

ESTIMATES COMMITTEE
1958-59

FIFTY-THIRD REPORT
(SECOND LOK SABHA)

MINISTRY OF TRANSPORT AND COMMUNICATIONS

Action taken by Government on recommendations contained in the Sixty-second Report of the Estimates Committee (First Lok Sabha) on the Ministry of Transport—Shipping Part—I



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CORRIGENDA

53rd Report of the Estimates Committee on Action taken by Government on the Recommendations contained in the 62nd Report (First Lok Sabha) on the Ministry of Transport - Shipping Part - I.

Page (iv), Introduction, para 2, line 4,
read 'October 1958' for 'October 1959'

Page (iv), Introduction, para 2, line 7,
read 'March 1959' for 'January 1959'.

Page 36, item 49, column 4, line 9,
read 'disbursing' for 'disbrusing'

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ESTIMATES COMMITTEE 1958-59

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*****Elected w.e.f. 17.12.1958 *vice* Shri Vijayram Raju resigned.

INTRODUCTION

1. The Chairman, Estimates Committee, having been authorised by the Committee, present this Fifty-third Report of the Estimates Committee of Second Lok Sabha on the Action taken by Government on the recommendations contained in the Sixty-second Report of the Estimates Committee (First Lok Sabha) on the Ministry of Transport—Shipping Part I.

2. The Sixty-second Report of the Estimates Committee (First Lok Sabha) was presented to the Lok Sabha on the 28th March, 1957. The Government furnished their replies to the recommendations in the report between August, 1957 and October, 1959. The Study Group 'B' of the Estimates Committee examined these replies on the 16th February, 1959 and the replies to certain other recommendations received in January, 1959 on the 9th April, 1959.

3. The Report has been divided into five Chapters:

I. Report.

II. Recommendations that have been accepted by Government.

III. Replies of Government that have been accepted by the Committee.

IV. Replies of Government that have not been finally accepted by the Committee.

V. Recommendations in respect of which final replies of Government have not been received.

4. An analysis of the Action taken by Government on the recommendations contained in the Sixty-second Report of Estimates Committee is given in Appendix. It would be observed therefrom that out of the 51 recommendations made in the Report, 29·5% of the recommendations have been fully accepted by Government while 9·8% have been accepted partly. Of the rest the replies of Government in respect of 9·8% of the recommendations have been accepted by the Committee while those in respect of 21·4% of the recommendations have not been accepted by the Committee. The Government have not furnished replies to 29·5% of the recommendations made in the Report.

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BALVANTRAY G. MEHTA,
Chairman,
Estimates Committee.

CHAPTER I

Report

The Committee in para 93 of their Sixty-second Report recommended that as they were informed that there was an acute shortage of naval architects in India, a scheme might be worked out to meet the shortage. The Ministry stated in reply that the enquiry made by the Engineering Personnel Committee set up by the Planning Commission showed that there was not much demand for naval architects and that it was felt that the facilities provided at the Indian Institute of Technology at Kharagpur would be adequate to meet the requirements at least for some time to come. The recommendation of the Committee had, therefore, been deferred for review at the end of 1959 or 1960. As however, the country is still dependent upon foreigners for the know-how with regard to ship-building, the Committee are not satisfied that the existing arrangements are adequate to produce the required number of naval architects and naval engineers. As shipping is likely to get higher priority for development in the future the Committee recommend that proper assessment may be made of the requirements of naval architects and naval engineers and suitable action taken to build up the know-how in India for future developmental activities in the field of shipping so that, firstly, the development activity may not be impeded for want of such know-how and secondly, dependence on foreigners in that respect could be reduced.

2. In para 99 of the Report the Committee recommended that training facilities for seamen might be suitably increased and proper publicity given for the sea career to attract the right sort of men. The Committee also observed that the initial qualification for admission for training as seamen and training facilities therefor could be reviewed with a view to make it possible for the fittest among the trainees to rise after experience was gained to be admitted to the ranks of officers.

3. The Ministry stated in reply that men who could take to manual work with zeal and satisfaction were the right type to be selected for training as seamen. The ship-owners who were associated in the selection of candidates were strongly averse to the recruitment of highly educated boys. It had, therefore, been Government's policy not to encourage admission of highly educated boys for training as seamen but to train only such boys who were well-built, used to manual work, and sea-faring traditions and were likely to stick on to the sea-faring profession. These arrangements had proved very satisfactory and it was, therefore, not considered advisable to make any serious changes in so far as initial qualifications were concerned. So far as opportunities for the cadets to become officers were concerned, it was stated that seamen in the deck Department might, if they desired, sit for the examination for certificates of competency on completion of the required sea service. On the engineering side, however, such opportunities were not open to seamen as before they were eligible to sit for the second class engineers examination they had to undergo a period of training in approved workshops which were not ordinarily available to them. The Committee regret that the bar on the persons having high qualifications being appointed as seamen and inadequacy of the training facilities for the lowly qualified persons might come in the way of the persons appointed as seamen rising to higher ranks. They, therefore, feel that a reorientation is called for with regard to the recruitment and training of seamen and that arrangements should be made to ensure that persons entering service at lower levels due to unfavourable circumstances might have reasonable opportunity to rise, provided they are equipped with required aptitude and ability, to the highest position in the field.

CHAPTER II

Recommendations that have been accepted by Government

S. No. of Reference to the recommendation of the Report	Summary of Recommendation	Reply of the Government
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2 12 As some complaints about delay in sanction of loans, disposal of vessels, etc., were voiced, the Committee suggest that the existing procedure in this respect may be reviewed with a view to expedite the process.

The existing procedure has been examined and we have prescribed 7 days for scrutiny of the loan applications by the office of D.G. Shipping. Moreover, the examination of the application by the Ministries of Transport and Finance will be undertaken on a priority basis. It may also be mentioned here that the recent decision to appoint the Director General of Shipping as Joint Secretary in the Ministry will help in this connection as he will be able to furnish elucidation, where necessary, by personal discussion with the appropriate officers of the other Ministries concerned and delays consequent on correspondence between Delhi and Bombay will be avoided.

So far as disposal of vessels is concerned, Director General of Shipping has full powers of sanction where the proposal is to sell to an Indian party. Proposals involving sale of vessels to foreigners with flag transfer only require to be referred to Government as inter-ministerial consultations are necessary sometimes before the approval of Government can be conveyed. Here also the functioning of Director General of Shipping as Joint Secretary will help in getting early orders.

(Ministry of Transport and Communications O. M. No. 9-MA(24)57, dated 9-10-57.)

8 The Seamen's Welfare Officer, Bombay is also required to arrange sea passage for Government officials and others to every part of the world. The Committee do not regard this as a legitimate function of a Welfare Officer. They suggest that it should be taken away from him and transferred to some other officer. The social and economic condition of Indian seamen is very much below the standard of their counterparts in other countries, and the Welfare Officer will have ample work to do, if he does his job with true devotion.

67 The recommendation of the Estimates Committee has been accepted and steps are being taken to transfer the work connected with the booking of passages from the Principal Seamen's Welfare Officer, Bombay, to an officer in the Directorate General of Shipping, as early as possible.

(Ministry of Transport and Communications O. M. No. 9-MA(24)57, dated 9-10-1957.)

12 The Committee suggest that the meeting of the Consultative Committee of shipowners should be arranged regularly at least twice a year. They also suggest that a representative of the Sailing Vessels Association may also be included in the Consultative Committee.

76 According to Government Resolution dated the 29th December, 1951, setting up the Consultative Committee of Indian Shipowners, the Committee is expected ordinarily to meet once annually and more often, if necessary. Efforts will be made to hold the meetings of the Committee twice a year

as suggested, if there is sufficient business to justify the same.

The suggestion that Sailing Vessels interest should be represented on the Consultative Committee of Shipowners is accepted in principle. As, however, the Sailing Vessels Industry is not at present properly organised, to begin with Government propose themselves to nominate a suitable person to represent the Sailing Vessels interest on the Committee and not authorise any particular Association to nominate such a representative. Meanwhile Government would take necessary steps to help organise the Sailing Vessels Industry. †

*(Ministry of Transport and Communications O. M.
No. 9-MA(24)/57, dated 9-10-1957.)*

13 84 Provision exists in the Directorate of Marine Engineering Training for increasing the intake to 80 boys every year. The Committee recommend that future intake may be stepped up to this number.

The recommendation made by the Committee has been duly considered by the Government of India and action has already been taken to increase the intake of the Institution from 50 to 65 boys from August 1958 entry. The question of further increasing the intake having regard to the future requirements of the Merchant Navy is under constant review.

*(Ministry of Transport and Communications O. M.
No. 9-MA(24)/57, dated 11-3-1959.)*

- 20 98 . The Committee suggest that a careful statistical study should be made of the extent of employment secured by the ratings from training schools so that rate of recruitment can be suitably regulated to avoid prospects of long periods of un-employment to the ratings turned out from these institutions on the one hand, and shortage of ratings on the other.
- 24 105 The Committee suggest that the utility of appointing Welfare Officers at important intermediate ports also should be examined.
- 32 135 The Committee suggest that the Ministry of Transport may undertake the work of training seamen under sail as it has done regarding the ratings.
- 33 140 The Committee consider that it is in the interests of the Industry that deep sea going vessels should go under Central Control and hence there is a necessity of a Central Act to govern these vessels. The Act, *inter alia* must contain the following provisions :
(a) Uniformity of measurement and registration ;
- A 'statistical study' as suggested by the Committee is now being made every month and necessary adjustments are also being made wherever necessary.
(Ministry of Transport and Communications O. M. No. 9-MA(24)/57, dated 24-9-1957.)
- The matter is being examined by the National Welfare Board for Seafarers. After the Board has submitted its Report, the matter will be pursued further by Government as desired by the Committee.
(Ministry of Transport and Communications O. M. No. 9-MA(24)/57, dated 19-8-57.)
- The recommendation of the Estimates Committee has been accepted by the Government of India and steps are being taken to start a scheme for training of seamen under sail at selected centres.
(Ministry of Transport and Communications O. M. No. 9-MA(24)/57, dated 9-10-1958.)
- The Merchant Shipping Bill which has been introduced in Parliament has one whole Part devoted to Sailing Vessels and all these matters excepting item (g) in so far as it relates to standardisation of practices and item (h), have been incorporated therein. As regards standardisation of practice, it is the intention that the trade should organise itself on an all-India

- (b) Inspection ;
- (c) Assignment of free board ;
- (d) Permits to tinals and identity cards for seamen ;
- (e) Detention of vessels which are found defective by any of the prescribed rules or in equipment ;
- (f) Deterrence for fraudulent jettisoning ;
- (g) Standardisation of forms and practices ;
- (h) Amendment of Workmen's Compensation Act to include all sea-going ships and their employees and introduction of specific provision for initiation of claims.

basis and evolve a uniform system of practices. As regards (h), the question of extending the Workmen's Compensation Act to all sailing vessels irrespective of their tonnage has been taken up with the Ministry of Labour and Employment who are the Ministry concerned in the matter.

(Ministry of Transport and Communications O.M. No. 9-MA(24)/57, dated 21-3-1958.)

- 34 141 Once the Act is passed, it may help the industry considerably if certain types of cargo or cargoes between certain named ports are reserved for sailing vessels as against steamships.

Rule-making provision has been included in the new Merchant Shipping Bill empowering Government to reserve, subject to such conditions as may be prescribed, specified commodities moving by sea between specified ports or in specified sectors of the coasting trade for transport by sailing vessels.

(Ministry of Transport and Communications O.M. No. 9-MA(24)/57, dated 21-3-1958.)

- 35 142 The Committee recommend that legislative action to control unseaworthiness and malpractices in the sailing vessels industry should be expedited.

In the new Merchant Shipping Bill, provision has been made for periodical inspection of sailing vessels to ensure their seaworthiness. The principal malpractice in the industry is the surreptitious disposal of cargoes under the

pretext of jettisoning. To discourage fraudulent jettisoning, provision has been made for holding of enquiries into all cases of jettisoning. The introduction of such investigation will, it is expected, make it possible to ensure better system of control over fraudulent jettisoning.

(Ministry of Transport and Communications O.M. No. 9-MA(24)/57, dated 21-3-1958.)

The recommendation of the Estimates Committee has been accepted by the Government of India and steps are being taken to start a scheme for the training of tindals at selected centres.

(Ministry of Transport and Communications O.M. No. 9-MA(24)/57, dated 29-10-1958.)

The schools which may be started either by the Centre or by the maritime States may educate the tindals in the traditions of the sea and no tindal should be allowed to take charge of a vessel unless he has passed the qualifying tests. The tests should be oral and elementary in the beginning but should be made stiffer in course of time.

The Committee suggest that the feasibility of giving financial assistance for mechanising the sailing vessels, without waiting for the enactment of the proposed legislation should be examined by the Ministry. The Committee feel that it should be possible to do so by departmental action.

The suggestion has been accepted. All applicants furnishing adequate financial security would be considered for giving financial assistance.

(Ministry of Transport and Communications O.M. No. 9-MA(24)/57, dated 17-12-1957.)

The Government accept this suggestion in principle and are asking the two Shipping Corporations to take necessary steps to get themselves enrolled as members of the Baltic Exchange Chartering Committee.

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The Committee suggest that the Western and the Eastern Shipping Corporations should also become members of the chartering committee so that the interests of Government may be safeguarded in getting vessels as

cheaply as possible and also earn a part of the one per cent commission which the chartering committee distributes to its members.

(Ministry of Transport and Communications O.M. No. 9-MA(24)/57, dated 19-8-1957.)

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The Committee suggest that the Indian Ship-owners should be consulted before shipping agreements are concluded so that there may be complete co-ordination between the private and public sectors of Indian shipping and the available tonnage may be utilized to the maximum possible extent.

This suggestion is in complete accord with Government's own views about it. In fact, Indian Shipping Companies were consulted prior to the execution of the Indo-Soviet and Indo-Polish Shipping Agreements and similar consultations will be held in regard to such agreements in future as well.

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The Committee recommend that the establishment of the Nautical Museum at Bombay may be expedited and that the exhibits in the Nautical and Engineering College be transferred to the proposed Museum.

(Ministry of Transport and Communications O.M. No. 9-MA(24)/57, dated 19-8-1957.)

The suggestions has been carefully examined but due to lack of proper building for the establishment of the Museum, the collection and maintenance of items of exhibits are at present carried out separately by the Navy and the Nautical and Engineering College. When a sufficient number of items for the Museum has been collected and a proper building becomes available, the collections made by both the Navy and the Nautical and Engineering College will be transferred there and the

Museum's maintenance and administration entrusted to a Board of Trustees. The suggestion will be carefully followed up for early implementation.

[*Ministry of Transport and Communications O.M. No. 9-MA(24)/57, dated 19-10-1957.*]

CHAPTER III

Replies of Govt. that have been accepted by the Committee

S. No.	Reference to the para in Report	Summary of recommendations.	Reply of Government.
1	2	3	4

3 14 The Committee suggest that the Ministry should examine the feasibility of constituting a general Advisory Body which should include non-officials interested in the development of shipping and sailing vessels industry and representatives of business to advise the Director General of Shipping.¶

This suggestion has been carefully examined. The function of the Director General of Shipping is partly statutory and partly executive and administrative. In connection with his statutory functions, the statute itself provides for association of advisory bodies, where necessary. Beyond that it is not desirable for him to associate non-official opinion with him in regard to the discharge of his statutory functions, as he must obviously be above all non-official influence in the matter. In regard to his executive and administrative functions, the Director General has to carry out the policies as laid down by the Government of India in the Ministry of Transport and Communications, which Ministry has associated with it several standing advisory bodies, like the Consultative

Committee of Indian Shipowners, the Overseas Shipowners Consultative Committee, the National Harbour Board, the National Welfare Board of Seafarers, etc. In the discharge of his executive and administrative functions, the Director General of Shipping has associated with him certain advisory bodies like the Duffin Governing Body and the Deck Passenger Welfare Committees, and it does not seem necessary to have a general advisory body, such as has been suggested by the Estimates Committee, to be associated with him. It is even now open for any non-officials interested in shipping matters to submit any suggestions they may have to make either to the Director General or to the Ministry and all such suggestions will receive due consideration.

[*Ministry of Transport and Communications O.M. No. 9M4(24)/57 dated 9-10-1957*].

5 36 The Committee recommend that other State Governments may also utilise the services of the Mercantile Marine Department on an agency basis, as is done by the Government of West Bengal, so that a uniform standard in the administration of Indian Shipping and Inland Steam Vessels Acts may be maintained.

The Inland Steam Vessels Act, 1917, does not apply to Madras, Andhra and Kerala. The West Bengal and Bombay Governments are already utilising the services of the Principal Officer, Mercantile Marine Department for the various function *viz.*, survey, registration etc. prescribed under the Act. The recommendation has been brought to the notice of other Governments *viz.*, Assam and Bihar who are mainly concerned with Inland Water Transport in its mechanized form.

2. The Assam Government are agreeable to the recommendation in principle and are examining the details involved in making this arrangement.
3. The Bihar Government have their own Chief Surveyor of Inland Steam Vessels and have framed necessary rules for survey and registration of vessels. As regards the issue of certificates to crews, they follow the rules framed by the West Bengal Government and the candidates are examined at Calcutta. The Bihar Government are satisfied with the existing arrangements, and as there are very few vessels registered in Bihar it does not appear necessary to make any change in the existing arrangements.

[*Ministry of Transport and Communications O.M No. 9-MA(24)/57, dated 30-12-1958*].

7 61-62 The Sub-Committee of the Estimates Committee which visited the Ratings Training Establishment, Navlakhi noticed that there was urgent need for improving the building and providing additional equipment. The Committee recommended that steps should be taken at an early date to effect necessary impro-

The question as to whether the training establishment T.S. 'Navlakhi' should be retained in Navlakhi which is found from actual experience to be not a very suitable port for this kind of establishment, or shifted to some other port in the Bombay State is now under consideration. The Government of Bombay have been addressed enquiring

vements, so as to bring this establishment to the same standard as other Ratings Schools, in the matter of buildings, equipment and amenities to the trainees and the staff.

whether they could suggest a more suitable place either in Saurashtra or elsewhere in the State, for locating this establishment and their reply is awaited. With this position in the background it is not possible to do much in the direction of improvements to the buildings, providing equipments, etc. involving large capital expenditure which might be found unprofitable, if the institution is shifted elsewhere. However, urgent repairs and improvements to the buildings have been attended to at a cost of about Rs. 17,000/- and the procurement of additional equipment considered essential in the interest of training agreed to, as shown below, with a view to ensure that the standard of training on T.S. 'Naulakshi', does not materially suffer in comparison with that of the other Ratings School/s.

Equipments:

The purchase of the under-mentioned items of equipment by the Captain Superintendent has recently been sanctioned :—

- (i) Steering Wheel complete with Pedestal and helm indicator at a cost of Rs. 300/-.
- (ii) Echo sounder at about Rs. 1,500/-.
- (iii) Smoke helmet with safety Lamp at about Rs. 1,240/- (to be imported from U.K.).

[*Ministry of Transport and Communications O.M. No. 9-MA(24)/57, dated 5-9-1957*].

10 73 The Committee suggest that the feasibility of setting up Seamen's Employment Office at other-major ports should also be examined.

This suggestion has been carefully examined. Apart from the two major ports of Bombay and Calcutta where the statutory S.E. Offices have already been set up, there are four other major ports in

India namely, Cochin, Visakhapatnam, Kandla and Madras.

As regards the first three ports, these are not regular ports of engagement for seamen. Ships visiting these ports get their crew supply either from Bombay or Calcutta. Only on very rare occasions some ships take a seaman or two from these ports as replacements. The employment opportunities for seamen available at these ports are thus almost negligible and there would, therefore, appear to be no need for setting up S.E. Offices at these ports.

The position at the port of Madras is that there are only two ships *vis.*, "State of Madras" and "Rajula" based at this port at present. These ships ply between Madras and Singapore and open foreign going articles. They, however, take crew from this port only for their Deck Deptt. (Total about 120 ratings). Their requirements for the engine room and saloon Deptt. are supplied by the S.E. Offices at Bombay and Calcutta. Occasionally a few seaman are recruited at this port as replacement for those who sign off due to hospitalisation or for some other reason. It would thus be seen that the volume of local recruitment at this port also is not of such magnitude as to justify or necessitate operation of an independent organisation of the S.E. Office scheme.

This Ministry is, therefore, of the view that the seamen employment offices set up already at the ports of Bombay and Calcutta provide all the necessary machinery to regulate employment of seamen in India and that there is no other major port in India where a separate Seamen's Employment Office need be set up at present.

[*Ministry of Transport and Communications O.M. No. 9MA (24)/57, dated 5-9-1957.*]

19 It appears that the constitution of Overseas Shipping Conference Committee requires to be revised if it is to play any useful role.

78 The overseas shipping companies trading with India and their Conferences (Associations) are too many and too varied and there is no one person or body of men in India who can directly represent all the Conferences on the Committee. Only indirect representation is possible in the way which Government have already done. The Bombay and the Bengal Chambers of Commerce represent predominantly foreign trading interests in India and therefore they alone can help maintain liaison with overseas shipping interests. It may be literally correct to say that the representatives of the two Chambers primarily represent the Chambers but, through their association with overseas shipping interests, they can and are helping the Government to maintain contacts with such interests. It is, therefore, the Government's considered opinion that it is neither feasible nor necessary to change the constitution of the Committee in order to give mere direct representation to the overseas shipping interests. It has, however, been decided in pursuance of the suggestions made by members of the Committee, which has

recently been consulted in the matter, that the membership of the Committee should be expanded so as to include, as full members, representatives of Overseas Shipping Interests at the ports of Madras, Visakhapatnam and Cochin and action is now in hand to implement this decision.

[Ministry of Transport and Communications O.M. No. 9 MA (24)/57 dated 15-5-1958].

25 115 It is the moral responsibility of the society to improve the socio-economic conditions of the seamen in such a way that our young men can take the career of sea life without any handicaps and privations. Provision of a few seamen's hostels at important ports should not be regarded as adequate for this purpose.

Government is fully alive to the question of improving the socio-economic conditions of seamen. The activities of Government are not confined only to putting up a few seamen's hostels at important ports but other effective steps have been taken to improve their lot which *inter alia* include:

(1) *Appointment of Welfare Officers at Indian Ports.*

The principal Seamen's Welfare Officers have been appointed at the ports of Bombay and Calcutta to organise welfare measures for the benefit of seamen. At Madras, the duties of Seamen's Welfare Officer are performed by the Principal Officer, Mercantile Marine Department. The functions of these officers are to organise recreational facilities, sports, cinema performances etc. for the benefit of seamen, to arrange for speedy medical aid to the sick, to intercede on behalf of seamen in the redress of their legitimate grievances

etc. These officers keep in close touch with the seamen's Hostels and pay frequent visits with a view to ensuring the maintenance of satisfactory standards in regard to cleanliness, sanitation and other allied arrangements. Accommodation in these hostels is provided at very cheap rates namely Annas two to four per bed.

(2) *Appointment of Welfare Officers in foreign ports.*

There is a regular office in Sydney (Australia) with a Seamen's Welfare Officer to look after Indian seamen who visit Australian ports. It is his duty to look after the welfare of seamen and to provide all assistance that they may need. Similarly three seamen's Welfare Officers are working in the U.K. to look after the welfare of our seamen visiting ports in that country. In other countries the Consular Officers are charged with the duty of looking after the welfare of Indian Seamen and this Ministry keeps in touch with them.

(3) *Provision of Free Medical Aid.*

Seamen are provided with free medical aid, both indoor and outdoor, during a period of 12 months following their discharge. Thus the period of unemployment between two successive engagements for service at sea is fully covered by the present arrangements so far as actual medical aid

is concerned. Separate dispensaries are being run for the benefit of seamen in Calcutta and Bombay and indoor treatment is provided by special arrangements with the State Government Hospitals. The cost of medical aid is shared equally between the Government of India and State Government concerned. To augment the existing medical facilities it has been decided to set up separate wards exclusively for seamen in the St. George Hospital at Bombay. Efforts are being made for similar arrangements at Calcutta.

(4) *Setting up of Seamen's Employment Offices.*

Seamen's Employment Offices have been set up at the Ports of Bombay and Calcutta, the former in the year 1954 and the latter in 1955. Prior to the setting up of these offices, engagement of seamen was not on systematic basis with the result that certain corrupt practices were in existence. To eradicate such malpractices and to ensure reasonable regularity of employment and also of promotions etc. these offices were set up. The representatives of the Seamen's Unions have openly proclaimed that the setting up of these offices has saved the seamen of Bombay about Rs 15 lakhs per annum. The Seamen's Employment Offices are assisted by Seamen's Employ-

ment Boards on which are represented the Seamen's unions, the shipowners and the Government. Thus the seamen are given full opportunities to plan their recruitment etc.

(5) *Future Planning.*

While some good work has already been done for the welfare of seamen it has been recognised that there is room for further improvement. In order to ensure this, a National Welfare Board for Seafarers has been established which is a high powered body with the Minister of Transport and Communications as its Chairman. The Board was set up in 1955 to advise Government of India on all matters relating to the welfare of seafarers and to perform such other functions as may be assigned to it. The Board consists of representatives of shipping interests, seafarers, the concerned Ministries of the Government of India, Maritime State Governments, the Port Trusts, three Members of Parliament and one prominent citizen who is interested in the welfare of seamen. The inaugural meeting of the Board set up a sub-Committee to prepare comprehensive proposals both as regards welfare measures and as regards the method for finding the necessary finance. This sub-Committee held its meeting on the 4th July, 1956 at Bombay and formed three small committees *viz.* (i) Ports Welfare Committee (ii) Social Security Committee and (iii) Finance Committee. These sub-Com-

mittees will submit their report and their recommendations to the Board who will in turn submit the same to Government. On receipt of the recommendations of the Board further necessary action will be taken to undertake such other welfare measures as are considered necessary.

[*Ministry of Transport and Communications O.M. No. 9MA (24):57 dated 12-10-1957.*]

29 The Committee are of the opinion that the lifeboat training should be regarded as indispensable for every seaman. The feasibility of giving this training on board the ship should also be examined.

The views of the Committee are noted.

The question of establishment of a Lifeboat Training Centre at Calcutta on the lines of the Bombay School is under consideration at present.

As regards full training aboard ship for the purposes of life-boatmen's certificate, the Indian Merchant Shipping (Musters) Rules, 1956, *inter alia*, provide for weekly or fortnightly lifeboat drills in Passenger and Cargo Ships to ensure that the crew understand the uses of life saving equipment etc. and are practised in the duties they have to perform. The officers in Passenger Ships are encouraged to train their crew in this manner as necessity arises and opportunity offers.

[*Ministry of Transport and Communications O.M. No. 9MA (24):57 dated 6-11-1957.*]

The Committee suggest that the feasibility of creating a standing machinery for the review of freights and for disposing of disputes regarding freights on the same lines as the Railway Rates Tribunal should be examined. Feasibility of entrusting this work to the Railway Rates Tribunal should also be examined.

It is presumed that the suggestion of the Committee refers to coastal freights. If so, it may be stated that the Rail-Sea Co-ordination Committee which went into this specific question have come to the conclusion that it is not necessary at this stage to set up any standing machinery for freight fixation, and that whenever any special circumstances justify a detailed enquiry, Government could exercise their powers under the Control of Shipping Act, 1947 to set up an *ad hoc* Board for holding such an enquiry. Moreover, it may be stated that the Central Government have powers to fix rates even without any formal reference to a Shipping Rates Advisory Board when considered necessary. It is, therefore, felt that it is not necessary to create a standing machinery for freight fixation as suggested by the Estimates Committee.

It is also considered that no standing machinery is necessary for disposal of disputes regarding shipping freights and that it will not also be feasible or practicable to refer all such disputes relating to shipping freight rates to the Railways Rates Tribunal in view of the specific statutory duties laid down for the Tribunal in the Indian Railways Act, 1890.

[Ministry of Transport and Communications O.M.
No. 9MA (24)/57 dated 5-12-1957.]

The Committee recommend that the Director General of Shipping should discuss the ques-

As recommended by the Committee the matter was taken up by the Directorate General of Shipping

tion of transportation of mangoes from the areas on the West Coast, with the representatives of trade, shipowners associations of sailing vessels etc. and work out a scheme for their transportation during the season on a systematic basis.

with the various interests concerned. It appears that the pattern of mango cargo traffic on the Konkan Coast has changed in recent years. The mango merchants prefer to send their mango parcels by motor trucks as it is more convenient, cheaper and safer than by sea transport which involves rough handling at several stages during transit from the production centres to the markets. Enquiries made from the interests concerned have revealed that the present arrangements for the transportation of mangoes are fairly satisfactory. It is understood that the Bombay State Transport has agreed to maintain regular daily service between Ratnagiri and Bombay and that they will be able to carry about 70% of the mango traffic leaving only about 30% of the traffic to be carried by the Bombay Steam Navigation Company's vessels.

[Ministry of Transport and Communications O.M. No. 9MA(24)/57 dated 11-3-1959.]

51 206 As the report of the Rail-Sea Co-ordination Committee has not yet been submitted to Government, the Committee are not in a position to offer any comments on this subject.

The Rail-Sea Co-ordination Committee have since submitted the Report to the Government and the various recommendations made by them are under consideration. A copy of the report, which is treated as confidential for the present, is sent herewith for the information of the Estimates Committee.

[Ministry of Transport and Communications O.M. No. 9MA(24)/57 dated 6-11-1957.]

CHAPTER IV

Replies of the Government that have not been accepted by the Committee

Sl. No.	Reference to Para No. of the Report	Summary of recommendations	Reply of Government	Comments of the Committee
1	2	3	4	5
9	69	<p>The Committee suggest that a few single rooms at somewhat higher rates should also be provided for those seamen who are desirous of having independent accommodation. The contrast in the standard of amenities provided in the Indian Seamen's Hostel and the Prince of Wales Seamen's Club is indicative of the long way we have to travel in securing better social and economic conditions for Indian seamen.</p>	<p>The Indian Sailors' Home and the Indian Seamen's Hostel at Bombay are managed by a benevolent society called the Indian Sailors' Home Society. The recommendation of the Committee was communicated to the Indian Sailors' Home Society and they are unable to accept the recommendation. The contention is that besides reducing the accommodation capacity by about 70 beds the new proposal if implemented would also make the Society liable to Municipal General Tax from the payment of which it is at present exempted. The amount of Annas two now levied per day per seamen is not on account of rent but is on account of bed-sheets, cinema shows and other amenities provided in the Home and the Hostel, and</p>	<p>The Committee suggest that early action may be taken to raise the conditions of life of Indian seamen to be on par with their European counterparts.</p>

as such no Municipal General Tax is paid by the Society. The construction of separate rooms would, however, necessitate levy of higher charges which could be treated as 'rent' and thus attract the imposition of the Municipal tax.

2. Government are already seized of the problem of providing suitable accommodation for seamen visiting various ports. A Special Sub-committee of the National Welfare Board of Seafarers, which was set up recently, is examining the whole question of welfare facilities for Indian seamen at various ports. Further action in the matter will be taken after receipt of the report of the Committee.

[Ministry of Transport and Communications O.M.
No. 9 MA (24)/57 dated 9-10-1957.]

14 79(a) The expenditure incurred for running of Marine Engineering College, Calcutta was considerably in excess of the provision made in the First Five Year Plan and the Ministry

The provision in the First Five Year Plan for running of the Marine Engineering College, Calcutta was made purely on an approximate basis as the College had not come into existence then and no exact data were available. At that time

The Committee suggest that the pattern of expenditure may be reviewed with a view to ensuring that avoidable expenditure is not incurred.

should carefully examine the reasons for the same.

it was not possible to give even the break-up of the items of expenditure. It was only after the College had fully started functioning and the work of the College had got established that it was possible to give more accurate estimate of expenditure likely to be incurred on the running of the College. Even now, it is somewhat difficult to make an accurate assessment of the approximate annual cost of running the establishment until the workshop is completely installed and run in full swing. As against the estimated provision in the First Five Year Plan of Rs. 3.5 lakhs per year (Rs.14 lakhs for 4 years) the actual expenditure during that period has been of the order of Rs. 4.5 lakhs per year. There was thus an increase of about Rs. 1 lakh only per year and it will be appreciated that this cannot be categorised an increase as such though it admittedly indicates that our first estimate of Rs. 3.5 lakhs was not accurate.

[*Ministry of Transport and Communications*
O.M. No. 9MA (24)/57 dated 9-10-1958.]

18 93 The Committee were told that there is an acute shortage of Naval Architects in India.

The Estimates Committee in their 14th Report (1954-55) on the Hindustan Shipyard (Private) Ltd., Visakhapatnam, Please see para 1 in Chapter I.

The Committee recommend that the Ministry of Defence who are concerned with designing of naval vessels and the Ministry of Production who are concerned with shipbuilding may jointly work out a scheme for meeting this shortage.

while examining the question for facilities in Naval Architecture available in the country for the training of youngmen recommended as follows:

“For facility of practical training the Institutions in which courses of Naval Architecture form part of study could more suitably be located near the Shipyard. The question of transferring one of the existing Engineering Colleges to Visakhapatnam or of setting up of a new Institution of this kind near the yard with provisions for training in Naval Architecture and designing should be considered. The scheme drawn up by the H. S. L. in this connection should be given due consideration by Government and implemented early if found feasible.”

The above recommendation was examined in detail in the late Ministry of Production, in consultation with the late Ministry of Education. They were of the view that though practical training is an important aspect of higher technical education, the availability of facilities for such training cannot be re-

garded as the sole criterion in determining how and where different courses should be organised. They further felt that a separate isolated course in Naval Architecture at the Shipyard would only tend to produce narrow specialists.

As regards the setting up of a new institution of this kind in Vizag, the enquiry made by the Engineering Personnel Committee set up by the Planning Commission showed that there was not such a demand for Naval Architects as would justify the creation of another centre of training. It was felt that the facilities provided at the Indian Institute of Technology at Kharagpur, where there are already courses in Naval Architecture, would be adequate to meet the requirements at least for some time to come and that the question of opening up naval architecture at Vizag might be reviewed at the end of 1959 or 1960.

In view of the above, it has been decided that the present recommendation of the Estimates Committee for working out a scheme for meeting shortage of

naval architects may be deferred for review at the end of 1959 or 1960.

[*Ministry of Transport and Communications*
O.M. No. 9M.A. (24)/57, dated 19-10-1957]

21 99 The Committee recommend that the training facilities may be suitably increased after obtaining the results of the statistical study referred to in para 98 and proper publicity given for the sea-career to attract the right sort of men. The initial qualification for admission and training facilities could be reviewed with a view to make it possible for the fittest among the trainees to rise, after experience is gained, to be admitted to the ranks of officers.

As already stated with reference to para 98, a 'statistical study' as suggested by the Committee is now being made every month and necessary adjustments are also being made wherever necessary.

2. Regarding the suggestion for attracting the right sort of men, it can be stated on the basis of experience gained that the type likely to take, with full zeal and satisfaction, to the manual work expected of a seaman is the right one. The shipowners who are also associated in the selection of candidates (at Bombay and Calcutta) are strongly averse to the recruitment of highly educated boys who, they say, function mainly as 'sea lawyers' rather than doing their jobs. It has, therefore, been Government's policy not to encourage admission of highly educated boys (*i.e.* above matriculation) but

Please see paras 2 & 3 in Chapter I.

to train only such boys who are well built, used to manual work, have seafaring traditions and are likely to stick on to the seafaring profession. With this object in view, the following conditions have been prescribed for eligibility to apply:—

- Education . . . Minimum 4th Standard.
- Age . . . Between 18 and 25 years.
- Height . . . 5 ft. 2 inches (for boys from Laccadive Islands 5 ft.)
- Weight . . . 105 lbs. (for boys from Laccadive Islands 100 lbs.)
- Chest . . . 29" expandable to a minimum of 31".
- Nationality . . . Indian.

These arrangements have proved very satisfactory and it is not considered advisable to make any serious changes in so far as initial qualifications are concerned especially as it might dissatisfy the employers (*i.e.* the ship-owners).



3. So far as the opportunities for the ratings to become officers are concerned, it may be stated that seamen in the deck department may, if they so desire, sit for the examination for Certificates of Competency, on completion of the required sea service. Such of the seamen as are ambitious and are otherwise suitable could study for these examinations under the existing academic qualification.

On the Engineering side, however, such opportunities are not open to seamen as before they are eligible to sit for the 2nd Class Engineer's examination, they have to undergo a period of training in approved workshops which is not ordinarily available to them.

4. As regards publicity, it may be stated that boys are selected for training at various centres throughout India and most of these selections are made through the Employment Exchanges who arrange for the necessary publicity well in advance. The existing arrangements for publicity will be further checked up and strengthened, if needed.

At Bombay and Calcutta, selections are made by specially constituted committees. Applications are received throughout the year and eligible candidates are called in turn for personal interviews.

Ministry of Transport and Communications
O.M. No. 9MA (24)/57 dated
19-10-1957.

22 101 The Committee suggest that Deck Passenger Welfare Committees similar to those at Bombay, Calcutta and Madras should be formed at other Ports also, where passengers use the Ports.

The views of the Estimates Committee have been noted. In addition to the Committees at Bombay, Calcutta and Madras, it is proposed to set up a Committee at Nagapattinam.

Deck Passenger welfare Committees should be set up at all ports where passenger traffic is sufficient, say, over one thousand and more.

The present volume of unberthed passenger traffic at any of the other ports does not justify institution of such a Committee.

Ministry of Transport & Communications
O.M. No. 9MA (24)/57 dated 6-11-1957.

23 103 The Committee suggest that suitable publicity should be given to the work done by Deck Passenger Welfare Committees. The Committee also suggest that the Member of Parliament who is appointed to the Deck Passenger

The Committee would like to reiterate their recommendation that MPs. appointed to Deck Passenger Welfare Committees may either be nominated by Speaker or elected by the House.

Welfare Committee may either be elected by the House or nominated by the Speaker. They also suggest that a representative of Local Legislatures may be included in the Deck Passenger Welfare Committees.

to the Deck Passenger Welfare Committees may either be elected by the House or nominated by the Speaker, the existing procedure in this respect is that the Minister of Transport & Communications makes nomination of M.Ps to such Committees in consultation with the Minister for Parliamentary Affairs. It is considered that there is no need to depart from this practice.

The recommendation for the inclusion of a member of the local Legislature on such Committees is agreed to. The nomination of such representative will, however, be made by the Minister of Transport and Communications.

[Ministry of Transport & Communications
O. M. No. 9MA(24)/57, dated 17-12-1957]

26 116 The Committee consider that the introduction of a scheme on the same lines as the Merchant Navy Establishment Service scheme in the United Kingdom is necessary to improve the hard lot of Indian Seamen.

This Ministry is in full agreement with this recommendation and have in fact, already made substantial progress in this direction by setting up the seamen's employment offices at Bombay and Calcutta. The new scheme being worked in terms of the I.M.S. (S.E.O. Bombay/Calcutta) Rules 1954 has to a

The feasibility of providing continuity of employment to seaman by the shipping corporations may be considered.

very great extent ensured reasonable "regularity of employment" to the seamen. Each of them can expect further employment after waiting period of about 3 to 4 months. The 'continuity of employment' as visualised by the Merchant Navy Employment Service is not possible at present. The existing demand and supply position would not permit any such arrangement. The total number of seamen registered at Bombay and Calcutta is 63223 as against 39109 jobs. It may be mentioned here that the special sub-committee appointed by the National Welfare Board to investigate into the various problems pertaining to welfare of seamen in ports is also examining the possibilities of having "continuity of service" for seamen. The problem would be re-examined in the light of the recommendations received on the subject from the National Welfare Board.

[Ministry of Transport and Communications O.M. No. 9-MA(24)/57, dated 5-9-1957.]

36 145 There is a vital necessity of a proper 'welfare' organisation to look after the interests of

The Government of India accept the recommendation of the Estimates Committee in principle. Four Regional In view of the recommendation² at para. 74 of the 62nd Report

the seafarers of the sailing vessels.

Offices (Sails) with their headquarters at Bombay, Masulipatam, Tuticorin and Jamnagar have since been set up which will in addition to their other duties, look after the interests of the crews of sailing vessels.

the necessity of opening more Regional Offices may be considered.

[Ministry of Transport & Communications
O.M. No. 9MA(24) 157, dated 14-1-1959]

41 172 The Committee would like the Government to lay down a firm policy that imported cargoes on Government account should as far as possible be brought in Indian ships.

Government have already declared it to be their policy to bring as much as possible of the cargoes imported on their account in Indian ships and instructions have already been issued by the Ministry of W.H. & S. to D.G., I.S.D., London and I.S.M., Washington to the effect that preference should be given to Indian ships, if available, irrespective of reductions in freight offered by the vessels of other nationalities. In fact Indian ships are at present getting more cargoes of this type than they can lift. To watch the position, periodical Reports are also being received from the I.S.D., London and I.S.M.,

The matter has been dealt with in the 38th Report of the Committee on shipping corporations *vide* paras 108-110.

Washington regarding the share of Government cargo allotted to Indian as well as non-Indian ships. As there are no Indian ships plying in the India U.S.A. trade at present, the entire volume of trade is carried by non-Indian ships. In the India/U.K./Continent run, however, Indian Shipping is getting 25 to 40% of the cargo moving on Government account and the Indian ships are getting full employment.

[Ministry of Transport and Communications
O.M. No. 9MA(24) 57, dated 9th
October, 1957.]

44 The Committee recommend that non-officials drawn from business or other specialised fields may be included in the Boards of Directors of Government Shipping Corporations as in Port Trusts, when these are reconstituted.

180 The analogy of Port Trusts does not appear to be quite applicable to Corporations since the former are in the nature of Local Authorities functioning on a "no loss no profit" basis, whereas the Shipping Corporations are commercial enterprises working for profit. However, we accept the recommendation of the Estimates Committee that, as far as possible non-officials drawn from business or specialised interests should be included in the Board of Directors and, as soon as the revision of the present Membership of the

The matter has been further dealt with in the 38th Report of the Committee on Shipping Corporations *vide* para 30.

Board of the two Corporations is undertaken, suitable non-officials will be introduced.

Ministry of Transport & Communications
O.M. No. 9-MA(24)/57, dated 19th August 1957.

49 The Committee recommend that the Ministry of Transport should examine the desirability of introducing uniform charges for visitor's passes, giving concessions to students for visiting ships at ports, and associating popular bodies with the work of disbursing amounts collected under this system.

Uniformity in charges levied by the shipping companies visitor's passes already exists in every trade, and the students are also given the concession to visit the ships except on the days of embarkation and disembarkation.

As regards the recommendation for associating public bodies with the work of disbursing the amounts collected from such passes, it is considered that the present arrangements under which the amounts are utilised for donations to charitable institutions are satisfactory and do not need any change.

[Ministry of Transport and Communications
O.M. No. 9MA(24)/57, dated 17-12-1957]

The Committee would reiterate their suggestion for associations of non-officials with work of disbursing Funds.

CHAPTER V

Recommendations in respect of which final replies of the Government have not been received.

S. No. of the recommen- dation	Reference to para No. of the Report	Summary of recommendations
1	2	3
1	5	The Committee refer to the recommendation made in para 84 of their Sixtieth Report to set up a Central Transport Board on similar lines as the Railway Board with a Member (shipping) assisted by suitable technical personnel. The Committee are of the opinion that this arrangement will adequately meet the requirement of co-ordination of shipping activities.
4	31	With the re-organisation of States, there appears to be a need for re-organising the Mercantile Marine Department, Bombay. The Committee recommend that the feasibility of opening a sub-office of the Marine Department in one of the ports in Kutch or Saurashtra on the same lines as is case with the Marine Department of Madras, should be carefully examined.
6	51	The Sub-committee of the Estimates Committee which visited 'T. S. Dufferin' were favourably impressed with the standard of training and the smartness of the boys under training.
11	74	The Committee suggest that feasibility of setting up Regional Offices (Sails) for Saurashtra and Kutch, Malabar and Madras Coast, also should be examined.
16	90	The Committee are inclined to believe that with the expansion of Indian Shipping envisaged during the second and subsequent plans, the existing shortage of technical personnel is likely to be aggravated further. They, therefore, suggest that a very careful assessment of the requirements during the second and third plan periods should be made and steps taken from now on to increase the number of trainees suitably.

1	2	3
17	92	The Committee were given to understand that one of the reasons for the shortage of suitable men for the posts of Surveyors was the unattractive scales of pay of Surveyors, lecturers etc. The Committee are not in a position to express an opinion on this subject. They, however, suggest that the matter should be carefully examined and whatever steps are necessary should be taken to make good the shortage.
19	97	At present there is no institution to train boys in the Saloon Department. The Committee were given to understand that it is contemplated to open one at Cochin. The Committee recommend that the question of providing training for the Saloon Department in the existing institutions may also be examined.
27	117	The Committee recommend that the feasibility of having representatives of Government on the bipartite National Maritime Board to be set up on all India basis should be examined.
28	119	<p>The Committee hope that the report of the Sub-Committee of the National Harbour Board would be forthcoming soon. Immediately, on receipt of that report, the Government should formulate a suitable social security scheme which should incorporate, <i>inter alia</i> the following measures :</p> <ul style="list-style-type: none"> (i) Provision of continuity of service to seamen. (ii) Liberalised leave rules. (iii) Provident Fund and Insurance Schemes. (iv) Suitable assistance in regard to housing, educational and medical facilities to families of seamen. <p>Feasibility of introducing suitable legislation for this purpose should also be examined by the Ministry.</p>
30	128	The Committee regret the delay in introducing necessary legislation to remedy the deficiencies of the Indian Merchant Shipping Act, specially, in regard to Sailing Vessels.
31	133	The Committee feel that unless the various interests concerned with the sailing vessels industry, <i>viz.</i> ,

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the owners, agents, brokers, charterers, shippers, underwriters and seafarers realise the serious position in which the industry has fallen today and organise themselves for mutual benefit and consolidation of the industry, no amount of Government assistance by itself is going to help the industry. The Committee were told that attempts of the Special Organisation in the Directorate General of Shipping to make these interests realise the danger of lack of organisation have been continuous for the last four years and have, on the whole revealed the apathy of the owners to any concerted action.

- 39 161 The Committee suggest that the sailing vessels industry may be regarded as a sort of cottage or village industry and all the necessary assistance and facilities may be given for its preservation and development.
- 45 187 As the development of the sea scout movement in India will prove of great use to the country's expanding Navy and mercantile marine ensuring for these services a better standard of recruitment and basic knowledge of seamanship, the Committee strongly recommend that the Ministry of Transport should devise ways and means to encourage activity the development of the sea scouts movement in the country. The Mercantile communities must be equally interested in assisting the growth of this movement and the Committee hope that they will gladly make generous financial contributions to any integrated scheme, which the Ministry of Transport may evolve in consultation with the Ministry of Defence, if necessary. As we have the necessary tradition, what is needed is opportunity and training. Given these the Committee do not see any reason why the Sea Scout Movement should not make a rapid progress in the country.
- 47 190 The Committee recommend that the revision of charts for navigational purposes to suit modern conditions as done by the British Admiralty may be kept into mind and necessary action initiated early.
- 48 196 The Committee recommend that the deficiencies in the existing system of issuing warnings about

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inclement weather should be made good early, expeditious arrangements made for the issue of suitable warnings at some of the important minor ports and also for the issue of warnings to Fisheries Departments of other maritime States, as is being done at present in the Madras State.

BALVANTRAY G. MEHTA,
Chairman,
Estimates Committee.

NEW DELHI,
The 24th April, 1959.
Vaisakha 4, 1881 (Saka)

APPENDIX I

(*Vide* Introduction)

Analysis of the Action taken by Government on the recommendations contained in the Sixty-second Report of the Estimates Committee (First Lok Sabha)

1. Total number of recommendations	51
2. Recommendations fully accepted by Government (<i>vide</i> recommendations in Chapter II)	
No.	15
Percentage to total	29·5%
3. Recommendations accepted by Government partly or with some modifications (<i>vide</i> recommendations Nos. 5,7,25,29 and 51 in Chapter III)	
No.]	5
Percentage to total	9·8%
4. Recommendations not accepted by Government but replies in respect of which have been accepted by the Committee (<i>vide</i> recommendations Nos. 3,10,13 40, 46 in Chap- ter III)	
No.	5
Percentage to total	9·8%
5. Recommendations, replies to which have not been accepted by the Committee. (<i>vide</i> recommendations in Chapter IV)	
No.	11
Percentage to total	21·4%
6. Recommendations in respect of which final replies of the Government have not been received.	
No.	15
Percentage to total	29·5%

LIST OF AUTHORISED AGENTS FOR THE SALE OF PARLIAMENTARY PUBLICATIONS OF THE LOK SABHA SECRETARIAT, NEW DELHI-1.

Agency Name and address No. of the Agent	Agency Name and address No. of the Agent	Agency Name and address No. of the Agent
1. Jain Book Agency, Connaught Place, New Delhi.	26. The International Book Service, Deccan Gymkhana, Poona-4.	50. Chanderkant Chiman Lal Vora, Gandhi Road, Ahmedabad.
2. Kitabistan, 17-A, Kamla Nehru Road, Allahabad.	27. Bahri Brothers, 188, Lajpat Rai Market, Delhi-6.	51. S. Krishnaswamy & Co., P.O. Teppakulam, Tiruchirappalli-1.
3. British Book Depot, 84, Hazratganj, Lucknow.	28. City Book-sellers, Sohanganj Street, Delhi.	52. Hyderabad Book Depot, Abid Road (Gun Foundry), Hyderabad.
4. Imperial Book Depot, 268, Main Street, Poona Camp.	29. The National Law House, Near Indore General Library, Indore.	53(R). M. Gulab Singh & Sons (P) Ltd., Press Area, Mathura Road, New Delhi.
5. The Popular Book Depot (Regd.), Lamington Road, Bombay-7.	30. Charless Lambert & Co., 101, Mahatma Gandhi Road, Opp. Clock Tower, Fort, Bombay.	54(R.) C. V. Venkitachala Iyer, Near Railway Station, Chalakudi. (S.I.)
6. H. Venkataramiah & Sons, Vidyanidhi Book Depot, New Statue Circle, Mysore.	31. A. H. Wheeler & Co., (P) (Ltd.), 15, Elgin Road, Allahabad.	55(R.) The Chidambaram Provision Stores, Chidambaram.
7. International Book House, Main Road, Trivandrum.	32. M.S.R. Murthy & Co., Visakhapatnam.	56(R.) K. M. Agarwal & Sons. Railway Book Stall, Udaipur (Rajasthan).
8. The Presidency Book Supplies, 8-C, Pycroft's Road, Triplicane, Madras -5.	33. The Loyal Book Depot, Chhipi Tank, Meerut.	57(R.) The Swadesamitran Ltd Mount Road, Madras-2.
9. Atma Ram & Sons, Kashmir Gate, Delhi-6.	34. The Goods Companions, Baroda.	58. The Imperial Publishing Co., 3, Faiz Bazar, Daryaganj, Delhi-6.
10. Book Centre, Opp. Patna College, Patna.	35. University Publishers, Railway Road, Jullundur City.	59. Azeez General Agency, 471, Tilak Road, Post Box No. 7, Tirupati.
11. J. M. Jaina & Brothers, Mori Gate, Delhi-6.	36. Students Stores, Raghunath Bazar, Jammu-Tawi.	60. Current Book House Maruti Lane, Raghunath Dadaji Street, Bombay-1.
12. The Cuttack Law Times Office, Cuttack-2.	37. Amar Kitab Ghar, Diagonal Road, Jamshedpur-1.	61. Shri A. P. Jumbulingam, Trade Representative & Marketing Consultant, Prudential Bank Building, Rashtrapati Road, Secunderabad.
13. The New Book Depot, Connaught Place, New Delhi.	38. Allied Traders, Motia Park, Bhopal.	62. K. J. Aseervadam & Sons, Cloughpet, P.O. Ongole, Guntur Dist. (Andhra).
14. The New Book Depot, 79, The Mall, Simla.	39. E. M. Gopalkrishna Kone, (Shri Gopal Mahal), North Chitrai Street, Madura.	63. The New Order Book Co., Ellis Bridge, Ahmedabad-6.
15. The Central News Agency, 23/90, Connaught Circus, New Delhi.	40. Friends Book House, M. U., Aligarh.	64. The Triveni Publishers, Masulipatnam.
16. Lok Milap, District Court Road, Bhavnagar.	41. Modern Book House, 286, Jawahar Ganj, Jabalpur.	65. Deccan Book Stall, Fergusson College Road, Poona-4.
17. Reeves & Co., 29, Park Street, Calcutta-16.	42. M. C. Sarkar & Sons (P) Ltd., 14, Bankim Chatterji Street, Calcutta-12.	66. Jayna Book Depot, Chapparwala Kuan, Karol Bagh, New Delhi-5.
18. The New Book Depot, Modi No. 3, Nagpur.	43. People's Book House, B-2-829/1, Nizam Shahi Road, Hyderabad Dn.	67. 'Bookland,' 663, Madar Gate, Ajmer (Rajasthan).
19. The Kashmir Book Shop, Residency Road, Srinagar, Kashmir.	44. W. Newman & Co. Ltd., 3, Old Court House Street, Calcutta.	68. Oxford Book & Stationery Co., Scindia House, Connaught Place, New Delhi.
20. The English Book Store, 7-L, Connaught Circus, New Delhi.	45. Thacker Spink & Co. (1938) Private Ltd., 3, Esplanade East, Calcutta-1.	69. Makkala Pustaka Press, Balamandira, Gandhinagar, Bangalore-9.
21. Rama Krishna & Sons, 16-B, Connaught Place, New Delhi.	46. Hindustan Diary Publishers, Market Street, Secunderabad.	70. Gandhi Samiriti Trust Bhavnagar.
22. International Book House, Private Ltd., 9, Ash Lane, Bombay.	47. Laxmi Narain Agarwal, Hospital Road, Agra.	
23. Lakshmi Book Store, 42, M. M., Queensway, New Delhi.	48. Law Book Co., Sardar Patel Marg, Allahabad.	
24. The Kalpana Publishers, Trichinopoly-3.	49. D. B. Taraporevala & Sons Co. Private Ltd., 210, Dr. Naoroji Road, Bombay-1.	
25. S. K. Brothers, 15A/65, W.E.A., Karol Bagh, Delhi-5.		

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