

**ESTIMATES COMMITTEE
(1967-68)**

FORTY-FIRST REPORT

(FOURTH LOK SABHA)

**MINISTRY OF FOOD, AGRICULTURE, COMMUNITY
DEVELOPMENT AND COOPERATION**

(DEPARTMENT OF AGRICULTURE)

**Central Institute of Fisheries Operatives,
Ernakulam**



**LOK SABHA SECRETARIAT
NEW DELHI**

March, 1968
Chaitra, 1890 (Saka)

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II.

Forty-First Report (Fourth Lok Sabha)
of Estimates Committee on the Ministry
of Food, Agriculture, Community Deve-
lopment and Cooperation (Department
of Agriculture) - Central Institute
of Fisheries Operatives, Ernakulam

Page 6, para 2.11, line 8, for
'compentency' read 'competency'

Page 10, para 2.24, line 3,
delete 'the' after 'besides'

Page 11, para 2.26, line 2, for
'that' read 'it'

Page 12, in the statement, against
'Total' for '22' read '220'

Page 12, para 2.27, line 8, insert
'the' after 'with'

Page 13, para 2.32, line 6, for
'oweever' read 'however'

Page 18, line 12, for 'passes'
read 'possess'

Page 22, para 3.22, line 12, for
'one' read 'on'

(p.t.o.)

Page 25, line 29, for 'which'
read 'winch'

Page 27, line 5, for 'got' read 'get'.

Page 27, line 17, for 'trawels'
read 'trawls'

Page 27, line 24, for 'affective'
read 'effective'

Page 44, para 5.4, line 10, for
'rennovation' read 'renovation'

Page 55, line 7, delete '19'

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(1967-68)

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Shri K. D. Chatterjee—Under Secretary.

INTRODUCTION

I, the Chairman, Estimates Committee, having been authorised by the Committee to submit the Report on their behalf, present this Forty-First Report on the Ministry of Food, Agriculture, Community Development and Cooperation (Department of Agriculture)—Central Institute of Fisheries Operatives, Ernakulam.

2. The Committee took evidence of the representatives of the Ministry of Food, Agriculture, Community Development and Co-operation (Department of Agriculture) and the Central Institute of Fisheries Operatives, Ernakulam on the 16th December, 1967. The Committee wish to express their thanks to the Secretary, Joint Secretary, Joint Commissioner (Fishery) and other officers of the Ministry of Food, Agriculture, Community Development and Cooperation (Department of Agriculture) and the Director, Central Institute of Fisheries Operatives, Ernakulam for placing before them the material and information they wanted in connection with the examination of the estimates.

3. They also wish to express their thanks to Shri Kurwath Damodaran, Vice-Chairman of the Marine Products Export Promotion Council, Ernakulam; Shri R. Madhavan Nayar, Ex-President, Seafood Cannery and Freezers' Association of India, Cochin, and Dr. N. K. Panikkar, Director, National Institute of Oceanography, Council of Scientific and Industrial Research, New Delhi for giving evidence and making valuable suggestions to the Committee.

4. The Committee also wish to thank Shri T. Muthu-Kannappan, Member, Central Board of Fisheries, Dr. S. B. Setna, Managing Director, New India Fisheries Ltd., Bombay; and Kerala Fisheries Corporation Ltd., Ernakulam for furnishing Memoranda to the Committee.

5. The Report was considered and adopted by the Committee on the 11th March, 1968.

6. A statement showing the analysis of recommendations contained in the Report is also appended to the Report (Appendix III).

P. VENKATASUBBAIAH,
Chairman,
Estimates Committee.

NEW DELHI;

March 23rd, 1968.

Chaitra 3, 1890 (Saka)

CHAPTER I

INTRODUCTORY

A. Genesis

1.1. Realising the urgent need and importance of organising co-ordinated fisheries educational system to meet the demands of fishery industry, the Government of India appointed a committee on Fisheries Education on the 4th June, 1958 under the chairmanship of Dr. N. K. Panikkar, the then Fisheries Development Adviser to the Government of India, to report on the man-power requirements, type of permanent educational system and the other relevant details. This Committee in its Report (1959) recommended *inter alia* that organised institutional training in the operatives fields is essential and should be developed as early as possible and that the training of Skippers, Master Fishermen, Mates, Engine Drivers, Boat and Shore Technicians of various kinds should be organised and brought within the frame-work of training institute for fisheries operatives. In the Committee's own words: "The Committee is convinced that there is a great need for training operatives at various levels of skill in fishing, navigation, boat building, marine engineering, fish handling and processing, marketing etc. Training in these skills should be separate from the training for Development Officers. For such vocational training, preference should be given to fishermen wherever possible."

1.2. The Committee noted that the prevailing provision of training of fishery workers of various categories was unsatisfactory. The training was largely *ad hoc* with an excessive academic bias and with inadequate facilities for giving practical experience. The existing arrangements were not capable of training personnel in the numbers required nor did they train to the required levels of proficiency. The Committee felt that the developmental plans called for a great increase in the numbers of skilled operatives at various levels of industry, and simultaneously correspondingly large increase in the number of officers carrying the burden of development on behalf of Government. The Committee therefore concluded:

"Organised training in the operatives field should be developed at an early date and that training of Skippers, Master Fishermen, Mates, Engine Drivers, boat and shore technicians of various kinds should be organised and brought within the framework of the training Institute for Fishery Operatives. Such an institute will be the linchpin

of the fishermen's training centres already established during the Second Plan or to be established in future. The Committee would conclude its present study by urging the Government to take steps for initiating the operatives training project at the same time as the establishment of the Central Institute of Fisheries Education."

1.3. The Government of India accepted these recommendations of the Fisheries Education Committee and decided to set up an Operatives Training Institute at Cochin.

1.4. On a request from the Government of India the Standing Committee of the Indo-Norwegian Project at its 15th Meeting held in October, 1961 approved the engagement of a Norwegian Fisheries Training Expert for drawing up a Project Report on such an Operatives Training Institute.

1.5. In the middle of January, 1962, Mr. Hans Tambs—Lyche was engaged by the Norwegian India Foundation for a period of minimum three months, reckoned from the 1st of February, for drawing up the Project Report.

1.6. The Project Report was submitted to Government in April, 1962 and the Government established the Central Institute of Fisheries Operatives at Ernakulam in 1963.

B. Objectives

1.7. The objective of the Institute is to create suitable and adequate manpower to meet the demands of the fishery industry of India and to place the Indian fishery industry on modern lines capable of exploiting the fisheries in the high areas. The Institute trains operatives suitable and adequate for manning the High Sea Fishing Vessels and for related jobs.

1.8. The Institute has facilities for training different categories of personnel needed for High Sea fishing industry such as Skippers, Fishing Mates, Engine Drivers, Gear Technicians, Boat Building Foremen, Shore Mechanics, Radio Telephone Operators and Teacher Trainees. In addition, facilities are being created for giving refresher course for Skippers, Fishing Mates and Engine Drivers.

1.9. The Committee note that the Central Institute of Fisheries Operatives has been set up to provide institutional training to operatives at various levels of skills in fishing, navigation, boat-building, marine engineering, etc. The Committee hope that the

Institute when fully developed would be in a position to satisfy the growing demands of various categories of operatives required for the fishery industry in the coming years. The Committee would stress the need for maintaining close coordination with the Central Institute of Fisheries Education at Bombay which gives composite training to administrative personnel of higher categories in a large number of fields pertaining to fisheries. These two Institutes as well as the State Training Institutes should be in a position to meet the manpower requirements of the developing fishery industry.

CHAPTER II

TRAINING REQUIREMENTS AND FACILITIES

A. Requirements of trained personnel and facilities at the Central Institute of Fisheries Operatives, Ernakulam

2.1. The following personnel come within the category of Fisheries Operatives:—

- (1) Skippers**
- (2) Fishing Second-Hands**
- (3) Marine Engineers**
- (4) Engine Drivers**
- (5) Boat Building Personnel**
- (6) Gear Technicians**
- (7) Radio Telephone Operators**
- (8) Shore Mechanics.**

2.2. Duties performed by some of the these operatives and the nature of theoretical|practical training imparted by the Central Institute of Fisheries Operatives is given below.

2.3. Skippers and Fishing Mates (Fishing Second Hands) are in charge of respective categories of deep sea fishing boats. The Skipper directs the operations of the fishing gear using complicated equipment on board the vessels. The success of fishing operation and safe navigation of the vessel in the high seas depends on the ability and the skill of the Skipper and the Fishing Mates. A Fishing Mate who ultimately becomes the Skipper after obtaining the qualifying sea service needs to be equipped for the job and accordingly they are given theoretical and practical training in the construction and rigging of the nets, operation of modern fishing gear, selection of gear materials, operation of fish finding equipments and seamanship and navigation in addition to imparting knowledge in modern diesel engines and related subjects.

2.4. Engine Driver is in charge of the engine and other installations on board the fishing vessels. His main duties are to manage and maintain the engines and the various equipment such as gear handling devices. Hence he is trained in the knowledge of internal

combustion engines, marine diesel engines, gear handling equipment and their installation in the fishing boat, workshop practice and also on general knowledge of the fishing methods of different gears.

2.5. Trained Gear Technician is in charge of a group of deep sea fishing vessels. The training at the Central Institute of Fisheries Operatives makes him competent to design, construct and rig the different types of fishing gear for operation in the high seas and deeper waters. The training aims at making him fit for the job. Training is imparted in designing, fabrication and rigging of fishing gears, selection of fishing gear materials, design and construction of fishing accessories, testing gear for commercial operation using gear measuring instruments. The efficiency is enhanced by the knowledge on fish behaviour and fish detection using electronic equipment.

2.6. Boat Building Foreman manages and supervises the boat building yards engaged in construction of fishing vessels. The candidates in this course are trained in the construction of wooden fishing boats and are given adequate knowledge in the selection of boat building timbers, reading of boat designs, installation of deck machineries, selection of fastening materials and management of boat building yards. The theoretical and practical training on the above subject makes him competent to help this branch of fishing industry.

2.7. Shore Mechanic supervises and manages the shore installations, marine workshop and the slipways, catering to the needs of the fishing vessels for repairs and other connected works. At present there are no properly equipped shore installations for the repairs of fishing boats and marine engines in the important fishing centres in the country and hence for a steady progress such an establishment with trained men to handle engines and other machineries are required in large numbers. The subjects taught for theoretical and practical training are similar to that of the Engine Drivers with an emphasis on the maintenance and repairs of marine diesel engines.

2.8. Radio Telephone Operator is incharge of the electronic installations in the fishing boat such as radar, echo sounder, fish finder, sonar etc. used for navigation and fish detection purposes. Further, the boat has to be in communication with the other vessels in different fishing grounds as well as with the base to give information about their movements, movements of fish shoals and other essential information. This is achieved by radio telephone and so suitably trained operators are becoming an essential part of the crew. Operation and maintenance of electronic equipment is their main duty.

2.9. There is need of trained teachers with knowledge in designs, construction and operation of modern fishing gear in all its aspects, navigation and seamanship, establishment and organisation of training centres, teaching methods and its principles. This Institute aims to train qualified teachers for this purpose. There are more than 32 Fishermen Training Centres operated by State Governments along the coast and they in total train about 500 candidates at a time to man the small boats and teachers trainees are needed to impart training for the State Training Centres organised by the States.

2.10. The Working Group in its Report on Fourth Five Year Plan on Fisheries has observed that "There is very great need of training fisheries operatives in different types of fishing and the present capacity for training such persons is either non-existent or very limited in most of the categories."

2.11. In a written note furnished to the Committee it has been stated that there is demand for such trained personnel in view of the proposed expansion of fishing fleet in the country. It is expected that during the next five to six years another 8,000 mechanised fishing vessels of different sizes and types may be added to the existing fleet. The present trend of the development indicates that out of this at least 200 would be the class of vessels which require men with competency certificate. This translated into man-power requirements would mean a demand of 100. Skippers, 600 Engine Drivers, 500 Fishing Second Hands, 40,000 Fishermen, 50 Marine Engineers, 100 Wireless Operators. Apart from this large number of supporting skilled men like Mechanics, Gear Fabricators, Boat Building Foremen etc. also would be required.

2.12. The Committee wanted to know the requirements of various classes of operatives during the Third Five Year Plan and the extent to which these requirements were met. In a written note furnished to the Committee it has been stated as follows:—

"The Committee on Fisheries Education assessed the requirement as below:

Category of personnel	Estimated Number
District Fisheries Development Officers	350
Assistant Fisheries Development Officers, Fisheries Inspectors, etc.	500
Research and Technological Personnel	250
Extension Specialists	50
Fishery Statisticians	50
Fisheries Marketing Specialists	75
Fishery Co-operators	200

Category of personnel								Estimated Number
<i>Fishery Engineers</i>								
Fish Farm Engineers	}							
Reservoir Engineers								
Refrigeration Engineers		.	.	.	.	.	.	30
Electronics Engineers								
Marine Engine		.	.	.	.	.	.	50
Engine Drivers		.	.	.	.	.	.	100
Boat Building Foremen		.	.	.	.	.	.	50
Naval Architects		.	.	.	.	.	.	10
<i>Fishing Boat Personnel</i>								
Skippers for large vessels		.	.	.	.	.	.	50
Skippers, Master Fishermen, Mates, etc. for large and medium vessels		.	.	.	.	.	.	150
Gear Technicians		.	.	.	.	.	.	50
<i>Technical Shore Personnel</i>								
Master Mechanics		.	.	.	.	.	.	50
Fish Processing Technicians		.	.	.	.	.	.	120"

2.13. 59 Fishing Mates, 49 Engine Drivers and 19 Gear Technicians were trained by the end of the 3rd Plan period.

2.14. The following statement shows the requirements of training of different categories of Marine Fisheries personnel together with the existing/anticipated facilities for training at the Central Institute of Fisheries Operatives, Ernakulam and proposed sub-stations at Madras, Paradeep and Veraval during the period 1966-71.

Category of personnel	Requirements for 1966—71	Training facilities available/proposed to be created during 1966-67				
		Erna-kulam	Madras*	Paradeep†	Veraval†	Total
1. Skippers .	100	..	90	90	90	270
2. Engine Drivers (Class I) .	100	..	90	90	90	270
3. Fish ing Second Hands .	500	200	120	80	100	500
4. Engine Drivers (Class II) .	500	200	120	80	100	500
5. Gear Technicians .	250	100	60	40	50	250
6. Boat Building Foremen .	500	100	60	40	50	250
7. Teacher Trainees .	100	50	..	..	..	50
8. Shore Mechanics .	250	50	..	..	..	50
9. Radio Telephone Operators .	100	50	50	20	20	140
10. Marine Engineers ** .	50	..	..	..	..	..

2.15. As the Central Institute of Fisheries Operatives is engaged in the training of Marine Fisheries Operatives only, the above statement does not give figures relating to inland fisheries.

2.16. The Committee have noted that as against the estimated requirement of 500 each of Fisheries Second-Hands and Engine Drivers (Class II) the existing facilities are only for 200 of each category.

*Already approved but courses yet to begin.

†Yet to be started. This will be started after an assessment of the actual requirements.

**This will be advanced course of training for Engine Drivers Class II.

2.17. Asked to state how the shortage of these categories of personnel is proposed to be met, the Committee have been informed that additional manpower, in these categories will be trained at Madras where a Sub-station of the Institute will be established and by expanding the facilities at Ernakulam for the present. Proposals to establish additional institution also will be examined.

2.18. The Committee wanted to know the difficulties envisaged by the Ministry in meeting in full the requirements of trained personnel and the proposals to meet the deficiencies. In a written note it has been stated that the training of Fisheries Operatives is essentially a job-based training requiring extensive facilities for field experience including actual training in large fishing vessels, operation of navigational equipments, construction, repair and maintenance of fishing vessels, engines, electronic equipment, etc. In the initial stages, there had been some difficulty in making available such facilities. There was also difficulty due to lack of qualified instructors. It, therefore, become necessary to organise the courses in stages. Now most of the difficulties have been over-come, 2 training vessels are expected from Sweden next August and the Government have sanctioned 2 training vessels to be built in India for the use of this Institute and the Indo-Norwegian Project is proposing to supply some equipment.

2.19. The Estimates Committee note that the Committee on Fisheries Education had given the revised assessment of technical personnel for fisheries required to be trained by 1966 in its report published in August, 1959. As against 150 Skippers, Master Fishermen, Mates, etc. for large and medium vessels, 50 Gear Technicians and 100 Engine Drivers the Institute could train only 59 Fishing Mates, 49 Engine Drivers and 19 Gear Technicians by the end of the Third Five Year Plan period. The Committee feel that had the Government acted promptly to set up the Central Institute of Fisheries Operatives on the basis of the recommendation made by the Committee on Fisheries Education in 1959, facilities could have been created much earlier for imparting training to the various categories of technical personnel required for fisheries development. As matters stand, the Institute was set up in 1963 and is confronted with a big gap between the requirement and the availability of technical personnel. An all-out effort has, therefore, to be made to bridge this gap so that the fisheries development plans are not hampered.

2.20. The Committee note that 500 Boat-Building Foremen, 100 Teacher Trainees and 250 Shore Mechanics would be required by 1970-71, but the Institute would not be in a position to meet this

requirement in full even after creating additional facilities by way of new Sub-Stations. They are also unhappy to note that this Institute would not be able to train any Marine Engineers even by 1970-71 although 50 Marine Engineers would according to the Ministry, be required by then. The Committee, however, are glad to note that the target for training Skippers, Engine Drivers (Class I) and Radio Telephone Operators would be exceeded by 1970-71 after additional training facilities are created by that time.

2.21. The Committee would suggest that a more realistic assessment of the training requirements of the various categories of technical personnel required during the next five years be made and a phased programme drawn up for augmenting the training facilities in the Institute as well as in the Sub-Stations which are proposed to be set up, so that there is no further shortfall in the number of trained personnel by the end of 1972-73.

B. Need for creating additional facilities for training fisheries operatives

2.22. It has been stated by the Ministry that even after utilising the full capacity at the Central Institute of Fisheries Operatives Ernakulam, the shortfall of trained personnel is expected to be about 1700 during the next five years and unless steps are taken to meet this shortfall, fishing capacity will be affected.

2.23. It has been further stated that the creation of additional facilities for training of manpower was discussed by the Central Board of Fisheries on which all the State Governments/Union Territories/industry are represented. It was the unanimous decision of the Central Board of Fisheries that in order to strengthen the fishing capacity, it is essential to increase the training capacity by organising institutes at Madras, Paradeep and Veraval.

2.24. Proposals were accordingly made and approved by the Central Board of Fisheries for setting up three Sub-Stations of the Institute at Madras, Veraval and Paradeep besides the strengthening the Central Institute of Fisheries Operatives at Ernakulam.

2.25. It has also been stated that setting up of the Sub-Station at Madras has been sanctioned recently and steps have already been taken to set up one Sub-Station at Madras for the present. Land and buildings are being furnished by the Madras Government. The capital cost of this Sub-Station is estimated at Rs. 16.63 lakhs.

2.26. In a project report prepared by the Institute for training of personnel during the Fourth Plan period, that has been stated that the following targets have been laid down for Sub-Stations at Madras, Paradeep and Veraval:

Proposed Sub-Station at Madras

Targets to be achieved

Courses		1958-69	1959-70	1970-71
Master Fishermen		40	40	40
Engine Drivers		40	40	40
Gear Technicians		20	20	20
Boat building Foremen		20	20	20
Radio Telephone Operators		..	10	10
Up- } Skippers		..	45	45
dating } Engineers		..	45	45
TOTAL		120	220	220

Proposed Sub-Station at Paradeep

Targets to be achieved

Courses		1965-67	1957-68	1968-69	1969-70	1970-71
Master Fishermen		..	Estt. of the Unit Regular courses will commence in 1958-69	20	40	40
Engine Drivers		..		20	40	40
Gear Technicians		..		10	20	20
Boat Building Foremen		..		10	20	20
Radio Telephone Operators		10	10
Up- } Skippers		..	45	45	45	45
dating } Engineers		..	45	45	45	45
TOTAL		..	90	150	220	220

*Proposed Sub-Station at Veraval**Targets to be achieved*

Courses	1966-67	1967-68	1968-69	1969-70	1970-71
Master Fishermen	Estt. of the Unit in 1967-68 Regular courses will commence in 1968-69	..	20	40	40
Engine Drivers		..	20	40	40
Gear Technicians		..	10	20	20
Boat Building Foremen		..	10	20	20
Radio Telephone Operators		..		10	10
Updat- ing	} Skippers } Engineers	45	45	45	45
		45	45	45	45
TOTAL		90	150	220	22

2.27. It has been stated that for strengthening the existing facilities at the Central Institute of Fisheries, Operatives, Ernakulam, and for setting up of three additional units, the services of experts in different branches of fishing technology, large training vessels equipped with modern gear handling equipments and all types of modern fishing gear and connected items would be necessary. These facilities are not available in India at present and it is proposed to seek these facilities from other countries with help of the United Nations Special Fund.

2.28. In the Project Report drawn up for seeking United Nations Special Funds assistance, it has been stated that the Government of India will contribute towards the following expenses:—

- (i) Towards the salary of the counter-parts viz., Chief Instructors.
- (ii) Salary towards the other technical staff such as Speakers, Bosuns, Engine Drivers etc.
- (iii) Equipment required in connection with the secretarial work for the experts and technical staff, e.g., calculating machines, type-writers etc.
- (iv) Accommodation facilities for office.
- (v) Conveyance and transport facilities (e.g. jeep, truck etc.).
- (vi) Furniture etc.
- (vii) Service and maintenance facilities.

2.29. The Special Fund will meet the following expenses:

- (i) Salary of the experts.
- (ii) Expenses for the award of fellowships to train instructors.
- (iii) Expenses towards the purchase of vessels, gear and other machinery required to be imported from abroad.
- (iv) Miscellaneous expenses incurred in connection with the purchase of equipment etc. from abroad will be debited to the Special Fund account.

2.30. It is envisaged that the U.N. Special Fund will contribute to the extent of \$14,09,555.

2.31. It was proposed to execute the scheme in two different phases of five years each; the first phase was expected to be initiated during 1966-67 and the second phase during 1968-69. The Committee, however, understand that the Project Report is under revision as per the suggestion of the Ministry of Finance (Department of Economic Affairs) to which it was referred for clearance.

2.32. The Committee wanted to know the year-wise number of candidates which each State had undertaken to send for training in these Sub-Stations. In a written note furnished by the Ministry it has been stated that no undertaking has been given by the States regarding the actual number of persons they would depute for training in these Sub-Stations. However, if the fishing capacity has to be maintained at the level programmed by the States in the various plans, it will be essential to train adequate number of suitable persons to man their fishing vessels and the supporting organisation.

2.33. The Committee desired to know the procedure followed by the Ministry in assessing the requirements of the private industry for various categories of fisheries personnel requiring training in the Central Institute of Fisheries Operatives and its Sub-Stations. The representatives of the Ministry have stated in evidence, "We have based our calculations on 200 vessels that would be available during the Fourth Plan period. Most of them will be put in the private sector..... The calculation was made on the basis that if there were 12 vessels 60 hands would be needed." As regards the method of assessment of the requirements, it has been stated in a note, "The Ministry is fully informed about the requirements of the private industry as the entrepreneurs have to consult the Ministry on various matters before establishing new fishing enterprises or undertaking expansion."

2.34. The Committee are surprised that no undertaking had been given by the State Governments regarding the actual number of persons they would depute for training to the Sub-Stations of the Central Institute of Fisheries Operatives. It is also surprising that no firm and reliable assessment had been made with regard to the requirements of the private sector before setting up the Institute and the Sub-Stations. The Committee need hardly point out that without proper assessment of the number of trainees that were expected to be trained in the Institute and its Sub-Stations, the basis of assessment adopted by Government is likely to prove incorrect and may, therefore, affect the programme of training of the various categories of personnel. The method adopted in assessing the requirements of the private industry also appears to the Committee to be a round-about one. The Ministry should have obtained specific figures from the associations or representatives of the industry concerned in the various regions of the country so that an integrated plan for training could be drawn up and implemented.

C. Facilities at the Training Centres in the States

2.35. It has been stated that ten States have facilities for training operatives for handling small mechanised boats. The States Training Centres are, however, not intended for training operatives of larger vessels.

2.36. The Committee desired to have a note showing the number of Training Institutes existing in the various States, their intake capacity and the number of operatives (category-wise) expected to be trained by them during the Fourth Plan period. The following information has been furnished by the Ministry:

Sl. No.	States	No. of training centres	No. of trainees in each batch	Duration of training
(1)	(2)	(3)	(4)	(5)
1.	Gujarat	3	90 (30 each)	10 months
2.	Maharashtra	4	80 (20 each)	6 months
3.	Mysore	1	40	6 months
4.	Kerala	5	200 (40 each)	38 weeks

1	2	3	4	5
5.	Madras	6	180 (4 centres 20 each 1 centre 40 and 1 centre 60)	10 months
6.	Goa	1	20	6 months
7.	West Bengal	2	30	4 months
8.	Andhra	1	25	6 months
9.	Orissa	2	60	10 months
10.	Pondicherry	2	Details not known	
Total		27	725/batch (Pondicherry is not included)	

2.37. Asked to state whether there is need to expand the capacity and facilities of the training centres in the States the Committee have been informed that there is such a need and the States have programmes to expand the capacity and facilities at the Fishermen's Training Centres. During the course of evidence the representative of the Ministry has stated that "when we discussed the annual plans with the States we found that they have always set apart provisions for improving the facilities in the Training Centres and they keep on expanding such facilities."

2.38. It has, however, been added that it would not be economical for the States to duplicate training facilities for larger vessels which already exist at the Central Institute of Fisheries Operatives, Ernakulam.

2.39. The Committee note that the duration of the training course in the various training centres under the State Governments varies from State to State extending from 4 months to 10 months. They suggest, therefore, that the need for having uniformity in the duration as well as the courses of training should be emphasised on various State Governments so as to avoid different levels of efficiency amongst the personnel trained in different State centres.

2.40. The Committee recommend that the Ministry should review the position regarding expansion of training facilities both at the Fisheries Training Centres in the States and in the Central Institute of Fisheries Operatives and its Sub-Stations so as to have a co-ordinated approach in the matter. If the intention of the Ministry is that the training facilities for larger vessels should be concentrated in the Central Institute and its Sub-Stations, this should

be clearly pointed out to the State Governments concerned so that there is no duplication of training facilities. Moreover, keeping in view the need to train up the personnel estimated to meet the needs of fisheries development anticipated, the Ministry should carry out expansion in the training facilities for Fisheries Operatives ensuring at the same time that the maximum utilisation is made of the existing facilities in the various centres and the Institute and its Sub-Stations.

2.41. The Committee hope that the persons trained in the Fisheries Training Centres in the States and in the Central Institute of Fisheries Operatives and its Sub-stations will be gainfully employed in the trade in which they have been trained.

CHAPTER III

ADMISSION, COURSES OF STUDY, ETC.

A. Admission

General Educational qualifications for entering the Institute

3.1. In the Project Report on the establishment of Institute drawn up by Mr. Hans Tambs-Lyche, a Norwegian Fisheries Training Expert, general educational qualifications for entering the Central Institute of Fisheries Operatives were laid down as follows:—

“As the Operatives Training Institute is going to recruit students for all parts of the Indian Coasts, it will be necessary to use English as the main language during the training, and it is unavoidable that the students must have a working knowledge of that language. A basic knowledge of mathematics and science is also very desirable.

It is suggested, that a knowledge of the said subjects equivalent to the SSLC should be required. It is not necessary that the students have passed the SSLC examination in full, if only their knowledge of English is upto that standard.

On the other hand, there are very few fishermen who take their SSLC and most of those who do, intend to leave fishing for better paid and socially more esteemed occupations. It is, however, very important that the students of the Operatives Training Institute should be recruited from among the fishermen. As far as master fishermen, engine drivers and gear technicians are concerned, that would rather be a necessity.

If the minimum qualifications for entering the Operatives Training Institute could be lowered to an equivalent of the 8th Standard, it would make it considerably easier for bonafide fishermen to fulfil the requirement. On the other hand, it seems to be rather commonly felt that 8th Standard or an equivalent would not be sufficient for an effective training.

It will be proposed to set aside a number of lessons at each of the courses at the Operatives Training Institute for general education, upto 150 hours in the 10 months courses. But that will not be sufficient to bring those students who needed it up from the 8th Standard to SSLC level.

It seems, therefore, desirable to arrange for preparatory courses. It is difficult to fix the duration for such preparatory courses. But the following could be considered subject to discussions.

Fishermen, with a background education comparable to 8th Standard, and who passes the other qualifications required for entering the Operatives Training Institute should pass a 3 months' intensive training course, mainly in English, but also including some elementary items of mathematics and sciences.

These young fishermen would be at least 19-20 years of age, and they would have some knowledge of English beforehand. A three months course may be sufficient to give them the necessary working knowledge of the language.

Such preparatory courses could be arranged by local (Secondary School) authorities or by State Authorities through the Fishermen Training Centres. At the beginning, however, it would be better to arrange them at the Operatives Training Institute.

It would be sufficient to hold such courses once a year starting three months before the starting date of the full year's (effectively 10 month's) courses.

All students may not need to follow the preparatory course, but they should be encouraged to do so. The time used for it will quite certainly be rewarded by a better effect of the subsequent vocational training.

For the half-year courses (gear technicians and fish processors), one should let those students who have a sufficient knowledge of English take the second course each year (starting 1st of January). If some of them would have to or would like to follow the preparatory course, there would be a break of 6 months between the preparatory course and the main course. That will be a minor difficulty, and will only concern a few students."

3.2. In a written note furnished to the Committee it has been stated that all the candidates on their joining the Central Institute of Fisheries Operatives are given a three-month preparatory course mainly in English in addition to elementary Mathematics and Science.

3.3. The Committee are happy to note that the Institute gives a three-month preparatory training to the new entrants. They trust that this facility will be continued and made a part of the training course so that more and more fishermen can take advantage of the training imparted at the Institute.

3.4. The Committee agree with the observations of Mr. Hans Tambs-Lyche, a Norwegian Fisheries Training Expert, who prepared the Project Report on the establishment of the Institute that the students at the Operatives Training Institute should be recruited from among the fishermen and as far as Master Fishermen, Engine Drivers and Gear Technicians are concerned, that would rather be a necessity. They would urge that while admitting candidates preference should be given to young fishermen having background education upto 8th standard. The States may be requested to give wide publicity through fisheries schools about the facilities for training available at the Institute.

B. Courses of Study and Syllabus

Courses of Study

3.5. The Committee have been informed that at present the following courses are in progress at the Institute:—

<i>Name of the course</i>	<i>Duration of the course</i>
(1) Fishing Second Hands	15 months.
(2) Engine Drivers	15 "
(3) Gear Technicians	9 "
(4) Boat Building Foremen	15 "
(5) In vessel Trainees	48 "
(6) Teacher Trainees (Ad-hoc course)	6 "

3.6. It has been stated that the Institute has created necessary facilities for initiating Shore-Mechanics and Radio Telephone Operators Courses. The training courses have commenced in January,

1968. It is proposed to train 10 Shore Mechanics and 10 Radio Telephone Operators in each batch initially. This will be further increased suitably in the subsequent years.

3.7. The Committee wanted to know if the State Governments had communicated their requirements of Shore Mechanics and Radio Telephone Operators. The Ministry in a written note have stated that all the maritime states have not yet communicated their firm requirements.

3.8. While the Committee are glad to note that the Institute has started training courses for Shore Mechanics and Radio Telephone Operators, they fail to understand why it could not be possible for the Institute to ascertain well in advance the firm requirements for such personnel from the States before finalising arrangements for starting the courses. They hope that the Institute would ensure that the intake capacity for these two categories of personnel is fully utilised.

Relaxation of Rules and Regulations Applicable to Motorised Fishing Vessels, 1959.

3.9. It has been stated that after acquiring sufficient sea time and obtaining the Fishing Mate Certificate a Fishing Second Hand becomes eligible for the Skipper Competency Certificate.

3.10. According to Section 76(4) of the Merchant Shipping Act, 1958, any Skipper, who is going to take a fishing vessel of 25 tons or more to sea, must carry a certificate. If the vessel is above 50 tons, it should in addition to the Skipper, be manned by a certificated Second Hand.

3.11. In this connection it had been suggested by the Fisheries Enquiry Committee on Rules and Regulations Applicable to Motorised Fishing Vessels, 1959, that the limits of 25 and 50 tons mentioned above, should be altered to 50 and 100 tons respectively, when fishing vessels are considered.

3.12. Asked to state whether the Ministry of Transport had accepted the suggestion, the Committee have been informed that, "the Ministry of Transport has suggested that no modifications need be made to the rules at this stage. Relaxations will, however, be considered if any difficulties are experienced and exemption granted in suitable cases."

3.13. The Committee also wanted to know the grounds on which such relaxation was sought and what would be the effect on general

efficiency. It has been stated that the grounds on which such relaxation was sought was to reduce man-power requirement per vessel and consequent economy in operational expenditure; and it was not expected that there would be any effect on general efficiency.

3.14. The Committee have also been informed that the Mercantile Marine Department has recognised the Sea-Service Training given by the Institute to its trainees as sufficient to enable them to become Skippers and Fishing Second Hands. In token of this recognition they have allowed a remission of sea-time of 9 months against the time spent by the candidates in the Institute.

3.15. No sea-time training is, however, given to Skippers as they have to earn the qualifying sea-time by working on the fishing vessels.

3.16. The Committee note that the Ministry of Transport has not accepted the suggestion with regard to modifications in the Rules and Regulations Applicable to Motorised Fishing Vessels, 1959 on the ground that "relaxations will, however, be considered if any difficulties are experienced and exemption granted in suitable cases." The Committee do not know whether the skippers and owners of vessels concerned are aware of the decision of the Ministry of Transport as otherwise it is unlikely that they will seek relaxation.

Teachers Training Courses

3.17. The Teachers Training Course started in April, 1967 was only on an *ad hoc* basis. Only 3 trainees who have already undergone Gear Technicians Course were trained as teachers at the special request of the concerned State Governments. The training programme has not yet been placed on a permanent basis. Each year about 10 teachers are likely to be trained.

3.18. The Teachers Training Course conducted by the Institute is meant for training teachers for State Fishermen's Training organisations and aims at strengthening their knowledge in fishing, marine engineering and also in principles of teaching, organisation of fishing centres, preparation of syllabi etc.

3.19. It has been further stated that the training course of 9 months duration is considered sufficient to adequately equip the teachers because only candidates who have knowledge of the subject but who have to be equipped for teaching will be admitted. The Scheme is, however, proposed to be reviewed after a suitable interval.

3.20. The Committee desired to know whether the Institute ascertained the requirements of the teachers from the States to be trained in the Institute during each year, and if so, the break up State-wise. The Committee has been informed in a written note that the States have been consulted. The need for creating a good band of trained instructors has been recognised by all the States. No statistics about the requirements of teachers have been published.

3.21. The Committee are surprised that no specific requirements of the teachers from the States to be trained in the Institute during each year appears to have been ascertained. On the other hand when the course was started in April, 1967 on an *ad hoc* basis, only 3 trainees were trained as teachers at the special request of the concerned State Governments. In these circumstances the Committee are doubtful whether it will be possible for the Institute to have even 10 candidates for the Teachers Training Course. They would like this matter to be specifically taken up with the State Governments and thereafter a review of the scheme made in order to see if it would be worthwhile to continue the course.

Syllabus

3.22. In the Project Report on the establishment of the Institute drawn up by Mr. Hans Tambs—Lyche, a Norwegian Fisheries Training Expert an outline of curriculum for the different courses to be undertaken by the Institute has been given as follows:—

The Master Fishermen's Course.—"There will be no need of differentiating between the education of fishing Skippers and Master Fishermen. Their position on board a fishing vessel will be different, but they should know each other's work and should be able to step in for each other. Such students who will pass their examinations as second hands before they can get their certificate, may do their subsequent sea-service as master fishermen on board a fishing vessel of the required size manned by a certified skipper.

"As 'Skipper of a fishing vessel' has its exact meaning according to the Merchant Shipping Act, 1958, 'Section 78(1)' and as the course at the Operatives Training Institute would lead to an examination for 'Second hand of a fishing vessel', it is better to call the course 'the Master Fishermen's course', to avoid misunderstandings.

"The main points in the training of Master Fishermen would be:

1. Navigation, so as to be able to sit for an examination for second hands of a fishing vessel (seamanship included).
2. Elementary knowledge of boat building of marine engines and of other mechanical installations of board fishing vessels.
3. Use and maintenance of echo-sounders and radio telephones to an extent necessary for efficient operating of such instruments.
4. Elementary knowledge of the life history and behaviour of the fishes, crustaceans and molluscs most commonly fished.
5. Gear construction, operation, maintenance and repair.
6. "Strategy of fishing".
7. Handling of fish in order to prevent spoilage.
8. General education in english, marine laws and fisheries administration.
9. Book-keeping and accounting.
10. First aid and hygienics.

"The course is intended to last for one full school-year. Allowing for public holidays, vacations and examination time, that would mean about 10 months of effective training. With 36 lessons (school hours) in a week, on the whole 1440-1580 school hours will be available.

Course for engine drivers and shore mechanics.—"The requirements for engine drivers and engineers certificate now in force, include sea-service on board vessels with an engine of 170 HP. or more. Such requirements cannot be fulfilled by fishermen, nor should they be necessary for the sake of safety. Now regulations are under consideration by the marine authorities, and a detailed plan for the education of the engine drivers cannot be laid down before those new regulations are made known.

"In any case, those who seek admission to the engine drivers course, should have some sea experience. It would be desirable if they had some experience either as greasers or helpers on board bigger fishing vessels, but the small number of such vessels in Indian waters kept in mind, that may for the present not be possible. It should there-

fore be considered if they could be allowed to pass their examination at the end of the course, while they would get the Certificate when the sea-service is documented. Again it could be a condition for such students, that they passed their subsequent sea-service on board fishing vessels, which would give some assurance that they will remain in the fishing fleet.

"Such a scheme would make it possible to give preference to candidates who have some experience from motor vessels after having passed a Fishermen Training Centre, provided they have the necessary educational background.

"Some workshop service would have been useful even for students who aim to become sea-going engine drivers. But for the present it would be difficult to require it. Students with workshop experience in addition to a training centre and subsequent sea-service should, however, be given preference.

"As to shore mechanics, a workshop service of at least three years duration (in any mechanical workshop) should be required.

"Training of engine drivers and shore mechanics could be given in the same course for most of the time, but some differentiation would be necessary.

"At a later date, the two courses may be separated, which would mean that double workshop-space and equipment is needed.

"For both groups of students, a considerable part of the school-time should be used for practical training in the schools mechanical workshop, to ensure that the trainees will be able to use properly all sorts of metal-working hand-tools and some sorts of simple power-tools as well. Within a course of 10 months duration, about 6 months should be used in the workshop for general mechanical training. An experienced teacher would be able to give personal conduct to each of the trainees so their workshop-hours would give as efficient training as possible, their future work taken into consideration.

"The curriculum for engine-drivers should include:

1. Practical workshop training.
2. Construction, running and maintenance of the engines in common use on board fishing vessels.

3. The use of electricity on board fishing vessels.
4. Construction, use and maintenance of auxiliary mechanical equipment on board fishing vessels (winches, gurdies etc.)
5. Installation of engines and auxiliary equipment in fishing vessels.
6. Elements of technical drawing and sketching.
7. General education in English (and some book-keeping).
8. First aid and hygienics.

"Shore mechanics intending to work in repairshops for fishing boat engines and equipment, may need a little more book-keeping, and their practical workshop-work could be guided along somewhat other lines than the engine drivers.

"The course is intended to last for one full school-year (10 months effective training, or 1440-1580 school-hours).

Course for boat-building foremen.—"The boat builders course at the Operatives Training Institute should aim at the training of operatives on the foreman level. The students must be trained carpenters preferably with experience from boat-building yards, before they enter the course. The educational background should be the same as for students at the other courses.

"During the course, the students should build a complete boat from planning to outfitting and installation of engine. With a group of 12 students a boat of about 30 feet size could be built in 6 months, even if some delay is allowed for owing to instruction purposes. Installation of engine and which should be timed, to be done in collaboration with those students from the mechanics course who will take up work at repair workshops.

In addition, the following curriculum is suggested:

- (1) Drawing and blue-print reading.
- (2) Timber selecting and timber seasoning.
- (3) Operation of powered and unpowered wood-working machinery.

- (4) Practical construction methods.
- (5) Mold loft work.
- (6) Installation of engine and mechanical accessories.
- (7) Book-keeping and cost calculation.
- (8) General education in English, calculation and physics (a few lessons on ship-worms, dry-rot and other damages included).
- (9) First aid and hygienics.

“The entire course would require a full school-year (10 month's effective training. or 1440—1580 school-hours).

“It has been pointed out, that there is also a need for an advanced course in boat building and design. It would be better, however, to start with the building up of a foremen's course at the Operatives Training Institute. When the staff has got some experience and a number of students have been trained on the foreman level, one could add a more advanced course, which may be attended by some of the candidates from the foremen's course and by others having the necessary qualifications. If experience should show, however, that they would require a considerably more advanced educational background than the other courses at the Operatives Training Institute, one should consider the possibility of transferring them to a technological college or a university where naval architects are trained.”

“It has also been pointed to the need of training some fisheries officers who would be in charge of the Craft and Tackle Development Programme of the different States and of the Government of India. The training of such persons would, however, rather be the responsibility of the Central Institute of Fisheries Education in Bombay.”

Course for gear technicians.—“A gear technician will be an actual operative for design and construction of different gear. He would also be responsible for maintenance and repair of gear at the shore establishment of one or more fishing vessels.”

“Some gear technicians could also be employed as ambulatory instructors, who would go to the different fishing villages giving

elementary instruction in maintenance, repair and improvement of local types of gear. His activity could be of great importance, because he would form a personal contact between the fisheries administration and the minor fishing societies. He should therefore get some training for such work as well.

"It will be difficult to require other preliminary training than the experience the student will have had as a fisherman. Such experience is, however of great importance. Preference should be given to those who have passed a fishermen training centre. The educational background ought to be the same as for the other courses.

"The outline of the curriculum could be as follows:

1. Materials of fishing gear, natural and man-made fibres.
2. Drawing and reading of gear sketches.
3. Net making and mending.
4. The gear in common use in Indian Fisheries.
5. Making of compound gear (trawels).
6. Operating of fishing gear-theory and sea practice.
7. General education, english, book-keeping and some calculation.
8. Extension matters: A survey of Indian Fisheries and trends in their development. Fisheries administration (short survey only) and co-operation principles.

"The course will require half a school-year or 5 months affective training. 720 to 790 school-hours will be available.

"For such students, who have not passed a Fishermen Training Centre, a pre-course examination should be arranged, to secure that they have the necessary knowledge of fisheries matters."

3.23. Details of courses and major subjects taught at the Central Institute of Fisherings Operatives, Ernaçulam are given below:—

Fishing Second Hands Course	Gear Technicians Course.	Engine Drivers Course	Boat Building Foremen Course	Invessel Trainees Shore Mechanics Course	Teacher Training Course
1. Seamanship and Navigation.	1. Fishing Gear materials:—Selection and properties, Floats and Sinkers.	1. Marine Eng.	1. Vessel Types.	Syllabus of Fishing Second Hands will be adopted with slight modification.	1. General Fishseries.
2. Fishing Gear:—Materials, Design & Construction.	2. Modern Fishing Gear:—Design, Construction and Rigging.	2. Construction and maintenance of auxiliary Equip.	2. Lines Drawing & Construction drawings.		2. Indigenous Fishing Gear and Methods.
3. Fishing Craft:—Deck Lay out & Equipment.	3. Deck Equipment	3. Types of Eng.	3. Mold lofting.		3. Modern Fishing Gear and Methods.
4. Fishing Methods & Operation.	4. Deck Lay out.	4. Diesel Elec. Power Plant.	4. Construction details.		4. Basic Craft Technology including deck lay out & equipments
5. Fish Finding Equipments and their operation.	5. Fishing methods and Operation.	5. Instruments, Meters & Gauges.	5. Deck Lay out. Installation of Deck Equipments		5. Basic Marine Engineering:—Engine Installation. Insulated fish holds.
6. Fish Handling.	6. Gear Testing for behaviour.	6. Installation details	6. Engine Installation.		6. Organisation of training centres.
7. Marine Meteorology.	7. Evaluation of Gear Performance.	7. Workshop Technology.	7. Insulation (Fish Hold)		7. Preparation of syllabus.
8. General Oceanography.	8. Fish Behaviour & Fish Finding.	8. Electrical Technology.	8. Fishing Methods (General).		8. Selection of candidates.

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|--|--|--|---------------------------|----------------------------|
| 9. General Science
& Mathematics. | 9. General Principles
of Marine Engineer-
ing. | 9. Drawing Practice. | 9. General Marine
Eng. | 9. Methods of
teaching. |
| 10. Book Keeping. | | 10. Fishing Gear and
Methods. (General) | 10. Workshop
Practice. | |
| 11. General Principles
of Marine Engineer-
ing & Engine Instal-
lation. | | | | |
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3.24. The Committee have been informed that the syllabii for the various courses were drawn up on the basis of the broad details of instructions suggested in the Project Report. The State Directors of Fisheries were consulted before the syllabii were finalised. Detailed consultations were also held with the Mercantile Marine Department. The present syllabii were drawn up in 1964 and have not been reviewed since then.

3.25. The Committee wanted to know whether there is any advisory board or syllabii committee for recommending the syllabii for the various courses run at the Institute. It has been stated that the question of setting up a syllabus committee has not been considered and specific need for this has not been felt.

3.26. The Committee note that the present syllabii for various courses conducted at the Institute were drawn up in 1964. They would suggest that the syllabii may be reviewed periodically in the light of the experience gained. The first such review may be conducted in 1969 and thereafter on a quinquennial basis.

3.27. The Committee would also suggest that this review may be undertaken by a Study Team which should include representatives of State Governments, the Mercantile Marine Department, the industry and other interests engaged in the development of fishery industry.

C. Intake Capacity

3.28. The following statement gives the intake capacity in different courses and the extent to which it has been utilised since the inception of the Institute:

				Capacity	Actual No. of persons trained		
1. Fishing Second Hands							
1964-65	.	.	.	40	28	This course Com- menced during 1964.	
1965-66	.	.	.	40	31		
1966-67	.	.	.	40	23		
2. Engine Drivers							
1964-65	.	.	.	40	16	-do-	
1965-66	.	.	.	40	36		
1966-67	.	.	.	40	22		

	<u>Capacity</u>	<u>Actual No. of persons trained</u>	
<hr/>			
3. <i>Gear Technicians</i>			
1966-67	20	19	This course commenced in 1966.
1967-68	20	18	
4. <i>Boat Building Foremen</i>			
1966-67	20	11	-do-

3.29. The following statement gives the number of applications received so far for Master Fishermen, Engine Drivers, Gear Technicians and Boat Building Foremen courses at the Central Institute of Fisheries Operatives, Ernakulam and the number of candidates actually admitted:

	Private candi- dates	Fish- ing In- dustry	Coop. Society	Govt. Deptts.	Fish- eries Corpn.	Total	No. admitted
Master Fishermen Course	104	6	1	90	..	201	82
Engine Drivers' Course .	40	3	2	62	..	107	74
Gear Technicians' Course	36	..	..	47	1	84	37
Boat Building Foremen Course	24	..	..	11	..	35	11

3.30. Another statement showing the State-wise number of trainees who have undergone training in the Institute is given at Appendix I.

3.31. From the statement it appears that not all the States have sent trainees for the six categories of courses conducted by the Institute. The position is particularly unsatisfactory in regard to Goa, Mysore, Orissa and West Bengal which did not send any trainee during 1966-67 for Fishing Second Hands Course and the Engine Drivers Course. The position is also unsatisfactory in regard to the trainees for In-vessel Training Course and Boat Building Foremen Course which were started by the Institute during 1965-66 and 1966-67 respectively.

3.32. Explaining the reasons for some States not sending any candidates and also for under-utilisation of the intake capacity the representative of the Ministry has stated during evidence.

3.33. "...we found that the seats in the Institute were not being fully utilised, or unequal utilisation was being made by different States. To a certain extent it is due to the fact that the inland States are not interested in the marine institute and they naturally keep out. All the marine States have been interested in this..... So far West Bengal is concerned, they do not have any marine fishing. They made an experiment, which was not very successful. After that they had not tried fishing with larger vessels. Goa also does not have large vessels, although quite a lot of fishing with mechanised boats is done. But the training given in this Institute is for operatives of larger vessels. Those States which have a fair number of large vessels only are more interested.....So far as Madras is concerned, they have been training in-service personnel. Because they wanted the training of other personnel in next batches, there is a shortfall.....Mysore had deputed some persons in the first course and for the next two courses they have not sent any. We have discussed this with the Director of Fisheries and for the next course which is commencing in January, I expect they will be sending the full quota.....".

~~3.34. The~~ Committee are unhappy to note that the intake capacity for various courses conducted at the Institute has not been fully utilised ever since the inception of the Institute. Considering the present requirements of fisheries personnel for the developmental activities of the fishery industry the Committee cannot over-emphasise the need for fuller utilisation of the capacity. They suggest the Ministry may examine this matter alongwith their proposals for setting up additional training units and for strengthening the Central Institute of Fisheries Operatives, Ernakulam and take suitable remedial measures in consultation with the State Governments and the fishery industry.

D. Teacher-Student Ratio

3.35. It has been stated that the following teacher-student ratio obtains at the Institute:

Fishing Second-Hand	Teacher-Student ratio	1:12
Engine Drivers Course	-do-	1:12
Boat Building Foremen	-do-	1:11
Gear Technicians	-do-	1:10
Invessel Trainees	-do-	1:8

3.36 The Committee have been informed that the above ratio does not include the work-load due to the Ad-Hoc Teacher Trainees

course and the *Ad-Hoc* courses for F.A.O. Fellowship holders in Fishing Second Hands course and Gear Technicians course.

3.37. It has been stated that the above teacher-student ratio is rather very high on the students' side and it will be optimum if the ratio is brought to 1:6, because the training has to be given to the individual and not to the class, i.e. the teacher has to pay individual attention to each trainee because of the nature of the subject and due to the fact that the trainees have different educational and professional background. However, by the appointment of new Instructors the ratio will be brought to 1:7 with which the training programme can be managed for the present.

3.38. Asked to state whether the Ministry had conducted any review of the workload of the Institute, keeping in view the number of additional courses that are likely to be started and the additional number of the students that would be joining the Institute, the Committee have been informed that such a review was conducted. Based on these work studies, additional teaching and supporting staff have been sanctioned.

3.39. It has also been stated that with the present sanctioned strength, the teacher-student ratio works out to 1:7, which is considered to be satisfactory.

3.40. The Committee note that the present teacher-student ratio in the Institute is satisfactory. This should be maintained.

E. Cost Per Trainee

3.41. The Committee have been informed in a written note that the cost per trainee during the training period works out to Rs. 3690 for 12 months.

3.42. Expenditure to the Institute per trainee is the same for private and Government sponsored trainees.

3.43. The Committee wanted to know whether the Ministry had worked out any formula to determine the cost of training per student in the Institute. It has been stated that no formula as such has been worked out. The total expenditure in a budget year, interest on the value of the capital equipment and depreciation of machinery and vessels are to be considered for arriving at the total expenditure incurred by the Institute on each trainee for the period of assessment.

3.44. It has, however, been stated that considering the fact that trainees have to be trained at sea and on shore in subjects like Navi-

gation and seamanship, Marine Engineering, use of Electronic equipment for fish-finding and communication, gear-making, all of which require operation of fishing vessels and other machinery, the cost per trainee is reasonable.

3.45. While agreeing that in view of the specialised nature of training and equipment etc. the cost per student may not be considered very high, the Committee would like to point out that if the training capacity at the Institute is fully utilised the cost per trainee can be further reduced. They would also urge the Ministry to work out a formula for determining the cost of training per trainee at the Institute.

F. Stipends

3.46. It has been stated that tuition and accommodation are free. No charge is collected for the water and electricity supplied. A private trainee has to spend about Rs. 60 p.m. towards messing expenses and another Rs. 40 p.m. for other expenses. In all, a private trainee has to spend about Rs. 1200 per year on his food and other miscellaneous expenditure. In addition to this, Rs. 100 will have to be spent by him on study tours for the entire training period.

3.47. The Committee have been informed that the private candidates are not normally given any stipends or scholarships, by the Central Government or the State Governments, except in the case of Scheduled Caste candidates sponsored by the Kerala and Mysore States, whose stipends are borne by the State Governments. The Ministry have recently sanctioned 15 stipends in various courses for deserving candidates intended to be employed in the fishing vessels of the Central Government Institutions.

3.48. It has been further stated that the rate of stipend of Rs. 100 per month was fixed in 1963. The stipends are given by the sponsoring States. Any review would have to be done in consultation with the States, but in view of rising cost it is proposed to initiate a review.

3.49. The Committee trust the position will be reviewed in the near future in consultation with States as the rate of stipends was fixed long ago and needs revision in view of the rising cost of living prevailing in the country.

G. Training Vessels

3.50. In the Project Report on the establishment of the Institute it has been pointed out that:

"It would be an advantage, if some of the instructions could be given on board vessels of different sizes. But such vessels are very expensive to build, and once they have

been built, they should be used throughout the season. It would not be possible for the Operatives Training Institute to use the vessels continually, and it would not be a good solution to let it have a fleet of up to four vessels of different sizes for training purposes. Each course will need relatively few days at sea.

There are, however, stationed in Cochin and Ernakulam vessels of different sizes belonging to the Government of India institutions, Kerala State institutions and to the Indo-Norwegian Project. The Operatives Training Institute authorities should at an early date take up negotiations with those institutions in order to be able to lend vessels of different sizes and with different equipment for the number of days required. It is essential that the School's budget should make such lending possible to the extent needed for efficient training. Even with a very copious sum available for such purposes, the necessary sea-training will be considerably cheaper—and at the same time more efficient—than if the Operatives Training Institute should have its own fleet. One should also remember that fishing vessels during the years will get new and more modern equipment. That is a development which a school for financial reasons would find difficult to follow up. Sea training during the courses should always take place on board vessels with the most modern equipment."

3.51. The Committee have been informed in a written note that the Institute has at present three old vessels one of 50 ft. and two of 34 ft. each. The vessels at present conduct regular fishing operation with batches of trainees on board for the purpose of imparting practical training on the different aspects.

3.52. It is proposed to acquire two more Swedish fishing vessels of 93 ft. in length. They are expected to be available by August/September, 1968.

3.53. Asked to state why it is necessary for the Institute to have additional vessels of its own when there are vessels available with the State Fisheries Departments, the Committee have been informed that the vessels have to be above 25 tonnes and specially equipped for training in all principal methods of fishing, fish finding navigation and seamanship. Such vessels are not available with the State

Fisheries Departments. The vessels are intensively used and it would not be practicable to depend on vessels from other sources which would be having their own functions.

3.54. Asked to state the justification for providing two new vessels to the Institute when there are several vessels with the Deep Sea Fishing Organisation the Indo-Norwegian Project it has been added that the two new Swedish vessels have been specially equipped for training purposes so that efficient training can be given. None of the vessels now available is equipped for this purpose. They are only exploratory fishing vessels conducting a particular type of fishing. The number of vessels available in the Deep Sea Fishing Organisation meets the need for survey. They cannot, therefore, be transferred from survey work to the Training Institute.

3.55. The Committee also wanted to know the dates of acquisition of the existing three vessels of the Institute and the period for which they were operated. In a written note it has been stated that the three vessels were acquired on the following dates:

Name of the Vessel	Date of acquisition
M.F.V. Bangada	1.1.1966
M.F.V. Tarpon	
M.F.V. Samudra	11.4.1967.

3.56. About the period during which the vessels were operated it has been stated that after the M.F.V. Bangada was taken over from the Deep Sea Fishing Organisation, it was modified and equipped for training purposes and it was put into operation in the same month. The vessel operated for training purposes during the months of February, March and April 1966.

3.57. The operations were suspended in May, 1966 and the vessel was slipped for major repairs. The repairs were recommended and supervised by the Engineer and Ship Surveyor of the Mercantile Marine Department and the repairs were completed on 2nd August, 1967 and the vessel will soon be starting fishing operations.

3.58. Samudra and Tarpon were taken over on 11th April, 1967 and operated as below till 16th June, 1967.

April 1967—19 days of operation	} For training purpose.
May 1967—31 days of operation	
June 1967—15 days of operation	

3.59. While agreeing that the Institute needs vessels equipped with special type of equipment required for training in all principal methods of fishing, fish finding, navigation and seamanship, the Committee are not convinced of the need to acquire new vessels exclusively for the Institute. The Committee are of the view that arrangements could have been made with the State Governments and other fisheries institutions for fitting their vessels with the required type of equipment when required. They suggest that future requirements of vessels for this Institute as also for other fisheries institutions of the Government of India should be carefully examined in order to avoid large-scale expenditure, wherever feasible.

CHAPTER IV

ADMINISTRATION

A. Assessment of Staff Strength

4.1. The following statement gives the total number of sanctioned posts (gazetted and non-gazetted) and the number of posts lying vacant as on 18th September, 1967:

S. No.	Name of the posts	No. of sanctioned posts	No. of vacant posts
<i>Gazetted</i>			
1.	Director	1	Nil
2.	Chief Instructors	2	2
3.	Instructors	7	3
4.	Administrative Officer	1	1
<i>Non-Gazetted</i>			
1.	Assistant Instructors	5	2
2.	Senior Electrician	1	1
3.	Technical Assistants	8	Nil
4.	Draughtsman	2	Nil
5.	Wireless Operator	1	1
6.	Artist Photographer	1	1
7.	Librarian	1	1
8.	Fitter	2	1
9.	Welder	1	1
10.	Turner	1	1
11.	Blacksmith	1	1
12.	Junior Caretaker	1	1
13.	Driver	1	Nil
14.	Bus Driver	1	Nil
15.	Electrician	1	Nil
16.	Carpenter	1	Nil
<i>Ministerial</i>			
17.	Head Clerk	1	Nil
18.	Accountant	1	Nil

S. No.	Name of the Posts	No. of sanctioned pos's	No. of vacant posts
19.	Senior Clerk	1	1
20.	Stenographer	2	1
21.	Storekeeper	1	Nil
22.	Cashier	1	Nil
23.	Junior Clerks	4	Nil
<i>Floating Staff</i>			
24.	Bosum Certified	3	Nil
25.	Engine Drivers (Class I)	1	Nil
26.	Engine Drivers (Class II)	3	Nil
27.	Junior Deckhands	11	Nil
28.	Cooks	3	Nil
<i>Class IV</i>			
29.	Net-menders	3	3
30.	Bus Cleaner	1	Nil
31.	Attenders	5	
32.	Peons	3	Nil
33.	Watchman	3	Nil
34.	Cook	1	Nil
35.	Scavenger	1	1
36.	Masalchi	1	1
37.	In-vessel Trainees	20	5
TOTAL		110	30

4.2. Reasons for not filling up the vacant posts have been stated to be as under:

“Twenty-three posts were created with effect from 1st June, 1967. The posts of 2 Chief Instructors have been advertised by the Union Public Service Commission. Recruitment rules for 3 class I posts and one class II posts have been finalised and a requisition is being sent to the Union Public Service Commission shortly. Recruitment rules for other posts are under finalisation.

The post of Administrative Officer became vacant with effect from 5th July, 1967. The post has been advertised by the Union Public Service Commission and recruitment is

being finalised. The post of Assistant Instructor (Boat Building) was advertised by the Union Public Service Commission twice but the response was poor. The Union Public Service Commission has suggested alternate recommendations."

4.3. With regard to the present position in respect of six posts of gazetted Officers (Chief Instructors 2, Instructors 3, and Administrative Officer 1), which were lying vacant as on 18th September, 1967, the Committee have been informed that as on 16th December, 1967 two posts of Chief Instructors have been advertised by the Union Public Service Commission. For the post of Administrative Officer, the Union Public Service Commission have recommended a candidate for appointment. The three posts of Instructors are lying vacant since 1st June, 1967. As regards 24 non-gazetted posts which were lying vacant as on 18th September, 1967 and out of which 20 posts were created on 1st June, 1967, the Committee have been informed that the posts have since been cleared for recruitment through Surplus Cell and requisitions have been sent to the Employment Exchanges. It has also been stated that one post of Assistant Instructor (Boat Building) is vacant. Now the Union Public Service Commission have recommended training of a suitable hand for this post as they were not able to recommend a qualified candidate.

4.4. The Committee have also been informed that the Director of the Institute had suggested enhancement of pay-scales so as to attract suitable candidates. This has, however, not been accepted for the present in view of the ban on revision of scales.

Recruitment Rules

4.5. The Committee have been informed that the rules for the recruitment and promotion of majority of Class I and Class II posts have been finalised and recruitments are being made on the basis of these rules. For posts created in June, 1967, the rules have been finalised for the Chief Instructors' posts. Rules for other posts are being finalised in consultation with the Union Public Service Commission/ Ministry of Home Affairs etc.

4.6. It has also been stated that Class I and Class II staff are recruited through the Union Public Service Commission.

Pay-Scales

4.7. The Committee have been informed that the pay-scales of teaching staff at the Central Institute of Fisheries Operatives, Ernakulam are on Class I Senior and Junior scales. Assistant In-

structors are on Class I non-gazetted scales. The pattern is broadly similar to that obtaining in other Central Government Training Institutions. The scales in the Central Institute of Fisheries Education, Bombay, and the Central Inland Fisheries Research Institute, Barrackpore, are, however, scientific scales while the scales sanctioned for the Central Institute of Fisheries Operatives are non-scientific scales.

4.8. The Committee are glad to note that rules for the recruitment and promotion of majority of Class I and Class II posts have been finalised and rules for other posts are being finalised in consultation with the Union Public Service Commission/Ministry of Home Affairs etc. They trust that the rules relating to the other posts will be finalised without delay and it will be possible for the organisation to recruit suitable persons and fill up the vacant posts of gazetted officers early. The Committee further hope that the non-gazetted posts which have since been cleared for recruitment will be filled up shortly. The Committee need hardly emphasise that keeping a large number of posts vacant especially in training institutes is detrimental to the interests of the institute itself as the training programmes is upset thereby delaying the entire training programme.

4.9. The Committee hope that the suggestion of the Director of the Institute for the enhancement of pay scales so as to attract suitable candidates will be considered at the appropriate time so that there is no dearth of suitable persons for purposes of imparting training to the trainees for Fisheries Operatives.

B. Annual Report

4.10. In a written note furnished to the Committee, it has been stated that the Central Institute of Fisheries Operatives, Ernakulam, does not publish the annual report.

4.11. Since the Central Institute of Fisheries Operatives is the leading institution for training operatives of various skills required by the developing fishery industry of the country, it is desirable that it should publish its own annual report. The Committee hope that the Ministry will ensure the publication of an annual report beginning from the next financial year.

C. Evaluation

4.12. The Committee wanted to know in what way the working of the Institute could be improved. In a written note furnished by the Ministry, the Committee have been informed that the Institute

has been in existence for only four years and certain courses are still to be started. As such the question of bringing about improvement in the working has not yet arisen.

4.13. The Committee feel that the working of any organisation or training institute needs to be evaluated at certain intervals. They suggest that a review of the functioning of the Institute may be made after the financial year 1968-69. Thereafter an evaluation of the working of the Institute may be made on a quinquennial basis on the lines suggested by the Estimates Committee in para 9 of their 76th Report on the Ministry of Food, Agriculture, Community Development and Cooperation (Department of Agriculture)—Indian Agricultural Research Institute, New Delhi.

CHAPTER V

BUDGET

5.1. The Committee have been informed that an allocation of Rs. 61 lakhs was made for the Institute for the Third Plan period. The actual expenditure during the period, however, was only Rs. 4.40 lakhs, as the Institute was set up late in the Third Plan period and the land and building were obtained free of cost.

5.2. During the Fourth Plan period a tentative provision of Rs. 125 lakhs has been made. It has been stated that the provision should normally be sufficient, although the Institute has to organise some new courses.

5.3. It is noted that during the year 1966-67 the actual expenditure under Revenue Account was Rs. 3,03,226 including the debits to the extent of Rs. 9,273 entered during March, 1967 (Final and Supplementary). The budget provision for 1967-68 has been estimated at Rs. 3,43,000. The chief reasons for increase to the extent of Rs. 40,000 over the previous year are stated to be as follows:

- “(1) Out of the six sanctioned posts of Gazetted Officers, three were remaining vacant during the beginning of 1966-67. Of these vacancies, two were filled during the year and one was lying vacant throughout 1966-67. All these vacancies were filled and fully provided for in 1967-68. The additional provision in this regard amounts to Rs. 13,000.
- (2) Nine additional posts of floating staff were created during the end of 1966-67 with the transfer of fishing vessels M.F.V. Bangada in January, 1966. Provision for these posts amounting to Rs. 22,000 was made in full in the Budget Estimates of 1967-68.
- (3) Enhancement of the rates of D.A. is another factor for the increase in the Budget Estimates of 1967-68 over the actuals of 1966-67, amounting to Rs. 5,000 more in 1967-68 budget estimate.”

5.4. The original budget sanction, final reappropriation and actual expenditure under capital head for 1966-67 are as follows:—

	Original Grant	Reappro- priation	Actual Expenditure
1. Buildings	20,000	71,000	61,085
2. Other capital expenditure	300,000	65,100	54,424
TOTAL	3,20,000	1,36,100	1,15,509

Buildings:

The original grant of Rs. 20,000 was made for certain alteration and rennovation of the existing buildings and also for accepting the debits on the completed items of work of the previous years. This had to be augmented as the provision made for the debits relating to the work of earlier years was found inadequate. The savings are due to the non-inclusion of the expenditure pertaining to certain items of electrical work which was anticipated earlier and provided for.

Other Capital Expenditure:

The original provision of Rs. 3,00,000 was made for the following items:

	Rs.
1. Milling machine	50,000
2. 40' wooden hull	50,000
3. Fishing vessel	2,00,000
TOTAL	3,00,000

5.5. A sum of Rs. 50,000 was provided in the budget under "Capital Head" for 1966-67 for the purchase of a Milling Machine. But the provision was not utilised with a view to economise expenditure on the Capital Equipment and efforts were made to buy a Milling Attachment instead of a complete machine.

5.6. The Milling Machine has, however, not yet been provided. A Milling Attachment to the existing Lathe will be procured.

5.7. As regards the wooden hull, it has been stated that order has been placed with M/s. Brunton and Co., Engineers Ltd., Cochin by the Director General of Supplies and Disposals to construct a 40' wooden hull.

5.8. The acquisition of a new fishing vessel for which Rs. 2,00,000 was provided was put off as two more old vessels were made available by transfer from the Offshore Fishing Organisation. The provision was, therefore, not utilised as a measure of economy.

5.9. The reappropriation of Rs. 65,100 was made for the payment of one Asok Leyland chassis purchased, for the cost of bus body building and the price of one wood working lathe. Out of the above provisions the amount set apart for the bus body building could not be utilised as the work was not completed before 31st March, 1967. This accounts for a saving of Rs. 10,676.

5.10. A provision of Rs. 28,74,000 has been made under Capital Account for the year 1967-68. Main heads of expenditure are as follows:

1. Buildings	Rs. 40,000	Provided for repairs and renovation of existing buildings and those to be acquired in Madras.
2. Other Capital Expenditure	Rs 28,34,000	The provision includes Rs. 26 lakhs for the purchase of 2 fishing vessels. The remaining amount of Rs. 2,34,000 is for the purchase of milling machine, band, saw machine, boat building equipment, equipment for fishing vessels etc.

5.11. Reason for increase in provision for 1967-68 as compared to 1966-67 is on account of a provision of Rs. 26 lakhs made for the acquisition of two Swedish fishing vessels proposed to be purchased during the year.

5.12. The Committee note that year after year there have been large savings. They also note that in 1966-67 the acquisition of a new fishing vessel was put off and the two Swedish vessels for which provision of Rs. 26 lakhs was made in the Capital Account for the year 1967-68 are likely to be received only in August/September 1968. This clearly indicates lack of advance planning. The Committee would stress the need for a more realistic financial planning so that disproportionate savings are avoided in future.

NEW DELHI;
March 23, 1968.

Chaitra 3, 1890 (Saka)

P. VENKATASUBBAIAH,
Chairman,
Estimates Committee.

APPENDIX I

Statement showing the state wise number of trainees undergone training in Central Institute fisheries Operatives, Ernakulam.

(Vide para. 3.30)

Name of Course

Sl. No.	Name of State	Fishing Second hands	Engine Drivers	Gear Technicians	Boat Bldg. foremen	In vessel trainees	Teacher trainees	Total			
		64-65	65-66	66-67	67-68	65-66	66-67	1966	1967	1968	1968
1.	Andhra Pradesh	2	2	1	1	1	1	1	1	1	8
2.	Goa	..	..	..	1	..	..	..	..	..	2
3.	Gujarat	3	5	7	4	10	3	2	2	1	38
4.	Maharashtra	6	3	2	2	4	5	1	1	1	27
5.	Laccadives	2	1	1	1	1	1	1	1	1	9
6.	Madras	..	2	2	..	..	4	2	2	3	16
7.	Mysore	1	..	..	..	..	..	1	1	2	8
8.	Orissa	2	..	..	..	2	2	..	..	2	8
9.	Pondicherry	..	1	2	5	3	2	..	..	..	13
10.	West Bengal	..	3	..	..	1	2	..	..	1	7
11.	Assam	..	..	1	..	2	..	..	..	..	3

APPENDIX II

Summary of Recommendations/Conclusions contained in the Report

S. No.	Reference to Para No. of the Report	Summary of Recommendations/Conclusions
(1)	(2)	(3)
1.	1.9	The Committee note that the Central Institute of Fisheries Operatives has been set up to provide institutional training to operatives at various levels of skills in fishing, navigation, boat-building, marine engineering, etc. The Committee hope that the Institute when fully developed would be in a position to satisfy the growing demands of various categories of operatives required for the fishery industry in the coming years. The Committee would stress the need for maintaining close coordination with the Central Institute of Fisheries Eduaction at Bombay which gives composite training to administrative personnel of higher categories in a large number of fields pertaining to fisheries. These two Institutes as well as the State Training Institutes should be in a position to meet the manpower requirements of the developing fishery industry.
2.	2.19	The Estimates Committee note that the Committee on Fisheries Education had given the revised assessment of technical personnel for fisheries required to be trained by 1966 in its report published in August, 1959. As against 150 Skippers, Master Fishermen, Mates, etc. for large and medium vessels, 50 Gear Technicians and 100 Engine Drivers, the Institute could train only 59 Fishing Mates, 49 Engine Drivers and 19 Gear Technicians by the end of the Third Five Year Plan period. The Committee feel that had the Government acted promptly to set up the Central Institute of Fisheries Operatives on the basis of the recommendation made by the Committee on Fisheries Education in 1959, facilities could have been created much earlier for imparting training to the various categories of technical personnel required for fisheries deve-

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lopment. As matters stand, the Institute was set up in 1963 and is confronted with a big gap between the requirement and the availability of technical personnel. An all-out effort has, therefore, to be made to bridge this gap so that the fisheries development plans are not hampered.

2.20 The Committee note that 500 Boat-Building Foremen, 100 Teacher Trainees and 250 Shore Mechanics would be required by 1970-71 but the Institute would not be in a position to meet this requirement in full even after creating additional facilities by way of new Sub-Stations. They are also unhappy to note that this Institute would not be able to train any Marine Engineers even by 1970-71 although 50 Marine Engineers would, according to the Ministry, be required by then. The Committee however, are glad to note that the target for training Skippers, Engine Drivers (Class I) and Radio Telephone Operators would be exceeded by 1970-71 after additional training facilities are created by that time.

2.21 The Committee would suggest that a more realistic assessment of the training requirements of the various categories of technical personnel required during the next five years be made and a phased programme drawn up for augmenting the training facilities in the Institute as well as in the Sub-Stations which are proposed to be set up, so that there is no further shortfall in the number of trained personnel by the end of 1972-73.

3.

2.34

The Committee are surprised that no undertaking had been given by the State Governments regarding the actual number of persons they would depute for training to the Sub-Stations of the Central Institute of Fisheries Operatives. It is also surprising that no firm and reliable assessment had been made with regard to the requirements of the private sector before setting up the Institute and the Sub-Stations. The Committee need hardly point out that without proper assessment of the number of trainees that were expected to be trained in the Institute and its Sub-Stations, the basis of assessment adopted by Government is likely to prove incorrect and may, therefore, affect the program-

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me of training of the various categories of personnel. The method adopted in assessing the requirements of the private industry also appears to the Committee to be a roundabout one. The Ministry should have obtained specific figures from the associations or representatives of the industry concerned in the various regions of the country so that an integrated plan for training could be drawn up and implemented.

4. 2.39 The Committee note that the duration of the training course in the various training centres under the State Governments varies from State to State extending from 4 months to 10 months. They suggest, therefore, that the need for having uniformity in the duration as well as the courses of training should be emphasised on various State Governments so as to avoid different levels of efficiency amongst the personnel trained in different State centres.

5. 2.40 The Committee recommend that the Ministry should review the position regarding expansion of training facilities both at the Fisheries Training Centres in the States and in the Central Institute of Fisheries Operatives and its Sub-Stations so as to have a co-ordinated approach in the matter. If the intention of the Ministry is that the training facilities for larger vessels should be concentrated in the Central Institute and its Sub-Stations, this should be clearly pointed out to the State Governments concerned so that there is no duplication of training facilities. Moreover, keeping in view the need to train up the personnel estimated to meet the needs of fisheries development anticipated, the Ministry should carry out expansion in the training facilities for Fisheries Operatives ensuring at the same time that the maximum utilisation is made of the existing facilities in the various centres and the Institute and its Sub-Stations.

6. 2.41 The Committee hope that the persons trained in the Fisheries Training Centres in the States and in the Central Institute of Fisheries Operatives and its Sub-Stations will be gainfully employed in the trade in which they have been trained.

- | (1) | (2) | (3) |
|-----|------|--|
| 7. | 3.3 | The Committee are happy to note that the Institute gives a three-month preparatory training to the new entrants. They trust that this facility will be continued and made a part of the training course so that more and more fishermen can take advantage of the training imparted at the Institute. |
| 8. | 3.4 | The Committee agree with the observations of Mr. Hans Tambs-Lyche, a Norwegian Fisheries Training Expert, who prepared the Project Report on the establishment of the Institute that the students at the Operatives Training Institute should be recruited from among the fishermen and as far as Master Fishermen, Engine Drivers and Gear Technicians are concerned, that would rather be a necessity. They would urge that while admitting candidates preference should be given to young fishermen having background education upto 8th standard. The States may be requested to give wide publicity through fisheries schools about the facilities for training available at the Institute. |
| 9. | 3.7 | While the Committee are glad to note that the Institute has started training courses for Shore Mechanics and Radio Telephone Operators, they fail to understand why it could not be possible for the Institute to ascertain well in advance the firm requirements for such personnel from the States before finalising arrangements for starting the courses. They hope that the Institute would ensure that the intake capacity for these two categories of personnel is fully utilised. |
| 10. | 3.16 | The Committee note that the Ministry of Transport has not accepted the suggestion with regard to modifications in the Rules and Regulations Applicable to Motorised Fishing Vessels, 1959 on the ground that "relaxations will, however, be considered if any difficulties are experienced and exemption granted in suitable cases." The Committee do not know whether the Skippers and owners of vessels concerned are aware of the decision of the Ministry of Transport as otherwise it is unlikely that they will seek relaxation. |
| 11. | 3.21 | The Committee are surprised that no specific requirements of the teachers from the States to be |

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trained in the Institute during each year appears to have been ascertained. On the other hand when the course was started in April, 1967 on an *ad hoc* basis, only 3 trainees were trained as teachers at the special request of the concerned State Governments. In these circumstances the Committee are doubtful whether it will be possible for the Institute to have even 10 candidates for the Teachers Training Course. They would like this matter to be specifically taken up with the State Governments and thereafter a review of the scheme made in order to see if it would be worthwhile to continue the course.

- 12 3.26 The Committee note that the present syllabii for various courses conducted at the Institute were drawn up in 1964. They would suggest that the syllabii may be reviewed periodically in the light of the experience gained. The first such review may be conducted in 1969 and thereafter on a quinquennial basis.
- 3.27 The Committee would also suggest that this review may be undertaken by a Study Team which should include representatives of State Governments, the Mercantile Marine Department, the industry and other interests engaged in the development of fishery industry.
13. 3.34 The Committee are unhappy to note that the intake capacity for various courses conducted at the Institute has not been fully utilised ever since the inception of the Institute. Considering the present requirements of fisheries personnel for the developmental activities of the fishery industry the Committee cannot over-emphasise the need for fuller utilisation of the capacity. They suggest the Ministry may examine this matter alongwith their proposals for setting up additional training units and for strengthening the Central Institute of Fisheries Operatives, Ernakulam and take suitable remedial measures in consultation with the State Governments and the fishery industry.
14. 3.40 The Committee note that the present teacher-student ratio in the Institute is satisfactory. This should be maintained.

(1)	(2)	(3)
15.	3.45	While agreeing that in view of the specialised nature of training and equipment etc. the cost per student may not be considered very high, the Committee would like to point out that if the training capacity at the Institute is fully utilised the cost per trainee can be further reduced. They would also urge the Ministry to work out a formula for determining the cost of training per trainee at the Institute.
16.	3.49	The Committee trust the position with regard to the rate of stipends will be reviewed in the near future in consultation with States as the rate was fixed long ago and needs revision in view of the rising cost of living prevailing in the country.
17.	3.59	While agreeing that the Institute needs vessels equipped with special type of equipment required for training in all principal methods of fishing, fish findings, navigation and seamanship, the Committee are not convinced of the need to acquire new vessels exclusively for the Institute. The Committee are of the view that arrangements could have been made with the State Governments and other fisheries institutions for fitting their vessels with the required type of equipment when required. They suggest that future requirements of vessels for this Institute as also for other fisheries institutions of the Government of India should be carefully examined in order to avoid large-scale expenditure, wherever feasible.
18.	4.8	The Committee are glad to note that rules for the recruitment and promotion of majority of Class I and Class II posts have been finalised and rules for other posts are being finalised 'n consultation with the Union Public Service Commission/Ministry of Home Affairs etc. They trust that the rules relating to the other posts will be finalised without delay and it will be possible for the organisation to recruit suitable persons and fill up the vacant posts of gazetted officers early.
19.	4.8	The Committee hope that the non-gazetted posts which have since been cleared for recruitment will be filled up shortly. The Committee need hardly emphasise that keeping a large

(1)

(2)

(3)

number of posts vacant especially in training institutes is detrimental to the interests of the institute itself as the training programme is upset thereby delaying the entire training programme.

20. 4.9 The Committee hope that the suggestion of the Director of the Institute for the enhancement of pay scales so as to attract suitable candidates will be considered at the appropriate time so that there is no dearth of suitable persons for purposes of imparting training to the trainees for Fisheries Operatives.

21. 4.11 Since the Central Institute of Fisheries Operatives is the leading institution for training operatives of various skills required by the developing fishery industry of the country, it is desirable that it should publish its own annual report. The Committee hope that the Ministry will ensure the publication of an annual report beginning from the next financial year.

22. 4.13 The Committee feel that the working of any organisation or training institute needs to be evaluated at certain intervals. They suggest that a review of the functioning of the Institute may be made after the financial year 1968-69. Thereafter an evaluation of the working of the Institute may be made on a quinquennial basis on the lines suggested by the Estimates Committee in para 9 of their 76th Report on the Ministry of Food, Agriculture, Community Development and Cooperation (Department of Agriculture)—Indian Agricultural Research Institute, New Delhi.

23. 5.12 The Committee note that year after year there have been large savings. They also note that in 1966-67 the acquisition of a new fishing vessel was put off and the two Swedish vessels for which provision of Rs. 26 lakhs was made in the Capital Account for the year 1967-68 are likely to be received only in August/September 1968. This clearly indicates lack of advance planning. The Committee would stress the need for a more realistic financial planning so that disproportionate savings are avoided in future.

APPENDIX III

Analysis of Recommendations/Conclusions contained in the Report

I. CLASSIFICATION OF RECOMMENDATIONS

A. Recommendations for improving the Organisation and Working:

Serial Nos.	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 14, 16, 17, 18, 19,						
	20, 21	19

B. Recommendations for effecting economy:

Serial Nos.	13 and 15	2
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II. ANALYSIS OF RECOMMENDATIONS DIRECTED TOWARDS ECONOMY

S. No.	S. No. as per Summary of Recom- mendations (Appendix II)	Particulars
(1)	(2)	(3)
1.	15	The Committee have pointed out that if the training capacity at the Central Institute of Fisheries Operatives, Ernakulam is fully utilised the cost per trainee can be reduced.
2.	17	The Committee have suggested that further requirements of vessels of the Central Institute of Fisheries Operatives, Ernakulam as also for other institutions of the Government of India should be carefully examined in order to avoid large-scale expenditure, wherever feasible.