

Mr. Pinkerton.

SHIPPING AND SEAMEN AND MARINE ENGINEERS  
ACT AMENDMENT.

ANALYSIS.

Title.	
1. Short Title.	
2. Interpretation.	
3. Amendment of principal Act: (1.) Rating of marine engineers. (2.) Official log to be kept. (3.) Chief engineer to engage and discharge men. (4.) Marine engineers to Act as Assessors. (5.) Number of engineers to be carried in steamships above 1,000 i.h.p. (6.) Number of engineers to be carried by steamships under 1,000 i.h.p. (7.) Grades of certificates. (8.) and (9.) Ap-	plicants for certificates. (10.) Accommodation and ventilation. (11.) Notice at home ports. (12.) Shipping-fees to be paid by ship-owners. (13.) Crews of steamships trading to and in colony to be paid current rates of wages. (14.) Steamships trading in colony to be amenable to Act. (15.) Crews of steamships intended to trade in colony for any term to sign fresh articles before commencement of first coastal voyage.
	4. Repeal.

A BILL INTITULED

AN Act further to amend the Laws relating to Shipping, Seamen, and Marine Engineers. Title.

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

1. The Short Title of this Act is “The Shipping and Seamen and Marine Engineers Act Amendment Act, 1894.” It shall be read  
10 together with “The Shipping and Seamen’s Act, 1877,” and shall come into force on the first day of January, one thousand eight hundred and ninety-five. Short Title.

2. In this Act, and in every other Act relating to shipping and  
seamen and marine engineers, if not inconsistent with the context,— Interpretation.

15 “The principal Act” means the “The Shipping and Seamen’s Act, 1877”:

20 “The Shipping and Seamen Acts” means and includes the principal Act and all Acts passed in amendment thereof, and this Act and all or any other Acts passed in amendment thereof, and this Act and all or any other Acts or Act at any time in force relating to shipping and seamen, and all orders, rules, and regulations made under any such Acts.

3. From and after the commencement of this Act it shall be  
enacted as follows:— Amendment of principal Act:

25 (1.) That the engineers shall be rated as engine-room officers under the designation of chief, second, third, and fourth engineer  
No. 105—1. Rating of marine engineers.

2 *Shipping and Seamen and Marine Engineers Act Amendment.*

respectively, in accordance with their respective positions on the steamship on which they are engaged.

**Official log to be kept.** (2.) That the chief engineer shall be required to keep an official log, which he shall produce when called upon to do so to the Collector of Customs, Superintendent of Mercantile Marine, or other person duly authorised by the Minister. 5

**Chief engineer to engage and discharge men.** (3.) That the chief engineer, being responsible for the men in his department, shall engage or discharge the same, and shall award characters to the men when they are discharged.

**Marine engineers to act as Assessors.** (4.) That marine engineers shall be appointed to act as Assessors on Boards of Inquiry relating to steam shipping, in all cases where the engine-room department of a steamship is called into question. 10

**Number of engineers to be carried in steamships above 1,000 i.h.p.** (5.) That every steamship of one thousand indicated horse-power and upwards, and trading beyond the Colony of New Zealand, shall carry four engineers, three of whom shall possess certificates as follows:— 15

The chief engineer shall possess a first-class engineer's certificate ;

The second engineer shall possess a second-class engineer's certificate ; and 20

The third engineer shall possess a third-class engineer's certificate :

Provided always that the said second and third engineers may possess certificates of a higher grade. 25

**Number of engineers to be carried by steamships under 1,000 i.h.p.** (6.) That every steamship of three hundred and not upwards of one thousand indicated horse-power shall carry three engineers, two of whom shall possess certificates as follows:—

The chief engineer shall possess a first-class engineer's certificate ; 30

The second engineer shall possess a second-class certificate, or one of a higher grade.

**Grades of certificates.** (7.) That there shall be three classes of certificates, namely : first, second, and third classes.

**Applicants for certificates.** (8.) That any applicant for a certificate shall have served a five years' term of apprenticeship in an engineering establishment where engines are manufactured or repaired. 35

(9.) That any applicant for a certificate as third-class engineer shall have served twelve months at sea in the capacity of an engineer. 40

**Accommodation and ventilation.** (10.) That the Government surveyors of machinery shall see that proper accommodation is provided for the engineers, and that the engine-room and berths are adequately ventilated.

**Notice at home ports.** (11.) That the ship's articles shall provide for a twenty-four hours notice clause at home ports only, and that no ship owners or agents shall have power to substitute any other. 45

**Shipping-fees to be paid by shipowners.** (12.) That in signing on or off articles before Her Majesty's Customs the fees shall be paid by the shipowners.

**Crews of steamships trading to and in colony to be paid current rates of wages.** (13.) That steamships coming to the Colony of New Zealand, and trading around its coast, and carrying passengers or cargo from any port within the colony to any other port or ports within the 50

*Shipping and Seamen and Marine Engineers Act Amendment. 3*

colony, the owners thereof shall pay to their crews the current rates of wages obtaining in the colony.

5 (14.) That any steamship trading on the coast of the Colony of New Zealand, and carrying passengers or cargo from any port within the said colony to any other port or ports within the colony, shall be amenable to the Shipping and Seamen and Marine Engineers Act in the colony. Steamships trading in colony to be amenable to Act.

10 (15.) That the crew of any steamship arriving at any port in the Colony of New Zealand, and intended by the owners or agents of the said steamship to trade within the limits of the colony for any term, shall, before the commencement of the first or any coastal voyage, sign articles before Her Majesty's Customs for a term not exceeding six months. Crews of steamships intended to trade in colony for any term to sign fresh articles before commencement of first coastal voyage.

4. The following enactments are hereby repealed :—

15 "The Shipping and Seamen's Act, 1877," section twenty. Also two clauses of section twenty-eight, relating to engineers, and containing the following words :—

Repeal.

20 "Every foreign-going steamship of one hundred nominal horse-power or upwards shall have as its first and second engineers two certificated engineers, the first possessing a first-class engineer's certificate, and the second possessing a second-class engineer's certificate, or a certificate of the higher grade. Every foreign-going steamship of less than one hundred nominal horse-power shall have, as its only or first engineer, an engineer possessing a second-class

25 engineer's certificate, or a certificate of the higher grade.

"Every sea-going home-trade steamship shall have as its only or first engineer an engineer possessing a second-class engineer's certificate, or a certificate of the higher grade."