

C.S.

PORT AND MARINE

(H.M.C.S. Afterglow)

1922

No. 143/22

SHIVES/1 # 10

C.E.H.

Col. Secretary.

SUBJECT.

192 2

11th February.

Previous Paper.

Instructions relative to the duties and powers of the master of H.M.C.S. "Afterglow"

MINUTES.

- Minute by Col. Secretary d/11/2/22* _____ Encl (1)
- Minute by Governor* _____ Encl (2)
- Copy of Instructions* _____ Encl (3)

Y.B.
 Submitted with the typed instructions of which I propose with Y's approval to send two copies to the Harbour-master, one of which he will retain giving the other to the master. The Government Receiver should see the instructions?

J.H.H. 13/2/22

M.
13 Feb 1922

2 Copies under usual cover to H.M.

Copies of Instructions forwarded to Harbour Master d 14/2/22 _____ Encl (4)

Subsequent Paper.

P.A.
27/1/37

①

Y.S.

Submitted.

2. I regret to report to Y.S. that some trouble has arisen in connection with the management of the Ceylon.
3. The Harbour Master reported to me this morning that the Master wished to resign as he did not consider that he held the position of Master. On my instructions he brought the Master before me. The latter stated that he never knew who was going to give orders on board the ship and that on both trips he ^{had} found a dozen contradictory orders given as soon as he got outside.
4. He declined to make specific charges against anyone or to state specific instances. Under some pressure he mentioned the case of the steward going to the Harbour Master behind his back. He ^{intimated} stated that the general feeling among the ~~quarters~~ crew was bad owing to the anomalous position in which he stood.
5. He most definitely stated that he had no complaint to make of anything done by the Harbour Master but said generally that other persons on board referring ⁱⁿ to my opinion clearly to the Harbour Master and the Government Naturalist - did their duty towards

The Government as they considered
necessary but it conflicted with his
position as master.

6. I told him that I considered it
very unreasonable to make a general
complaint without specific instances
which could be dealt with. He however
persisted that his position was not
tolerable and that he wished to resign.

7. I very favorably reported on him.

Having been received by me
from the Harbour master and incidentally
from the Government Naturalist, I con-
sidered it advisable to endeavor to retain
his services and told him that there
would be no objection on the part of
Government to drawing out written
instructions defining his position and
duties. His proposal after some
preliminary doubt as to whether such
instructions would be sufficiently com-
prehensive and would prevent the
possibility of further trouble was acceptable
to the Harbour master and the master.

8. I now put up draft instructions which
I have drawn out in the hope that they
will meet the case. ~~It would be~~

T. W. H. 11/2/22

I saw the marks and read to him ^{draft} the instructions
 which you had written enough to prepare the new pass
 of no 5. made position quite clear. The marks appeared
 as properly satisfied

90 July 1922

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No.....143/22..

COLONIAL SECRETARY'S OFFICE,

STANLEY,

14th February, 1922.

To the ..Harbour Master.....

I am directed by the Governor to attach the
correspondence noted below for your information and
guidance

H. HENNIKER-HEATON,
Colonial Secretary.

Date	Description
14th February	Instructions relative to the duties and powers of the Master of H.M.C.S. "Afterglow."

INSTRUCTIONS RELATIVE TO THE DUTIES AND POWERS
OF THE MASTER OF H.M.C.S. "AFTERGLOW".

1. The Master is engaged by the Government on the recommendation of the Harbour Master.

2. The Master receives all orders relating to work to be done by the Patrol Boat from the Harbour Master, who is for the purposes of management in exactly the same position as an owner.

3. All deck, engine room, and victualling stores are purchased by the Harbour Master, in his discretion, on requisition from the Master. This does not apply to stores which it may be found necessary to purchase in an emergency while absent from Headquarters.

4. Before the Patrol Boat leaves Stanley on a passage written instructions will be given by the Harbour Master to the Master laying down the programme of work for the passage, i.e. places to be visited and work to be done at such places. The Master will adhere to the programme so laid down without deviation in so far as weather allows. If the Master finds for some reason that a variation (other than from weather causes) appears advisable he will if practicable seek instructions by wireless or telephone from the Harbour Master in Stanley. If the Harbour Master is a passenger on board the Master will represent the circumstances and the former will communicate with the Colonial Secretary if possible. Otherwise the Master will carry on in his discretion.

5. All members of the ship's company, other than the officers, will be engaged and discharged by the Master. They will be subject for disciplinary purposes to no one else but the Master, who will have all the powers of control and discipline allowed to a Master under the Merchant Shipping Act subject to any modifications shewn in the ship's articles.

6. The Master is responsible for all stores on board, he will take charge of the mails for any port which the Patrol Boat is visiting, and he will afford such facilities for passengers to travel by the vessel as will not IN HIS OPINION interfere with the programme of work or the running of the vessel. The charge for passages will be £1 per day if a passenger is berthed in the officers quarters, otherwise 10/-.

7. The Master will recognise that the purpose for which the Patrol Boat is employed is the protection of the Fur Seal Rookeries and the farming of the seals. He will therefore extend his best endeavours to this end, and will afford the Government Naturalist all possible assistance required from the vessel by that officer at a seal rookery and also for any other scientific investigation duties which do not interfere with the voyage of the vessel. This instruction does not empower the Naturalist to give orders to the Master, who is responsible to the Harbour Master alone, as representing the Government.

By Command
 H. H. H. H. H.
 Colonial Secretary

11 January 1922