

2774 n 7 7/9/88
2777 n 7 2/10/88

[6]

P.W. 10/92
Govt. of (188) Madras.

To

The P.W. Dept

19 9.10.88
Proceedings, dated *2^o October* 1888.
No. *473*

Subject.

*Approving the Appoint-
ment of Mr Evance
as Third Harbour
Master.*

no 31914 of 10th October/88

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GOVERNMENT OF MADRAS.

MARINE DEPARTMENT.

READ—again G.O., dated 26th July 1886, No. 403, Marine.

READ—also the following papers:—

From T. E. MARSHALL, Esq., Acting Port Officer, Madras, to the Chief Secretary to Government, dated Madras, 5th August 1886, No. 7425.

I have the honor to acknowledge the receipt of G.O., Marine, No. 403, dated 26th ultimo, and respectfully submit that the condition of the Harbour Master's service seem to place it at present under the control of Government, under the provisions of a legislative enactment, which allows of no authority being exercised over it by the Harbour Trust Board.

2. The employment of the Harbour Master, whose title should be now properly Pilot, and his assistant is in connection with the pilotage system introduced at Madras under section 38 of the Indian Ports Act XII of 1875, and their salaries are paid from pilotage account, as contemplated by section 47 of the Act—*vide* G.O., No. 30, dated 20th January 1881. The levy of pilotage fees is provided for in section 61 of the same Act, and it was necessary to obtain the sanction of the Government of India to its being brought in force—*vide* G.O., Marine, No. 258, dated 2nd June 1881. The remuneration paid to the Harbour Master for work on Sundays, holidays, and overtime is likewise charged under the same section, and with the sanction of the Government of India—*vide* G.O., Marine, No. 223, dated 2nd May 1883.

3. It will thus be seen that the Harbour Master's service is entirely worked under the provisions of Act XII of 1875, in which, as stated before, no authority is given for the Harbour Trust Board to exercise control over it; whereas in section 8 of the Act, clause (b), it is expressly provided as follows:—"Where the Harbour Master is not Conservator, the Harbour Master and his assistants shall be subordinate to, and subject to the control of, the Conservator." The Legislature has no doubt made this provision in view of the responsible duties devolving on the Conservator, as laid down in section 7 *et sequitur* of the Act, to carry out which satisfactorily perfect discipline is imperative, and therefore a dual control undesirable.

4. I beg to subjoin a memorandum of the receipts and disbursements on account of the Harbour Master's establishment for the last official year for the information of Government. The collections are credited to the Port fund, out of which I hear it has been proposed informally to grant a contribution annually to the Harbour Trust, so that from a financial point of view the trust will not be a loser, if, on the legal grounds mentioned, Government is pleased to reconsider the pilotage question.

Pilotage Account for 1885-86.

RECEIPTS.							
	RS.	A.	P.	RS.	A.	P.	
Pilotage fees	19,445	0	0				
Harbour Master's boat fees	991	3	2				
				20,436	3	2	
<i>Deduct—</i>							
EXPENDITURE.							
	RS.	A.	P.				
<i>Establishment—</i>							
Harbour Master and Assistant							
Harbour Master	6,132	4	1				
Bill Collector	210	0	0				
Harbour Master's boat crew							
and two peons	1,661	14	11				
				8,004	3	0	
Contingencies				449	7	1	
				8,453	10	1	
Balance or net receipts				11,982	9	1	

From the Acting Government Solicitor, dated Madras, 3rd September 1886, No. 380.

ABSTRACT.—Forwarding the following opinion of the Advocate-General, dated 3rd September 1886:—

OPINION.

With reference to the endorsement of the Government, dated the 16th August 1886, No. 1368 C., made on the letter from the Acting Port officer of Madras, to the Chief Secretary, dated the 5th August 1886, No. 7425, I have to state that, having regard to the provisions of section 8 of Act XII of 1875, I am of opinion that the Harbour Master must, for the purpose of the functions which he exercises under that Act, be subordinate to the Master Attendant, and not to the Harbour Trust Board.

(Signed) H. H. SHEPHARD,
Acting Advocate-General.

From J. H. TAYLOR, Esq., Lieutenant, R.N.R., Port Officer, Madras, to the Chief Secretary to Government, dated Madras, 11th September 1886, No. 8745.

With reference to G.O., No. 467, dated 23rd August 1886, I have the honor to report that the Chairman, Harbour Trust Board, Madras, having declined to pay the salary bills and other charges of the Harbour Master's establishment for August last, pending the final orders of Government as to its transfer to the trust, they were transmitted to the Accountant-General, who disbursed the same, with the exception of the salary of the Assistant Harbour Master, Mr Corfield, for want of sanction of Government.

2. In soliciting the same, I beg strongly to recommend that his appointment be made permanent, as there can be no question as to the absolute necessity for it, and considering the inconvenience caused by delay in drawing the salary, additional correspondence, &c., it is not desirable to continue the present state of things.

3. I take this opportunity of explaining to the Government that the service rendered by Mr. Corfield is identical with that performed by the Harbour Master, and is by no means to be considered in the light of an ordinary Assistant. They work independent of one another, and each is individually responsible for the vessel in his charge. As Mr. Corfield has rendered every satisfaction in the discharge of his duties, I beg to recommend that his salary, Rs. 200, be raised to the same amount as that of the Harbour Master, viz., Rs. 300, and that he be also called Harbour Master instead of Assistant.

ORDER—dated 8th October 1886, No. 561, Marine.

With reference to the opinion expressed by the Acting Advocate-General, the order of Government, dated the 26th July 1886, No. 403, will be cancelled.

2. The sanction of the Secretary of State will be sought, through the Government of India, to the permanent appointment of a Senior Pilot (the designation of Harbour Master being changed to Pilot) for the Port of Madras on a salary of Rs. 300 per mensem. The tenure of office of the Assistant Harbour Master or Junior Pilot has recently been extended for a further period of six months. The Government are not prepared to accept the Port officer's proposal that the pay of this officer should be raised to Rs. 300.

(True Extract.)

E. F. WEBSTER,
Chief Secretary.

To the Port Officer, Madras.

„ Public Works Department.
„ Chairman, Harbour Trust Board.
„ Accountant-General.

Exd. A. Aubert.

B No: 2777 H d/21. 10. 86.

Recorded in
Continuation of G.O.
No: 1966 H d/7. 8. 86
1 Bg, Dm6

Govt. of (1886) Madras.

MARINE.

Issued

Recd.

Encl.

G.O., 8th October 1886, No. 561.

B No: 2777 H d/21. 10. 86

OCTOBER.

Harbour Master.

Cancelling the G.O., 26th July 1886, No. 403, and requesting the sanction of the Secretary of State, through the Government of India, for the permanent appointment of a Senior Pilot in lieu of the present — for the Port of Madras on a salary of Rs. 300 per mensem.

18TH AUGUST 1888, No. 411, MARINE.

GOVERNMENT OF MADRAS.

MARINE DEPARTMENT.

READ—the following papers :—

From R. W. BARLOW, Esq., C.S., Chairman, Harbour Trust Board, Madras, to the Chief Secretary to Government (through the Port Officer, Madras), dated Madras, 12th July 1888, No. 1388.

I have the honor to submit, for the information and orders of Government, a resolution passed by the Harbour Trust Board at their last meeting in reference to the Pilots, or Harbour Masters, connected with this port.

2. The change of designation from Pilots to Harbour Masters is of minor importance, although it seems advisable to revert to "Harbour Masters." Government has already been addressed by me on this subject.

3. With regard, however, to the pay of the Harbour Masters, or Pilots, and the number to be employed in future, I am requested to submit to Government that (a) the existing staff and their remuneration is inadequate to the requirements of the port; (b) that on more than one occasion serious disaster to shipping has been narrowly averted; and that (c) the port has consequently suffered in the estimation of ship-owners.

4. With regard to (a), the Board are unanimously and strongly of opinion that three Harbour Masters are necessary. On more than one occasion, the temporary absence of one has resulted in the break-down of the health of the other, it being utterly impossible for any man to stand the physical strain if left in sole pilotage charge for any length of time, and this must always be liable to recur so long as there are only two pilots; and the service of a third man will also always be needed with reference to a proposed improved night service referred to further on. The Board are further strongly of opinion that, to obtain competent and reliable men holding certificates of competency from the Board of Trade as Master Mariners, enhanced pay must be given, and they would recommend Rs. 400 per mensem for the senior, and Rs. 300 for each of the junior, Harbour Masters, as the lowest pay on which the services of reliable men of the class required can be procured, and I beg to request the attention of Government to the enclosed copy of a letter, No. 54 H, dated 9th July 1888, from the Port Officer on this point. I may here mention that the annual surplus from Pilotage Fees amounts to nearly Rs. 12,000, and it is considered only right that a portion of this should be devoted to placing the Harbour Masters' service on a satisfactory footing. The additional salaries to Harbour Masters would amount to Rs. 500 per mensem, which would still leave a surplus of about Rs. 5,000 per annum. Latterly two of the principal lines have declined to entrust their vessels to any pilot but the senior—Mr. Corfield—and should he be unable to take charge of these steamers, their Commanders have been instructed to anchor outside. I may note here that the junior pilot resigned on the 20th June, but consented to continue to do duty until he could be relieved.

5. With regard to (b), I would request that a reference be made to the Port Officer if details are desired.

6. That (c) the port has suffered in the estimation of ship-owners is unfortunately only too true. In several cases steamers have had to anchor outside the harbour, simply because there was no pilot to bring them in. The principal

reason for the P. and O. Company leaving Madras was the delay which occurs here, though heavy port dues, since reduced, had something to do with it. The chief cause of this delay is that vessels cannot get out at night, as at Colombo and other ports of call. With improved appliances for working cargo, such as are now being supplied, there is no reason whatever—weather permitting—why any avoidable delay should occur, provided the staff of Harbour Masters is sufficient to meet all requirements of day and night work, the hours of the latter of which the Board propose to extend to any time at night for vessels clearing, which alone is, as already observed, a reason for the employment of a third pilot. A ship working after hours, but only ready to sail just after 9 p.m., must wait till daylight, according to present rules, before she can go to sea, and consequently loses a full working day at Colombo. This alone is most damaging to the interests of this port, as at Colombo various steamers running in connection meet, and delay to one means delay to all.

7. Steamers arrive at Madras in batches; for a week the harbour will be comparatively empty, and then, for two or three days, the resources of the Port and Harbour establishments are strained to the utmost, and on such occasions having only two pilots has frequently caused delay to the steamers bound inwards, as well as outwards. Full establishments should always be ready, for delay is fatal to the port's credit.

8. The Pilotage rules of the port are now under consideration of the Trustees, and I will very shortly address Government with a view to regulations being so altered as to permit steamers leaving after 9 p.m. In the opinion of the Board, there is practically, in fine weather, no more difficulty for a vessel to leave at any time during the night, than at any hour after dark, bar strain on establishments. Rapid despatch is imperative in these days, and nothing the Trust may do on shore will be of sufficient avail, so long as a vessel ready for sea is always liable to be detained three parts of a night. I may note here that the Trust propose to light the entrance of the harbour.

9. It is not proposed to permit vessels to enter at night, on account of the difficulty and danger attending bringing a vessel to an anchor after dark in an enclosed space, and this is further not of much importance, as, if a steamer enters at daylight, she is moored about as soon as the cranes, &c., are manned and establishments at their posts for ordinary work.

ENCLOSURES.

EXTRACT of Proceedings of the Trustees of the Harbour of Madras, at a Meeting held at the Offices of the Board on Tuesday, the 3rd day of July 1888.

8. Read draft letter from the Chairman, Harbour Trust Board, addressed to the Chief Secretary to Government, requesting that, in connection with the transfer of the Conservancy of the Port of Madras to the Board, the designation "Pilots" may be changed to "Harbour Masters."

Read letter from the Port Officer, Madras, No. H-46, dated 2nd July, forwarding for information of the Trustees, a letter, No. 1425, dated 28th June 1888, from the Assistant Port Officer, transmitting letter, dated 20th June, from Mr. Edwards, Junior Pilot, resigning his appointment.

Resolved unanimously that the Trustees approve of the designation "Pilot" being changed to "Harbour Master," and that Government be addressed respecting their pay and the desirability of increasing their numbers.

EXTRACT of Proceedings of the Trustees of the Harbour of Madras, at a meeting held at the Offices of the Board on Tuesday, the 10th day of July 1888.

2. Read draft of letter addressed to the Chief Secretary to Government in reference to the Board's resolution, No. 8, dated 3rd July 1888, regarding the Harbour Masters' service.

Approved.

From Captain H. A. STREET, Her Majesty's Indian Marine, Port Officer, to the Chairman of the Harbour Trust Board, Madras, dated Madras, 9th July 1888, No. H-54.

With respect to the proposal to increase the pay of the Pilots or Harbour Masters, and to entertain three instead of two, as at present, I have the honor to forward, for the information of the members of the Harbour Trust Board, the following remarks:—

1st.—That to manœuvre vessels with safety in the small space available in the harbour, it is necessary that the Harbour Master should be a man of good nerve, excellent judgment, and one with a knowledge of handling vessels; and that the experience gained by the Port department, since pilots have been employed for the harbour, proves that it is difficult to obtain men with the necessary qualifications and experience for the present sanctioned rates of pay. Of the different men who have been employed in the position of Harbour Master up to date, Mr. Corfield, the present senior pilot, is the only one who has proved a success, and succeeded in obtaining the confidence of Ship Captains and Agents, and I fear that unless his pay is increased, he will probably seek employment elsewhere, which he would be pretty sure of obtaining with the experience he has gained here.

2nd.—At Bombay a Harbour Master receives Rs. (650) six hundred and fifty per mensem (including fees), and the duties of the appointment there scarcely require the same amount of experience, as a vessel when once inside of the dock gates is moved about by warps, whereas at Madras the engines have to be used, and the slightest error of judgment might cause a most serious accident. It therefore seems to me that the Board should attach to the post of Harbour Master a rate of pay which will attract the class of man required. The rates of pay proposed—viz., Rs. (400) four hundred per mensem for the senior Harbour Master and Rs. (300) three hundred per mensem for each of the others—are not, in my opinion, too high.

3rd.—Madras is not a port at which a competent man can be obtained at short notice as a Harbour Master, for the reason that, being simply a port of call, it is seldom that men of the kind required remain at the port with the view of seeking employment, as they do occasionally at Bombay and Calcutta. I am therefore of opinion that Government should be made aware of our difficulty and asked to sanction the enhanced rates of pay which have been proposed.

No. 333-G.

Forwarded to the Chief Secretary to Government, observing that, as Port Officer, I fully concur in the views expressed herein by the Chairman of the Harbour Trust Board.

MADRAS,
12th July 1888.

(Signed) H. A. STREET, Captain, H.M.'s I.M.,
Port Officer.

From R. W. BARLOW, Esq., C.S., Chairman, Harbour Trust Board, to the Chief Secretary to Government (through the Port Officer, Madras), dated Madras, 1st August 1888, No. 1837.

I have the honor to submit herewith, for the information and orders of Government, copy of a letter from Mr. Norman Corfield, senior Harbour Master at this port, dated 4th July, with extract of proceedings of the Board at their meeting last evening, in reference thereto.

2. The Trustees consider that Mr. Corfield should be treated as belonging to Class A of their employés, as defined in the Provident Fund Rules, viz., "Those who were in the employ of the Harbour Department, under the Master Attendant, and who were, on the formation of the Harbour Trust, transferred to the service of the Trust," and they are prepared, with the sanction of Government, to make the customary contribution towards his pension and leave allowances.

3. It will be in the recollection of Government that Mr. Corfield was actually transferred to the Trust in July 1886—vide G.O., No. 403, dated 26th July 1886—almost immediately after its constitution, but the order was subsequently cancelled, on account of certain legal objections raised by the late Port Officer—vide G.O., No. 561, dated 8th October 1886.

ENCLOSURES.

From N. CORFIELD, Esq., Senior Harbour Master, to the Chairman, Harbour Trust Board, dated Madras, 4th July 1888.

I have the honor to lay before you a request which I trust may meet with a favorable reply.

I joined the Marine Department on the 1st September 1885 as Assistant Harbour Master, being then informed by the Master Attendant that when the Trust was formed, the subject of leave and pension would be settled.

On the formation of the Harbour Trust, my services were retained by Government.

In November 1887, I was appointed and confirmed as the senior Government Port Pilot, did, and continue to do, the duties of such, under the impression that I was, and am still, entitled to the privileges of a Government servant under the Civil Leave and Pension Code.

Doubtless you are aware of the circumstances under which I have had to fulfil the arduous duties on several occasions alone in this harbour.

I trust that my case may be settled favorably by you.

EXTRACT of Proceedings of the Trustees of the Harbour of Madras, at a Meeting held at the Offices of the Board on Tuesday, the 31st day of July 1888.

7. Read letter from Mr. Norman Corfield, Senior Harbour Master, dated 4th July 1888, regarding his pension, &c., and read also previous correspondence.

Read minutes by the Chairman, Messrs. George King, W. J. Eales, and Captain H. A. Street, I.M.

Resolved that Mr. Corfield be admitted to Class A, under the same terms as the officers transferred to the Trust in June 1886, and that the Chairman be invited to address Government.

No. 5-G.

Forwarded to the Chief Secretary to Government, observing that I see no objection to the proposal of the Harbour Trustees in respect to Mr. Corfield.

MADRAS, (Signed) H. A. STREET, Captain, H.M.'s I.M.,
3rd August 1888. Presidency Port Officer.

From R. W. BARLOW, Esq., C.S., Chairman, Harbour Trust Board, to the Chief Secretary to Government (through the Presidency Port Officer), dated Madras, 9th August 1888, No. 1949.

I have the honor to forward herewith copy of resolution passed by the Harbour Trust Board at their last meeting, regarding the engagement of a third Harbour Master for this port, and, in accordance therewith, to submit the letter from the Deputy Conservator, No. 1673, dated 7th instant, and to solicit the very early sanction of Government.

ENCLOSURES.

EXTRACT of Proceedings of the Trustees of the Harbour of Madras, at a meeting held at the Offices of the Board on Tuesday, the 7th day of August 1888.

12. Read letter from the Deputy Conservator of the Port, No. 1673, dated 7th August 1888, requesting the sanction of the Board to the appointment of a third Harbour Master.

Resolved that the Chairman submit this letter to Government, in continuation of the Board's resolution, No. 8, dated 3rd July 1888, and request early orders thereon.

From Captain H. B. SIMPSON, I.M., Officiating Assistant Port Officer and Deputy Conservator of the Port, to the Chairman, Harbour Trust Board, dated Madras, 7th August 1888, No. 1673.

I have the honor to request that a third Harbour Master may be appointed as soon as possible, as the present establishment is very closely kept at work and at times carrying on when suffering from fever, &c., and consequently not properly able to carry out their duties.

No. G-16.

Forwarded to the Chief Secretary to Government, observing that I consider it very desirable that a third Harbour Master should be sanctioned.

MADRAS, (Signed) H. A. STREET, Captain, H.M.'s I.M.,
10th August 1888. Presidency Port Officer.

ORDER—dated 18th August 1888, No. 411, Marine.

The Government approve of the Board's proposal to maintain three permanent Harbour Masters for the port—one on Rs. 400 and two on Rs. 300 each. But as the Pilotage Fund is an Excluded Local Fund, of which the Board in their capacity as Port Conservator have control only as an executive officer of Government, the sanction of the Secretary of State will have to be obtained for these appointments under rule 9, chapter 16, of the Civil Account Code. In anticipation of the Secretary of State's sanction, the Board may at once entertain a second and third Harbour Master; but pending the receipt of His Lordship's orders, they must be kept on a temporary footing, and Mr. Corfield's salary must also remain at its present figure. Sanction will, however, be asked for the increase of salary in Mr. Corfield's case being allowed to date from 3rd July 1888, the date of the Board's resolution.

2. Mr. Edwards' resignation should be submitted to Government through the Port Officer.

3. As regards pension and leave allowances, it is observed that section 85 of the Civil Pension Code applies. The Pilotage Fund being distinct from the General Port Fund, under clause 4, section 47, Act XII of 1875, the exception in favor of Port Funds entered at the foot of section 85 of the code cannot be held applicable to Harbour Masters. The Government will, however, have no objection to permitting these officers, with the sanction of the Board, to contribute for leave and pension allowances under rule 11, section 9, of the Pension Code, or they may, at the option of the Board, be admitted to the Provident Fund which the Board have formed for servants of the Harbour Trust and the rules of which are recorded in G.O., dated 24th November 1887, No. 527. Recommendation will be made that Mr. Corfield's service be treated as permanent from the date of his first entertainment.

(True Extract.)

To the Chairman, Harbour Trust Board.

„ Presidency Port Officer.

„ Accountant-General.

Copy to the Public Works Department.

Exd. A. Raitt.

B. No 2777 N. 7/21-10-86

P.W.C. N° 8585

(8)
Govt. of (1888) Madras.

MARINE.

No. 2774 W. 7/21-10-86

Recorded,
Recorded,

in continuation of

135.C

G.O. No. 2777 W. 7/21-10-86

Octo. 1886.
Oct. 1886

Issued

Recd. 29-11-88 Encl.

G.O., 18th August 1888, No. 411.

No. 2774 W. 7/21-10-86
1888

AUGUST.

Port of Madras.

Passing orders on proposals of the Harbour Trust Board for the entertainment of Harbour Masters for the —, and addressing the Government of India on the subject.

M 12/9

P 12/9

6.30.8.88

13.8.88

1.9.88

with the order

[25]

Marine Department.



PROCEEDINGS OF THE MADRAS GOVERNMENT.

Read the following paper letter from

the Chairman, Harbour Trust Board, dated 24th September 1888, N° 1000, submitting for approval of Government papers relating to the appointment of Mr. Lwance, Chief Officer of the British India Steamship "Scindia", as Third Harbour Master under the terms

2774 W. 7/21-10-86 of G.O. Marine N° 411 dated 18th August 1888.

Order 2nd October 1888, N° 473

The appointment of Mr. Lwance as Third Harbour Master is approved.

(True Extract)

W. B. S. S. S.

Under Secy. to Govt., P.W.D.
for ag. Chief Secy.

To

The Accountant General

" Chairman, Harbour Trust Board

" Presidency Port Office.

2.8.88