

Mr. Pinkerton.

SHIPPING, SEAMEN, AND MARINE ENGINEERS.

ANALYSIS.

Title.	
1. Short Title.	14. Number of engineers and nature of certificates when steamship under one hundred and fifty indicated horse-power.
2. Interpretation.	15. Accommodation and ventilation.
3. Definition of "marine engineer."	16. Twenty-four hours' notice clause in ships' articles.
4. Rating of marine engineers.	17. Steamships not owned but trading around New Zealand.
5. Official log to be kept.	18. Steamships trading round coast amenable to the Shipping and Seamen's Acts.
6. Chief engineer to discharge men.	19. Crew of steamship intended to trade within limits of colony to sign articles for six months.
7. Marine engineers to act as Assessors.	20. Officers and men of steam and sailing-ships coming from ports beyond the colony to be paid, when signing off articles, amount due to date.
8. Grades of certificates.	21. Penalties.
9. Applicants for certificates.	22. Repeals.
10. Third engineers.	
11. Number of engineers to be carried on steamships.	
12. Engineers' certificates. Definition of "terminal ports."	
13. Number of engineers to be carried, and nature of certificates to be held, on certain classes of home-trade and foreign-going steamships.	

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 Parliament assembled, and by the authority of the same, as follows:—

1. The Short Title of this Act is "The Shipping, Seamen, and Marine Engineers Act, 1895." It shall be read together with "The Shipping and Seamen's Act, 1877," and shall come into force on the Short Title.
10 first day of January, one thousand eight hundred and ninety-six.

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

15 The "principal Act" means "The Shipping and Seamen's Act, 1877":

20 The "Shipping and Seamen's Acts" means and includes the principal Act and all Acts passed in amendment thereof, and this Act, and all or any other Act passed in amendment thereof, and this Act and all or any other Act or Acts 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:— Definition of
"marine engineer."

- That "marine engineer" shall mean and include every engineer duly indentured or registered and employed upon any home-trade and foreign-going steamship, and any engineer who may have served on board any home-trade or foreign-going steamship, and who is in possession of a certificate of competency. 5
- Rating of marine engineers. 4. That the engineers shall be rated as officers, under the designation of chief, second, third, and fourth engineer, *et cetera*, respectively, in accordance with their respective positions on the steamship upon which they are engaged.
- Official log to be kept. 5. That the chief engineer is responsible for his department, and 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 any other person duly authorised by the Minister. 10
- Chief engineer to discharge men. 6. That the chief engineer shall award to the men characters of conduct and ability when they are discharged from his department. 15
- Marine engineers to act as Assessors. 7. That marine engineers shall be appointed to act as Assessors on Boards of Inquiry relating to steam shipping.
- Grades of certificates. 8. That there shall be three grades of certificates for marine engineers, namely, first, second, and third classes. 20
- Applicants for certificates. 9. That every applicant for a certificate shall have served a five years' term of apprenticeship in an engineering establishment where engines are manufactured or repaired.
- Third engineers. 10. That every applicant for a certificate as third-class engineer shall, in addition to having served the aforesaid term of apprenticeship set forth in section *nine*, pass an examination on marine engines and boilers; said examination to be set forth by the Minister: Provided always that any engineer who is sailing as third engineer at the time of the passing of this Act may have a certificate of service as third engineer granted to him, subject to the approval of the Minister. 25 30
- Number of engineers to be carried on steamships. 11. That every foreign-going steamship of one thousand and one indicated horse-power, and not upwards of two thousand indicated horse-power, shall have four engineers; and for every additional one thousand indicated horse-power, or part thereof, shall have one engineer extra; and three of the said engineers shall possess certificates as follows:— 35
- The chief engineer shall have a first-class engineer's certificate;
- The second engineer shall have a second-class engineer's certificate, or one of a higher grade; 40
- The third engineer shall have a third-class engineer's certificate, or one of a higher grade.
- Engineers' certificates. 12. That every steamship of three hundred and one indicated horse-power, and not upwards of one thousand indicated horse-power, and running two hundred miles or over between terminal ports, shall have three engineers, who shall possess certificates as follows:— 45
- The chief engineer shall have a first-class engineer's certificate;
- The second engineer shall have a second-class engineer's certificate, or one of a higher grade; 50
- The third engineer shall have a third-class engineer's certificate, or one of a higher grade.

That "terminal ports" shall be understood to mean the port from which a steamship first takes her departure to the last port at which she calls previous to commencing her return voyage.

Definition of: "terminal ports."

13. That every home-trade and foreign-going steamship of one hundred and fifty-one indicated horse-power, and not upwards of three hundred indicated horse-power, and running two hundred miles or over between terminal ports, shall have two engineers, who shall possess certificates as follows:—

Number of engineers to be carried and nature of certificates to be held on certain classes of home-trade and foreign-going steamships.

10 The chief engineer shall have a second-class engineer's certificate, or one of a higher grade:

The second engineer shall have a third-class engineer's certificate, or one of a higher grade.

14. That every home-trade and foreign-trade steamship under one hundred and fifty indicated horse-power shall have one engineer, who shall have a second-class engineer's certificate, or one of a higher grade.

Number of engineers and nature of certificates when steamship under 150 indicated horse-power.

15 15. That the Engineer Surveyors shall see that in all ships registered after the passing of this Act each engineer shall have a separate room, which shall not open direct from the engine-room, but shall have a separate entrance to the deck other than through the engine-room, and that the engineer's rooms, engine-room, and stoke-hole are adequately ventilated.

Accommodation and ventilation.

16. That the ship's articles shall provide for a twenty-four hours' notice clause at all New Zealand ports.

Twenty-four hours' notice clause in ships' articles.

25 17. That on steamships coming to the Colony of New Zealand and trading around the coast, and carrying passengers or cargo from any port within the colony to any port or ports within the colony, the owners thereof shall pay to their officers and crews the current rate of wages obtaining in the colony.

Steamships not owned but trading around New Zealand.

30 18. That any steamships trading around 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 said colony, shall be amenable to the Shipping and Seamen's Acts in the colony.

Steamships trading round coast amenable to the Shipping and Seamen's Acts.

35 19. That the crew of any steamship arriving at any port within the Colony of New Zealand, and intended by the owners or agents of the said steamship to trade within the limits of the said 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.

Crew of steamship intended to trade within limits of colony to sign articles for six months.

40 20. That the officers or men of every steamship or sailing-ship coming to the Colony of New Zealand from any port or ports beyond the said colony shall, upon signing off articles, be paid the amount of wages due to them up to the time of their signing off articles, and no shipowner or agent shall have power to stop such wages, or any part thereof, on the plea that said officers or men have not completed the round voyage.

Officers and men of steam and sailing ships coming from ports beyond the colony to be paid, when signing-off articles, amount due to date.

45 21. That any shipowner, agent, or employé who shall wilfully commit a breach of any of the aforesaid enactments shall be liable to a penalty not exceeding one hundred pounds sterling for every breach thereof.

Penalties.

Repeals.

22. The following enactments are hereby repealed: "The Shipping and Seamen's Act, 1877," section twenty; also two clauses of section twenty-eight relating to engineers, and containing the following words:—

"Every foreign-going steamship of one hundred nominal horse- 5
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 10
as its only or first engineer an engineer possessing a 'second-class
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. 15