	.. 140	.. ,,
64	..	..	1173	.. 70	.. 70	.. ,,
65	..	..	6164	.. 70	.. 70	.. ,,
66	..	..	2397	.. 70	.. 70	.. ,,
67	..	..	4897	.. 70	.. 70	.. ,,

Pass Number	Date of Pass	Cart Licence Numbers		Number of Packages	Total 24725	Initials of Landing Waiter	Exhibits. P 25 (a) Tally Books of Delivery ex Warehouse —contd.
		Government	Customs				
6368	.. 27/9	.. L	.. 3352	.. 70	..	..	
69	..	..	.. 1227	.. 70	.. 140	.. Intd.	
70	..	..	.. 1918	.. 70	..	..	
71	..	..	.. 3364	.. 70	..	..	
10 72	..	..	.. 3215	.. 70	.. 210	.. „	
73	..	..	.. 1173	.. 70	.. 70	.. „	
74	..	..	.. 6164	.. 70	.. 70	.. „	
75	..	..	.. 4897	.. 70	.. 70	.. „	
76	..	..	.. 2397	.. 70	.. 70	.. „	
77	..	..	.. 1227	.. 70	.. 70	.. „	
78	..	..	.. 3352	.. 70	.. 70	.. „	
79	..	..	.. 1918	.. 70	..	..	
80	..	..	.. 3215	.. 70	.. 140	.. „	
81	..	..	.. 3364	.. 70	..	..	
20 82	..	..	.. 6164	.. 70	.. 140	.. „	
83	..	..	.. 2397	.. 70	.. 70	.. „	
84	..	..	.. 1173	.. 70	.. 70	.. „	
85	..	..	.. 1227	.. 70	..	..	
86	..	..	.. 4897	.. 70	.. 140	.. „	
87	..	..	.. 1918	.. 70	.. 70	.. „	

Exhibits.  
—  
P 25 (a)  
Tally Books  
of Delivery  
ex Warehouse  
—contd.

Pass Number	Date of Pass	Cart Licence Numbers		Number of Packages	Total 26125	Initials of Landing Waiter
		Government	Customs			
6388	.. 27.9.53..	.. 1173	.. 70	.. 70	.. 70	.. Intd.
9	.. ..	.. 3364	.. 70	.. 70	.. 70	.. ,,
6390	.. ..	.. 1918	.. 70	.. 70	.. 70	.. ,,
91	.. ..	.. 1626	.. 70	.. 70	.. 70	.. ,,
92	.. ..	.. 513	.. 70	.. 70	.. 140	.. ,, 10
93	.. ..	.. 3364	.. 70	.. 70	.. 70	.. ,,
94	.. ..	.. 1918	.. 70	.. 70	.. 70	.. ,,
95	.. ..	.. 1173	.. 70	.. 70	.. 70	.. ,,
96	.. ..	.. 1686	.. 70	.. 70	.. 70	.. ,,
97	.. ..	.. 513	.. 70	.. 70	.. 70	.. ,,
98	.. ..	.. 3364	.. 70	.. 70	.. 70	.. ,,
99	.. ..	.. 1918	.. 70	.. 70	.. 70	.. ,,
400	.. ..	.. 1173	.. 70	.. 70	.. 70	.. ,,
4701	.. ..	.. 1626	.. 70	.. 70	.. 70	.. ,,
02	.. ..	.. 2327	.. 70	.. 70	.. 70	.. ,, 20
03	.. ..	.. 513	.. 70	.. 70	.. 70	.. ,,
04	.. ..	.. 3364	.. 70	.. 70	.. 70	.. ,,
05	.. ..	.. 1918	.. 70	.. 70	.. 140	.. ,,
06	.. ..	.. 1173	.. 70	.. 70	.. 70	.. ,,
07	.. ..	.. 1626	.. 70	.. 70	.. 70	.. ,,

<i>Pass Number</i>	<i>Date of Pass</i>	<i>Cart Licence Numbers</i>		<i>Number of Packages</i>	<i>Total</i>	<i>Initials of Landing Waiter</i>	Exhibits, P 25 (a) Tally Books of Delivery ex Warehouse —contd.
		<i>Government</i>	<i>Customs</i>				
4708	.. 27/9	..	513	.. 70	..	..	
09	..	..	2327	.. 70	.. 140	.. Intd.	
10	..	..	3364	.. 70	.. 70	.. „	
11	..	..	1918	.. 70	.. 70	.. „	
10	12	..	1173	.. 70	.. 70	.. „	
13	..	..	1626	.. 70	..	..	
14	..	..	4897	.. 70	..	..	
15	..	..	513	.. 70	.. 210	.. „	
16	..	..	2327	.. 70	.. 70	.. „	
17	..	..	1918	.. 70	.. 70	.. „	
18	..	..	3364	.. 70	..	..	
19	..	..	1173	.. 70	.. 140	.. „	
20	..	..	1626	.. 70	.. 70	.. „	
21	..	..	4897	.. 70	.. 70	.. „	
20	22	..	513	.. 70	.. 70	.. „	
23	..	..	2327	.. 70	.. 70	.. „	
24	..	..	1918	.. 70	.. 70	.. „	
25	..	..	3364	.. 70	.. 70	.. „	
26	..	..	1173	.. 70	.. 70	.. „	
27	..	..	1626	.. 70	.. 70	.. „	
28	..	..	4897	.. 70	.. 70	.. „	

Exhibits.  
 —  
 P 25 (a)  
 Tally Books  
 of Delivery  
 ex Warehouse  
 —contd.

<i>Pass Number</i>	<i>Date of Pass</i>	<i>Cart Licence Numbers</i>		<i>Number of Packages</i>	<i>Total 28995</i>	<i>Initials of Landing Waiter</i>
		<i>Government</i>	<i>Customs</i>			
4729	.. 27.9.53..	..	513	.. 70	.. 70	.. Intd.
30	.. ..	..	2327	.. 70	.. 70	.. „
31	.. ..	..	1918	.. 70	.. 70	.. „
32	.. ..	..	3364	.. 70	.. 70	.. „
33	.. ..	..	1173	.. 70	.. 70	.. „ 10
34	.. ..	..	1626	.. 70	.. 70	.. „
35	.. ..	..	4897	.. 70	.. 70	.. „
36	.. ..	..	513	.. 70	.. 70	.. „
37	.. ..	..	2327	.. 70	.. 70	.. „
38	.. 27/9 ..	..	1918	.. 70	.. ..	
39	.. ..	..	3364	.. 70	.. ..	
40	.. ..	..	2397	.. 70	.. ..	
41	.. ..	..	6806	.. 70	.. ..	
42	.. ..	..	2168	.. 90	.. ..	
43	.. ..	..	3360	.. 70	.. ..	20
44	.. ..	..	2207	.. 70	.. ..	
45	.. ..	..	2321	.. 70	.. ..	
46	.. ..	..	3400	.. 50	.. ..	
47	.. ..	..	1126	.. 70	.. 700	.. „
48	.. ..	..	1140	.. 70	.. 70	.. „

<i>Pass Number</i>	<i>Date of Pass</i>	<i>Cart Licence Numbers</i>		<i>Number of Packages</i>	<i>Total</i>	<i>Initials of Landing Waiter</i>	Exhibits. P 25 (a) Tally Books of Delivery ex Warehouse —contd.
		<i>Government</i>	<i>Customs</i>				
4749	.. 27/9	.. L	.. 2129	.. 70	..	..	
50	..	..	.. 9664	.. 70	..	..	
51	..	..	.. 8723	.. 70	..	..	
52	..	..	.. 1072	.. 70	.. 280	.. Intd.	
10 53	..	..	.. 15	.. 50	.. 50	.. „	
54	..	..	.. 1072	.. 70	.. 70	.. „	
55	..	..	.. 8723	.. 70	.. 70	.. „	
56	..	..	.. 1140	.. 70	.. 70	.. „	
57	..	..	.. 2129	.. 70	.. 70	.. „	
58	..	..	.. 9664	.. 70	.. 70	.. „	
59	..	..	.. 1072	.. 70	.. 70	.. „	
60	..	..	.. 8723	.. 70	.. 70	.. „	
61	..	..	.. 2321	.. 70	..	..	
62	..	..	.. 2207	.. 70	..	..	
20 63	..	..	.. 1140	.. 70	.. 210	.. „	
64	..	..	.. 3400	.. 50	.. 50	.. „	
65	..	..	.. 2129	.. 70	..	..	
66	..	..	.. 1126	.. 70	.. 140	.. „	
67	..	..	.. 1918	.. 70	.. 70	.. „	
68	..	..	.. 9664	.. 70	.. 70	.. „	



## Exhibits.

P 25 (a)  
Tally Books  
of Delivery  
ex Warehouse  
—contd.

<i>Pass Number</i>	<i>Date of Pass</i>	<i>Cart Licence Numbers</i>		<i>Number of Packages</i>	<i>Total 31755</i>	<i>Initials of Landing Waiter</i>
		<i>Government</i>	<i>Customs</i>			
4769 ..	27/9 ..	L ..	3364 ..	70 ..	..	..
70 ..	..	..	3360 ..	70 ..	140 ..	Intd.
72 ..	..	..	2397 ..	70 ..	70 ..	„
71 ..	..	..	1072 ..	70 ..	..	..
73 ..	..	..	8723 ..	70 ..	140 ..	„ 10
74 ..	..	..	15 ..	45 ..	45 ..	„
75 ..	..	..	1140 ..	70 ..	70 ..	„
76 ..	..	..	2129 ..	70 ..	70 ..	„
77 ..	..	..	2321 ..	70 ..	..	..
78 ..	..	..	6806 ..	70 ..	140 ..	„
79 ..	..	..	2207 ..	70 ..	70 ..	„
80 ..	..	..	1072 ..	70 ..	70 ..	„
81 ..	..	..	3400 ..	50 ..	50 ..	„
82 ..	..	..	9664 ..	70 ..	70 ..	„
83 ..	..	..	1126 ..	70 ..	..	.. 20
84 ..	..	..	8723 ..	70 ..	140 ..	„
85 ..	..	..	1918 ..	70 ..	70 ..	„
86 ..	..	..	1140 ..	70 ..	70 ..	„
87 ..	..	..	2168 ..	90 ..	90 ..	„
88 ..	..	..	2129 ..	70 ..	70 ..	„

Pass Number	Date of Pass	Cart Licence Numbers		Number of Packages	Total  33130	Initials of Landing Writer	Exhibits. --- P 25 (a) Tally Books of Delivery ex Warehouse —contd.
		Government	Customs				
4789	.. 27/9	.. L	.. 3364	.. 70	.. 70	.. Intd.	
90	..	..	.. 3360	.. 70	.. 70	.. „	
91	..	..	.. 2397	.. 70	.. 70	.. „	
92	..	..	.. 15	.. 45	.. 45	.. „	
10 93	..	..	.. 2321	.. 70	.. 70	.. „	
94	..	..	.. 3400	.. 50	.. 50	.. „	
95	..	..	.. 1126	.. 70	.. 70	.. „	
96	..	..	.. 2207	.. 70	..	..	
97	..	..	.. 1918	.. 70	..	..	
98	..	..	.. 8723	.. 70	.. 210	.. „	
99	..	..	.. 1072	.. 70	.. 70	.. „	
800	..	..	.. 9664	.. 70	..	..	
4801	..	..	.. 1140	.. 70	..	..	
2	..	..	.. 2129	.. 70	.. 210	.. „	
20 3	..	..	.. 1072	.. 70	.. 70	.. „	
4	..	..	.. 9664	.. 70	..	..	
5	..	..	.. 3360	.. 70	..	..	
6	..	..	.. 3360	.. 70	.. 210	.. „	
7	..	..	.. 1140	.. 70	.. 70	.. „	
8	..	..	.. 2397	.. 70	.. 70	.. „	

## Exhibits.

P 25 (a)  
Tally Books  
of Delivery  
ex Warehouse  
—contd.

<i>Pass Number</i>	<i>Date of Pass</i>	<i>Cart Licence Numbers</i>		<i>Number of Packages</i>	<i>Total</i>	<i>Initials of Landing Waiter</i>
		<i>Government</i>	<i>Customs</i>			
4809 ..	..	..	15 ..	45 ..	..	..
10 ..	..	..	2129 ..	70 ..	115 ..	Intd.
12 ..	..	..	8723 ..	70 ..	..	..
11 ..	..	..	2321 ..	70 ..	..	..
13 ..	..	..	3400 ..	50 ..	190 ..	.. „ 10
14 ..	..	..	1072 ..	70 ..	70 ..	.. „
15 ..	..	..	1126 ..	70 ..	70 ..	.. „
16 ..	..	..	2207 ..	70 ..	..	..
17 ..	..	..	9664 ..	70 ..	140 ..	.. „
18 ..	..	..	1918 ..	70 ..	..	..
19 ..	..	..	1140 ..	70 ..	140 ..	.. „
20 ..	..	..	3364 ..	70 ..	70 ..	.. „
21 ..	..	..	2129 ..	70 ..	70 ..	.. „
22 ..	..	..	3360 ..	70 ..	70 ..	.. „
23 ..	..	..	8723 ..	70 ..	70 ..	.. „ 20
24 ..	..	..	2397 ..	70 ..	70 ..	.. „
25 ..	..	..	15 ..	45 ..	45 ..	.. „
26 ..	..	..	1072 ..	70 ..	70 ..	.. „
27 ..	..	..	2321 ..	70 ..	..	..
28 ..	..	..	9664 ..	70 ..	140 ..	.. „
29 ..	..	..	3400 ..	50 ..	50 ..	.. „

<i>Pass Number</i>	<i>Date of Pass</i>	<i>Cart Licence Numbers</i>		<i>Number of Packages</i>	<i>Total</i>	<i>Initials of Landing Waiter</i>	<i>Exhibits. P 25 (a) Tally Books of Delivery ex Warehouse —contd.</i>
		<i>Government</i>	<i>Customs</i>				
					35865		
			1140	70			
			1126	70	140		Intd.
			2129	70	70		„
			2207	70			
10			1918	70	140		„
			8723	70	70		„
			3364	70	70		„
			1072	70			
		36495	3360	70	140		„
	28.9.53		15	45	45		„
			2397	70			
			9664	70	140		„
			1140	70	70		„
			2321	70	70		„
20			2129	70	70		„
			1126	70			
			3400	50	120		„
			1918	70	70		„
			2207	70	70		„
			3364	70	70		„

Exhibits.

P 25 (a)  
Tally Books  
of Delivery  
ex Warehouse  
—contd.

Pass Number	Date of Pass	Cart Licence Numbers		Number of Packages	Total 37220	Initials of Landing Waiter
		Government	Customs			
4850	..	..	8723	.. 70	.. 70	.. Intd.
51	..	..	3360	.. 70	.. 70	.. „
52	..	..	15	.. 45	.. 45	.. „
53	..	..	2321	.. 70	..	..
54	..	..	1072	.. 70	.. 140	.. „ 10
55	..	..	9664	.. 70	.. 70	.. „
56	..	..	2397	.. 70	..	..
57	..	..	1140	.. 70	.. 140	.. „
58	..	..	2129	.. 70	.. 70	.. „
59	..	..	1126	.. 70	..	..
60	..	..	2207	.. 70	.. 140	.. „
61	..	..	1918	.. 70	..	..
62	..	..	8723	.. 70	.. 140	.. „
63	..	..	3362	.. 70	.. 70	.. „
64	..	..	2321	.. 70	..	.. 20
65	..	..	3400	.. 50	.. 120	.. „
66	..	..	9660	.. 70	..	..
67	..	..	1072	.. 70	.. 140	.. „
68	..	28/9	2397	.. 70	.. 70	.. „
69	..	..	4897	.. 70	..	..
70	..	..	1918	.. 70	.. 140	.. „

<i>Pass Number</i>	<i>Date of Pass</i>	<i>Cart Licence Numbers</i>		<i>Number of Packages</i>	<i>Total</i>	<i>Initials of Landing Waiter</i>	Exhibits, P 25 (a) Tally Books of Delivery ex Warehouse —contd.
		<i>Government</i>	<i>Customs</i>				
4871	.. 28.9.53..	L	..	3364	.. 70	..	
72	..	..	..	3352	.. 70	..	
73	..	..	..	3215	.. 70	.. 210	.. Intd.
74	..	..	..	2399	.. 70	.. 70	.. „
10 75	..	..	..	2168	.. 90	.. 90	.. „
76	..	..	..	2397	.. 70	.. 70	.. „
77	..	..	..	3352	.. 70	.. 70	.. „
78	..	..	..	2968	.. 50	.. 50	.. „
79	..	..	..	3364	.. 70	.. 70	.. „
80	..	..	..	4897	.. 70	.. 70	.. „
81	..	..	..	1918	.. 70	.. 70	.. „
82	..	..	..	3215	.. 70	.. 70	.. „
83	..	..	..	2399	.. 70	.. 70	.. „
84	..	..	..	2397	.. 70	.. 70	.. „
20 85	..	..	..	3352	.. 70	.. 70	.. „
86	..	..	..	2968	.. 50	..	..
87	..	..	..	3364	.. 70	.. 120	.. „
88	..	..	..	4897	.. 70	.. 70	.. „
89	..	..	..	2168	.. 90	.. 90	.. „
90	..	..	..	1918	.. 70	.. 70	.. „
91	..	..	..	3215	.. 70	.. 70	.. „

## Exhibits.

P 25 (a)  
Tally Books  
of Delivery  
ex Warehouse  
—contd.

Pass Number	Date of Pass	Cart Licence Numbers		Number of Packages	Total 40115	Initials of Landing Waiter
		Government	Customs			
4892 ..	28/9 ..	L ..	2399 ..	70 ..	70 ..	Intd.
93 ..	..	..	2397 ..	70 ..	70 ..	„
94 ..	..	..	3352 ..	70 ..	70 ..	„
95 ..	..	..	3364 ..	70 ..	..	..
96 ..	..	..	1918 ..	70 ..	..	10
97 ..	..	..	4897 ..	70 ..	..	..
98 ..	..	..	3437 ..	50 ..	..	..
99 ..	..	..	1173 ..	70 ..	..	..
900 ..	..	..	2397 ..	70 ..	400 ..	„
5201 ..	..	..	3352 ..	70 ..	..	..
02 ..	..	..	3215 ..	70 ..	140 ..	„
03 ..	..	..	2968 ..	50 ..	50 ..	„
04 ..	..	..	3364 ..	70 ..	70 ..	„
05 ..	..	..	5283 ..	50 ..	..	..
06 ..	..	..	4897 ..	70 ..	120 ..	20
07 ..	..	..	1918 ..	70 ..	..	..
08 ..	..	..	3437 ..	50 ..	120 ..	„
09 ..	..	..	1173 ..	70 ..	70 ..	„
5210 ..	..	..	2397 ..	70 ..	70 ..	„
5211 ..	..	..	3215 ..	70 ..	70 ..	„
12 ..	..	..	2968 ..	50 ..	50 ..	„

Pass Number	Date of Pass	Cart Licence Numbers		Number of Packages	Total 41485	Initials of Landing Waiter	Exhibits. P 25 (a) Tally Books of Delivery ex Warehouse —contd.
		Government	Customs				
5213	.. 28.9.53..	L	.. 3352	.. 70	.. 70	.. Intd.	
14	.. „ ..	..	.. 5283	.. 45	.. 45	.. „	
15	.. ..	..	.. 4897	.. 70	.. 70	.. „	
16	.. (41740) ..	..	.. 1918	.. 70	.. 70	.. „	
10	17 .. 29.9.53..	L CE..	.. 5289	.. 45	.. 45	.. „	
18	.. ..	..	.. 2320	.. 70	.. 70	.. „	
19	.. ..	..	.. 57/633	.. 85	.. 85	.. „	
20	.. ..	..	.. 56/629	.. 85	.. 85	.. „	
21	.. ..	..	.. 56/682	.. 85	.. 85	.. „	
22	.. ..	..	.. 56/631	.. 85	.. 85	.. „	
23	.. ..	..	.. 57/634	.. 85	.. 85	.. „	
24	.. ..	..	.. 57/633	.. 85	.. 85	.. „	
25	.. ..	..	.. 56-630	.. 85	.. 85	.. „	
26	.. ..	..	.. 57-632	.. 85	.. 85	.. „	
20	27 .. ..	..	.. 3408	.. 50	.. 50	.. „	
28	.. ..	..	.. 56-629	.. 85	.. 85	.. „	
29	.. ..	..	.. 57-614	.. 85	.. 85	.. „	
30	.. ..	..	.. 56/631	.. 85	.. 85	.. „	
31	.. ..	..	.. 57/633	.. 85	.. 85	.. „	
32	.. ..	..	.. 57/632	.. 85	.. 85	.. „	
33	.. ..	..	.. 3408	.. 50	.. 50	.. „	



Exhibits.  
 P 25 (a)  
 Tally Books  
 of Delivery  
 ex Warehouse  
 —contd.

Pass Number	Date of Pass	Cart Licence Numbers		Number of Packages	Total 43060	Initials of Landing Waiter
		Government	Customs			
5234	.. 29/9	.. L	.. 56/630	.. 85	.. 85	.. Intd.
35	..	..	.. 56/629	.. 85	.. 85	.. "
36	..	..	.. 57/634	.. 85	.. 85	.. "
37	..	..	.. 57/633	.. 85	.. 85	.. "
38	..	..	.. 3408	.. 50	.. 50	.. " 10
39	..	..	.. 57/632	.. 85	.. 85	.. "
5240	..	..	.. 3352	.. 70	..	..
41	..	..	.. 4897	.. 70	..	..
42	..	..	.. 1918	.. 70	..	..
43	..	..	.. 3364	.. 70	.. 280	.. "
44	..	..	.. 2327	.. 70	..	..
45	..	..	.. 1173	.. 70	..	..
46	..	..	.. 2397	.. 70	..	..
47	..	..	.. 2168	.. 90	.. 300	.. "
48	..	..	.. 1227	.. 70	.. 70	.. " 20
49	..	..	.. 1150	.. 70	.. 70	.. "
50	..	..	.. 3364	.. 70	.. 70	.. "
51	..	..	.. 4897	.. 70	.. 70	.. "
52	..	..	.. 2327	.. 70	.. 70	.. "
53	..	..	.. 2768	.. 90	.. 90	.. "

Exhibits.  
P 25 (a)  
Tally Books  
of Delivery  
ex Warehouse  
—contd.

	Pass Number	Date of Pass	Cart Licence Numbers		Number of Packages	Total 44555	Initials of Landing Waiter
			Government	Customs			
	5254	.. 29.9.53..	..	1173	.. 70	.. 70	.. Intd.
	55	.. ..	..	1918	.. 70	..	..
	56	.. ..	..	2397	.. 70	.. 140	.. „
	57	.. ..	..	1227	.. 70	.. 70	.. „
10	58	.. ..	..	3352	.. 70	..	..
	59	.. ..	..	1150	.. 70	..	..
	60	.. ..	..	3364	.. 70	.. 210	.. „
	61	.. ..	..	4897	.. 70	..	..
	62	.. ..	..	2327	.. 70	.. 140	.. „
	63	.. ..	..	1173	.. 70	.. 70	.. „
	64	.. ..	..	2168	.. 90	..	..
	65	.. ..	..	1918	.. 70	..	..
	66	.. ..	..	2397	.. 70	.. 230	.. „
	67	.. ..	..	1227	.. 70	.. 70	.. „
20	68	.. ..	..	3350	.. 70	.. 70	.. „
	69	.. ..	..	1150	.. 70	..	..
	70	.. ..	..	3364	.. 70	.. 140	.. „
	71	.. ..	..	2327	.. 70	.. 70	.. „
	72	.. ..	..	4897	.. 70	.. 70	.. „
	73	.. ..	..	1918	.. 70	.. 70	.. „

## Exhibits.

P 25 (a)  
Tally Books  
of Delivery  
ex Warehouse  
—contd.

Pass Number	Date of Pass	Cart Licence Numbers		Number of Packages	Total 45975	Initials of Landing Waiter
		Government	Customs			
5274	.. 29/9	..	1173	.. 70	..	..
75	..	..	1227	.. 70	.. 140	.. Intd.
76	..	..	2168	.. 90	.. 90	.. „
77	..	..	2397	.. 70	.. 70	.. „
78	..	..	3350	.. 70	.. 70	.. „ 10
79	..	..	1150	.. 70	..	..
80	..	..	3364	.. 70	.. 140	.. „
81	..	..	2327	.. 70	.. 70	.. „
82	..	..	4847	.. 70	.. 70	.. „
83	..	..	1918	.. 70	.. 70	.. „
84	..	..	1173	.. 70	.. 70	.. „
85	..	..	1227	.. 70	.. 70	.. „
86	..	..	2168	.. 90	.. 90	.. „
87	..	..	2397	.. 70	.. 70	.. „
88	..	..	3352	.. 70	..	.. 20
89	..	..	3364	.. 70	.. 140	.. „
90	..	..	1150	.. 70	.. 70	.. „
91	..	..	4897	.. 70	.. 70	.. „
92	..	..	2327	.. 70	..	..
93	..	..	1918	.. 70	.. 140	.. „

Pass Number	Date of Pass	Cart Licence Numbers		Number of Packages	Total 47415	Initials of Landing Waiter	Exhibits. — P 25 (a) Tally Books of Delivery ex Warehouse —contd.
		Government	Customs				
5294	.. 29/9	.. L	.. 1173	.. 70	.. 70	.. Intd.	
95	..	..	.. 2168	.. 90	.. 90	.. „	
96	..	..	.. 1227	.. 70	..	..	
97	..	..	.. 3364	.. 70	.. 140	.. „	
10 98	..	..	.. 2397	.. 70	.. 70	.. „	
99	..	..	.. 1150	.. 70	.. 70	.. „	
5300	..	..	.. 4897	.. 70	.. 70	.. „	
6001	..	..	.. 2327	.. 70	..	..	
2	..	..	.. 1918	.. 70	..	..	
3	..	..	.. 1173	.. 70	.. 210	.. „	
4	..	..	.. 2168	.. 90	.. 90	.. „	
5	..	..	.. 3352	.. 70	..	..	
6	..	..	.. 2397	.. 70	..	..	
7	..	..	.. 3364	.. 70	..	..	
20 8	..	..	.. 1227	.. 70	..	..	
9	..	..	.. 4897	.. 70	.. 350	.. „	
10	..	..	.. 1150	.. 70	.. 70	.. „	
11	..	..	.. 3364	.. 70	.. 70	.. „	
12	..	..	.. 1918	.. 70	.. 70	.. „	
13	..	..	.. 2168	.. 90	.. 90	.. „	

Exhibits.  
 P 25 (a)  
 Tally Books  
 of Delivery  
 ex Warehouse  
 —contd.

Pass Number	Date of Pass	Cart Licence Numbers		Number of Packages	Total 48875	Initials of Landing Waiter
		Government	Customs			
6014	.. 29/9	..	1173	.. 70	.. 70	.. Intd.
15	..	..	3352	.. 70	.. 70	.. „
16	..	..	2327	.. 70	.. 70	.. „
17	..	..	2397	.. 70	.. 70	.. „
18	..	..	1150	.. 70	.. 70	.. „ 10
19	..	..	4897	.. 70	.. 70	.. „
20	..	..	1227	.. 70	.. 70	.. „
21	..	..	1918	.. 70	.. 70	.. „
22	..	..	3364	.. 70	.. 70	.. „
23	..	..	1173	.. 70	.. 70	.. „
24	..	..	2168	.. 90	..	..
25	..	..	2397	.. 70	.. 160	.. „
26	..	..	3352	.. 70	.. 70	.. „
27	..	..	1150	.. 70	.. 70	.. „
28	..	..	2327	.. 70	.. 70	.. „ 20
29	..	..	1227	.. 70	.. 70	.. „
30	..	..	4897	.. 70	.. 70	.. „
31	..	..	3364	.. 70	.. 70	.. „
32	..	..	1918	.. 70	.. 70	.. „
33	..	..	1173	.. 70	.. 70	.. „
34	..	..	2397	.. 70	.. 70	.. „

<i>Pass Number</i>	<i>Date of Pass</i>	<i>Cart Licence Numbers</i>		<i>Number of Packages</i>	<i>Total 50365</i>	<i>Initials of Landing Waiter</i>	<i>Exhibits. P 25 (a) Tally Books of Delivery ex Warehouse —contd.</i>
		<i>Government</i>	<i>Customs</i>				
6035	.. 29.9.53..	..	2168	.. 90	.. 90	.. Intd.	
36	.. ..	..	3352	.. 70	.. 70	.. ,,	
37	.. ..	..	1150	.. 70	.. 70	.. ,,	
38	.. ..	..	2327	.. 70	.. 70	.. ,,	
10 39	.. ..	..	1127	.. 70	.. 70	.. ,,	
40	.. ..	..	4897	.. 70	.. 70	.. ,,	
41	.. ..	..	3364	.. 70	.. 70	.. ,,	
42	.. ..	..	1173	.. 70	.. 70	.. ,,	
43	.. ..	..	2397	.. 70	.. 70	.. ,,	
44	.. ..	..	1918	.. 70	.. 70	.. ,,	
45	.. ..	..	3352	.. 70	.. 70	.. ,,	
46	.. ..	..	2168	.. 90	.. 90	.. ,,	
47	.. ..	..	2327	.. 70	.. 70	.. ,,	
48	.. ..	..	1150	.. 70	.. 70	.. ,,	
20 49	.. ..	..	4897	.. 70	..	..	
50	.. ..	..	1227	.. 70	.. 140	.. ,,	
51	.. ..	..	1173	.. 70	..	..	
52	.. ..	..	3364	.. 70	.. 140	.. ,,	
53	.. ..	..	2397	.. 70	.. 70	.. ,,	
54	.. ..	..	1918	.. 70	.. 70	.. ,,	
55	.. ..	..	3352	.. 70	.. 70	.. ,,	

Exhibits.  
 P 25 (a)  
 Tally Books  
 of Delivery  
 ex Warehouse  
 —contd.

Pass Number	Date of Pass	Cart Licence Numbers		Number of Packages	Total 51875	Initials of Landing Waiter
		Government	Customs			
6056	.. 29.9	.. 51965	.. 2168	.. 90	.. 90	.. Intd.
57	.. 30.9	..	.. 6150	.. 70	.. 70	.. „
58	..	..	.. 2327	.. 70	.. 70	..
59	..	..	.. 4897	.. 70	.. 70	.. „
60	..	..	.. 1173	.. 70	.. 70	.. „ 10
61	..	..	.. 1918	.. 70	.. 70	.. „
62	..	..	.. 1227	.. 70	.. 70	.. „
63	..	..	.. 3364	.. 70	.. 70	.. „
64	..	..	.. 2397	.. 70	.. 70	.. „
65	..	..	.. 2168	.. 90	.. 90	.. „
66	..	..	.. 2327	.. 70	..	..
67	..	..	.. 1173	.. 70	..	..
68	..	..	.. 3352	.. 70	..	..
69	..	..	.. 1227	.. 70	..	..
70	..	..	.. 1918	.. 70	.. 350	.. „ 20
71	..	..	.. 4897	.. 70	.. 70	.. „
72	..	..	.. 3364	.. 70	..	..
73	..	..	.. 2397	.. 70	.. 140	.. „
74	..	..	.. 1173	.. 70	.. 70	.. „
75	..	..	.. 2168	.. 90	.. 90	.. „

Pass Number	Date of Pass	Cart Licence Numbers		Number of Packages	Total	Initials of Landing Waiter	Exhibits. P 25 (a) Tally Books of Delivery or Warehouse —contd.
		Government	Customs				
6076	.. 30.9 ..	..	2327	.. 70 ..	70	.. Intd.	
77	.. ..	..	4897	.. 70 ..	70	.. „	
78	.. ..	..	1227	.. 70 ..	70	.. „	
79	.. 53615 ..	..	3364	.. 70 ..	70	.. „	
10 6080	.. 30.9.53..	..	57/622	.. 85 ..	85	.. „	
6081	.. ..	..	58/636	.. 85 ..	85	.. „	
82	.. ..	..	57/634	.. 85 ..	85	.. „	
83	.. ..	..	58/637	.. 85 ..	85	.. „	
84	.. ..	..	56/629	.. 85 ..	85	.. „	
86	.. ..	..	57/633	.. 85 ..	85	.. „	
87	.. ..	..	58/635	.. 85 ..	85	.. „	
88	.. ..	..	56/631	.. 85 ..	..	..	
89	.. ..	..	57/632	.. 85 ..	170	.. „	
90	.. ..	..	58/636	.. 85 ..	85	.. „	
20 91	.. ..	..	56/630	.. 85 ..	85	.. „	
92	.. ..	..	57/634	.. 85 ..	85	.. „	
93	.. ..	..	58/637	.. 85 ..	85	.. „	
94	.. ..	..	56/639	.. 85 ..	85	.. „	
95	.. ..	..	57/633	.. 85 ..	85	.. „	
96	.. ..	..	58/635	.. 85 ..	—	.. —	
97	.. ..	..	56/631	.. 85 ..	170	.. „	



Exhibits.  
 P 25 (a)  
 Tally Books  
 of Delivery  
 ex Warehouse  
 —contd.

Pass Number	Date of Pass	Cart Licence Numbers		Number of Packages	Total 55060	Initials of Landing Waiter
		Government	Customs			
6098	.. 30.9.53..	.. 57/632	..	85	..	..
99	.. ..	.. 56/629	..	85	170	Intd.
6100	.. ..	.. 57/634	..	85	..	..
4601	.. ..	.. 58/636	..	85	170	..
2	.. ..	.. 56/630	..	85	85	..
3	.. ..	.. 58/637	..	85	85	..
4	.. ..	.. 57/633	..	85	85	..
5	.. ..	.. 56/631	..	85	85	..
6	.. ..	.. 58/635	..	85	85	..
7	.. (55.910)	.. 57/632	..	85	85	..
				<u>55.910</u>		

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P 25 (b)

**Tally Books of Delivery ex Warehouse**

H. M. CUSTOMS, COLOMBO

IMPORTS

Tally Book of Deliveries	II
of cargo ex ss. Jalaweera	23.9.53.
Vide Blue Book Number	D P S
Date of commencement of Second Rent and of Harbour Dues.	Book II

Exhibits.  
—  
P 25 (b)  
Tally Books  
of Delivery  
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## Exhibits.

P 25 (b)  
Tally Books  
of Delivery  
ex Warehouse  
—contd.

Pass Number	Date of Pass	Cart Licence Numbers		Number of Packages B/Fd.	Total 55910	Initials of Landing Waiter
		Government	Customs			
4608	.. 30/9	.. CY	.. 56/629	.. 85	.. 85	.. Intd.
4609	..	.. CE	.. 3331	.. 50	.. 50	.. ,,
4610	..	..	.. 1173	.. 70	..	..
4611	..	.. CY	.. 2168	.. 90	..	..
4612	..	.. CY	.. 2327	.. 70	..	.. 10
4613	..	.. CY	.. 3364	.. 70	..	..
4614	..	.. CY	.. 3352	.. 70	..	..
4615	..	.. CY	.. 4897	.. 70	..	..
4616	..	..	.. 6806	.. 70	..	..
4617	..	.. CE	.. 7399	.. 70	.. 580	.. ,,
4618	..	..	.. 1918	.. 70	.. 70	.. ,,
4619	..	..	.. 2397	.. 70	.. 70	.. ,,
4620	..	..	.. 3962	.. 70	.. 70	.. ,,
21	..	..	.. 1127	.. 70	.. 70	.. ,,
22	..	..	.. 15	.. 45	.. 45	.. ,, 20
23	..	..	.. 2205	.. 70	.. 70	.. ,,
24	..	..	.. 1125	.. 70	.. 70	.. ,,
25	..	..	.. 3798	.. 70	..	..
26	..	..	.. 2320	.. 70	.. 140	.. ,,
27	..	..	.. 2321	.. 70	.. 70	.. ,,

Pass Number	Date of Pass	Cart Licence Numbers		Number of Packages	Total 57300	Initials of Landing Waiter	Exhibits. P 25 (b) Tally Books of Delivery ex Warehouse —contd.
		Government	Customs				
4628	.. 30/9	.. CY	.. 2168	.. 90	.. 90	.. Intd.	
29	.. „	..	.. 2327	.. 70	.. 70	.. „	
30	.. „	..	.. 1173	.. 70	.. 70	.. „	
31	.. „	..	.. 3352	.. 70	.. 70	.. „	
10 32	.. „	..	.. 3364	.. 70	..	..	
33	.. „	..	.. 6806	.. 70	.. 140	.. „	
34	.. „	..	.. 1918	.. 70	.. 70	.. „	
35	.. „	..	.. 2399	.. 70	.. 70	.. „	
36	.. „	..	.. 1227	.. 70	.. 70	.. „	
37	.. „	..	.. 3798	.. 70	.. 70	.. „	
38	.. „	.. CY	.. 15	.. 45	.. 45	.. „	
39	.. „	..	.. 2397	.. 70	.. 70	.. „	
40	.. „	..	.. 3962	.. 70	..	..	
41	.. „	..	.. 2205	.. 70	.. 140	.. „	
20 42	.. „	..	.. 1125	.. 70	.. 70	.. „	
43	.. „	..	.. 2320	.. 70	.. 70	.. „	
44	.. „	..	.. 2321	.. 70	.. 70	.. „	
45	.. „	..	.. 2327	.. 70	.. 70	.. „	
46	.. „	..	.. 1173	.. 70	..	..	
47	.. „	..	.. 3352	.. 70	.. 140	.. „	

Exhibits.  
 —  
 P 25 (b)  
 Tally Books  
 of Delivery  
 ex Warehouse  
 —*contd.*

<i>Pass Number</i>	<i>Date of Pass</i>	<i>Cart Licence Numbers</i>		<i>Number of Packages</i>	<i>Total 58695</i>	<i>Initials of Landing Waiter</i>
		<i>Government</i>	<i>Customs</i>			
4648	.. 30/9	.. L	.. 3364	.. 70	..	..
49	..	..	.. 1918	.. 70	..	..
50	..	..	.. 2399	.. 70	..	..
51	..	..	.. 1227	.. 70	..	..
52	..	..	.. 3798	.. 70	.. 350	.. Intd. 10
53	..	..	.. 6806	.. 70	.. 70	.. „
54	..	..	.. 3962	.. 70	.. 70	.. „
55	..	..	.. 15	.. 45	.. 45	.. „
56	..	..	.. 1125	.. 70	..	..
57	..	..	.. 2320	.. 70	.. 140	.. „
58	..	..	.. 2205	.. 70	.. 70	.. „
59	..	..	.. 2327	.. 70	..	..
60	..	..	.. 3352	.. 70	.. 140	.. „
61	..	..	.. 2321	.. 70	.. 70	.. „
62	..	..	.. 1173	.. 70	.. 70	.. „ 20
63	..	..	.. 3364	.. 70	.. 70	.. „
64	..	..	.. 1918	.. 70	.. 70	.. „
65	..	..	.. 2399	.. 70	.. 70	.. „
66	..	..	.. 1227	.. 70	.. 70	.. „
67	..	..	.. 6806	.. 70	.. 70	.. „

<i>Pass Number</i>	<i>Date of Pass</i>	<i>Cart Licence Numbers</i>		<i>Number of Packages</i>	<i>Total 60070</i>	<i>Initials of Landing Waiter</i>	Exhibits. P 25 (b) Tally Books of Delivery ex Warehouse —contd.
		<i>Government</i>	<i>Customs</i>				
4668	.. 30.9.53..	..	3798	.. 70	.. 70	.. Intd.	
69	.. ..	..	3962	.. 70	.. 70	.. „	
70	.. ..	..	15	.. 45	.. 45	.. „	
71	.. ..	..	1125	.. 70	.. 70	.. „	
10 72	.. ..	..	2320	.. 70	.. 70	.. „	
73	.. ..	..	2327	.. 70	.. ..	..	
74	.. ..	..	2205	.. 70	.. 140	.. „	
75	.. ..	..	2321	.. 70	.. 70	.. „	
76	.. ..	..	3352	.. 70	.. 70	.. „	
77	.. ..	..	3364	.. 70	.. 70	.. „	
78	.. ..	..	1173	.. 70	.. 70	.. „	
79	.. ..	..	1918	.. 70	.. 70	.. „	
80	.. 60955 ..	..	2399	.. 70	.. 70	.. „	
81	.. 1/10 ..	..	1227	.. 70	.. ..	..	
20 82	.. ..	..	6506	.. 70	.. 140	.. „	
83	.. ..	..	3798	.. 70	.. ..	..	
84	.. ..	..	3962	.. 70	.. 140	.. „	
85	.. ..	..	15	.. 45	.. 45	.. „	
86	.. ..	..	2320	.. 70	.. ..	..	
87	.. ..	..	2327	.. 70	.. 140	.. „	

Exhibits.  
 P 25 (b)  
 Tally Books  
 of Delivery  
 ex Warehouse  
 —contd.

Pass Number	Date of Pass	Cart Licence Numbers		Number of Packages	Total 61420	Initials of Landing Waiter
		Government	Customs			
4688	.. 1.10.53..	..	1125	.. 70	.. 70	.. Intd.
89	.. ..	..	2205	.. 70	.. 70	.. „
90	.. (61.630)..	..	2321	.. 70	.. 70	.. „
4691	.. 1.10.53..	..	56/629	.. 85	.. 85	.. „
92	.. „ ..	..	58/635	.. 85	.. 85	.. „ 10
93	.. ..	..	57/632	.. 85	.. 85	.. „
95	.. ..	..	56/631	.. 85	.. 85	.. „
96	.. ..	..	58/636	.. 85	.. 85	.. „
97	.. ..	..	57/633	.. 85	.. 85	.. „
98	.. ..	..	9867	.. 70	.. 70	.. „
99	.. ..	..	2485	.. 70	.. 70	.. „
4901	.. ..	..	1150	.. 70	..	..
2	.. ..	..	7750	.. 70	..	..
3	.. ..	..	2129	.. 70	..	..
4	.. ..	..	1173	.. 70	.. 280	.. „ 20
5	.. ..	..	2168	.. 90	.. 90	.. „
6	.. ..	..	3364	.. 70	..	.. „
7	.. ..	..	4897	.. 70	..	..
8	.. ..	..	2327	.. 70	.. 210	.. „
9	.. ..	..	1227	.. 70	..	..
10	.. ..	..	1918	.. 70	.. 140	.. „

Pass Number	Date of Pass	Cart Licence Numbers		Number of Packages	Total 63000	Initials of Landing Waiter	Exhibits. P 25 (b) Tally Books of Delivery ex Warehouse —contd.
		Government	Customs				
4911	.. 1/10	.. L	.. 3092	.. 70	..	..	
12	..	..	.. 3269	.. 70	..	..	
13	..	..	.. 3352	.. 70	.. 210	.. Intd.	
14	..	..	.. 3798	.. 70	..	..	
10	15	..	.. 3408	.. 50	.. 120	.. „	
16	..	..	.. 2020	.. 70	.. 70	.. „	
17	..	..	.. 1150	.. 70	..	..	
18	..	..	.. 7750	.. 70	.. 140	.. „	
19	..	..	.. 2129	.. 70	.. 70	.. „	
20	20	..	.. 1173	.. 70	.. 70	.. „	
21	..	..	.. 3364	.. 70	.. 70	.. „	
22	..	..	.. 2168	.. 90	.. 90	..	
23	..	..	.. 2327	.. 70	.. 70	.. „	
24	..	..	.. 3092	.. 70	..	..	
20	25	..	.. 1227	.. 70	.. 140	.. „	
26	..	..	.. 3798	.. 70	.. 70	.. „	
27	..	..	.. 1918	.. 70	..	..	
28	..	..	.. 3269	.. 70	..	..	
29	..	..	.. 4897	.. 70	.. 210	.. „	
30	..	..	.. 2020	.. 70	..	..	
31	..	..	.. 3352	.. 70	.. 140	.. „	



Exhibits.  
 P 25 (b)  
 Tally Books  
 of Delivery  
 ex Warehouse  
 —contd.

<i>Pass Number</i>	<i>Date of Pass</i>	<i>Cart Licence Numbers</i>		<i>Number of Packages</i>	<i>Total 64470</i>	<i>Initials of Landing Waiter</i>
		<i>Government</i>	<i>Customs</i>			
932 ..	1/10 ..	L ..	3408 ..	50 ..	50 ..	Intd.
33 ..	..	..	1150 ..	70 ..	70 ..	.. "
34 ..	..	..	7750 ..	70 ..	70 ..	.. "
35 ..	..	..	2127 ..	70 ..	..	..
36 ..	..	..	1173 ..	70 ..	140 ..	.. " 10
37 ..	..	..	3364 ..	70 ..	70 ..	.. "
38 ..	..	..	2327 ..	70 ..	70 ..	.. "
39 ..	..	..	2168 ..	90 ..	90 ..	.. "
40 ..	..	..	3092 ..	70 ..	70 ..	.. "
41 ..	..	..	4897 ..	70 ..	70 ..	.. "
42 ..	..	..	3790 ..	70 ..	70 ..	.. "
43 ..	..	..	2020 ..	70 ..	70 ..	.. "
44 ..	..	..	3269 ..	70 ..	70 ..	.. "
45 ..	..	..	1227 ..	70 ..	70 ..	.. "
46 ..	..	..	1918 ..	70 ..	70 ..	.. " 20
47 ..	..	..	3908 ..	50 ..	50 ..	.. "
48 ..	..	..	5977 ..	70 ..	..	..
49 ..	..	..	3312 ..	70 ..	140 ..	.. "
50 ..	..	..	7750 ..	70 ..	..	..
51 ..	..	..	2129 ..	70 ..	140 ..	.. "

<i>Pass Number</i>	<i>Date of Pass</i>	<i>Cart Licence Numbers</i>		<i>Number of Packages</i>	<i>Total</i>	<i>Initials of Landing Waiter</i>	<i>Exhibits. P 25 (b) Tally Books of Delivery ex Warehouse —contd.</i>
		<i>Government</i>	<i>Customs</i>				
4952	.. 1/10	.. L	.. 1173	.. 70	..	..	
53	..	..	.. 3092	.. 70	..	..	
54	..	..	.. 2327	.. 70	..	..	
55	..	..	.. 1150	.. 70	.. 280	.. Intd.	
10 56	..	..	.. 3364	.. 70	..	..	
57	..	..	.. 2168	.. 90	..	..	
58	..	..	.. 4897	.. 70	..	..	
59	..	..	.. 3798	.. 70	.. 300	.. „	
60	..	..	.. 3269	.. 70	.. 70	.. „	
61	..	..	.. 5977	.. 70	..	..	
62	..	..	.. 1918	.. 70	.. 140	.. „	
63	..	..	.. 3352	.. 70	.. 70	.. „	
64	..	..	.. 2020	.. 70	.. 70	.. „	
65	..	..	.. 3408	.. 50	.. 50	.. „	
20 66	..	..	.. 2129	.. 70	..	..	
67	..	..	.. 7750	.. 70	..	..	
68	..	..	.. 473	.. 70	..	..	
69	..	..	.. 3092	.. 70	..	..	
70	..	..	.. 1150	.. 70	.. 350	.. „	
71	..	..	.. 2327	.. 70	.. 70	.. „	

Exhibits  
 P 25 (b)  
 Tally Books  
 of Delivery  
 ex Warehouse  
 —contd.

Pass Number	Date of Pass	Cart Licence Numbers		Number of Packages	Total 68280	Initials of Landing Waiter
		Government	Customs			
4972	.. 1/10	.. L	.. 3364	.. 70	.. 70	.. Intd.
73	..	..	.. 2168	.. 90	.. 90	.. ,,
74	..	..	.. 4897	.. 70	.. 70	.. ,,
75	..	..	.. 3798	.. 70	.. 70	.. ,,
76	..	..	.. 3269	.. 70	..	.. 10
77	..	..	.. 5977	.. 70	.. 140	.. ,,
78	..	..	.. 1918	.. 70	.. 70	.. ,,
79	..	..	.. 3352	.. 70	..	..
80	..	..	.. 3408	.. 50	..	..
81	..	..	.. 2020	.. 70	.. 190	.. ,,
82	..	..	.. 7750	.. 70	.. 70	.. ,,
83	..	..	.. 2129	.. 70	.. 70	.. ,,
84	..	..	.. 3092	.. 70	..	..
85	..	..	.. 1173	.. 70	.. 140	.. ,,
86	..	..	.. 2327	.. 70	.. 70	.. ,, 20
87	..	..	.. 1150	.. 70	..	..
88	..	..	.. 3364	.. 70	.. 140	.. ,,
89	..	..	.. 4892	.. 70	.. 70	.. ,,
90	..	..	.. 2168	.. 90	.. 90	.. ,,
91	..	..	.. 5977	.. 70	.. 70	.. ,,

Pass Number	Date of Pass	Cart Licence Numbers		Number of Packages	Total  69670	Initials of Landing Waiter	Exhibits. P 25 (b) Tally Books of Delivery or Warehouse —contd.
		Government	Customs				
4992	.. 1/10	.. L	.. 3269	.. 70	..	..	
93	..	..	.. 1918	.. 70	.. 140	.. Intd.	
94	..	..	.. 2020	.. 70	..	..	
95	..	..	.. 7750	.. 70	.. 140	.. „	
10 96	..	..	.. 3092	.. 70	.. 70	.. „	
97	..	..	.. 3352	.. 70	..	..	
98	..	..	.. 2327	.. 70	.. 140	.. „	
99	..	..	.. 2129	.. 70	.. 70	.. „	
5000	..	..	.. 3364	.. 70	.. 70	.. „	
5301	..	..	.. 1173	.. 70	.. 70	.. „	
02	..	..	.. 4897	.. 70	..	..	
03	..	..	.. 3408	.. 50	..	..	
04	..	..	.. 2168	.. 90	.. 210	.. „	
05	..	..	.. 1150	.. 70	.. 70	.. „	
20 06	..	..	.. 5977	.. 70	.. 70	.. „	
07	..	..	.. 1918	.. 70	.. 70	.. „	
08	..	..	.. 7754	.. 70	..	..	
09	..	..	.. 2020	.. 70	..	..	
10	..	..	.. 3269	.. 70	.. 210	..	
11	..	..	.. 2327	.. 70	.. 70	.. „	

Exhibits.  
 P 25 (b)  
 Tally Books  
 of Delivery  
 ex Warehouse  
 —contd.

Pass Number	Date of Pass	Cart Licence Numbers		Number of Packages	Total 70070	Initials of Landing Waiter
		Government	Customs			
5312	.. 2/10 ..	..	3352	.. 70 ..	70	.. Intd.
13	.. ..	..	4897	.. 70 ..	70	.. „
14	.. ..	..	1173	.. 70 ..	..	..
15	.. ..	..	2129	.. 70 ..	140	.. „
16	.. ..	..	5977	.. 70 ..	..	.. 10
17	.. ..	..	2168	.. 90 ..	160	.. „
18	.. ..	..	1918	.. 70 ..	70	.. „
19	.. ..	..	7750	.. 70 ..	70	.. „
20	.. ..	..	3269	.. 70 ..	70	.. „
21	.. (70.790)..	..	3798	.. 70 ..	70	.. „
5322	.. 2.10.53..	..	56/631	.. 85 ..	85	.. „
23	.. ..	..	57/632	.. 85 ..	85	.. „
24	.. ..	..	58/632	.. 85 ..	85	.. „
25	.. ..	..	56/630	.. 85 ..	85	.. „
26	.. ..	..	57/634	.. 85 ..	85	.. „ 20
27	.. ..	..	56/529	.. 85 ..	..	..
28	.. ..	..	58/636	.. 85 ..	170	.. „
29	.. ..	..	57/633	.. 85 ..	85	.. „
30	.. ..	..	58/637	.. 85 ..	85	.. „
31	.. ..	..	56/631	.. 85 ..	85	.. „

<i>Pass Number</i>	<i>Date of Pass</i>	<i>Cart Licence Numbers</i>		<i>Number of Packages</i>	<i>Total</i> 71640	<i>Initials of Landing Waiter</i>	<i>Exhibits. P 25 (b) Tally Books of Delivery ex Warehouse —contd.</i>
		<i>Government</i>	<i>Customs</i>				
5332	.. 2/10 ..	L	.. 57/632 ..	85	85	Intd.	
33	.. ..		.. 58/635 ..	85	85	..	..
34	.. ..		.. 56/630 ..	85	85	..	..
35	.. ..		.. 57/634 ..	85	85	..	..
10 36	.. 2.10.53..		.. 3352 ..	70		..	
37	.. ..		.. 4897 ..	70	140	..	..
38	.. ..		.. 1173 ..	70	70	..	..
39	.. ..		.. 2397 ..	70	70	..	..
40	.. ..		.. 3798 ..	70		..	
41	.. ..		.. 1918 ..	70		..	
42	.. ..		.. 2168 ..	90		..	
43	.. ..		.. 2327 ..	70		..	
44	.. ..		.. 1626 ..	70		..	
45	.. ..		.. 2207 ..	75		..	
20 46	.. ..		.. 3364 ..	70	515	..	..
47	.. ..		.. 3352 ..	70	70	..	..
48	.. ..		.. 4897 ..	70	70	..	..
49	.. ..		.. 2397 ..	70	70	..	..
50	.. ..		.. 3215 ..	70		..	
51	.. ..		.. 3798 ..	70	140	..	..

Exhibits.  
 —  
 P 25 (b)  
 Tally Books  
 of Delivery  
 ex Warehouse  
 —contd.

Pass Number	Date of Pass	Cart Licence Numbers		Number of Packages	Total 73125	Initials of Landing Waiter	
		Government	Customs				
5352 ..	2/10 ..	L ..	2327 ..	70 ..	70 ..	Intd.	
53 ..	..	..	2168 ..	90 ..	90 ..	,,	
55 ..	..	..	1918 ..	70 ..	..	..	
56 ..	..	..	1626 ..	70 ..	140 ..	,,	
54 ..	..	..	3364 ..	70 ..	70 ..	,,	10
57 ..	..	..	2207 ..	75 ..	75 ..	,,	
58 ..	..	..	3352 ..	70 ..	70 ..	,,	
59 ..	..	..	4897 ..	70 ..	70 ..	,,	
60 ..	..	..	2397 ..	70 ..	..	..	
61 ..	..	..	3798 ..	70 ..	140 ..	,,	
62 ..	..	..	2327 ..	70 ..	70 ..	,,	
63 ..	..	..	3215 ..	70 ..	70 ..	,,	
64 ..	..	..	2168 ..	90 ..	90 ..	,,	
65 ..	..	..	1626 ..	70 ..	70 ..	,,	
66 ..	..	..	3364 ..	70 ..	70 ..	,	20
67 ..	..	..	1918 ..	70 ..	70 ..	,,	
68 ..	..	..	2207 ..	75 ..	75 ..	,,	
69 ..	..	..	3352 ..	70 ..	70 ..	,,	
70 ..	..	..	4897 ..	70 ..	..	..	
71 ..	..	..	1173 ..	70 ..	140 ..	,,	

Pass Number	Date of Pass	Cart Licence Numbers		Number of Packages	Total 74575	Initials of Landing Waiter	Exhibits. P 25 (b) Tally Books of Delivery ex Warehouse —contd.
		Government	Customs				
5372	.. 2.10.53..	L	.. 14	.. 50	.. 50	.. Intd.	
73	.. ..	..	2397	.. 70	..	..	
74	.. ..	..	3798	.. 70	..	..	
75	.. ..	..	2327	.. 70	.. 210	.. „	
10 76	.. ..	..	2168	.. 90	.. 90	.. „	
77	.. ..	..	1918	.. 70	.. 70	..	
78	.. ..	..	3215	.. 70	..	..	
79	.. ..	..	1626	.. 70	..	..	
80	.. ..	..	3364	.. 70	.. 210	.. „	
81	.. ..	..	2207	.. 75	.. 75	.. „	
82	.. ..	..	3352	.. 70	.. 70	.. „	
83	.. ..	..	4897	.. 70	.. 70	.. „	
84	.. ..	..	1173	.. 70	.. 70	.. „	
85	.. ..	..	2397	.. 70	.. 70	.. „	
20 86	.. ..	..	3798	.. 70	..	..	
87	.. ..	..	2327	.. 70	.. 140	.. „	
88	.. ..	..	3215	.. 70	..	..	
89	.. ..	..	2168	.. 90	.. 160	.. „	
90	.. ..	..	14	.. 50	.. 50	.. „	
91	.. ..	..	1626	.. 70	.. 70	.. „	



Exhibits.  
 P 25 (b)  
 Tally Books  
 of Delivery  
 ex Warehouse  
 —contd.

Pass Number	Date of Pass	Cart Licence Numbers		Number of Packages	Total 75980	Initials of Landing Waiter
		Government	Customs			
5392	.. 2.10.53..	..	3364	.. 70	.. 70	.. Intd.
5393	.. ..	..	1918	.. 70	.. 70	.. ,,
94	.. ..	..	2207	.. 75	.. 75	.. ,,
95	.. ..	..	3352	.. 70	.. 70	.. ,,
96	.. ..	..	4897	.. 70	.. 70	.. ,, 10
97	.. ..	..	1173	.. 70	.. 70	.. ,,
98	.. ..	..	2397	.. 70	..	..
99	.. ..	..	3798	.. 70	.. 140	.. ,,
5400	.. ..	..	2327	.. 70	.. 70	.. ,,
5132	.. ..	..	2168	.. 90	.. 90	.. ,,
33	.. ..	..	3215	.. 70	.. 70	.. ,,
34	.. ..	..	14	.. 50	.. 50	.. ,,
35	.. ..	..	1626	.. 70	.. 70	.. ,,
36	.. ..	..	3364	.. 70	.. 70	.. ,,
5137	.. ..	..	1918	.. 70	.. 70	.. ,, 20
38	.. ..	..	2207	.. 75	.. 75	.. ,,
39	.. ..	..	3352	.. 70	.. 70	.. ,,
40	.. ..	..	4897	.. 70	.. 70	.. ,,
41	.. ..	..	1173	.. 70	.. 70	.. ,,
42	.. ..	..	2397	.. 70	.. 70	.. ,,

Pass Number	Date of Pass	Cart Licence Numbers		Number of Packages	Total  77390	Initials of Landing Waiter	Exhibits, P 25 (b) Tally Books of Delivery ex Warehouse —contd.
		Government	Customs				
5143	.. 3/10 ..	..	3798	.. 70	.. 70	.. Intd.	
44	.. ..	..	2327	.. 70	.. 70	.. „	
45	.. ..	..	3215	.. 70	.. 70	.. „	
46	.. ..	..	2168	.. 90	.. 90	.. „	
10 47	.. ..	..	1626	.. 70	.. 70	.. „	
48	.. ..	..	3364	.. 70	.. 70	.. „	
49	.. ..	..	14	.. 50	.. 50	.. „	
50	.. (77.955)..	..	2207	.. 75	.. 75	.. „	
51	.. ..	..	58/636	.. 85	..	..	
52	.. 78125 ..	..	58/635	.. 85	.. 170	.. „	
54	.. 4/10 ..	..	1227	.. 70	..	..	
55	.. ..	..	1173	.. 70	..	..	
56	.. ..	..	3215	.. 70	.. 210	.. „	
57	.. ..	..	6506	.. 70	..	..	
20 58	.. ..	..	2397	.. 70	..	..	
59	.. ..	..	3352	.. 70	.. 210	.. „	
60	.. ..	..	1918	.. 70	.. 70	.. „	
61	.. ..	..	3798	.. 70	..	..	
62	.. ..	..	4897	.. 70	.. 140	.. „	
64	.. ..	..	1227	.. 70	.. 70	.. „	

Exhibits.  
 P 25 (b)  
 Tally Books  
 of Delivery  
 ex Warehouse  
 —contd.

Pass Number	Date of Pass	Cart Licence Numbers		Number of Packages	Total 78825	Initials of Landing Waiter
		Government	Customs			
5163 ..	4/10 ..	..	3215 ..	70 ..	70 ..	Intd.
65 ..	..	..	1173 ..	70 ..	70 ..	„
66 ..	..	..	513 ..	70 ..	70 ..	„
67 ..	..	..	2397 ..	70 ..	70 ..	„
68 ..	..	..	6306 ..	70 ..	70 ..	„
69 ..	..	..	3352 ..	70 ..	70 ..	„
70 ..	..	..	1918 ..	70 ..	70 ..	„
71 ..	..	..	3798 ..	70 ..	70 ..	„
72 ..	..	..	4897 ..	70 ..	70 ..	„
73 ..	..	..	1173 ..	70 ..	70 ..	„
74 ..	..	..	3215 ..	70 ..	70 ..	„
75 ..	..	..	513 ..	70 ..	70 ..	„
76 ..	..	..	1397 ..	70 ..	70 ..	„
77 ..	..	..	3806 ..	70 ..	70 ..	„
78 ..	..	..	3352 ..	70 ..	70 ..	„
79 ..	..	..	3798 ..	70 ..	70 ..	„
80 ..	..	..	1918 ..	70 ..	70 ..	„
81 ..	..	..	1173 ..	70 ..	..	..
82 ..	..	..	3215 ..	70 ..	..	..
83 ..	..	..	513 ..	70 ..	..	..
84 ..	..	..	6806 ..	70 ..	280 ..	„

10

20

<i>Pass Number</i>	<i>Date of Pass</i>	<i>Cart Licence Numbers</i>		<i>Number of Packages</i>	<i>Total</i>	<i>Initials of Landing Waiter</i>	Exhibits. --- P 25 (b) Tally Books of Delivery ex Warehouse —contd.
		<i>Government</i>	<i>Customs</i>				
5185	.. 4.10.53	L	.. 3298	.. 70	..	..	
86	.. ..	..	3352	.. 70	.. 140	.. Intd.	
87	.. ..	..	2397	.. 70	.. 70	.. "	
88	.. ..	..	1918	.. 70	.. 70	.. "	
10 89	.. ..	..	1227	.. 70	.. 70	.. "	
90	.. (80715) ..	..	4897	.. 70	.. 70	.. "	
91	.. ..	..	1173	.. 70	.. 70	.. "	
92	.. ..	..	3215	.. 70	.. 70	.. "	
93	.. ..	..	6806	.. 70	.. 70	.. "	
94	.. ..	..	3798	.. 70	.. 70	.. "	
95	.. ..	..	513	.. 70	..	..	
96	.. ..	..	3352	.. 70	.. 140	.. "	
97	.. ..	..	1918	.. 70	.. 70	.. "	
98	.. ..	..	1227	.. 70	.. 70	.. "	
20 99	.. ..	..	4897	.. 70	.. 70	.. "	
200	.. ..	..	2397	.. 70	.. 70	.. "	
5401	.. ..	..	1173	.. 70	.. 70	.. "	
2	.. ..	..	3215	.. 70	.. 70	.. "	
3	.. ..	..	3798	.. 70	.. 70	.. "	
					81625		

Exhibits.  
P 25 (c).  
Tally Books  
of Delivery  
ex Warehouse

P 25 (c)

Tally Books of Delivery ex-Warehouse

D. F. S.

H. M. CUSTOMS, COLOMBO

IMPORTS

Tally Book of Deliveries                      Rice  
of Cargo ex ss. Jalaveera    23.9.53  
Vide Blue Book Number                      Form III  
Date of commencement of Second Rent—————  
and of Harbour Dues—————

319  
100,652

Exhibits.  
—  
P 25 (c)  
Tally Books  
of Delivery  
ex Warehouse  
—contd.

Pass Number	Date of Pass	Cart Licence Numbers		Number of Packages	Total 81,625	Initials of Landing Waiter
		Government	Customs			
				B/F		
5404	.. 4.10.53..	L	.. 513	.. 70	.. 70	.. Intd.
	5 .. ..	..	.. 3352	.. 70	.. 70	.. „
	6 .. ..	..	.. 1227	.. 70	..	..
10	7 .. ..	..	.. 1918	.. 70	.. 140	.. „
	8 .. ..	..	.. 2168	.. 90	..	..
	9 .. ..	..	.. 4897	.. 70	..	..
	10 .. ..	..	.. 1150	.. 70	..	..
	11 .. ..	..	.. 1227	.. 70	..	..
	12 .. ..	..	.. 2129	.. 70	..	..
	13 .. ..	..	.. 1173	.. 70	..	..
	14 .. ..	..	.. 1918	.. 70	..	..
	15 .. ..	..	.. 3364	.. 70	..	..
	16 .. ..	..	.. 3215	.. 70	..	..
20	17 .. ..	..	.. 2397	.. 70	..	..
	18 .. ..	..	.. 2327	.. 70	.. 790	.. „
	19 .. ..	..	.. 6806	.. 70	..	..
	20 .. ..	..	.. 1125	.. 70	..	..
	21 .. ..	..	.. 2207	.. 70	..	..
	22 .. ..	..	.. 2206	.. 70	..	..
	23 .. ..	..	.. 3352	.. 70	.. 350	.. „

Exhibits.  
 P 25 (c)  
 Tally Books  
 of Delivery  
 ex Warehouse  
 —contd.

Pass Number	Date of Pass	Cart Licence Numbers		Number of Packages	Total 83,045	Initials of Landing Waiter
		Government	Customs			
5424	.. 4/10	.. L	.. 3798	.. 70	..	..
25	..	..	.. 1149	.. 70	.. 140	.. Intd.
26	..	..	.. 2168	.. 90	.. 90	.. „
27	..	..	.. 1227	.. 70	.. 70	.. „
28	..	..	.. 4897	.. 70	..	.. 10
29	..	..	.. 1150	.. 70	.. 140	.. „
30	..	..	.. 1173	.. 70	..	..
31	..	..	.. 1918	.. 70	.. 140	.. „
32	..	..	.. 2207	.. 70	..	..
33	..	..	.. 3364	.. 70	..	..
34	..	..	.. 2129	.. 70	.. 210	.. „
35	..	..	.. 2327	.. 70	..	..
36	..	..	.. 1125	.. 70	.. 140	.. „
37	..	..	.. 2397	.. 70	..	..
38	..	..	.. 2206	.. 70	.. 140	.. „ 20
39	..	..	.. 3215	.. 70	.. 70	.. „
40	..	..	.. 1149	.. 70	.. 70	.. „
41	..	..	.. 3798	.. 70	.. 70	.. „
42	..	..	.. 3352	.. 70	.. 70	.. „
43	..	..	.. 2168	.. 90	.. 90	.. „
44	..	..	.. 6806	.. 70	.. 70	.. „

<i>Pass Number</i>	<i>Date of Pass</i>	<i>Cart Licence Numbers</i>		<i>Number of Packages</i>	<i>Total</i>	<i>Initials of Landing Waiter</i>	Exhibits. — P 25 (c) Tally Books of Delivery ex Warehouse —contd.
		<i>Government</i>	<i>Customs</i>				
					84,515		
5445	.. 4/10	.. L	.. 1150	.. 70	..	..	
46	..	..	.. 4897	.. 70	.. 140	.. Intd.	
47	..	..	.. 2129	.. 70	..	..	
10 48	..	..	.. 1173	.. 70	..	..	
49	..	..	.. 1918	.. 70	..	..	
50	..	..	.. 2327	.. 70	..	..	
51	..	..	.. 1125	.. 70	..	..	
52	..	..	.. 3364	.. 70	..	..	
53	..	..	.. 2206	.. 70	.. 490	.. „	
54	..	..	.. 2207	.. 70	..	..	
55	..	..	.. 2397	.. 70	..	..	
56	..	..	.. 3352	.. 70	..	..	
57	..	..	.. 3215	.. 70	.. 280	.. „	
20 58	..	..	.. 3798	.. 70	.. 70	.. „	
59	..	..	.. 1149	.. 70	..	..	
60	..	..	.. 4897	.. 70	..	..	
61	..	..	.. 2168	.. 90	..	..	
62	..	..	.. 1150	.. 70	.. 300	.. „	
63	..	..	.. 6806	.. 70	.. 70	.. „	
64	..	..	.. 1173	.. 70	.. 70	.. „	
65	..	..	.. 2129	.. 70	.. 70	.. „	



Exhibits.  
 —  
 P 25 (c)  
 Tally Books  
 of Delivery  
 ox Warehouse  
 —contd.

Pass Number	Date of Pass	Cart Licence Numbers		Number of Packages	Total 86,045	Initials of Landing Waiter
		Government	Customs			
					86,005	
5466	.. 4/10	.. L	.. 2327	.. 70	.. 70	.. Intd.
67	..	..	.. 1918	.. 70	.. 70	.. „
68	..	..	.. 2206	.. 70	.. 70	.. „
69	..	..	.. 2207	.. 70	.. 70	.. „ 10
70	..	..	.. 1125	.. 70	.. 70	.. „
71	..	..	.. 3302	.. 70	..	..
72	..	..	.. 4897	.. 70	.. 140	.. „
73	..	..	.. 2168	.. 90	..	..
74	..	..	.. 2397	.. 70	.. 160	.. „
75	..	..	.. 3215	.. 70	.. 70	.. „
76	..	..	.. 3798	.. 70	.. 70	.. „
77	..	..	.. 1150	.. 70	.. 70	.. „
78	..	..	.. 1149	.. 70	.. 70	.. „
79	..	..	.. 1173	.. 70	..	.. 20
80	..	..	.. 2327	.. 70	.. 140	.. „
81	..	..	.. 6806	.. 70	.. 70	.. „
82	..	..	.. 2206	.. 70	.. 70	.. „
83	..	..	.. 2129	.. 70	..	..
84	..	..	.. 1918	.. 70	..	..
85	..	..	.. 2207	.. 70	.. 210	.. „
86	..	..	.. 1125	.. 70	.. 70	.. „

Pass Number	Date of Pass	Cart Licence Numbers		Number of Packages	Total 87,535	Initials of Landing Waiter	Exhibits. P 25 (c) Tally Books of Delivery ex Warehouse —contd.
		Government	Customs				
					87,495		
5487	..	L	.. 4897	.. 70	.. 70	.. Intd.	
88	..		.. 3352	.. 70	..	..	
89	..		.. 2397	.. 70	.. 140	.. „	
10 90	..		.. 3798	.. 70	.. 70	.. „	
91	..		.. 2168	.. 90	.. 90	.. „	
92	..		.. 3215	.. 70	..	..	
93	.. 88045		.. 1149	.. 70	.. 140	.. „	
94	.. 5/10		.. 2327	.. 70	..	..	
95	..		.. 1173	.. 70	.. 140	.. „	
96	..		.. 1150	.. 70	.. 70	.. „	
97	..		.. 2207	.. 70	..	..	
98	..		.. 1125	.. 70	.. 140	.. „	
99	..		.. 6806	.. 70	.. 70	.. „	
20 500	..		.. 3352	.. 70	.. 70	.. „	
5601	..		.. 2129	.. 70	..	..	
02	..		.. 2206	.. 70	.. 140	.. „	
03	..		.. 1918	.. 70	..	..	
04	..		.. 2397	.. 70	.. 140	.. „	
05	..		.. 4897	.. 70	.. 70	.. „	
06	..		.. 2108	.. 90	.. 90	.. „	
07	..		.. 2329	.. 70	.. 70	.. „	

Exhibits.  
 P 25 (c)  
 Tally Books  
 of Delivery  
 ex Warehouse  
 —contd.

Pass Number	Date of Pass	Cart Licence Numbers		Number of Packages	Total 89,045	Initials of Landing Waiter
		Government	Customs			
					89,005	
5608	..	..	L	.. 3215	.. 70	.. Intd.
09	..	..	..	.. 3798	.. 70	.. „
10	..	..	..	.. 1173	.. 70	.. „
11	..	..	..	.. 1918	.. 70	.. „ 10
12	..	..	..	.. 2207	.. 70	.. „
13	..	..	..	.. 2168	.. 90	.. „
14	.. 5/10	..	..	.. 3352	.. 70	.. „
15	..	..	..	.. 1918	.. 70	.. „
16	..	..	..	.. 1173	.. 70	.. 210 „
17	..	..	..	.. 6806	.. 70	.. 70 „
18	..	..	..	.. 2168	.. 90	.. 90 „
19	..	..	..	.. 1150	.. 70	.. „
20	..	..	..	.. 3215	.. 70	.. 140 „
21	..	..	..	.. 6164	.. 70	.. 70 „ 20
22	..	..	..	.. 2327	.. 70	.. 70 „
23	..	..	..	.. 1686	.. 70	.. 70 „
24	..	..	..	.. 3352	.. 70	.. 70 „
25	..	..	..	.. 1918	.. 70	.. 70 „
26	..	..	..	.. 1173	.. 70	.. 70 „
27	..	..	..	.. 6806	.. 70	.. 70 „
28	..	..	..	.. 2168	.. 90	.. 90 „

Pass Number	Date of Pass	Cart Licence Numbers		Number of Packages	Total 90,575	Initials of Landing Waiter	Exhibits. — P 25 (c) Tally Books of Delivery ex Warehouse —contd.
		Government	Customs				
					90,535		
5629	.. 5/10	.. L	.. 3715	.. 70	.. 70	.. Intd.	
	30	..	.. 1150	.. 70	..	..	
	31	..	.. 6164	.. 70	.. 140	.. „	
10	32	..	.. 2327	.. 70	.. 70	.. „	
	34	..	.. 3364	.. 70	.. 70	.. „	
	35	..	.. 1918	.. 70	..	..	
	36	..	.. 1626	.. 70	.. 140	.. „	
	37	..	.. 3352	.. 70	.. 70	.. „	
	38	..	.. 6808	.. 70	.. 70	.. „	
	39	..	.. 1173	.. 70	.. 70	.. „	
	40	.. (91.365)	.. 2168	.. 90	.. 90	.. „	
	5641	.. 6/10	.. CE3962	.. 70	.. 70	.. „	
	42	..	.. 1271	.. 70	.. 70	.. „	
20	43	..	.. 1149	.. 70	.. 70	.. „	
	44	..	.. 1852	.. 70	.. 70	.. „	
	45	..	.. 7828	.. 70	.. 70	.. „	
	48	..	.. 4320	.. 70	.. 70	.. „	
	47	..	.. 9666	.. 70	.. 70	.. „	
	49	..	.. 3962	.. 70	.. 70	.. „	
	50	..	.. 1271	.. 70	.. 70	.. „	
	51	..	.. 1149	.. 70	.. 70	.. „	

Exhibits.  
 —  
 P 25 (c)  
 Tally Books  
 of Delivery  
 ex Warehouse  
 —contd.

Pass Number	Date of Pass	Cart Licence Numbers		Number of Packages	Total 92,065	Initials of Landing Waiter
		Government	Customs			
5652	.. 6/10/53 ..	..	7828	.. 70	.. 70	.. Intd.
53	.. ..	..	4320	.. 70	..	..
54	.. ..	..	1271	.. 70	.. 140	.. ,,
55	.. ..	..	7828	.. 70	.. 70	.. ,,
56	.. ..	..	4320	.. 70	.. 70	.. ,, 10
57	.. ..	..	1271	.. 70	.. 70	.. ,,
58	.. ..	..	7828	.. 70	.. 70	.. ,,
59	.. ..	..	4320	.. 70	.. 70	.. ,,
60	.. ..	..	1271	.. 70	.. 70	.. ,,
61	.. ..	..	7828	.. 70	.. 70	.. ,,
62	.. ..	..	4320	.. 70	.. 70	.. ,,
63	.. 92905 ..	..	1271	.. 70	.. 70	.. ,,
5665	.. 8-10 ..	..	5648	.. 70	.. 70	.. ,,
66	.. ..	..	1072	.. 70	.. 70	.. ,,
67	.. ..	..	773	.. 70	.. 70	.. ,, 20
68	.. ..	..	4320	.. 70	.. 70	.. ,,
64	.. ..	..	3703	.. 70	.. 70	.. ,,
69	.. ..	..	5648	.. 70	.. 70	.. ,,
70	.. ..	..	1072	.. 70	.. 70	.. ,,
71	.. ..	..	773	.. 70	.. 70	.. ,,
72	.. ..	..	4320	.. 70	.. 70	.. ,,

<i>Pass Number</i>	<i>Date of Pass</i>	<i>Cart Licence Numbers</i>		<i>Number of Packages</i>	<i>Total</i> 93,535	<i>Initials of Landing Waiter</i>	Exhibits. — P 25 (c) Tally Books of Delivery ex Warehouse —contd.
		<i>Government</i>	<i>Customs</i>				
5673	.. 8/10	.. L	.. 3703	.. 70	.. 70	.. Intd.	
74	..	..	.. 5648	.. 70	.. 70	.. „	
75	..	..	.. 1072	.. 70	.. 70	.. „	
76	..	..	.. 773	.. 70	.. 70	.. „	
10 77	..	..	.. 4320	.. 70	.. 70	.. „	
78	..	..	.. 3703	.. 70	.. 70	.. „	
79	..	..	.. 1072	.. 70	.. 70	.. „	
80	..	..	.. 773	.. 70	.. 70	.. „	
81	..	..	.. 4320	.. 70	.. 70	.. „	
82	..	..	.. 3703	.. 70	.. 70	.. „	
83	..	..	.. 1072	.. 70	.. 70	.. „	
84	.. (94375)	..	.. 773	.. 70	.. 70	.. „	
5685	.. 9/10	..	.. 8723	.. 70	.. 70	.. „	
5686	..	..	.. 1271	.. 70	.. 70	.. „	
20 87	..	..	.. 3364	.. 70	.. 70	.. „	
88	..	..	.. 8723	.. 70	.. 70	.. „	
89	..	..	.. 3364	.. 70	.. 70	.. „	
90	..	..	.. 8723	.. 70	.. 70	.. „	
91	..	..	.. 3364	.. 70	.. 70	.. „	
92	..	..	.. 1271	.. 70	.. 70	.. „	
93	..	..	.. 8723	.. 70	.. 70	.. „	

Exhibits.  
 P 25 (c)  
 Tally Books  
 of Delivery  
 ex Warehouse  
 —contd.

Pass Number	Date of Pass	Cart Licence Numbers		Number of Packages	Total 95,005	Initials of Landing Waiter
		Government	Customs			
5694	.. 9/10/53 ..	L	.. 3364	.. 70	.. 70	.. Intd.
95	.. ..		.. 1271	.. 70	.. 70	.. ,,
96	.. ..		.. 8723	.. 70	.. 70	.. ,,
97	.. 95285 ..		.. 3364	.. 70	.. 70	.. ,,
5699	.. 10/10 ..		.. 3291	.. 60	.. 60	.. ,, 10
5700	.. ..		.. 5289	.. 60	.. 60	.. ,,
7101	.. ..		.. 3252	.. 60	.. 60	.. ,,
7102	.. ..		.. 5258	.. 60	.. 60	.. ,,
7103	.. ..		.. 3291	.. 70	.. 70	.. ,,
7104	.. ..		.. 5289	.. 60	.. 60	.. ,,
5	.. ..		.. 3282	.. 70	.. 70	.. ,,
6	.. ..		.. 5258	.. 60	.. 60	.. ,,
7	.. ..		.. 3291	.. 70	.. 70	.. ,,
8	.. ..		.. 3282	.. 70	.. 70	.. ,,
9	.. ..		.. 5289	.. 60	.. 60	.. ,, 20
10	.. ..		.. 5258	.. 60	.. 60	.. ,,
11	.. ..		.. 3291	.. 70	.. 70	.. ,,
12	.. 11/10/53 ..		.. 1125	.. 100	.. ..	..
13	.. ..		.. 3291	.. 70	.. 170	.. ,,
14	.. ..		.. 5282	.. 60	.. 60	.. ,,
Total					.. 96,315	

Pass Number	Date of Pass	Cart Licence Numbers		Number of Packages	Total 96,315	Initials of Landing Wailer	Exhibits. — P 25 (c) Tally Books of Delivery ex Warehouse —contd.
		Government	Customs				
7115	.. 11/10	.. L	.. 5280	.. 70	.. 70	.. Intd.	
16	.. ..	..	.. 3291	.. 70	.. 70	.. ..	
17	.. ..	..	.. 1125	.. 110	.. 110	.. ..	
18	.. ..	..	.. 5282	.. 70	.. 70	.. ..	
10 19	.. ..	..	.. 5280	.. 70	.. 70	.. ..	
20	.. ..	..	.. 3291	.. 70	.. 70	.. ..	
21	.. ..	..	.. 1125	.. 110	.. 110	.. ..	
22	.. ..	..	.. 5282	.. 70	.. 70	.. ..	
23	.. ..	..	.. 5280	.. 70	.. 70	.. ..	
7127	.. 12/10	..	.. 5281	.. 90	.. 90	.. ..	
29	.. ..	..	.. 5282	.. 70	.. 70	.. ..	
30	.. ..	..	.. 3282	.. 70	.. 70	.. ..	
31	.. ..	..	.. 5256	.. 70	.. 70	.. ..	
7132	.. 13/10	..	.. 5289	.. 45	.. 45	.. ..	
20 33	.. ..	..	.. 57/634	80	.. 80	.. ..	
34	.. ..	..	.. 5289	.. 45	.. 45	.. ..	
35	.. ..	..	.. 57/632	85	.. 85	.. ..	
36	.. ..	..	.. 57/633	85	.. 85	.. ..	
37	.. ..	..	.. 57/634	85	.. 85	.. ..	
38	.. ..	..	.. 57/632	85	.. 85	.. ..	



Exhibits.  
—  
P 25 (c)  
Tally Books  
of Delivery  
ex Warehouse  
—contd.

Pass Number	Date of Pass	Cart Licence Numbers		Number of Packages	Total 97,845	Initials of Landing Waiter	
		Government	Customs				
7139	.. 13/10 ..	..	57/633	.. 85	.. 85	.. Intd.	
7140	.. 14/10/53 ..	..	57/633	.. 125	.. 125	.. „	
41	.. ..	..	57/632	.. 125	.. 125	.. „	
42	.. ..	..	1126	.. 100	.. 100	.. „	
45	.. ..	..	57/634	.. 125	.. 125	.. „	10
47	.. ..	..	57/633	125	.. 125	.. „	
48	.. (98,630)..	..	1126	.. 100	.. 100	.. „	
49	.. 15/10/53 ..	..	57/632	.. 125	.. 125	.. „	
50	.. ..	..	57/634	.. 125	.. 125	.. „	
51	.. ..	..	57/633	.. 125	.. 125	.. „	
52	.. ..	..	57/632	.. 125	.. 125	.. „	
53	.. ..	..	57/634	.. 125	.. 125	.. „	
54	.. ..	..	57/633	.. 125	.. 125	.. „	
55	.. 99505 ..	..	57/632	.. 125	.. 125	.. „	
7156	.. 16/10/53..	..	14	.. 75	.. 75	.. „	20
7157	.. 16/10 ..	..	57/632	.. 125	.. 125	.. „	
7158	.. ..	..	57/633	.. 125	.. 125	.. „	
7159	.. 16/10 ..	99905	.. 14	.. 75	.. 75	.. „	
7150	.. 17/10 ..		CY2320	.. 70	.. 70	.. „	

<i>Pass Number</i>	<i>Date of Pass</i>	<i>Cart Licence Numbers</i>		<i>Number of Packages</i>	<i>Total</i>	<i>Initials of Landing Waiter</i>	Exhibits. — P 25 (c) Tally Books of Delivery ex Warehouse —contd.
		<i>Government</i>	<i>Customs</i>				
7161	.. 17/10 ..	L	.. 14	.. 70	.. 70	.. Intd.	
62	.. ..		.. 58/635	.. 125	.. 125	.. ,,	
63	.. ..		.. 58/636	.. 100	.. 100	.. ,,	
64	.. ..		.. 58/632	.. 136	.. 136	.. ,,	
10 7382	..27.10.53..		.. 2207	.. 11	.. 11	.. ,,	

100417

Exhibits.  
 P 25 (c)  
 Tally Books  
 of Delivery  
 ex Warehouse  
 —contd.

Pass Number	Date of Pass	Cart Licence Numbers		Number of Packages	Total	Initials of Landing Waiter
		Government	Customs			
SWEEPINGS						
7124	..12/10/53 ..	L	.. 5282	.. 40	.. 40	.. Intd.
25	.. ..		.. 5256	.. 40	.. 40	.. ,,
26	.. ..		.. 3282	.. 45	.. 45	.. ,,
7015	.. 19/10 ..		.. 14	.. 40	.. 40	.. ,, 10
16	.. ..		.. 58/637	.. 80	.. 80	.. ,,
17	.. ..		.. 58/636	.. 80	.. 80	.. ,,
7018	.. 20/10 ..		.. 14	.. 40	.. 40	.. ,,
19	.. ..		.. 16	.. 40	.. 40	.. ,,
20	.. ..		.. 56/630	80	.. 80	.. ,,
21	.. ..		.. 14	.. 40	.. 40	.. ,,
7022	.. 21/10 ..		.. 1125	.. 75	.. 75	.. ,,
23	.. ..		.. 58/635	.. 85	.. 85	.. ,,
7024	..22/10/53 ..		.. 2205	.. 75	.. 75	.. ,,
25	.. ..		.. 1125	.. 75	.. 75	.. ,, 20
26	.. ..		.. 2205	.. 75	.. 75	.. ,,
7028	.. 23/10 ..		.. 58/636	.. 80	.. 80	.. ,,
29	.. ..		.. 58/635	.. 80	.. 80	.. ,,
30	.. ..		.. 58/637	.. 80	.. 80	.. ,,
31	.. 24/10 ..		.. 57/632	.. 80	.. 80	.. ,,
					1230	

Pass Number	Date of Pass	Cart Licence Numbers		Number of Packages	Total  1,230	Initials of Landing Waiter	Exhibits. — P 25 (c) Tally Books of Delivery ex Warehouse —contd.
		Government	Customs				
7032	..22/10/53 ..	L	.. 57/634 ..	80	80	Intd.	
33	.. ..		.. 57/632 ..	80	80	„	
7373	.. ..		.. 57/633 ..	80	80	„	
7374	..26/10/53 ..		.. 3282 ..	45	45	„	
10 75	.. ..		.. 5283 ..	40	40	„	
76	.. ..		.. 3437 ..	45	45	„	
77	.. ..		.. 2968 ..	45	45	„	
78	.. ..		.. 3282 ..	45	45	„	
79	.. ..		.. 5283 ..	40	40	„	
80	.. ..		.. 3437 ..	45	45	„	
81	.. ..		.. 2968 ..	29	29	„	
334					1804		

Exhibits.

P 26.  
Lodger extract  
page 88  
showing  
cost and  
expenses  
s.s. "Jalaweera"

## Ledger Extract page 88, showing Cost

s.s. "JALAWEERA"

100,652 rice D/S. No. 4171—61,630 bgs. to FC up to 30-9-53

,, ,, 4210—100,417 ,, ,, ,, + 1804 Swps. to FC.

Dr.

Ledger

Date	Description	Fol.	PB	SB or JL	Cash Book
29. 9.53	To PCC duty 100,652 7104-0-0-0	9 (CB) 2	142,080 00		
	" Rent	"	8,102 49		
	" H/Dues	"	8,052 16		
	To NP Freight on 100,652 7104-8-0-0	Nett			
	@ 33/-	9 (R) 3	234,445 19		
	To Abbas Transport 47,960	9 (L) 5	5,346 60		
9.10.53	" Union Bk. of Burma a/c with Bk. of England 90% for cost of rice £. 387,888.15.0	9 (R) 4	5,162,866 65		
19.10.53	" PCC o/t	9 (L) 6	375 00		
29.10.53	New L/S Co. L/c. 100,403 @ 19+10%				
	20,984.02				
	" 15% Extra 74,400 2,332.44				
	" Fumigating 100,402				
	@ 3stc. 3,012.06	9 (L) 14	26,328 52		
27.10.53	" CPC Pool labour	9 (L) 10	36 24		
	" Arul'm stacking	9 (L) 11	1,114 91		
29.10.53	" Balance fob cost of rice £40,979.8.4				
		9 (R) 6	545,445 27		
	" PCC o/t	9 (L) 13	295 00		
	" Departmental charges	GSB 9		61,345 08	
3.11.53	" PCC Addl. Duty	9 (CD) 3	8 00		
4.11.53	" N & P Ltd. Demurrage incurred	9 (R) 6	1,295 83		
	" Departmental charges	GSB 11		13 04	
14.11.53	" PCC o/t	9 (L) 18	20 00		
17.11.53	" Abbas T'porting				
	20,120 to W <sup>3</sup> watta @ 21	4,225.20			
	4,060 " CG 7½	304.50			
	5,250 K. Nawa 18	945.00			
		9 (L) 19	5,474 70		
	" S. A. Careem stacking	"	585 54		
30.11.53	" New L & S. Co Wg. & refilling	9 (L) 22	389 40		
7.12.53	" CPC Pool labour	9 (L) 23	17 76		
	" PHO fumigation charges & O/time	9 (L) 24	3,783 43		
16.12.53	" Cargo Suptdce. Co. London, Super- vision Fees	9 (R) 6	7,104 40		
	" Departmental charges	GBS 12		173 75	
	" LHR Transport 10815	9 (LHR) 2	2,101 82		
	" Departmental Charges	GBS 13		21 02	
			6,155,288 91	61,552 89	

I certify that the above is a true copy of rice consignment ledger 1952/53 folio 88 showing the account in respect of purchase of rice ex s.s. "Jalaweera" of 23.9.53.

Colombo, 6.12.55.

Sgd. Illegibly,  
Accountant.

## and Expenses s.s. "Jalawera"

23.9.53

Exhibits.  
 P 26.  
 Ledger extract  
 page 88  
 showing  
 cost and  
 expenses  
 s.s. "Jalawera"  
 —contd.

Ledger

Cr.

<i>Date</i>	<i>Description</i>	<i>Fol.</i>	<i>PB</i>	<i>SB or JL</i>	<i>Cash Book</i>
30. 9.53	By F. C. (C & D) Bill No. A. 360/53 for 61,630 bags		GSB 9	3,793,768 38	
11.11.53	By F. C. (C & D) Bill A. 449/53 for Sup/chgs.		" 11	1,316 87	
	By F. C. (C & D) Bill A. 481.53		" 12	17,548 98	
	" " (C & A) 490/53		" 13	2,122 84	
	" Balance c/over to NLF		23	2,402,084 73	
				<u>6,216,841 80</u>	

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P 28

Exhibits

P 28.  
True copy of  
the Indian  
Carriage of  
Goods by Sea  
Act of 1925  
and Schedule  
thereto.

**True Copy of the Indian Carriage of Goods by Sea Act of  
1925 and Schedule thereto**

**GOVERNMENT OF INDIA**

**Ministry of Law**

**THE INDIAN CARRIAGE OF GOODS**

**BY SEA ACT, 1925**

**(XXVI OF 1925)**

**(AS MODIFIED UP TO THE 1ST JANUARY, 1953)**

Published by the Manager of Publication, Delhi

Printed in India by the Manager, Government of India Press, Simla,  
1953

*Price : 3 annas or 4d.*

THE INDIAN CARRIAGE OF GOODS BY SEA ACT,  
1925

ACT No. XXVI OF 1925

21st September, 1925

(As modified up to the 1st January, 1953)

Exhibits.

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True copy of  
the Indian  
Carriage of  
Goods by Sea  
Act of 1925  
and Schedule  
thereto  
—contd.

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An Act to amend the law with respect to the carriage of goods by sea.

10 Whereas at the International Conference on Maritime Law held at Brussels in October, 1922, the delegates at the Conference, including the delegates representing His Majesty, agreed unanimously to recommend their respective Governments to adopt as the basis of a convention a draft convention for the unification of certain rules relating to bills of lading ;

And Whereas at a meeting held at Brussels in October, 1923, the rules contained in the said draft convention were amended by the Committee appointed by the said Conference ;

20 And Whereas provision has been made by the Carriage of Goods by Sea Act, 1924 (14 & 15 Geo V.c, 22), that the said rules as so amended and as set out with modifications in the Schedule shall, subject to the provisions of that Act, have the force of law with a view to establishing the responsibilities, liabilities, rights and immunities attaching to carriers under bills of lading ;

And Whereas it is expedient that like provision should be made in 2 (India) ; It is hereby enacted as follows :—

1. *Short Title and Extent.*—(1) This Act may be called the Indian Carriage of Goods by Sea Act, 1925.

(2) It extends to 3 (the whole of India).

30 2. *Application of Rules.*—Subject to the provisions of this Act, the rules set out in the schedule (hereinafter referred to as “ the Rules ”) shall have effect in relation to and in connection with the carriage of goods by sea in ships carrying goods from any port in 2 (India) to any other port whether in or outside 2 (India).



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 thereto  
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3. *Absolute Warranty of Seaworthiness not to be Implied in Contracts to which Rules Apply.*—There shall not be implied in any contract for the carriage of goods by sea to which the Rules apply any absolute undertaking by the carrier of the goods to provide a seaworthy ship.

- 
1. For Statement of Objects and Reasons, see *Gazette of India*, 1925, Pt. V, p. 37 ; and for Report of Joint Committee see *ibid.*,—205.
  2. Substituted by the Adaptation of Laws Order, 1950 for “ all the Provinces of India ”.
  3. Substituted, *ibid.*, for “ the Provinces ”.

10

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4. *Statement as to Application of Rules to be Included in Bills of Lading.*—Every bill of lading or similar document of title, issued in 1(India) which contains or is evidence of any contract to which the Rules apply, shall contain an express statement that it is to have effect subject to the provisions of the said Rules as applied by this Act.

5. Modification of Article VI of Rules in Relation to Goods carried in Sailing Ships and by Prescribed Routes— Article VI of the Rules shall, in relation to

- (a) the carriage of goods by sea in sailing ships carrying goods from any port in 1 (India) to any other port whether in or outside 1 (India), and
- (b) the carriage of goods by sea in ships carrying goods from a port in 1 (India) notified in this behalf in the 2 (*Official Gazette*) by the 3 (Central Government) to a port in Ceylon specified in the said notification,

20

have effect as though the said Article referred to goods of any class instead of to particular goods and as though the proviso to the second paragraph of the said Article were omitted.

6. *Modification of Rules 4 and 5 of Article III in relation To Bulk Cargoes.*—Where under the custom of any trade the weight of any bulk cargo inserted in the bill of lading is a weight ascertained or accepted by a third party other than the carrier or the shipper and the fact that the weight is so ascertained or accepted is stated in the bill of lading, then, notwithstanding anything in the Rules, the bill of lading shall not be deemed to be prima facie evidence against the carrier of the receipt of goods of the weight so inserted in the bill of lading, and the accuracy thereof at the time of shipment shall not be deemed to have been guaranteed by the shipper.

30

7. *Saving and Operation.*—(1) Nothing in this Act shall affect the operation of sections four hundred and forty-six to four hundred and fifty, both inclusive, five hundred and two, and five hundred and three of the Merchant Shipping Act, 1894 (57 & 58 Vict, c. 60), as amended by any subsequent enactment, or the operation of any other enactment for the time being in force limiting the liability of the owners of seagoing vessels.

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thereto  
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10 (2) The Rules shall not by virtue of this Act apply to any contract for the carriage of goods by sea before such day 4, not being earlier than the first day of January, 1926, as the 3 (Central Government) may, by notification in the 2 (*Official Gazette*), appoint, nor to any bill of lading or similar document of title issued, whether before or after such day as aforesaid, in pursuance of any such contract as aforesaid.

- 
1. Substituted by the Adaptation of Laws Order, 1950, for "the provinces".
  2. Substituted by the Government of India (Adaptation of Indian Laws) Order, 1937 for "*Gazette of India*".
  3. Substituted, *ibid*, for "Governor-General in Council".
  - 20 4. 1st January, 1926, see *Gazette of India*, 1925, Pt. I, p. 950.
- 

### Schedule

#### RULES RELATING TO BILLS OF LADING

##### ARTICLE I

##### *Definitions*

In these Rules the following expressions have the meanings hereby assigned to them respectively, that is to say—

- (a) "Carrier" includes the owner or the charterer who enters into a contract of carriage with a shipper ;
- 30 (b) "Contract of carriage" applies only to contracts of carriage covered by a bill of lading or any similar document of title, in so far as such document relates to the carriage of goods by sea including any bill of lading or any similar document as aforesaid issued under or pursuant to a charter party from the moment at which such bill of lading or similar document of title regulates the relations between a carrier and a holder of the same ;

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- (c) "Goods" includes goods, wares, merchandises, and articles of every kind whatsoever, except live animals and cargo which by the contract of carriage is stated as being carried on deck and is so carried ;
- (d) "Ship" means any vessel used for the carriage of goods by sea ;
- (e) "Carriage of goods" covers the period from the time when the goods are loaded on to the time when they are discharged from the ship.

## ARTICLE II

10

### *Risks*

Subject to the provisions of Article VI, under every contract of carriage of goods by sea the carrier, in relation to the loading, handling, stowage, carriage, custody, care, and discharge of such goods, shall be subject to the responsibilities and liabilities, and entitled to the rights and immunities hereinafter set forth.

## ARTICLE III

### *Responsibilities and Liabilities*

1. The carrier shall be bound, before and at the beginning of the voyage, to exercise due diligence to—

20

- (a) make the ship seaworthy ;
- (b) properly man, equip, and supply the ship ;
- (c) make the holds, refrigerating and cool chambers, and all other parts of the ship in which goods are carried, fit and safe for their reception, carriage and preservation.

2. Subject to the provisions of Article IV, the carrier shall properly and carefully load, handle, stow, carry, keep, care for and discharge the goods carried.

3. After receiving the goods into his charge, the carrier or the master or agent of the carrier, shall, on demand of the shipper, issue to the shipper a bill of lading showing among other things—

30

- (a) The leading marks necessary for identification of the goods as the same are furnished in writing by the shipper before the loading of such goods start, provided such marks

are stamped or otherwise shown clearly upon the goods if uncovered, or on the cases or coverings in which such goods are contained in such a manner as should ordinarily remain legible until the end of the voyage ;

(b) Either the number of packages or pieces, or the quantity, or weight, as the case may be, as furnished in writing by the shipper ;

(c) The apparent order and condition of the goods :

10 Provided that no carrier, master or agent of the carrier, shall be bound to state or show in the bill of lading any marks, number, quantity, or weight which he has reasonably ground for suspecting not accurately to represent the goods actually received, or which he has had no reasonable means of checking.

4. Such a bill of lading shall be prima facie evidence of the receipt by the carrier of the goods as therein described in accordance with paragraph 3 (a), (b) and (c).

20 5. The shipper shall be deemed to have guaranteed to the carrier the accuracy at the time of shipment of the marks, number, quantity, and weight, as furnished by him, and the shipper shall indemnify the carrier against all loss, damages, and expenses arising or resulting from inaccuracies in such particulars. The right of the carrier to such indemnity shall in no way limit his responsibility and liability under the contract of carriage to any person other than the shipper.

30 6. Unless notice of loss or damage and the general nature of such loss or damage be given in writing to the carrier or his agent at the port of discharge before or at the time of the removal of the goods into the custody of the person entitled to delivery thereof under the contract of carriage, or, if the loss or damage be not apparent, within three days, such removal shall be prima facie evidence of the delivery by the carrier of the goods as described in the bill of lading.

The notice in writing need not be given if the state of the goods has at the time of their receipt been the subject of joint survey or inspection.

In any event the carrier and the ship shall be discharged from all liability in respect of loss or damage unless suit is brought within one year after delivery of the goods or the date when the goods should have been delivered.

40 In the case of any actual or apprehended loss or damage, the carrier and the receiver shall give all reasonable facilities to each other for inspecting and tallying the goods.

7. After the goods are loaded the bill of lading to be issued by the carrier, master or agent of the carrier, to the shipper shall, if the shipper so demands, be a " shipped " bill of lading, provided that,

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 —contd.

if the shipper shall have previously taken up any document of title to such goods, he shall surrender the same as against the issue of the "shipped" bill of lading, but at the option of the carrier, such document of title may be noted at the port of shipment by the carrier, master, or agent with the name or names of the ship or ships upon which the goods have been shipped and the date or dates of shipment, and when so noted the same shall for the purpose of this Article be deemed to constitute a "shipped" bill of lading.

8. Any clause, covenant or agreement in a contract of carriage relieving the carrier or the ship from liability for loss or damage to or in connection with goods arising from negligence, fault or failure in the duties and obligations provided in this Article or lessening such liability otherwise than as provided in these Rules, shall be null and void and of no effect. 10

A benefit of insurance or similar clause shall be deemed to be a clause relieving the carrier from liability.

#### ARTICLE IV

##### *Rights and Immunities*

1. Neither the carrier nor the ship shall be liable for loss or damage arising or resulting from unseaworthiness unless caused by want of due diligence on the part of the carrier to make the ship seaworthy and to secure that the ship is properly manned, equipped and supplied and to make the holds, refrigerating and cool chambers and all other parts of the ship in which goods are carried fit and safe for their reception, carriage and preservation in accordance with the provisions of paragraph 1 of Article III. 20

Whenever loss or damage has resulted from unseaworthiness, the burden of proving the exercise of due diligence shall be on the carrier or other person claiming exemption under this section.

2. Neither the carrier nor the ship shall be responsible for loss or damage arising or resulting from 30

- (a) act, neglect, or default of the master, mariner, pilot or the servants, of the carrier in the navigation or in the management of the ship ;
- (b) fire, unless caused by the actual fault or privity of the carrier ;
- (c) perils, danger and accidents of the sea or other navigable waters ;
- (d) act of God ;

- (e) act of war ;
- (f) act of public enemies ;
- (g) arrest or restraint of princes, rulers or people, or seizure under legal process ;
- (h) quarantine restriction ;
- (i) act or omission of the shipper or owner of the goods, his agent, or representative ;
- (j) strikes or lock outs or stoppage or restraint of labour from whatever cause, whether partial or general ;
- 10 (k) riots and civil commotions ;
- (l) saving or attempting to save life or property at sea ;
- (m) wastage in bulk or weight or any other loss or damage arising from inherent defect, quality, or vici of the goods ;
- (n) insufficiency of packing ;
- (o) insufficiency or inadequacy of marks ;
- (p) latent defects not discoverable by due diligence ;
- 20 (q) any other cause arising without the actual fault or privity of the carrier, or without the fault or neglect of the agents or servants of the carrier, but the burden of proof shall be on the person claiming the benefit of this exception to show that neither the actual fault or privity of the carrier nor the fault or neglect of the agents or servants of the carrier contributed to the loss or damage.

3. The shipper shall not be responsible for loss or damage sustained by the carrier or the ship arising or resulting from any cause without the act, fault or neglect of the shipper, his agents, or his servants.

30 4. Any deviation in saving or attempting to save life or property at sea, or any reasonable deviation shall not be deemed to be an infringement or breach of these Rules or of the contract of carriage, and the carrier shall not be liable for any loss or damage resulting therefrom.

5. Neither the carrier nor the ship shall in any event be or become liable for any loss or damage to or in connection with goods in an amount exceeding 100 per package or unit, or the equivalent of that sum in other currency, unless the nature and value of such goods have been declared by the shipper before shipment and inserted in the bill of lading.

40 This declaration if embodied in the bill of lading shall be prima facie evidence, but shall not be binding or conclusive on the carrier.

Exhibits.

—  
P 28.  
True copy of  
the Indian  
Carriage of  
Goods by Sea  
Act of 1925  
and Schedule  
thereto  
—contd.

Exhibits.  
—  
P 28.  
True copy of  
the Indian  
Carriage of  
Goods by Sea  
Act of 1925  
and Schedule  
thereto  
—contd.

By agreement between the carrier, master or agent of the carrier and the shipper another maximum amount than that mentioned in this paragraph may be fixed, provided that such maximum shall not be less than the figure abovenamed.

Neither the carrier nor the ship shall be responsible in any event for loss or damage to or in connection with goods if the nature or value thereof has been knowingly mis-stated by the shipper in the bill of lading.

6. Goods of an inflammable, explosive or dangerous nature to the shipment whereof the carrier, master or agent of the carrier, has not consented, with knowledge of their nature and character, may at any time before discharge be landed at any place or destroyed or rendered innocuous by the carrier without compensation, and the shipper of such goods shall be liable for all damages and expenses directly or indirectly arising out of or resulting from such shipment. 10

If any such goods shipped with such knowledge and consent shall become a danger to the ship or cargo, they may in like manner be landed at any place or destroyed or rendered innocuous by the carrier without liability on the part of the carrier except to general average, if any. 20

#### ARTICLE V

##### *Surrender of Rights and Immunities, and Increase of Responsibilities and Liabilities*

A carrier shall be at liberty to surrender in whole or in part all or any of his rights and immunities or to increase any of his responsibilities and liabilities under the Rules contained in any of these Articles, provided such surrender or increase shall be embodied in the bill of lading issued to the shipper.

The provisions of these Rules shall not be applicable to charter parties, but if bills of lading are issued in the case of a ship under a charterparty they shall comply with the terms of these Rules. Nothing in these Rules shall be held to prevent the insertion in a bill of lading of any lawful provisions regarding general average. 30

#### ARTICLE VI

##### *Special Conditions*

Notwithstanding the provisions of the preceding Articles, a carrier, master or agent of the carrier, and a shipper shall in regard to any particular goods be at liberty to enter into any agreement in any

terms as to the responsibility and liability of the carrier for such goods, and as to the rights and immunities of the carrier in respect of such goods, or his obligation as to seaworthiness, so far as this stipulation is not contrary to public policy, or the care or diligence of his servants or agents in regard to the loading, handling, stowage, carriage, custody, care and discharge of goods carried by sea, provided that in this case no bill of lading has been or shall be issued and that the terms agreed shall be embodied in a receipt which shall be a non-negotiable document and shall be marked as such.

Exhibits.  
—  
P 28.  
True copy of  
the Indian  
Carriage of  
Goods by Sea  
Act of 1925  
and Schedule  
thereto  
—contd.

10 Any agreement so entered into shall have full legal effect :

Provided that this Article shall not apply to ordinary commercial shipments made in the ordinary course of trade, but only to other shipments where the character or condition of the property to be carried or the circumstances, terms and conditions under which the carriage is to be performed, are such as reasonably to justify a special agreement.

## ARTICLE VII

### *Limitations on the Application of the Rules*

20 Nothing herein contained shall prevent a carrier or a shipper from entering into any agreement, stipulation, condition, reservation or exemption as to the responsibility and liability of the carrier or the ship for the loss or damage to or in connection with the custody and care and handling of goods prior to the loading on the subsequent to the discharge from the ship on which the goods are carried by sea.

## ARTICLE VIII

### *Limitation of Liability*

30 The provisions of these Rules shall not affect the rights and obligations of the carrier under any Statute for the time being in force relating to the Limitation of the liability of owners of sea going vessels.

## ARTICLE IX

The monetary units mentioned in these Rules are to be taken to be gold value.



Exhibits.  
 —  
 D 3.  
 Comparative  
 Analysis.

COMPARATIVE ANALYSIS

Tally Sheets—Boat Notes

No.	Tally Sheet	Boat Notes	No. of Bags		Bags of Sweepings		Remarks on Tally Sheet	Remarks on Boat Note	
			Tally Sheet	Boat Note	Tally Sheet	Boat Note			
No. 1..	No. 1087..	1087..	—	..	—	..	—	..	—
.. 2..	.. 1101..	1101..	—	..	—	..	—	..	—
.. 3..	.. 1113..	1113..	—	..	—	..	—	..	—
.. 4..	.. 782..	782..	—	..	—	..	—	..	—
.. 5..	.. 1147..	1147..	—	..	—	..	—	..	—
.. 6..	.. 1143..	1143..	—	..	—	..	—	..	—
.. 7..	.. 389..	389..	—	..	—	..	—	..	—
.. 8..	.. 410..	410..	—	..	—	..	—	..	—
.. 9..	.. 657..	657..	—	..	—	..	—	..	—
.. 10..	.. 641..	641..	—	..	—	..	—	..	—
.. 11..	.. 399..	399..	—	..	—	..	—	..	—
.. 12..	.. 408..	408..	—	..	—	..	—	..	—
.. 13..	.. 496..	496..	—	..	—	..	—	..	—
.. 14..	.. 577..	577..	—	..	—	..	—	..	—
.. 15..	.. 524..	524..	—	..	—	..	—	..	—
.. 16..	.. 1099..	1099..	—	..	—	..	—	..	—
.. 17..	.. 1105..	1105..	—	..	—	..	—	..	—
.. 18..	.. 1068..	1068..	—	..	—	..	—	..	—
.. 19..	.. 1123..	1123..	—	..	—	..	—	..	—
.. 20..	.. 415..	415..	—	..	—	..	—	..	—
.. 21..	.. 427..	427..	—	..	—	..	—	..	—
.. 22..	.. 620..	620..	—	..	—	..	—	..	—
.. 23..	.. 791..	791..	—	..	—	..	—	..	—

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	Tally Sheet	Boat Notes	No. of Bags		Bags of Sweepings		Remarks on Tally Sheet	Remarks on Boat Note	Exhibits. D 3. Comparative Analysis —contd.
			Tally Sheet	Boat Note	Tally Sheet	Boat Note			
No. 24..	No. 24..	333..	333..	—	..	—	..	—	—
„ 25..	„ 25..	407..	407..	—	..	—	..	—	—
„ 26..	„ 26..	519..	519..	—	..	—	..	—	—
„ 27..	„ 27..	649..	649..	—	..	—	..	—	—
„ 28..	„ 28..	1115..	1115..	—	..	—	..	—	—
10 „ 29..	„ 29..	419..	419..	—	..	—	..	—	—
„ 30..	„ 30..	382..	382..	—	..	—	..	—	—
„ 31..	„ 31..	375..	375..	—	..	—	..	—	—
„ 32..	„ 32..	596..	596..	—	..	—	..	—	—
„ 33..	„ 33..	533..	533..	—	..	—	..	—	—
„ 34..	„ 34..	527..	527..	—	..	—	..	—	—
„ 35..	„ 35..	1075..	1075..	—	..	—	..	—	—
„ 36..	„ 36..	414..	414..	—	..	—	..	—	—
„ 37..	„ 37..	1079..	1079..	—	..	—	..	—	—
„ 38..	„ 38..	1101..	1101..	—	..	—	..	—	—
20 „ 39..	„ 39..	614..	614..	—	..	—	..	9 T/R for Wts: See Boat Note	—
„ 40..	„ 40..	429..	429..	—	..	—	..	—	—
„ 41..	„ 41..	1106..	1106..	—	..	—	..	—	—
„ 42..	„ 42..	643..	643..	—	..	—	..	10 T/R for Wts: See Boat Note	—
„ 43..	„ 43..	501..	501..	—	..	—	..	—	—
„ 44..	„ 44..	415..	415..	—	..	—	..	—	—
„ 45..	„ 45..	402..	402..	—	..	—	..	—	—
„ 46..	„ 46..	807..	807..	—	..	—	..	—	—
„ 47..	„ 47..	1113..	1113..	—	..	—	..	—	—
„ 48..	„ 48..	526..	526..	—	..	—	..	—	—

Exhibits.

D 3.  
Comparative  
Analysis  
—contd.

Tally Sheet	Boat Notes	No. of Bags		Bags of Sweepings		Remarks on Tally Sheet	Remarks on Boat Note
		Tally Sheet	Boat Note	Tally Sheet	Boat Note		
No. 49..	No. 49..	412..	412..	—	..	—	..14 T/R for Wts. See Boat Note
„ 50..	„ 50..	1082..	1082..	—	..	—	..
„ 51..	„ 51..	1102..	1102..	—	..	—	..
„ 52..	„ 52..	1087..	1087..	—	..	—	..
„ 53..	„ 53..	419..	419..	—	..	—	..
„ 54..	„ 54..	635..	635..	—	..	—	..
„ 55..	„ 55..	638..	638..	—	..	—	..
„ 56..	„ 56..	403..	403..	—	..	—	..
„ 57..	„ 57..	1143..	1143..	—	..	—	..
„ 58..	„ 58..	519..	519..	—	..	—	..
„ 59..	„ 59..	401..	401..	—	..	—	..
„ 60..	„ 60..	825..	825..	—	..	—	..
„ 61..	„ 61..	1100..	1100..	—	..	—	..
„ 62..	„ 62..	1099..	1099..	—	..	—	..
„ 63..	„ 63..	1121..	1121..	—	..	—	..
„ 64..	„ 64..	558..	558..	—	..	—	..
„ 65..	„ 65..	419..	419..	—	..	—	..
„ 66..	„ 66..	416..	416..	—	..	—	..
„ 67..	„ 67..	647..	647..	—	..	—	..
„ 68..	„ 68..	1102..	1102..	—	..	—	..
„ 69..	„ 69..	499..	499..	—	..	—	..
„ 70..	„ 70..	647..	647..	—	..	—	..
„ 71..	„ 71..	405..	405..	—	..	—	..
„ 72..	„ 72..	805..	805..	—	..	—	..
„ 73..	„ 73..	1114..	1114..	—	..	—	..

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Tally Sheet	Boat Notes	No. of Bags		Bags of Sweepings		Remarks on Tally Sheet	Remarks on Boat Note
		Tally Sheet	Boat Note	Tally Sheet	Boat Note		
No. 74..	No. 74..	1109..	1109..	—	..	—	..16 T/R for Wts. See Boat Note
.. 75..	.. 75..	1099..	1099..	—	..	—	.. —
.. 76..	.. 76..	418..	418..	—	..	—	..13 T/R for Wts. See Boat Note
.. 77..	.. 77..	1105..	1105..	—	..	—	.. —
.. 78..	.. 78..	538..	538..	—	..	—	.. 9 T/R for Wts. See Boat Note
10 .. 79..	.. 79..	570..	570..	—	..	—	.. —
.. 80..	.. 80..	406..	406..	—	..	—	.. —
.. 81..	.. 81..	515..	515..	—	..	—	.. —
.. 82..	.. 82..	624..	624..	—	..	—	..11 T/R for Wts. See Boat Note
.. 83..	.. 83..	660..	660..	—	..	—	.. —
.. 84..	.. 84..	1104..	1104..	—	..	—	..16 T/R for Wts. See Boat Note
.. 85..	.. 85..	416..	416..	—	..	—	.. —
.. 86..	.. 86..	424..	424..	—	..	—	..14 T/R for Wts. See Boat Note
.. 87..	.. 87..	778..	778..	—	..	—	.. —
.. 88..	.. 88..	585..	585..	—	..	—	.. —
20 .. 89..	.. 89..	1097..	1097..	—	..	—	..13 T/R for Wts. See Boat Note
.. 90..	.. 90..	1110..	1110..	—	..	—	.. —
.. 91..	.. 91..	1145..	1145..	—	..	—	..15 T/R for Wts. See Boat Note
.. 92..	.. 92..	407..	407..	—	..	—	.. —
.. 93..	.. 93..	426..	426..	—	..	—	..16 T/R for Wts. See Boat Note
.. 94..	.. 94..	418..	418..	—	..	—	.. —
.. 95..	.. 95..	407..	407..	—	..	—	..10 T/R for Wts. See Boat Note
.. 96..	.. 96..	357..	357..	—	..	—	.. —
.. 97..	.. 97..	568..	568..	—	..	—	..12 T/R for Wts. See Boat Note
.. 98..	.. 98..	516..	516..	—	..	—	.. —

Exhibits.

D 3.  
Comparative  
Analysis—  
contd.

Exhibits.  
—  
D 3.  
Comparative  
Analysis—  
contd.

Tally Sheet	Boat Notes	No. of Bags		Bags of Sweepings		Remarks on Tally Sheet	Remarks on Boat Note	
		Tally Sheet	Boat Note	Tally Sheet	Boat Note			
No. 99..	No. 99..	362..	362..	—	..	—	..13 T/R for Wts. See Boat Note	
„ 100..	„ 100..	613..	613..	—	..	—	.. —	
„ 101..	„ 101..	1097..	1097..	—	..	—	..16 T/R for Wts. See Boat Note	
„ 102..	„ 102..	416..	416..	—	..	—	.. —	10
„ 103..	„ 103..	1097..	1097..	—	..	—	.. —	
„ 104..	„ 104..	813..	813..	—	..	—	..18 T/R for Wts. See Boat Note	
„ 105..	„ 105..	584..	584..	—	..	—	.. —	
„ 106..	„ 106..	359..	359..	—	..	—	..14 T/R for Wts. See Boat Note	
„ 107..	„ 107..	1098..	1098..	—	..	—	..10 T/R for Wts. See Boat Note	
„ 108..	„ 108..	1102..	1102..	—	..	—	..12 T/R for Wts. See Boat Note	20
„ 109..	„ 109..	423..	423..	—	..	—	.. —	
„ 110..	„ 110..	381..	381..	—	..	—	.. —	
„ 111..	„ 111..	1121..	1121..	—	..	—	.. —	
„ 112..	„ 112..	341..	341..	21 bags of Sweepings	21 bags of Sweepings	—	.. —	
„ 113..	„ 113..	507..	507..	—	..	—	.. —	
„ 114..	„ 114..	535..	535..	—	..	—	.. —	
„ 115..	„ 115..	627..	627..	18 bags of Sweepings	18 bags of Sweepings	—	.. —	
„ 116..	„ 116..	422..	422..	—	..	—	..15 T/R for Wts. See Boat Note	30
„ 117..	„ 117..	428..	428..	—	..	—	..17 T/R for Wts. See Boat Note	
„ 118..	„ 118..	575..	575..	—	..	—	..13 T/R for Wts. See Boat Note	
„ 119..	„ 119..	1093..	1093..	—	..	—	.. —	
„ 120..	„ 120..	753..	753..	—	..	—	.. —	
„ 121..	„ 121..	1097..	1097..	—	..	—	.. —	
„ 122..	„ 122..	1096..	1096..	—	..	—	.. —	
„ 123..	„ 123..	1108..	1108..	—	..	—	.. —	40
„ 124..	„ 124..	416..	416..	—	..	—	..16 T/R for Wts. See Boat Note	

Exhibits.  
—  
D 3.  
Comparative  
Analysis—  
contd.

Tally Sheet	Boat Notes	No. of Bags		Bags of Sweepings		Remarks on Tally Sheet	Remarks on Boat Note
		Tally Sheet	Boat Note	Tally Sheet	Boat Note		
No. 125..	No. 125..	381..	381..	— ..	— ..	—	..14 T/R for Wts. See Boat Note
„ 126..	„ 126..	401..	401..	— ..	— ..	—	..13 T/R for Wts. See Boat Note
„ 127..	„ 127..	505..	505..	— ..	— ..	—	.. —
„ 128..	„ 128..	670..	670..	— ..	— ..	—	..10 T/R for Wts.
„ 129..	„ 129..	987..	987..	80 bags of Sweepings	80 bags of Sweepings	— ..	—
10 „ 130..	„ 130..	396..	396..	— ..	— ..	—	.. —
„ 131..	„ 131..	603..	603..	— ..	— ..	—	..15 T/R for Wts. See Boat Note
„ 132..	„ 132..	792..	792..	— ..	— ..	—	..12 T/R for Wts. See Boat Note
„ 133..	„ 133..	406..	406..	10 bags of Sweepings	10 bags of Sweepings	—	..18 T/R for Wts. See Boat Note
„ 134..	„ 134..	1082..	1082..	17 bags of Sweepings	17 bags of Sweepings	—	..15 T/R for Wts. See Boat Note
„ 135..	„ 135..	1109..	1109..	— ..	— ..	—	..17 T/R for Wts. See Boat Note
„ 136..	„ 136..	1092..	1092..	— ..	— ..	—	..22 T/R for Wts. See Boat Note
„ 137..	„ 137..	642..	642..	— ..	— ..	—	..13 T/R for Wts. See Boat Note
„ 138..	„ 138..	563..	563..	— ..	— ..	—	.. —
„ 139..	„ 139..	416..	416..	— ..	— ..	—	..15 T/R for Wts. See Boat Note
20 „ 140..	„ 140..	1102..	1102..	— ..	— ..	..16 bags stained stained said to be sweat	..16 bags stained said to be sweat 12 T/R for Wts. See Boat Note
„ 141..	„ 141..	623..	623..	11 bags of Sweepings	11 bags of Sweepings	—	..21 T/R for Wts. See Boat Note
„ 142..	„ 142..	146..	146..	44 bags of Sweepings	44 bags of Sweepings	— ..	—
„ 143..	„ 143..	942..	942..	41 bags of Sweepings	41 bags of Sweepings	—	..22 T/R for Wts. See Boat Note
„ 144..	„ 144..	78..	78..	45 bags of Sweepings	45 bags of Sweepings	— ..	—
Total No. of Bags.. 100402 : 287				and 250 bags more in dispute if landed to be delivered			
30							