[illegible] that Officer's [illegible] on [illegible]ge leave. This [illegible]

G.O., No. 163 mar

DATED 27 August 1897

[Despatch Abstract.]

Establishment, stating that H.E. the Governor in Council is not satisfied as to the necessity for an increase of the — of Harbour Masters for Madras and considering that if the Senior Harbour Master has too much to do he should be relieved by the Dy Conservator undertaking some of the duties himself.

D.C.
3.9.

[6. 23-8-97.]

Indexed. 4/9/97

FURTHER PAPERS.

G.O.	No.	Department	Date.	G.O.	No.	Department.	Date.
265/99							
80.	67	Mar.	21.1.99				

Madras

No. 525
" 586
" 686
" 958
" 1138

No. 765 Mar: 827 August 189

His Excellency the Governor in Council is not satisfied as to the necessity for an increase of Establishment, and considers that if the Senior Harbour Master has too much to do, he should be relieved by the Deputy Conservator undertaking some of the duties himself.

R.S.

17/8/99

To The Presidency Port Officer & 4/9/99

year and

Madras, 15th February

GOVERNOR.

~~M. 118~~

CURRENT No. 525

PRESIDENCY PORT OFFICE 31 MAR 97

PRESIDENCY PORT OFFICE 2 MAR 97

Order

From
The Chairman,
Harbour Trust Board,
Madras.

No. 479(c)

Dated 27th Feby '97

Despatched 2nd March '97

Received 5. 4. 97

Enclosures ~~one~~ 2

Spare copies

SUBJECT.

Submitting copy of a letter from the Dy Port Conservator suggesting the entertainment of a new Assistant Harbour Master

G. O.	No.	Department.	Date.
275	Mar	8	30-3-97
447	Mar		10-10-91
328	Mar		24-7-91
268	Mar		19-6-91
Gr	262	Mar	14-7-97
"	261	Do	
"	190	Do	3-3-97
"	125	Do	7/2/96
"	308	Do	28-10-95
"	225-6	Do	30-7-95
"	286	Do	21-7-94
"	447	Do	10-10-91
"	328	Do	24-7-91
"	268	Do	19-6-91
"	541	Do	29-11-88
"	496	Do	26-10-88
"	411-12	Do	18-8-88
"	51	Do	3-2-87
"	400	Do	26-7-86

G. O.	No.	Dep	Date
7	1138	97	

Madras, 15th Feb[illegible]

No. [illegible]

From,

The Deputy Conservator Of The

Port Of Madras,

To,

The Secretary,

Harbour Trust Board.

Sir,

I have the honor to report for the information of the Board that I consider the time has arrived for the entertainment of a 4th Harbour Master, and that he is absolutely necessary, and should be appointed as early as possible on the following grounds.

I. The Harbour Masters duties have increased to such an extent that three are not sufficient to cope with them satisfactorily, and there is no reserve in the event of one being on leave, or falling sick.

2. In 1887 the number of vessels entered, and cleared was 1054, out of which 230 only were out of office hours, and it was then found necessary to obtain a 3rd Harbour Master. In 1896 these fig--ures increased to 1386 and 654 respectively.

3. When the 3rd Harbour Master was sanctioned vessels were not permitted to enter the Harbour after sunset or leave after 9 P.M, but now they may enter or leave at any hour of night, providing the Deputy Conservator considers it safe.

4. In addition to the great increase of vessels and of "out of hours work" with same, other duties of the Senior Harbour Master have also greatly increased.

5. In 1887. There were only 3 small stern buoys and moorings to inspect and very few stores, and only 2 boats, and their crews to take charge of, but there are now 30 buoys and moorings in positi besides many spare ones, 5 boats and a steam launch, and a consider -able increase of salvage stores &c, and of boatmen and establish--ment generally, all of which means an increase of his Office, and other out door duties.

6. The duty of inspecting the moorings is a very onerous one, requires his personal supervision. This duty is performed twice year and occupies 4 months in all.

[illegible] being perf[illegible] Department, the [illegible] Date

Master has to keep several books himself, and perform m[illegible] minor Office duties.

8. He has to keep a journal of vessels entering, and leaving the Harbour, with all information in connection with same, and of all work performed daily for and by his department.

9. He also keeps "Indent""Receipt" and Expenditure of store book and has to check any bills for stores supplied locally, also to keep account of the men's overtime, check the pilotage tickets, attendance roll &c.

IO. In the absence of the Deputy Conservator he is authorized to sign for him, and carry out his daily Office routine work, but on such occasions many of his own duties would have to be neglected at present.

II. Moreover there are several out door duties for the Deputy Conservator to perform such as Inspection of Native passenger ships for A and B Certificates, Pilgrim ships (at present) Inspec--tion of the Harbour boats, and of his establishment generally &c, but which at present I find, I cannot leave my Office to attend to, without causing delay in the daily routine work, and in the grant--ing of clearances &c, and I cannot call in the Senior Harbour Masters at a moment's notice, as he is either afloat or superintend--ing some other important duties.

I2. Again there are often matters requiring my attention which cannot be proceeded with at the same time as the ordinary routine work of this Office, and the Senior Harbour Master's attendance on such occasions would be of great assistance.

I3. I would propose therefore that a 4th Harbour Master be sanc--tioned on Rupees 300/-per mensem rising by yearly increments of Rs 20 to Rs 400/- and that the Senior Harbour Master should no longer (as a rule) take his regular turn with the vessels but remain on shore, to carry out his Office and other duties in a satisfactory manner, and assist the Deputy Conservator whenever required by that Officer. As the Senior Harbour Master would how--ever thus forfeit his I/3 share of overtime, fees, which he now draws, and which is at present close upon Rs IOO/- per month I would suggest that he should receive that sum as a "personal allow--ance" of fees and in lieu of any acting allowance should it

vator, during that Officer's absence on privilege leave. This personal allowance never to be less than what his share of fees would have amounted to had he continued his piloting.

I4. When the Senior Harbour Master goes on leave the next Senior to carry out his duties in addition to his turn of piloting and to receive the Personal allowance (which would be equivalent to the amount he would draw under existing arrangements viz 20% of the Senior Harbour Masters pay of Rupees 500/-) plus his share of fees

I5. In the absence of one of the Junior Harbour Masters, the Senior to take his turn of piloting as before in addition to his other duties, and still receive his personal allowance plus his I/3 share of fees.

I6. In order to guard against the possibility of the Senior Harbour Master getting out of practice of piloting, I would suggest that occasionally when it did not interfere with his other duties he should take a turn at bringing a vessel into harbour.

I have &c

(Signed) W.Aves.

Commander R.I.M.

Ag Dy Conservator of the Port.

(True Copy).

HARBOUR TRUST
MADRAS-1.MAR.97
SECRETARY'S OFFICE

C. Vincent

Secretary,

Harbour Trust Board.

EXTRACT of Proceedings of the TRUSTEES OF THE HARBOUR OF MADRAS, at a Meeting held at the Offices of the Board on Friday the 26th day of February 1897.

Read letter No. 278, dated 15th February 1897, from the Port Conservator requesting that sanction may be accorded to the entertainment of a fourth Harbour Master for reasons given.

Read minutes by Trustees.

Resolved that the Board approve of the appointment of an Assistant Harbour master on a salary not exceeding Rs. 250 p.m. mensem. The Chairman is requested to address Government.

True Extract

C. Pinhey
Secretary
Harbour Trust Board

Endst
No. 535/97

No 465/125 G

Forwarded, observing that I recommend an Assistant Harbour Master on Rs 200/- per mensem, being entertained to relieve the Senior Harbour Master of the extraneous duties he has now to carry out and which are particularized in the copy of the Deputy Conservator's letter accompanying the application.

P.O. Street

Commander R.N.
Presidency Port Officer

Presidency Port Office
Madras 3rd April 1897

No 525/17

Madras Harbour Trust,

27th February 1897.

No. 479(e)

FROM

Ware Austin Esq I.C.S.

CHAIRMAN, HARBOUR TRUST BOARD,

MADRAS.

To

The Honble Col D.Mc Neil Campbell R.E.

Secretary To Government

Marine Department.

Through

The Presidency Port Officer- Madras.

SIR,

I have the honour to submit for favour of the orders of Government copy of a letter from the Dy Port Conservator No.278 dated 13th February.

2. The Board approves of a modification of the Dy Conservators proposals, suggested by the Presidency Port Officer, and considers that an assistant Harbour Master might be entertained with advantage; but that it is a matter which concerns primarily the nautical Officers appointed by Government to safe-guard and administer the Marine affairs of the Port.

3. As a statutory body under Act II of 1886 the Trustees are of opinion that mercantile interests would obviously benefit should Government see fit to sanction the appointment.

I have the honour to be,

Sir,

Your Obedient Servant.

Secy.

Chairman

Harbour Trust Board.

Marine (1897) Department.

CURRENT No. 586

Order

From
The Chairman,
Harbour Trust Board,
Madras.

No. 396

Dated 22nd April 1897

Despatched —

Received 23-4-97

Enclosures One

Spare copies

SUBJECT.

Submitting copy of proceedings of the Harbour Trust Board's meeting held on 26th March 1897.

G.O.

BACK PAPERS.

G. O.	No.	Department.	Date.
vide G.O. 525			

FURTHER PAPERS.

G. O.	No.	Department.	Date.
768	8/97		

NOTIFICATION.

Fort St. George, April 13, 1897.

No. 97.—The following Minutes of the Proceedings of a Meeting of the Trustees of the Madras Harbour, held at the Board's Office on Friday the 26th March 1897, are published :—

Present :

Mr. Ware Austin, I.C.S., *Chairman.*
Mr. C. B. Simpson.
Mr. H. Scott.
Commander H. A. Street, R.I.M.
Mr. F. J. Wilson.
Mr. J. F. Davies.
Mr. Cowasjee Eduljee Panday.
Mr. Mirza Mehdy Ispahani.
M.R.Ry. C. Kaliyanasundaram Chetty, Rai Bahadur.

Read the Minutes of the Proceedings of the last meeting held on Friday, 12th March 1897.

Read notes thereon by Trustees.

Approved and confirmed as now amended.

2. Read letter from the Presidency Port Officer, No. 258 M., dated 6th March 1897, requesting that the views of the Trustees may be obtained as to how the estimated deficiency in Pilotage Funds is to be met.

Read minutes by Trustees.

Resolved that the Presidency Port Officer be informed that, in the opinion of the Trustees, the cost of the proposed increased establishment should, for the present, be met from Port Funds, there not being a sufficient estimated cash balance available in the Pilotage Fund account.

3. Read letter, dated Madras, 9th March 1897, from the Chairman, Chamber of Commerce, suggesting a reduction of Harbour dues and Porterage charges on coal.

Read letter from the Board's Traffic Manager, No. 2332 T., dated 13th March 1897, remarking on the above.

Read note by the Chairman and minutes by Trustees.

Resolved that the Chamber of Commerce will be informed that the Trustees do not at present see their way to making any reduction. The matter will receive careful attention and a reduction will be made when practicable.

4. Read letter from the Presidency Port Officer, No 695-338 M., dated 20th March 1897, intimating that the dredger "Wenlock" has been ordered—on completion of her work at Pamban—to proceed to Calcutta for repairs at the dockyard, and suggesting that, should the Trustees desire any alteration being made to her, the dockyard authorities may be communicated with on the matter.

Read minutes by Trustees.

Recorded for the present.

5. Read letter No. 505, dated 18th March 1897, from Commander W. Aves, R.I.M., Acting Deputy Port Conservator, applying for sixty days' privilege leave.

Sanctioned subject to the approval of Government.

6. Read memorandum from the Secretary to Government, Marine Department, No. 206 C., dated 20th March 1897, regarding the salary of the Board's Secretary.

Read draft reply.

Approved.

7. Read note, dated 16th March 1897, from Mr. F. J. Wilson, in reference to the proposed temporary addition to the Board's Office.

Resolved that the modified plan is approved. Tenders will be awaited.

8. Read letter from the Board's Engineer, No. 841, dated — March 1897, reporting (para. 3) that the Harbour Works Accountant cannot bring up arrears of Construction accounts without assistance, and suggesting the retention of the services of the Cashier until the accounts are closed.

Read report by the Chief Accountant, No. 5453 (*a*), dated 17th March, that in his opinion the assistance asked for is necessary.

Read Chairman's order thereon sanctioning the appointment subject to the Board's approval.

Sanctioned. The Engineer will be called upon for a full and early report as to why and how the accounts have been allowed to get into arrears, and why it was not earlier brought to the notice of the Board that the Accountant could not be transferred as arranged.

Read also memorandum from the Board's Secretary, dated 26th March, suggesting—as the Public Works Accountant cannot be transferred to the Chief Accountant's office on the 1st April as directed—that the Chief Accountant should take over the current accounts of the Engineer's Office as from 1st April, and that to enable him to do so he should be provided with an accountant and two time clerks.

Sanctioned as a temporary measure.

9. Read letter from Messrs. Best & Co., dated 11th March 1897, requesting refund of Harbour dues on 474 drums containing 3,792 imperial gallons of kerosine oil shipped per S.S. "Nairung," calculated at 210 imperial gallons instead of 270 imperial gallons per ton.

Read minutes by Trustees.

Resolved that kerosine oil landed in bulk and reshipped in drums should be charged the same rate of Harbour dues upon re-shipment as when landed, viz., at per ton of 270 imperial gallons.

10. Read letter, dated 22nd March 1897, from Messrs. Barclay, Morgan & Orr, Solicitors, claiming, under instructions from Messrs. Best & Co., delivery of 816 tons of coal ex S.S. "Graffoe" or the value Rs. 20,400.

Resolved that the matter be referred to the Board's Solicitors for necessary action.

11. The following Government orders were laid upon the Board's table and ordered to be recorded :—

No. 147, Marine, dated 22nd Feb. 1897.
No. 202, Marine, dated 6th March 1897.
No. 207, Marine, dated 9th March 1897.
No. 208, Marine, dated 9th March 1897.
No. 225, Marine, dated 11th March 1897.

12. Madras Bank pass-books were laid upon the Board's table showing to credit the following amounts :—

	RS.	A.	P.
Revenue Account	30,599	15	2
Construction Account	835	3	0
Deposit Account	903	9	4
Biden Home Account	1,606	2	9
Petty Cash Account	309	1	3
Provident Fund Account	3,607	12	1
Cooly Provident Fund Account	585	11	3

D. McN. CAMPBELL, Colonel, R.E.,
Secretary to Government.

Harbour Trust Office,

MADRAS, 22nd April 1897.

No. 396

FROM

Ware Austin Esqre I.C.S.

CHAIRMAN, HARBOUR TRUST BOARD,

MADRAS.

TO

The Hon'ble Col: D.McNeil Campbell R.E.

SECRETARY TO GOVERNMENT,

Marine Department.

Sir,

I have the honour to submit for the information of Government, a printed copy of the minutes of the proceedings of the Harbour Trust Board's meeting held on 26th March 1897

I have the honour to be,

Sir,

Your Obedient Servant,

W. Austin

Chairman,

Harbour Trust Board.

Secy.

Mar Govt
586/97

Cho 586

2955
29.457

Note.

W.

Since drafting the accompanying note for orders, the Minutes of Proceedings of the Harbour Trust Board bearing C.No.586 have been received, and as it appeared from Minute No.2 that a "deficiency in Pilotage Funds" was anticiapted and not a surplus as assumed in the draft note for orders, the papers have been held over for further inquiry. But nothing further can be traced. The closing balance shown on page 19 of G.O.190 Marine dated 3rd March 1897, is Rs.45,000, as stated in the draft. This closing balance takes into account a sum of Rs.50,000 invested in Government Securities, and it is not clear why this latter amount should be excluded when estimating available funds. A preliminary reference on this point might be made to the Harbour Trust Board, and the draft note for orders kept back pending reply.

27/4/97

29.apr.97

G.O.

Marine Department.

Memorandum.

No. 299 E. d/ 29 - april (89)

It is observed from Minute 2 of the Proceedings of the Harbour Trust Board held on the 26th March 1897, that it is proposed to charge to general Port Funds, the cost of the Assistant Harbour Master recently recommended for sanction, on the ground that there is not " a sufficient estimated cash balance available in the Pilotage Fund Account". It will, however, be seen from the statement on page 19 of G.O. 190 Marine dated 3rd March 1897 that the estimated closing balance of Pilotage Funds at the end of the current official year is Rs. 45,000. This closing balance takes into account a sum of Rs. 50000 invested in Government Securities, and it is not clear, without explanation, why these invested funds should not be drawn on to meet expenditure, (such as that for an Assistant Harbour Master), properly chargeable to Pilotage Funds. The undersigned is accordingly directed to request that the requisite explanation may be afforded.

28/4/97

M.

To

The Chairman, Harbour Trust Board.

Pn 239.

Marine (1897) Department.

CURRENT No. 686

Order

From
The Chairman,
Harbour Trust Board,
Madras.

No. 56(C)

Dated — 7th May 97

Despatched 8th —

Received 13-5-97

Enclosures one

Spare copies

SUBJECT.

Informing, that in the opinion of the Trustees, the proposed Charge for an Asst. Harbour Master should be met from interested Pilotage Funds

G.O.

BACK PAPERS.

G. O.	No.	Department.	Date.
299 E	of	29-4-97	
190	Mar	of 3-3-97	
442	of	10-10-91	
325	of	24-2-91	
268	of	19-6-91	
1[illegible]	586	of 97	
–	525	of 97	
Ro 261-2	of	19-3-97	
190	of	3-3-97	
125	of	25-2-96	
308	of	25-10-95	
225-6	of	30-2-95	
288	of	21-2-94	
442	of	10-10-91	
325	of	24-2-91	
268	of	19-6-91	
412	of	18-8-88	
411	of	18-8-88	
541	of	29-11-88	
403	of	26-7-88	

FURTHER PAPERS.

G. O.	No.	Department.	Date.

Harbour Trust Office,

MADRAS, 7th May 1897.

PRESIDENCY 10 MAY 97 PORT OFFICE

No. 56(C)

FROM

J. N. Atkinson Esq. I. C. S.,

CHAIRMAN, HARBOUR TRUST BOARD,

MADRAS.

To

The Hon'ble Col. D. Mc Neil Campbell, R.E.

SECRETARY TO GOVERNMENT,

Marine Department.

through

The Presidency Port Officer

Madras

Sir,

I have the honour to acknowledge the receipt of your memo dated 29th April No. 299 E and to inform you in reply that in the opinion of the Trustees the proposed charge for an Assistant Harbour Master, if sanctioned by Government, should be met from invested pilotage funds if such are available for the purpose.

I have the honour to be

Sir

Your obedt. Servant

J. N. Atkinson

Chairman

Harbour Trust Board

Secy:

EXTRACT of Proceedings of the TRUSTEES OF THE HARBOUR OF MADRAS, at a Meeting held at the Offices of the Board on Friday the 7th day of May 1897.

10 Read draft reply to memo No. 299 E dated 29th April from the Secretary to Government, Marine Department, regarding the funds from which the proposed charges for an Assistant Harbour Master are to be met.

Read minutes by Trustees

Approved.

True Extract

C. Pritchard
Secretary
Harbour Trust &c.

HARBOUR TRUST
MADRAS-8 MAY 97
SECRETARY'S OFFICE

No 465/170 Gp

Forwarded, observing that the sum of Rs 50,000/- invested in Government paper could be realized to meet the charge for an Assistant Harbour Master.

~~Attest~~

Commander R.I.M.
Presidency Port Officer

Presy Port Office
Madras 11th May 1897

Marine M.W. DEPARTMENT.

An additional Harbour Master, Madras.

READ the following:—

Letter from the Deputy Conservator of the Port of Madras, to the Secretary, Harbour Trust Board, No. 278, dated 15th February 1897.

Letter from the Chairman, Harbour Trust Board, Madras, No. 479(c)., dated 27th February 1897.

Endorsement ~~thereon~~ by the Presidency Port Officer, Madras, No. 465/125 G., dated 3rd April 1897.

Do ——— do — No 465-170 G of 11 May 97

~~The Hon M. P. Chief C.S.~~

FOR ORDERS.

The proposal, as modified by the Presidency Port Officer and approved by the Harbour Trust Board, consists in the appointment of an Assistant Harbour Master on Rs. 250 per mensem to relieve the senior Harbour Master of the extraneous duties specified by the Deputy Conservator. The charge, which would amount to Rs. 3,000 a year (irrespective of exchange compensation allowance) would fall against the Pilotage Fund of the Madras Port.

2. The estimate of receipts for the current year amounts to Rs. 38,850, and that of charges to Rs. 38,000, thus leaving only Rs. 850 available from current ~~receipts~~ outlay. There will, however, be a closing balance of Rs. 45,000 due to accumulated receipts, and this will be more than sufficient to meet the additional charge

dv

Needless papers put up on the appt. of a third temporary Harbour master — Not Irrelevant much more recent correspondence about these harbour masters, I fancy when the proposal was made to make the temp. appt. perm.t. — It should be looked up. Flag B

So far as I can see, the duties, which, in paras 5–9 of the Cons.r letter, are stated to be those of the senior Harbour master, are properly appertain to the Dy Cons.r — ~~Do~~ are the respective duties of the two officers anywhere laid down?

BS
17/5/97

H. M.

14-5-97 R 18-5-97

G.O.

during the current year. As, however, under the proposed system of keeping Port Fund Accounts, surplus Pilotage Funds will be credited to the general Port Fund, the accumulated balance of the Madras Pilotage Fund will be swept away at the close of the current year.

× para 9 of G.O. 261 Marine, dated 19th March 1897.

3. Unless, therefore, there is an expected increase in current Pilotage collections, the Pilotage Fund of the Madras Port will be unable, during the next and future years, to bear the additional charge now proposed.

4. A proposition statement should be submitted if preliminary approval is given to the proposal.

~~23/4/97~~ 14/5/97

M.

R.S.

No. 388 E.Q. 3rd June 1897

Memo

With reference to the Presidency Port officers Endorsement No. 1465/125 Q. of 3rd April 1897, the undersigned is directed to request that a statement may be submitted showing the dates in detail of

(a) the Dy. Conservator of the Port of Madras, and

(b) each of the Harbour Masters.

W.H.
for M.

To the P.F.O. 3/6/97 R.S.

1st reminder sent 10-7-97

Marine (1897) Department.

CURRENT No. 958

From

The Presidency Port Officer
Madras

Order

No. 465/257/G

Dated 9th July 1897.

Received } 10-7-97

Registered }

Enclosures 2.

Spare copies

SUBJECT.

Forwarding the information required in connection with the respective duties of the Deputy Port Conservator and the three Harbour Masters.

Recd after 5 PM

G.O.

BACK PAPERS.

No.	Date.
act X of 1889 Indian Port act	
act I of 1859 Law relating to merchant seamen	
native Passenger ship act.	
X of 1887	
Indian merchant shipping act VII of 1880	
Indian merchant shipping act V of 1883	
383 E 9, 3-6-97.	
papers noted on cover bel of 97.	

FURTHER PAPERS.

No.	Date.

11.

Duties
of
the Deputy Port Conservator of Madras.

1. Carries out under the direction of the Conservator of the Port (Harbour Trust Board) the duties of Conservator as specified in Chapter III of Indian Ports Act X of 1889, and of Shipping Master under Act I of 1859 – the Harbour Trust Board being the Shipping Master.

Page 7

Page 2

2. Is Inspecting Officer under section 7 of the Native Passenger Ships Act X of 1887 and section 81 of Act VII of 1880.

Page 8

Page 30

3. Is Detaining Officer under section 11 of Act VII of 1880.

Pages 11 & 12

4. Is Reporting Officer under section 6(1) of Act V of 1883.

Page 4

5. Is Registering Officer under the Boat Rules.

With reference to the above, I would observe that the work of the Shipping office has considerably increased of late years, and that during the year, 835 men appear to have been discharged and shipped. The daily

routine duties of the Deputy Conservator's office are of a nature as to require his constant presence in his office, so that there may be no delay in attending to the various requisitions received from Shipping Firms in connection with the arrival, mooring, unmooring departure and piloting of vessels.

His office work necessitates certain outdoor duties, for the carrying out of which the Deputy Conservator is responsible, such as the inspection of vessels under the Native Passenger Ships Act for B. Certificate, being deputed to the Senior Harbour Master when the inspection has to take place during office hours. The inspection of boats has to be made out of office hours in order that it may not interfere with the Deputy Conservator's office duties. In fact all the out-door duties falling on the Deputy Conservator in his capacity as Executive Officer of the Port have to be performed out of office hours.

If he had an efficient office and he could be set free from outdoor duties?

It is attest

Commander, R.I.M.,
Presy: Port Officer

Duties of the three Harbour Masters of Madras

In addition to his turn of piloting by day or night the Senior Harbour Master performs the following duties.

He has charge of all the stores and plant of the department and submits Indents and reports in connection with the same.

He keeps all the books in connection with the receipt and expenditure of stores and plant and exercises general control over same.

All the boats of the department are under his charge, and he sees to their being kept in good order and repair.

All the buoys and moorings are in his charge, there are at present 31 buoys and moorings, and the Har-

have to be inspected and overhauled under his personal supervision twice a year, a duty which occupies 4 months in all, the men working the whole day at same.

He exercises supervision and control under the orders of the Dy: Conservator of the whole of the Harbour Masters' Boat establishment consisting of some 50 men.

He has charge of all salvage gear, hawsers &c, Fire Engine, Rocket apparatus, winches, pontoons, rafts entrance light stores, Flagstaff and gear &c and sees that all are kept in good order. He is also in charge of the Harbour Masters office. The duties of the two junior Harbour Masters are confined to piloting only.

A. A. Street
Commander R. I. M.
Presy Port Officer

No. 465/257 G

Heading.

PRESIDENCY PORT OFFICE,
Madras, 9th July 1897.

From

Commander A. A. Street, R.I.M.,
PRESIDENCY PORT OFFICER,
Madras,

To

THE SECRETARY TO GOVERNMENT,
MARINE DEPARTMENT,
Chepak.

SIR,

In compliance with Marine department Memorandum No. 3836, dated 3rd June 1897 I have the honor to forward herewith the information therein required in connection with the respective duties of the Deputy Port Conservator and the three Harbour Masters.

I have the honor to
Sir,
Your obdt. Servant
A. A. Street
Commander, R.I.M.
Presy. Port Off

G.O.

Please look up the information required by the Hon'ble.

RS
20 May 97

C.A.W.

The papers referred to by [illegible] are those attached to this slip. The subject was not properly indexed in the Chief Secretariat, & the G.Os were in consequence overlooked & not put up in the file before.

I have been unable to find anything about the duties of the Dy. Conservator & of the Senior Harbour Master, a reference to the H.T.Bd. must apparently be made.

RW
28/5/97.

Note

The Harbour Masters' duties are each fully given in the papers put up.

RS
2 June 97

Ch 1138

[G. / 25]
500—17-5-97.

Marine DEPARTMENT.

C. No.s. 525, 586, 686 and 958 of 1897.

Additional Harbour Master for Madras

~~H. E. THE GOVERNOR.~~
Sir Henry
THE HON'BLE ~~MR.~~ BLISS, C.I.E.
~~THE HON'BLE MR. GROSE, C.I.E.~~

SUBJECT

FOR ORDERS.

In his rescript dated 17th May 1897 the Honourable Member called for information as to the respective duties of the Deputy Conservator and Senior Harbour Master. As complete information could not be obtained from the Secretariat records, a reference was made to the Presy. Port Officer who now replies - C. No. 958.

2. The two junior Harbour Masters do piloting only.

3. If a 4th Harbour Master be appointed as proposed, to relieve the senior Harbour Master of his "extraneous duties", the latter will, apparently, be set free for piloting. The 4th Harbour Master would then be a personal and office Assistant to the Deputy Conservator, and would also be available for piloting on an emergency. It is submitted that this would, *prima facie* be a better arrangement than

I quite agree with paras 3 & 4 of this note. I cannot however see why the Harbour Masters should perform the extraneous duties which the Dy Cons^r has succeeded in imposing on one of them. They were originally, it appears, termed Pilots - In G.O. 411 / 18.8.88 this designation was changed, & they were called Harbour Masters, but I can't find anything in that G.O. to show that any change was thereby intended to be made in their duties. It may be that in some other paper there is some reference to a change of duties. If so, I should like to see it. I just think that they should be confined to fieldtage & that the Dy Cons^r should discharge all other duties himself

RS
22/7/97

than giving the senior Harbour Master all the shore and office duties specified, which properly appertain to the Deputy Conservator and should be done under his supervision and on his responsibility. The Deputy Conservator would have more time to attend to out door duties if he had a good office Assistant such as the 4th Harbour Master might be expected to be.

4. The most important part of the duty of the Harbour Masters consists in piloting, and for this duty a man of "good nerve, excellent judgment, and a knowledge of handling vessels is essential"-vide Commander Street's letter printed with G.O.* 411 Marine dated 18th August 1888. This being so, it seems inexpedient that the senior Harbour Master should be withdrawn from his duties afloat, and given scarcely anything but shore and office duties which, so far as can be judged, can be attended to by a junior, acting under the orders of the Deputy Conservator.

5. As regards the orders subsequent to 1891 on the subject of the appointment of Harbour Masters, attention is invited to the following, now in the file-

G.O.

* Flag - C.

* Flag - B. G.O. 225-6 Marine d/30th July 1895.

* Flag - E. * 308 " 28th Oct. 1895.

* Flag - F. * 125 " 28th Feb. 1896.

20/7/97

M.

The Hon Sir Henry Stokes KCIE

Additional Harbour Master for Madras.

Marine Department.

Memorandum.

C. Nos. 525, 586, 686 and 958 of 1897.

No. 520 E of 13th August 1897

The undersigned is directed to inquire the circumstances under which the Senior Harbour Master has been charged with the shore and office duties which now devolve on him.

Flag I

2. It will be seen from G.O. 161 Marine dated 20th March 1883 that the original intention was that Harbour Masters should be almost wholly engaged on duties afloat. ~~[illegible]~~

* ~~[illegible] (Flag [illegible])~~

3. Their designation was subsequently changed to that of Pilot, but under G.O. 356 Marine dated 26th July 1888 the term Harbour Master was reverted to. There is, however, nothing in the correspondence to show that these changes of name involved any change of duties.

* G.O. 561 Marine dated 8th Oct. 1886. (Flag-P.)

Flag D

4. In his letter No. H-54 dated 9th July 1888 the Presidency Port Officer evidently considered that the manœuvring of vessels with safety in the Madras Harbour was the most

G.O. 411 Marine dated 18th August 1888. (Flag - C.)

important

Issue as amended

10 Aug 1897

H. M. 6. 8. 97 R 10. 8. 97

important part of a Harbour Master's duties, and this is put forward as a ground for an increase of pay. For this work it was said a man of good nerve, excellent judgment, and one with a knowledge of handling vessels was necessary. Under these circumstances it is not clear why the Senior Harbour Master has been relieved almost entirely of this important portion of his duties, and is employed on shore and office duties ~~for~~ which ~~a junior offi~~ should apparently be attended to by the Dy Cons.r. limly.

~~cer, acting under the direct supervision and on the responsibility of the Deputy Conservator, should suffice. Such an officer, if appointed, would be more of a personal and office Assistant to the Deputy Conservator, than a Harbour Master or Pilot; and the Deputy Conservator would then have more time to attend to the outdoor duties which are properly described by the Presidency Port Officer as "extraneous" to the Senior Harbour Master.~~

5. The undersigned is directed to request that the Presidency Port Officer will, in communication with the Chairman Harbour Trust Board, reconsider the existing arrangements in the light of the foregoing remarks, and will show in the form of a Proposition Statement the changes of establishment thereupon to be proposed.

Let us see first what answer we get, before we say all this

HS

6/8/97

M.

To The P.P.O.

Marine (1897) Department.

~~The Hon Sir Henry Pelice KCIE~~ CURRENT No. 1138

For orders with reference to Memorandum No 520 Ed/13 August 1897.

RS

Order 24/8/97

My opinion is that if the Senior Harbour Master has too much to do the Dy Cons.r should relieve him by undertaking the survey duties himself. He must have done such of these duties as other Harbour Masters have before these were [illegible] & should do so again. I will not sanction any increase yet.

HS

25/8/97

From, The Presidency Port Officer Madras

No. 465/307 Gp

Dated 17 August 1897

Received

Registered 20.8.97

Enclosures "

Spare copies

SUBJECT.

Stating that the senior Harbour Master has not been relieved of his duties as pilot in consequence of his having been required to perform additional work connected with the port Conservancy arrangements.

H.M. 24.8.97 R 25/8/97

BACK PAPERS.

No.	Date.
520 E	13-8-97
261-28	19-3-97
120	3-3-97
125	25-2-96
308	25-10-95
225-6	30-7-95
288	21-7-94
447	10-10-91
328	24-7-91
268	19-6-91
216	12-6-90 abstract
119	25-3-90 - 60
496	25-10-88 - of
411-12	15-8-88 - "
405-6	1-8-88 copy
356	26-7-88
150	13-6-88
205	21-5-88
163	27-4-88
161	27-4-88 of
19	12-1-88 copy
347	29-7-87
43-43 A	12-2-87
51	3-2-87
562	8-10-86
561	8-10-16
467	23-8-86

FURTHER PAPERS.

No.	Date.
403	26-7-86
223	2-5-83
161-20	20-3-83

Heading. No. 465/307 G

PRESIDENCY PORT OFFICE,
Madras, 17th August 1897.

From

Commander A. A. Street, R.I.M.,
PRESIDENCY PORT OFFICER,
Madras,

To

THE SECRETARY TO GOVERNMENT,
MARINE DEPARTMENT,
Chepak.

SIR,

In reply to Marine Department Memorandum No. 520, E, dated 13th August 1897, I beg to state that the Senior Harbour Master has not been relieved of his duties as pilot in consequence of his having been required to perform additional work connected with the port conservancy arrangements. This work, which is mainly connected with the care of moorings, buoys and pilots boats, is, usually allotted, under departmental orders, to the Senior Harbour Master at ports where there is no other officer entertained for the purpose of assisting the Executive Officer of the port.

2. At Madras, the arrangement is not of a recent date, but seems to have

+ The wording of the memorandum is almost entirely "relieved of his professional duties" instead of "relieved of his duties" and the cases are thus impossible. N.S.

have been made shortly after Pilots or Harbour Masters were first entertained. The Senior Harbour Master stands almost in the same relation to the Deputy Port Conservator as the Chief Officer of a Ship does to the Captain; he is the Deputy Conservator's right hand man, and it is through him that the instructions of the Deputy Conservator in respect to the duties of the other Harbour Masters and to the berthing of vessels, raising and cleaning of buoys &c. are conveyed, and he is no more relieved of his piloting duties than the Chief Officer of a Ship is of his as a watch keeper. Owing to the additional buoys and moorings which have been placed in position, and extra plant provided the work other than piloting devolving on the Senior Harbour Master has greatly increased, and unless assistance is afforded this work will suffer, for it must of course give way to the Senior Harbour Master's duties as pilot. As pointed out in the previous correspondence on the subject the Harbour Trust Board supports the application of the Deputy Conservator for assistance, and I concur in their views on the subject.

I have the honor to be,
Sir,
Your obedt. Servant,
H. Attree
Commander, R. I. M.,
Pressy. Port Officer