

New Zealand.

## ANALYSIS.

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| <p>Title.</p> <p>1. Short Title.</p> <p>2. Every crew to be exercised in boat drill monthly. Penalty.</p> <p>3. Certificates for engineers of steamships within restricted limits, of two classes.</p> | <p>4. Iron ship to have compasses adjusted. Adjusters may be licensed under regulations.</p> <p>5. Minister may fix fees to be deducted from seamen's wages.</p> <p>6. Amendments of Act of 1894.</p> <p>7. Penalty where no other provided.</p> |
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## 1895, No. 51.

AN ACT to further amend the Laws relating to Shipping and Seamen. Title.  
[31st October, 1895.]

BE IT ENACTED by the General Assembly of New Zealand in Parliament assembled, and by the authority of the same, as follows:—

1. The Short Title of this Act is "The Shipping and Seamen's Act Amendment Act, 1895," and it shall be read with "The Shipping and Seamen's Act, 1877" (hereinafter called "the principal Act"). Short Title.

2. (1.) It shall be the duty of the master of every intercolonial or home-trade ship,— Every crew to be exercised in boat drill monthly.

(a.) To cause his crew to be properly exercised in boat drill as follows—namely, in the case of home-trade ships, once at least in each month, and, in the case of intercolonial ships, once at least in the course of each round voyage;

(b.) To cause entry to be made in the official log, or, if no official log is kept, then in the ordinary log, of the date of each drill, its duration, the time of its commencement, and the time of its termination;

(c.) To permit any Collector or other officer of Customs to inspect such entry at any time.

(2.) Every master who fails or neglects to faithfully comply with any of the provisions of this section is liable to a penalty not exceeding twenty pounds. Penalty.

3. With respect to certificates of competency for engineers of steamships plying within restricted limits, the following provisions shall apply:— Certificates for engineers of steamships within restricted limits, of two classes.

(1.) Such certificates shall be of two classes, one of which shall be called a "river engineer's certificate," and the other a "marine engine-driver's certificate."

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- (2.) A river engineer's certificate shall entitle the holder thereof to serve as engineer of any steamship plying within river or extended river limits, including lakes or other inland navigable waters.
- (3.) A marine engine-driver's certificate shall entitle the holder thereof to serve as engineer of a steamship plying only within harbours, rivers, and lakes or other inland navigable waters, and which is fitted with non-condensing machinery, the area of cylinder, or combined area of cylinders, of propelling machinery of which does not exceed two hundred circular inches.
4. (1.) It shall be the duty of the master and owner of any ship built wholly or partly of iron to take care that whenever she proceeds to sea from any place in the colony she has her compasses properly adjusted by an adjuster licensed by the Minister: Provided that the Minister may by warrant under his hand exempt any vessel or class of vessel plying within restricted limits from the operation of this section.
- (2.) The Minister may from time to time make regulations for the licensing of properly-qualified persons to be adjusters of compasses, and may prescribe the examination to be passed by applicants for such licenses, and fix the fees to be paid for the adjustment of compasses; and may also make regulations for the adjustment of compasses and the transmission of deviation tables.
5. The Minister may from time to time fix by scale the sums (not exceeding those specified in the Third Schedule to the principal Act) which the owner, master, or agent of a ship engaging or discharging seamen is entitled to deduct and retain from wages under section twenty of that Act.
6. "The Shipping and Seamen's Act Amendment Act, 1894," is hereby amended as follows:—
- (1.) As to section seven: By adding the following words to the section: "Any vessels engaged in the coastal or inter-colonial trade, and carrying at least five certificated able seamen, may substitute two boys for every ordinary seaman as required by the First Schedule."
- (2.) As to section twenty-five: By substituting "Board of Trade" for "Minister" in the last line of the proviso, and by repealing the last paragraph.
- (3.) As to section thirty-five: By substituting "two" for "one" next after the words "subsection three of section" in the last line but two.
7. Every person who commits any offence under the principal Act, or any amendment thereof, for which no specific penalty is thereby provided, is liable to a penalty not exceeding fifty pounds.