# New South Wales.

ANNO SEXAGESIMO

# VICTORIÆ REGINÆ.

* * *

## No. XXXVI.

An Act to amend the "Navigation Acts, 1871-1881."
[Assented to, 16th November, 1896.]

BE it enacted by the Queen's Most Excellent Majesty, by and with the advice and consent of the Legislative Council and Legislative Assembly of New South Wales in Parliament assembled, and by the authority of the same, as follows:—

Interpretation.

1. In this Act the expression "Principal Act" means the "Navigation Act of 1871."

Marine Board to consist of nine members.

2. From and after a day to be fixed by the Governor by proclamation in the *Gazette*, the Marine Board of New South Wales shall consist of nine members, that is to say, the President and eight Wardens.

Fees for certificates.

3. The thirty-fifth section of the Principal Act is hereby amended by substituting the words "an additional pound for every additional three hundred tons or part thereof" for the words "the sum of four pounds."

New pilotage rates.

4. There shall be payable and paid upon every ship not exempted by the Principal Act as hereby amended, on her arrival at or departure from any port or place within the jurisdiction at which there is a pilotage establishment, pilotage rates as follow:—

(*a*) Upon every ship on her arrival or departure as aforesaid in ballast, the sum of one penny per ton:

(*b*)

(*b*) Upon every ship on her arrival as aforesaid for the purpose of refitting or docking the ship or of obtaining coal to be used in the ship on her voyage and for no other purpose, the sum of one penny per ton; and on her departure after such refitting or docking, or after obtaining coal to be used in the ship on her voyage, the sum of twopence per ton:

(*c*) Upon every ship compelled to enter any port or place through stress of weather or for repairs, or to receive orders, or to take in provisions, or being in distress, the sum of one penny per ton on her arrival or departure as aforesaid:

(*d*) Upon every ship on her arrival or departure as aforesaid under circumstances other than those hereinbefore in this section set forth, the sum of twopence per ton:

Provided always that no vessel arriving at or departing from any port or place within the jurisdiction under the provisions of subsections (*b*) and (*c*) of this section shall be required to pay the harbour and light rate imposed under section fifty-five of the Principal Act:

Minimum and maximum rates.

Provided also that pilotage rates payable in respect of the arrival of any ship at, or her departure from, the port of Sydney or port of Newcastle shall not be less than two pounds ten shillings, and in respect of her arrival at, or departure from, any other port or place within the jurisdiction shall not be less than one pound five shillings:

Provided also, that no such rates in respect of the arrival of any ship at any port or place within the jurisdiction, or her departure from the said port or place, shall exceed twenty pounds in each instance. Section fifty-four of the Principal Act is hereby repealed.

Harbour removal dues.

5. Schedule H of the Principal Act is hereby amended by substituting the words "and an additional pound for every five hundred tons or part thereof in excess of one thousand tons up to a maximum of two thousand tons" for "exceeding 1000 tons £3 0 0."

Short title.

6. This Act may be cited as the "Navigation Acts Amendment Act, 1896," and the Navigation Acts, 1871–1881, and this Act may be collectively cited as the "Navigation Acts, 1871–1896."

By Authority: William Applegate Gullick, Government Printer, Sydney, 1896.

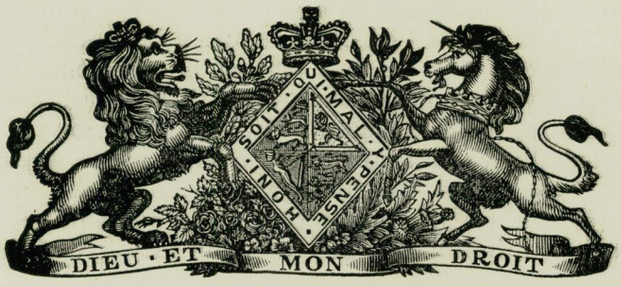
[3*d*.]

*I Certify that this* PUBLIC BILL, *which originated in the* LEGISLATIVE ASSEMBLY, *has finally passed the* LEGISLATIVE COUNCIL *and the* LEGISLATIVE ASSEMBLY *of* NEW SOUTH WALES.

*Legislative Assembly Chamber,*
*Sydney,* 13 *November,* 1896, A.M.

F. W. WEBB,
*Clerk of the Legislative Assembly.*

# New South Wales.

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### An Act to amend the "Navigation Acts, 1871-1881."
[Assented to, 16th November, 1896.]

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Interpretation.

1. In this Act the expression "Principal Act" means the "Navigation Act of 1871."

Marine Board to consist of nine members.

2. From and after a day to be fixed by the Governor by proclamation in the *Gazette*, the Marine Board of New South Wales shall consist of nine members, that is to say, the President and eight Wardens.

Fees for certificates.

3. The thirty-fifth section of the Principal Act is hereby amended by substituting the words "an additional pound for every additional three hundred tons or part thereof" for the words "the sum of four pounds."

New pilotage rates.

4. There shall be payable and paid upon every ship not exempted by the Principal Act as hereby amended, on her arrival at or departure from any port or place within the jurisdiction at which there is a pilotage establishment, pilotage rates as follow :—

(*a*) Upon every ship on her arrival or departure as aforesaid in ballast, the sum of one penny per ton :

(*b*)

*I have examined this Bill, and find it to correspond in all respects with the Bill as finally passed by both Houses.*

WILLIAM McCOURT,
*Chairman of Committees of the Legislative Assembly.*

(*b*) Upon every ship on her arrival as aforesaid for the purpose of refitting or docking the ship or of obtaining coal to be used in the ship on her voyage and for no other purpose, the sum of one penny per ton; and on her departure after such refitting or docking, or after obtaining coal to be used in the ship on her voyage, the sum of twopence per ton:

(*c*) Upon every ship compelled to enter any port or place through stress of weather or for repairs, or to receive orders, or to take in provisions, or being in distress, the sum of one penny per ton on her arrival or departure as aforesaid:

(*d*) Upon every ship on her arrival or departure as aforesaid under circumstances other than those hereinbefore in this section set forth, the sum of twopence per ton:

Provided always that no vessel arriving at or departing from any port or place within the jurisdiction under the provisions of subsections (*b*) and (*c*) of this section shall be required to pay the harbour and light rate imposed under section fifty-five of the Principal Act:

Minimum and maximum rates.

Provided also that pilotage rates payable in respect of the arrival of any ship at, or her departure from, the port of Sydney or port of Newcastle shall not be less than two pounds ten shillings, and in respect of her arrival at, or departure from, any other port or place within the jurisdiction shall not be less than one pound five shillings:

Provided also, that no such rates in respect of the arrival of any ship at any port or place within the jurisdiction, or her departure from the said port or place, shall exceed twenty pounds in each instance. Section fifty-four of the Principal Act is hereby repealed.

Harbour removal dues.

5. Schedule H of the Principal Act is hereby amended by substituting the words "and an additional pound for every five hundred tons or part thereof in excess of one thousand tons up to a maximum of two thousand tons" for "exceeding 1000 tons £3 0 0."

Short title.

6. This Act may be cited as the "Navigation Acts Amendment Act, 1896," and the Navigation Acts, 1871–1881, and this Act may be collectively cited as the "Navigation Acts, 1871–1896."

*By virtue of a Deputation from His Excellency the Governor, in the name and on the behalf of Her Majesty I assent to this Act.*

FREDK. M. DARLEY,
*Lieutenant-Governor.*

*Government House,*
*Sydney,* 16*th November,* 1896.

*This* PUBLIC BILL *originated in the* LEGISLATIVE ASSEMBLY, *and, having this day passed, is now ready for presentation to the* LEGISLATIVE COUNCIL *for its concurrence.*

*Legislative Assembly Chamber,*
*Sydney,* 21 *October,* 1896.

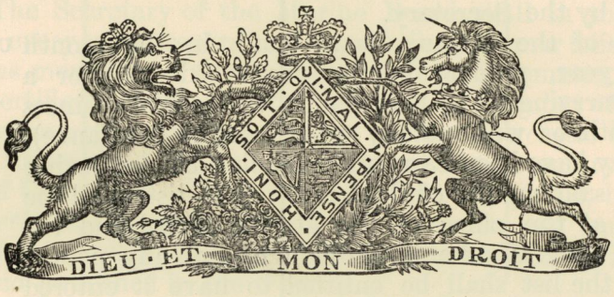
F. W. WEBB,
*Clerk of the Legislative Assembly.*

*The* LEGISLATIVE COUNCIL *has this day agreed to this Bill with Amendments.*

*Legislative Council Chamber,*
*Sydney,* 13*th November,* 1896, A.M.

JOHN J. CALVERT,
*Clerk of the Parliaments.*

# New South Wales.




ANNO SEXAGESIMO

# VICTORIÆ REGINÆ.

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## No. .

An Act to ~~reconstruct the Marine Board; to provide for the cutting of load-lines; and to~~ amend the "Navigation Acts, 1871–1881;" ~~and for other purposes in connection therewith.~~

BE it enacted by the Queen's Most Excellent Majesty, by and with the advice and consent of the Legislative Council and Legislative Assembly of New South Wales in Parliament assembled, and by the authority of the same, as follows:—

1. In this Act the expression "Principal Act" means the "Navigation Act of 1871;" ~~"Prescribed" means prescribed by this Act or the regulations thereunder;" "Minister" means the Minister for the time being administering this Act.~~ Interpretation.

2. In the month of January in every year the Shipping Master of every port of New South Wales shall prepare a list containing the name of every male person, being a natural born or naturalised British subject, of the age of twenty-one years or upwards, who has been employed under agreement made at such port for not less than six months in the year preceding the said month of January on board any ship registered in New South Wales in any capacity, excepting that of certificated master, mate, or engineer, ~~and~~ Seamen's Roll.



NOTE.—The words to be *omitted* are *ruled through.*

and shall thereupon forward the said list to the Secretary of the Marine Board. And within thirty days after the receipt of such lists the Secretary shall prepare in the prescribed manner from such lists and publish in the *Gazette* a roll, which shall be the seamen's roll for the purposes of this Act until a new roll shall have been in like manner prepared and published in the *Gazette*. Any person whose name has been omitted from the roll may, within fourteen days from the publication thereof, make a complaint to the Shipping Master of any port of New South Wales, and thereupon the Shipping Master shall, if he is satisfied of the qualification of such person to have his name entered on the roll, forward to the Minister a recommendation that the name of such person should be entered on the roll, and on receipt of such recommendation the Minister shall direct the Secretary to enter such person's name on the roll in the prescribed manner, and the same shall thereupon be so entered by the Secretary.

Underwriters' Roll.

3. The Secretary of the Marine Board shall, in the month of January in every year, prepare in the prescribed manner a list of all persons then carrying on in New South Wales the business of marine insurance (with or without any other kind of insurance), who satisfy him that they have been carrying on such business during the year preceding the said month of January. The list shall be exhibited for ten days at the office of the Marine Board and the Chamber of Commerce and Merchants Exchange, and any person whose name is not on the list shall be entitled to have it entered thereon on satisfying the Secretary of his qualification. The list shall, when completed, be published in the *Gazette*, and shall be the underwriters' roll for the purposes of this Act until a new list shall have been in like manner prepared and published in the *Gazette*. A company or partnership shall be entered on the list in the name of some person to be named by such company or partnership, and such person alone shall vote on behalf of such company or partnership at elections under this Act.

Roll of certificated engineers.

4. The Secretary of the Marine Board shall, in the month of January in every year, prepare in the prescribed manner a list of engineers who hold certificates under the Principal Act, or certificates granted by the Board of Trade of the United Kingdom, or by the proper authority of any British possession, and who for the six months preceding the said month of January have been employed as engineers on board any ship registered in New South Wales. Any such person whose name has been omitted from the roll may, within fourteen days from the publication thereof, make a complaint to the Shipping Master of any port of New South Wales, and thereupon the Shipping Master shall, if he is satisfied of the qualification of such person to have his name entered on the roll, forward to the Minister a recommendation that the name of such person should be entered on the roll, and on receipt of such recommendation the Minister shall direct the Secretary to enter such person's name on the roll in the prescribed manner, and the same shall thereupon be so entered by the Secretary. The list shall, when completed, be published in the *Gazette*, and shall be the roll of certificated engineers for the purposes of this Act, until a new list shall have been in like manner prepared and published in the *Gazette*.

Roll of certificated masters and mates.

5. The Secretary of the Marine Board shall, in the month of January in every year, prepare in the prescribed manner a list of persons holding certificates as masters or mates under the Principal Act, or certificates of a like grade granted by the Board of Trade in the United Kingdom, or by the proper authority of any British possession, who for the six months preceding the said month of

January

January have been employed as masters or mates on board any ship registered in New South Wales. Any such person whose name has been omitted from the roll may, within fourteen days from the publication thereof, make a complaint to the Shipping Master of any port of New South Wales, and thereupon the Shipping Master shall, if he is satisfied of the qualification of such person to have his name entered on the roll, forward to the Minister a recommendation that the name of such person should be entered on the roll, and on receipt of such recommendation the Minister shall direct the Secretary to enter such person's name on the roll in the prescribed manner, and the same shall thereupon be so entered by the Secretary. The list shall, when completed, be published in the *Gazette*, and shall be the roll of certificated masters and mates for the purposes of this Act, until a new list shall have been in like manner prepared and published in the *Gazette*.

Roll of merchants and traders.

6. The Secretary of the Marine Board shall in the month of January in every year prepare in the prescribed manner a list of persons registered as members of the Sydney Chamber of Commerce under the hand and certificate of the Secretary of the said Chamber of Commerce, and of persons registered as members of the Newcastle Chamber of Commerce under the hand and certificate of the Secretary of the said Chamber of Commerce. The list shall, when completed, be published in the *Gazette*, and shall be the roll of merchants and traders for the purposes of this Act, until a new list shall have been in like manner prepared and published in the *Gazette*.

Marine Board to consist of nine members.

~~7.~~ 2. From and after a day to be fixed by the Governor by proclamation in the *Gazette*, the Marine Board of New South Wales shall consist of nine members, that is to say, the President and eight Wardens.

Wardens to retire on day to be fixed by the Governor.

8. On the day so fixed as aforesaid, the Wardens of the Marine Board then in office under the provisions of the Principal Act shall retire, and eight persons shall be elected or appointed to be Wardens of the Marine Board, in manner following:—

Two shall be appointed by the Governor.

One shall be elected by owners of ships under and subject to the provisions contained in the Principal Act.

One shall be elected by persons whose names appear on the seamen's roll.

One shall be elected by persons whose names appear on the underwriters' roll.

One shall be elected by persons whose names appear on the roll of certificated engineers.

One shall be elected by persons whose names appear on the roll of certificated masters and mates; and

One shall be elected by persons whose names appear on the roll of merchants and traders.

And every person whose name appears on any of the five last-mentioned rolls shall have one vote only at all elections under this Act.

Retiring Wardens eligible for re-election.

9. The Wardens so retiring as aforesaid shall be eligible for election or appointment under this Act.

Retirement of first Wardens appointed or elected.

10. Of the first Wardens so elected or appointed as aforesaid, two shall retire from office at the end of two years, two at the end of three years, two at the end of four years, and two at the end of five years; and the order in which such Wardens shall retire shall be determined by lot in manner to be settled by the President at the first meeting of the Board held after the day so fixed as aforesaid. Wardens subsequently elected or appointed shall, subject to the provisions of this Act, remain in office for a period of three years.

11. Upon the retirement of a Warden from office, his place shall be filled up by election or appointment of a Warden within such time as may be prescribed in the manner in which the retiring Warden was elected or appointed. Any retiring Warden shall be eligible for election or appointment.

Subsequent vacancies, how filled up, &c.

12. Any vacancy in the office of Warden arising from any other cause than the retirement of a Warden at the expiration of his term of office shall be filled up within three months after the occurrence thereof by election or appointment of a Warden in the manner in which the Warden whose office shall have been vacated was elected or appointed; and the Warden elected or appointed to fill such vacancy shall hold office for the unexpired portion of the term for which his predecessor was elected or appointed.

Extraordinary vacancies.

13. Any Warden elected or appointed under this Act may resign his office by writing under his hand addressed to the Governor; and the office of any Warden shall be forthwith vacated if he accept any office of profit under the Marine Board, or be declared a bankrupt, or be convicted of any felony, or be absent from six ordinary meetings of the Board consecutively, without leave first obtained from the Board, with the approval of the Minister.

Resignation. Office how otherwise vacated, &c.

14. After the passing of this Act no person shall be appointed a member of any local Marine Board for any period exceeding five years. One of the members of the local Marine Board at Newcastle holding office at the date of the passing of this Act shall retire at the end of each period of twelve months after that date until all such members as aforesaid have retired, and the order in which they shall retire shall be determined by the President by lot in such manner as he may think advisable as soon as practicable after such date as aforesaid. Retiring members shall be eligible for reappointment, and for the purposes of this section the Chairman of a local Marine Board shall be considered a member thereof.

Retirement and appointment of members of Local Marine Boards.

15. At any election by persons whose names appear on the roll of certificated masters and mates, the seamen's roll or the roll of certificated engineers, the poll shall be open for a period of thirty days.

Duration of polls.

16. No Warden of the Marine Board of New South Wales or member of any Local Marine Board shall sit upon any inquiry concerning any vessel in which he is pecuniarily interested, or in connection with which he has been employed within a period of twelve months preceding the date of such inquiry. Any person offending against this provision shall be liable to a penalty not exceeding fifty pounds and forfeiture of his seat on the Board.

Warden not to sit upon any inquiry in certain cases.

17. The Governor may, by proclamation in the *Gazette*, make regulations prescribing the manner in which any lists and rolls under this Act shall be prepared, and the manner, time, and place of holding any election thereunder, and the notices to be given of such election, and all other proceedings in connection therewith. The Governor may also, by proclamation in the *Gazette*, declare any list, roll, act, or proceeding to be valid for all purposes of this Act, notwithstanding any accidental irregularity, omission, or misfeasance whatever.

Governor may make regulations, correct errors in rolls, &c.

18. Every vessel, of whatever description, in which steam-power is used for propulsion, hoisting, pile driving, dredging, or other purposes, shall be subjected to the same supervision and survey as a steam-ship constructed or intended to carry passengers, and no such vessel as aforesaid shall be allowed to use steam-power at sea or upon any of the waters within the jurisdiction, unless a certificate has been issued that the said vessel and her machinery have after survey been found sound and in good condition for the service intended, under a penalty not exceeding two hundred and fifty pounds; and the owner or master of such vessel as aforesaid shall cause such certificate,

All vessels using steam power to be surveyed in same way as steam-ships intended to carry passengers.

certificate, or a true copy thereof, in distinct and legible characters, to be exhibited in some conspicuous part of the said vessel, under a penalty not exceeding ten pounds. And all the provisions of Part II of the Principal Act relating to certificates of steam-ships constructed or intended to carry passengers shall, so far as they are applicable, extend to the certificates of such vessels as aforesaid, or Foreign registered vessels trading or going between ports within the jurisdiction.

Persons in charge of machinery to hold certificate of competency.

19. Every person in charge of machinery and boilers used for the purposes of navigation on any vessel included within the provisions of this Act, and not provided for in the Principal Act, shall hold a certificate of competency in the prescribed form.

Fees for certificates.

~~20.~~ **3.** The thirty-fifth section of the Principal Act is hereby amended by substituting the words "an additional pound for every additional three hundred tons or part thereof" for the words "the sum of four pounds."

New pilotage rates.

~~21.~~ **4.** There shall be payable and paid upon every ship not exempted by the Principal Act as hereby amended, on her arrival at or departure from any port or place within the jurisdiction at which there is a pilotage establishment, pilotage rates as follow:—

(*a*) Upon every ship on her arrival or departure as aforesaid in ballast, the sum of one penny per ton:

(*b*) Upon every ship on her arrival as aforesaid for the purpose of refitting or docking the ship or of obtaining coal to be used in the ship on her voyage and for no other purpose, the sum of one penny per ton; and on her departure after such refitting or docking, or after obtaining coal to be used in the ship on her voyage, the sum of twopence per ton:

(*c*) Upon every ship compelled to enter any port or place through stress of weather or for repairs, or to receive orders, or to take in provisions, or being in distress, the sum of one penny per ton on her arrival or departure as aforesaid:

(*d*) Upon every ship on her arrival or departure as aforesaid under circumstances other than those hereinbefore in this section set forth, the sum of twopence per ton:

Provided always that no vessel arriving at or departing from any port or place within the jurisdiction under the provisions of subsections (*b*) and (*c*) of this section shall be required to pay the harbour and light rate imposed under section fifty-five of the Principal Act:

Minimum and maximum rates.

Provided also that pilotage rates payable in respect of the arrival of any ship at, or her departure from, the port of Sydney or port of Newcastle shall not be less than two pounds ten shillings, and in respect of her arrival at, or departure from, any other port or place within the jurisdiction shall not be less than one pound five shillings:

Provided also that no such rates in respect of the arrival of any ship at any port or place within the jurisdiction, or her departure from the said port or place, shall exceed twenty pounds in each instance.

Section fifty-four of the Principal Act is hereby repealed.

Harbour removal dues.

~~22.~~ **5.** Schedule H of the Principal Act is hereby amemded by substituting the words "and an additional pound for every five hundred tons or part thereof in excess of one thousand tons up to a maximum of two thousand tons" for "exceeding 1000 tons £3 0 0."

Amendment of ss. 13 & 14 of Act of 1881.

23. So far as ships registered in the Colony are concerned, section thirteen subsection (II) and section fourteen subsection (II) of the Navigation Law Amendment Act of 1881 are amended by the addition at the end of each subsection of the words "and the position of the centre shall be marked by an incision made in or a mark in the prescribed form affixed to the side of the ship in such a manner as to be readily distinguishable."

24.

24. (I) After the day when this Act takes effect pilotage certificates shall only be granted or used in respect of British vessels registered in the Australasian Colonies and engaged in the intercolonial or South Sea Island trade, and in respect of vessels engaged in the whaling trade: Provided that the term intercolonial shall only refer to the Australasian Colonies for the purposes of this section.

Pilotage certificates not to be granted in respect of foreign trading ships.

(II) Any person, other than a duly licensed pilot, found acting as a pilot for any ship of which he is not the master named on the certificate of registry of the ship or any document having the effect of a certificate of registry of the ship, either entering or navigating in or removing within or leaving any port or place within the jurisdiction at which there is a pilotage establishment, shall, whether he holds or does not hold a pilotage certificate granted before or after the day on which this Act takes effect, be liable to a penalty not exceeding fifty pounds.

Pilotage certificate can only be used by the master.

25. The rules contained in the Schedule hereto are substituted for section ninety-one of the Principal Act and shall be read as part of this Act; and it shall be lawful for the Governor from time to time by proclamation in the *Gazette* to repeal, alter, suspend, or modify any of the said rules, or to make new rules in addition thereto or in substitution therefor, so as to conform so far as possible with the rules made or to be made under the Imperial Act fifty-first and fifty-second Victoria, chapter twenty-four, or any Act amending the same, or in substitution thereof; and any alteration in or addition to the rules made in the manner above described shall be of the same force as if it had been enacted in this Act.

Regulations as to life saving appliances.

26. In any of the following cases, namely—

(*a*) if any ship required by the rules to be provided with appliances for saving life at sea, proceeds on any voyage or excursion without being so provided in accordance with the rules applicable to the ship; or

(*b*) if any of the appliances with which she is so provided are lost or rendered unfit for service in the course of the voyage through the wilful fault or negligence of the owner or master; or

(*c*) if in case of any such appliances being lost or injured in the course of the voyage the master wilfully neglects to replace or repair the same on the first opportunity; or

(*d*) if such appliances are not kept so as to be at all times fit and ready for use;

then if the owner is proved to be in fault he shall incur a penalty not exceeding one hundred pounds, and if the master is proved to be in fault he shall incur a penalty not exceeding fifty pounds.

Penalty for breach of regulations as to life saving appliances.

27. No officer of Customs shall grant a clearance or transire for any ship required by the rules to be provided with appliances for saving life at sea unless such ship is duly so provided, and if any attempt to take such ship to sea is made without clearance or transire any such officer may detain her until she is so provided.

Provisions for enforcing them.

28. Sections fourteen, ninety-one, ninety-two, ninety-three, and such of the other provisions of the Principal Act as are inconsistent with or limit the operation of this Act, are to the extent of such inconsistency or limitation hereby repealed.

Repeal of sections 14, 91, 92, 93, &c.

29. The proviso to the definition of coast-trade ship in section four of the Principal Act is hereby repealed.

Definition.

~~30.~~ **6.** This Act may be cited as the "Navigation Acts Amendment Act, 1896," and the Navigation Acts, 1871–1881, and this Act may be collectively cited as the "Navigation Acts, 1871–1896."

Short title.

SCHEDULE.

## SCHEDULE.

### LIFE-SAVING APPLIANCES.

For the purposes of these rules, British ships shall be arranged into the following classes:—

### Division (A).

*Class* 1—Steam-ships carrying emigrant passengers subject to all the provisions of the Passengers' Acts.

*Class* 2—Foreign-going steam-ships having passenger certificates under the Merchant Shipping Acts and Navigation Acts, 1871–1894.

*Class* 3—Steam-ships having passenger certificates under the Navigation Acts, 1871–1894, authorising them to carry passengers anywhere within Intercolonial limits.

### Division (B).

*Class* 1—Sailing-ships carrying emigrant passengers subject to all the provisions of the Passengers' Acts.

*Class* 2—Foreign-going sailing-ships carrying passengers, but not subject to all the provisions of the Passengers' Acts.

*Class* 3—Foreign-going sailing-ships not carrying passengers.

*Class* 4—Foreign-going steam-ships not certified to carry passengers.

### Division (C).

*Class* 1—Steam-ships not certified to carry passengers plying anywhere within Intercolonial limits.

*Class* 2—Sailing-ships in the same trades not carrying passengers.

### Division (D).

*Class* 1—Steam-ships having passenger certificates authorising them to carry passengers within certain specified limits, that is to say: On short specified passages along the coasts of New South Wales.

*Class* 2—Steam-ships carrying passengers on short excursions or pleasure trips to sea or in estuaries or mouths of rivers during daylight.

*Class* 3—Steam-ships carrying passengers on rivers and (or) lakes, but not going to sea or into rough waters.

### Division (A)—*Class* 1.

Rules and Table for steam-ships carrying emigrant passengers subject to all the provisions of the Passengers' Acts.

(*a*) Ships of Division (A), Class 1 shall carry boats placed under davits, fit and ready for use, and having proper appliances for getting them into the water, in number and capacity not less than prescribed by the following table; such boats shall be equipped in the manner required by and shall be of the description defined in the General Rules appended hereto.

(*b*) Masters or owners of ships of this class claiming to carry fewer boats under davits than are given in the following table must declare before the collector or other officer of customs at the time of clearance that the boats actually placed under davits are sufficient to accommodate all persons on board, allowing 10 (ten) cubic feet of boat capacity for each adult person or "statute adult."

(*c*) Table for Division (A), Class 1:—

| Gross tonnage. | Minimum number of boats to be placed under davits. | Total minimum cubic contents of boats to be placed under davits. L. × B. × D. × ·6. | Gross tonnage. | Minimum number of boats to be placed under davits. | Total minimum cubic contents of boats to be placed under davits. L. × B. × D. × ·6. |
|---|---|---|---|---|---|
| 1. | 2. | 3. | 1. | 2. | 3 |
| 9,000 and upwards ..... | 14 | 5,250 | 3,500 and under 3,750 ... | 8 | 2,600 |
| 8,500 and under 9,000 ... | 14 | 5,100 | 3,250 and under 3,500 ... | 8 | 2,500 |
| 8,000 and under 8,500 ... | 14 | 5,000 | 3,000 and under 3,250 ... | 8 | 2,400 |
| 7,750 and under 8,000 ... | 12 | 4,700 | 2,750 and under 3,000 ... | 6 | 2,100 |
| 7,500 and under 7,750 ... | 12 | 4,600 | 2,500 and under 2,750 ... | 6 | 2,050 |
| 7,250 and under 7,500 ... | 12 | 4,500 | 2,250 and under 2,500 ... | 6 | 2,000 |
| 7,000 and under 7,250 ... | 12 | 4,400 | 2,000 and under 2,250 ... | 6 | 1,900 |
| 6,750 and under 7,000 ... | 12 | 4,300 | 1,750 and under 2,000 ... | 6 | 1,800 |
| 6,500 and under 6,750 ... | 12 | 4,200 | 1,500 and under 1,750 ... | 6 | 1,700 |
| 6,250 and under 6,500 ... | 12 | 4,100 | 1,250 and under 1,500 ... | 6 | 1,500 |
| 6,000 and under 6,250 ... | 12 | 4,000 | 1,000 and under 1,250 ... | 4 | 1,200 |
| 5,750 and under 6,000 ... | 10 | 3,700 | 900 and under 1,000 ... | 4 | 1,000 |
| 5,500 and under 5,750 ... | 10 | 3,600 | 800 and under 900 ... | 4 | 900 |
| 5,250 and under 5,500 ... | 10 | 3,500 | 700 and under 800 ... | 4 | 800 |
| 5,000 and under 5,250 ... | 10 | 3,400 | 600 and under 700 ... | 3 | 700 |
| 4,750 and under 5,000 ... | 10 | 3,300 | 500 and under 600 ... | 3 | 600 |
| 4,500 and under 4,750 ... | 8 | 2,900 | 400 and under 500 ... | 2 | 400 |
| 4,250 and under 4,500 ... | 8 | 2,900 | 300 and under 400 ... | 2 | 350 |
| 4,000 and under 4,250 ... | 8 | 2,800 | 200 and under 300 ... | 2 | 300 |
| 3,750 and under 4,000 ... | 8 | 2,700 | 100 and under 200 ... | 2 | 250 |

Note.—Where in ships already fitted the required cubic contents of boats placed under davits is provided, although by a smaller number of boats than the minimum required by this table, such ships shall be regarded as complying with the rules as to boats to be carried under davits.

(*d*) Not less than half the number of boats placed under davits shall be boats of Section (A) or Section (B). The remaining boats may also be of such description, or may, in the option of the shipowner, conform to Section (C) or Section (D), provided that not more than two boats shall be of Section (D).

(*e*) If the boats placed under davits in accordance with the foregoing table (*c*) do not furnish sufficient accommodation for all persons on board, then additional wood, metal, collapsible or other boats of approved description (whether placed under davits or otherwise), or approved life-rafts shall be carried. One of these boats may be a steam-launch, but in that case the space occupied by the engines and boilers is not to be included in the estimated cubic capacity of the boat.

Subject to the provisions contained in paragraph (*g*) of these rules, such additional boats or rafts shall be of at least such carrying capacity that they and the boats required to be placed under davits by table (*c*) provide together in the aggregate three-fourths more than the minimum cubic contents required by column 3 of that table. For this purpose 3 cubic feet of air case in the life-raft is to be estimated as 10 cubic feet of internal capacity: Provided always that the rafts will accommodate all the persons for which they are to be certified under the rules.

All such additional boats or rafts shall be placed as conveniently for being available as the ship's arrangements admit of, having regard to the avoidance of undue encumbrance of the ship's deck, and to the safety of the ship for her voyage.

(*f*) In addition to the life-saving appliances before-mentioned, ships of this class shall carry not less than one approved life-buoy for every boat placed under davits. They shall also carry approved life-belts or other similar approved articles of equal buoyancy suitable for being worn on the person, so that there may be at least one for each person on board the ship.

(*g*) Provided nevertheless that no ship of this class shall be required to carry more boats or rafts than will furnish sufficient accommodation for all persons on board.

DIVISION (A)—*Class* 2.

Rules for foreign-going steamships having passenger certificates under the Merchant Shipping Acts and Navigation Acts, 1871–1894.

Ships of this Class shall be subject to the same requirements as those in Division (A), Class 1.

DIVISION (A)—*Class* 3.

Rules for steam-ships having passenger certificates under the Navigation Acts, 1871–1894, authorising them to carry passengers anywhere within intercolonial limits.

(*a*) Ships of this class shall carry boats placed under davits in accordance with the rules and table provided for ships in Division (A), Class 1.

(*d*) If the boats placed under davits in accordance with this requirement do not furnish sufficient accommodation for all persons on board, then additional wood, metal, collapsible, or other boats of approved description (whether placed under davits or otherwise), or approved life-rafts, shall be carried of at least such cubical capacity that they and the boats required to be placed under davits by table (*c*) provide together in the aggregate one-half more than the minimum cubic contents provided by column 3 of that table.

(*c*) Provided that if (having regard to the avoidance of undue incumbrance of the ship's deck, and to the safety of the ship for her voyage) it is not practicable for any ship of this Class to carry all the additional approved boats or approved life-rafts required by the preceding subsection (*b*), the deficiency so caused may be made up by the supply of an equivalent number of approved buoyant deck seats or other approved buoyant deck fittings.

(*d*) Ships of this class shall carry not less than six approved life-buoys.

(*e*) They shall also carry, in addition to the boats and appliances required above, approved life-belts or other similar approved articles of equal buoyancy suitable for being worn on the person, so that there may be at least one for each person on board the ship.

(*f*) Provided nevertheless that no ship of this class shall be required to carry more boats, rafts, and other buoyant deck fittings than will furnish sufficient accommodation for all persons on board.

DIVISION (B)—*Class* 1.

Rules for sailing-ships carrying emigrant passengers, subject to all the provisions of the Passengers' Acts.

(*a*) Ships of Division (B), Class 1, shall carry boats in accordance with the Table (*c*) provided for Division (A), Class 1, and such boats shall be as far as practicable placed under davits, with proper appliances for getting them into the water. All boats not placed under davits are to be so carried that they can be readily got into the water.

(*b*) If the boats so carried do not furnish sufficient accommodation for all persons on board, then additional life-saving appliances shall be supplied as for ships in Division (A), Class 1.

(*c*) Provided that no ship in this Class shall be required to carry more boats or rafts than will furnish accommodation for all persons on board.

(*d*)

(*d*) Approved life-belts or other similar approved articles shall be carried as required for ships of Division (A), Class 1, and one life-buoy for each boat of wood or metal.

DIVISION (B).—*Class* 2.

Rules for foreign-going sailing-ships carrying passengers, but not subject to all the provisions of the Passengers' Acts.

Ships of this class shall be subject to the same requirements as those in Division (B), Class I.

DIVISION (B).—*Class* 3.

Rules for foreign-going sailing-ships not carrying passengers.

(*a*) Ships of this class shall carry a boat or boats of Sections (A) or (B) sufficient for all the persons on board, and in addition thereto one good serviceable boat of Section (D). Such boats shall be, as far as practicable, placed under davits, with proper appliances for getting them into the water. All boats not placed under davits are to be so carried that they can readily be got into the water to the satisfaction of the Marine Board Officer.

(*b*) They shall carry approved life-belts as required for ships in Division (B), Class 1, and also one life-buoy for each boat of wood or metal.

DIVISION (B).—*Class* 4.

Rules for foreign-going steam-ships not certified to carry passengers.

(*a*) Ships of this class shall carry, on each side, at least so many and such boats of wood or metal placed under davits (of which one on one side shall be a boat of Section (A) or Section (B), and on the other side shall be a boat of Section (A) or Section (B) or Section (C), that the boats on each side of the ship shall be sufficient to accommodate all persons on board. They shall have proper appliances for getting the boats into the water.

(*b*) They shall carry approved life-belts as required for ships of Division (B), Class 1.

(*c*) They shall carry not less than six approved life-buoys.

DIVISION (C).—*Class* 1.

Rules for steam-ships not certified to carry passengers plying anywhere within inter-colonial limits.

(*a*) Ships of this class shall carry, on each side, at least so many and such boats of wood or metal placed under davits (of which one on each side shall be a boat of Section (A) or of Section (B) or Section (C), that the boats on each side of the ship shall be sufficient to accommodate all persons on board. They shall have proper appliances for getting the boats into the water.

(*b*) They shall also carry approved life-belts, so that there may be at least one for each person carried on board the ship.

(*c*) They shall also carry not less than four approved life-buoys.

DIVISION (C)—*Class* 2.

Rules for sailing-ships in the same trades not carrying passengers.

(*a*) Ships of this class shall carry a boat or boats of wood or metal at least sufficient for all persons on board, and in such a position as to be readily got into the water. Each boat shall be provided with one gallon of vegetable or animal oil, and a vessel of an approved pattern for distributing it in the water in rough weather.

(*b*) Ships of this class shall also carry an approved life-belt for each person on board.

(*c*) They shall also carry at least two approved life-buoys.

DIVISION (D)—*Class* 1.

Rules for steam-ships having passenger certificates authorising them to carry passengers within certain specified limits, that is to say, on short specified passages along the coast of New South Wales.

(*a*) Ships of this class shall, according to their tonnage, carry boats placed under davits as required by the Table for ships in Division (A), Class 1, but all such boats as are not required to be of Sections (A) or (B) must be of Section (C).

(*b*) If the boats placed under davits in accordance with the above requirements do not furnish sufficient accommodation for all persons on board, then additional wood, metal, collapsible, or other boats of approved description (whether placed under davits or otherwise), or approved life-rafts, shall be carried of at least such cubical capacity that they and the boats required to be placed under davits by table (*c*) provide together in the aggregate one-half more than the minimum cubic contents provided by column three of that table. For this purpose 3 cubic feet of air case in the life-raft is to be estimated as 10 cubic feet of internal capacity; provided always that the rafts will accommodate the persons for which they are certified under the rules.

(*c*) Provided that if (having regard to the avoidance of undue incumbrance of the ship's deck, and to the safety of the ship for her voyage) it is not practicable for any ship of this class to carry all the additional approved boats or approved life-rafts required by the preceding subsection (*b*), the deficiency so caused may be made up by the supply of an equivalent number of approved buoyant deck seats or other approved buoyant deck fittings.

(*d*) Ships of this class shall also carry approved life-belts or other similar approved articles of equal buoyancy suitable for being worn on the person, so that there may be at least one for each person on board the ship.

(*e*) At least one approved life-buoy shall also be provided for each boat of wood or metal carried by the ship, but in no case shall less than six approved life-buoys be provided.

(*f*) Provided nevertheless that no ship of this class shall be required to carry more boats, rafts, and other buoyant deck fittings than will furnish sufficient accommodation for all persons on board.

DIVISION (D)—*Class* 2.

Rules for steam-ships carrying passengers on short excursions or pleasure trips to sea, or in estuaries, or mouths of rivers during daylight.

(*a*) Ships of this class shall carry at least two boats of section (*a*) or section (*b*) or section (*c*) placed under davits, and with proper appliances for getting them into the water.

(*b*) They shall also carry other boats, approved buoyant apparatus, and (or) approved life-belts sufficient (with the boats required by paragraph (*a*)) to keep afloat all the persons on board the ship.

(*c*) At least four approved life-buoys shall be carried.

DIVISION (D)—*Class* 3.

Rules for steam-ships carrying passengers on rivers, and (or) lakes, but not going to sea, or into rough waters.

(*a*) Ships of this class shall carry one boat in such a position that she can readily be got into the water. They shall also carry approved buoyant apparatus or approved life-belts and approved life-buoys at least sufficient, together with the boat, to keep afloat all persons carried on board.

(*b*) At least four approved life-buoys shall be carried.

Note.—A discretion may be exercised by the Marine Board to relieve steam-launches, steamers plying in narrow waters, and ferry boats from the operation of the whole or part of rule (*a*) of this class.

GENERAL RULES.

1. Boats.—All boats shall be constructed and properly equipped as provided by these rules, and all boats and other life-saving appliances are to be kept ready for use to the satisfaction of the Marine Board. Internal buoyancy apparatus may be constructed of wood, or of copper or yellow metal of not less than eighteen ounces to the superficial foot, or of other durable material.

Section (*a*).—A boat of this section shall be a life-boat of whaleboat form, properly constructed of wood or metal, having for every ten cubic feet of her capacity, computed as in rule 2, at least one cubic foot of strong and serviceable inclosed air-tight compartments, so constructed that water cannot find its way into them.

Section (*b*).—A boat of this section shall be a life-boat of whaleboat form, properly constructed of wood or metal, having inside and outside buoyancy apparatus, together equal in efficiency to the buoyancy apparatus provided for a boat of section (*a*). At least one-half of the buoyancy apparatus must be attached to the outside of the boat.

Section (*c*).—A boat of this section shall be a life-boat properly constructed of wood or metal, having some buoyancy apparatus attached to the inside and (or) outside of the boat equal in efficiency to one-half of the buoyancy apparatus provided for a boat of section (*a*) or section (*b*). At least one-half of the buoyancy apparatus must be attached to the outside of the boat.

Section (*d*).—A boat of this section shall be a properly constructed boat of wood or metal.

Section (*e*).—A boat of this section shall be a boat of approved construction, form, and material, and may be collapsible.

2. Cubic capacity.—The cubic capacity of a boat shall be deemed to be her cubic capacity, ascertained (as in measuring ships for tonnage capacity) by Stirling's rule; but as the application of that rule entails much labour, the following simple plan, which is

is approximately accurate, may be adopted for general purposes, and when no question requiring absolute correct adjustment is raised:—

Measure the length and breadth outside and the depth inside. Multiply them together and by ·6; the product is the capacity of the boat in cubic feet. Thus a boat twenty-eight feet long, eight feet six inches broad, and three feet six inches deep will be regarded as having a capacity of $28 \times 8{\cdot}5 \times 3{\cdot}5 \times {\cdot}6 = 499{\cdot}8$, or five hundred cubic feet. If the oars are pulled in rowlocks, the bottom of the rowlock is to be considered the gunwale of the boat for ascertaining her depth.

3. Number of persons for boats.—The number of persons a boat of section (*a*) shall be deemed fit to carry shall be the number of cubic feet ascertained as in rule 2, divided by 10.

The number of persons a boat of sections (*b*), (*c*), (*d*), or (*e*) shall be deemed fit to carry shall be the number of cubic feet ascertained as in rule (2), divided by 8. The space in the boat shall be sufficient for the seating of the persons carried in it, and for the proper use of the oars.

4. Appliances for lowering boats.—Appliances for getting a boat into the water must fulfil the following conditions: Means are to be provided for speedily, but not necessarily, simultaneously, or automatically, detaching the boats from the lower blocks of the davit tackles; the boats placed under davits are to be attached to the davit tackles and kept ready for service; the davits are to be strong enough and so spaced that the boats can be swung out with facility; the points of attachment of the boats to the davits are to be sufficiently away from the ends of the boats to ensure their being easily swung clear of the davits; the boats chocks are to be such as can be expeditiously removed; the davits, falls, blocks, eye-bolts, rings, and the whole of the tackling are to be of sufficient strength; the boats' falls are to be long enough to lower the boat into the water with safety when the vessel is light; the life-lines shall be fitted to the davits and be long enough to reach the water when the vessel is light; and hooks are not to be attached to the lower tackle blocks.

5. Equipments for collapsible or other boats and for life-rafts.—In order to be properly equipped each boat shall be provided as follows:—

(*a*) With the full single-banked complement of oars and two spare oars.

(*b*) With two plugs for each plug-hole, attached with lanyards or chains, and one set and a half of thole pins or crutches, attached to the boat by sound lanyards.

(*c*) With a sea anchor, a baler, a rudder, and a tiller, or yoke and yoke lines, a painter of sufficient length, and a boat-hook. The rudder and baler to be attached to the boat by sufficiently long lanyards, and kept ready for use. In boats where there may be a difficulty in fitting a rudder a steering oar may be provided instead.

(*d*) A vessel to be kept filled with fresh water shall be provided for each boat.

(*e*) Life-rafts shall be fully provided with a suitable approved equipment.

6. Additional equipments for boats of section (*a*) and section (*b*).—In order to be properly equipped, each boat of sections (*a*) and (*b*), in addition to being provided with all the requisites laid down in rule (5), shall be equipped as follows, but not more than four boats in any one ship require to have this outfit:—

(*a*) With two hatchets or tomahawks, one to be kept in each end of the boat, and to be attached to the boat by a lanyard.

(*b*) With a mast or masts, and with at least one good sail, and proper gear for each.

(*c*) With a line becketed round the outside of the boat and securely made fast.

(*d*) With an efficient compass.

(*e*) With one gallon of vegetable or animal oil, and a vessel of an approved pattern, for distributing it in the water in rough weather.

(*f*) With a lantern trimmed, with oil in its receiver sufficient to burn eight hours.

7. Number of persons for life-rafts.—The number of persons that any approved life-raft for use at sea shall be deemed to be capable of carrying shall be determined with reference to each separate pattern approved by the Marine Board; provided always, that for every person so carried there shall be at least three cubic feet of strong and serviceable inclosed air-tight compartments, constructed so that water cannot find its way into them. Any approved life-raft of other construction may be used, provided that it has equivalent buoyancy to that hereinbefore described. Every such approved life-raft shall be marked in such a way as to plainly indicate the number of adult persons it can carry.

8. Buoyant apparatus.—Approved buoyant apparatus shall be deemed sufficient, so far as buoyancy is concerned, for a number of persons, to be ascertained by dividing the number of pounds of iron which it is capable of supporting in fresh water by thirty-two. Such buoyant apparatus shall not require to be inflated before use, shall be of approved construction, and marked in such a way as plainly to indicate the number of persons for whom it is sufficient.

9. Life belts.—An approved life-belt shall mean a belt which does not require to be inflated before use, and which is capable at least of floating in the water for twenty-four hours with fifteen pounds of iron suspended from it. Life-belts are to be cut out two inches under the armpits and fitted so as to remain securely in their place when put on.

10. Life-buoys.—An approved life-buoy shall mean either—

(*a*) a life-buoy built of solid cork, capable of floating in the water for at least twenty-four hours with thirty-two pounds of iron suspended from it; or

(*b*) a strong life-buoy of any other approved pattern or material, provided that it is capable of floating in the water for at least twenty-four hours with thirty-two pounds of iron suspended from it, and provided also that it is not stuffed with rushes, cork shavings, or other shavings, or loose granulated cork, or other loose material, and does not require inflation before use.

All life-buoys shall be fitted with beckets securely seized, and not less than two of them shall be fitted with life-lines fifteen fathoms in length.

11. Position of life-buoys and life-belts.—All life-buoys and life-belts shall be so placed as to be readily accessible to all persons on board, and so that their position may be known to those for whom they are intended.

12. Water-tight compartments.—When ships of any class are divided into efficient water-tight compartments to the satisfaction of the Marine Board, they shall only be required to carry additional boats, rafts, and other life-saving appliances of one-half of the capacity required by these Rules.

Sydney: William Applegate Gullick, Governmen tPrinter —1896

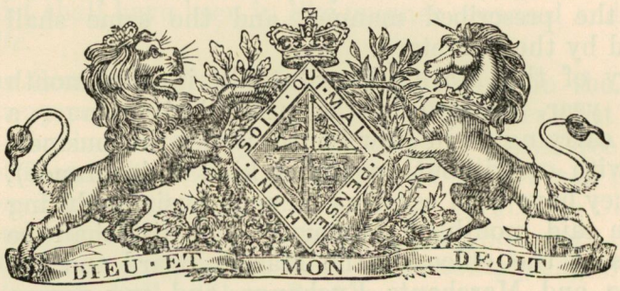
[9*d*.]

*This* PUBLIC BILL *originated in the* LEGISLATIVE ASSEMBLY, *and, having this day passed, is now ready for presentation to the* LEGISLATIVE COUNCIL *for its concurrence.*

*Legislative Assembly Chamber,*
*Sydney,* 21 *October,* 1896.

F. W. WEBB,
*Clerk of the Legislative Assembly.*

# New South Wales.




ANNO SEXAGESIMO

# VICTORIÆ REGINÆ.

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## No.

An Act to reconstruct the Marine Board; to provide for the cutting of load-lines; and to amend the "Navigation Acts, 1871-1881;" and for other purposes in connection therewith.

BE it enacted by the Queen's Most Excellent Majesty, by and with the advice and consent of the Legislative Council and Legislative Assembly of New South Wales in Parliament assembled, and by the authority of the same, as follows:—

Interpretation.

1. In this Act the expression "Principal Act" means the "Navigation Act of 1871;" "Prescribed" means prescribed by this Act or the regulations thereunder; "Minister" means the Minister for the time being administering this Act.

Seamen's Roll.

2. In the month of January in every year the Shipping Master of every port of New South Wales shall prepare a list containing the name of every male person, being a natural born or naturalised British subject, of the age of twenty-one years or upwards, who has been employed under agreement made at such port for not less than six months in the year preceding the said month of January on board any ship registered in New South Wales in any capacity, excepting that of certificated master, mate, or engineer,



and

and shall thereupon forward the said list to the Secretary of the Marine Board. And within thirty days after the receipt of such lists the Secretary shall prepare in the prescribed manner from such lists and publish in the *Gazette* a roll, which shall be the seamen's roll for the purposes of this Act until a new roll shall have been in like manner prepared and published in the *Gazette*. Any person whose name has been omitted from the roll may, within fourteen days from the publication thereof, make a complaint to the Shipping Master of any port of New South Wales, and thereupon the Shipping Master shall, if he is satisfied of the qualification of such person to have his name entered on the roll, forward to the Minister a recommendation that the name of such person should be entered on the roll, and on receipt of such recommendation the Minister shall direct the Secretary to enter such person's name on the roll in the prescribed manner, and the same shall thereupon be so entered by the Secretary.

Underwriters' Roll.

3. The Secretary of the Marine Board shall, in the month of January in every year, prepare in the prescribed manner a list of all persons then carrying on in New South Wales the business of marine insurance (with or without any other kind of insurance), who satisfy him that they have been carrying on such business during the year preceding the said month of January. The list shall be exhibited for ten days at the office of the Marine Board and the Chamber of Commerce and Merchants Exchange, and any person whose name is not on the list shall be entitled to have it entered thereon on satisfying the Secretary of his qualification. The list shall, when completed, be published in the *Gazette*, and shall be the underwriters' roll for the purposes of this Act until a new list shall have been in like manner prepared and published in the *Gazette*. A company or partnership shall be entered on the list in the name of some person to be named by such company or partnership, and such person alone shall vote on behalf of such company or partnership at elections under this Act.

Roll of certificated engineers.

4. The Secretary of the Marine Board shall, in the month of January in every year, prepare in the prescribed manner a list of engineers who hold certificates under the Principal Act, or certificates granted by the Board of Trade of the United Kingdom, or by the proper authority of any British possession, and who for the six months preceding the said month of January have been employed as engineers on board any ship registered in New South Wales. Any such person whose name has been omitted from the roll may, within fourteen days from the publication thereof, make a complaint to the Shipping Master of any port of New South Wales, and thereupon the Shipping Master shall, if he is satisfied of the qualification of such person to have his name entered on the roll, forward to the Minister a recommendation that the name of such person should be entered on the roll, and on receipt of such recommendation the Minister shall direct the Secretary to enter such person's name on the roll in the prescribed manner, and the same shall thereupon be so entered by the Secretary. The list shall, when completed, be published in the *Gazette*, and shall be the roll of certificated engineers for the purposes of this Act, until a new list shall have been in like manner prepared and published in the *Gazette*.

Roll of certificated masters and mates.

5. The Secretary of the Marine Board shall, in the month of January in every year, prepare in the prescribed manner a list of persons holding certificates as masters or mates under the Principal Act, or certificates of a like grade granted by the Board of Trade in the United Kingdom, or by the proper authority of any British possession, who for the six months preceding the said month of January

January have been employed as masters or mates on board any ship registered in New South Wales. Any such person whose name has been omitted from the roll may, within fourteen days from the publication thereof, make a complaint to the Shipping Master of any port of New South Wales, and thereupon the Shipping Master shall, if he is satisfied of the qualification of such person to have his name entered on the roll, forward to the Minister a recommendation that the name of such person should be entered on the roll, and on receipt of such recommendation the Minister shall direct the Secretary to enter such person's name on the roll in the prescribed manner, and the same shall thereupon be so entered by the Secretary. The list shall, when completed, be published in the *Gazette*, and shall be the roll of certificated masters and mates for the purposes of this Act, until a new list shall have been in like manner prepared and published in the *Gazette*.

Roll of merchants and traders.

6. The Secretary of the Marine Board shall in the month of January in every year prepare in the prescribed manner a list of persons registered as members of the Sydney Chamber of Commerce under the hand and certificate of the Secretary of the said Chamber of Commerce, and of persons registered as members of the Newcastle Chamber of Commerce under the hand and certificate of the Secretary of the said Chamber of Commerce. The list shall, when completed, be published in the *Gazette*, and shall be the roll of merchants and traders for the purposes of this Act, until a new list shall have been in like manner prepared and published in the *Gazette*.

Marine Board to consist of nine members.

7. From and after a day to be fixed by the Governor by proclamation in the *Gazette*, the Marine Board of New South Wales shall consist of nine members, that is to say, the President and eight Wardens.

Wardens to retire on day to be fixed by the Governor.

8. On the day so fixed as aforesaid, the Wardens of the Marine Board then in office under the provisions of the Principal Act shall retire, and eight persons shall be elected or appointed to be Wardens of the Marine Board, in manner following:—

Two shall be appointed by the Governor.

One shall be elected by owners of ships under and subject to the provisions contained in the Principal Act.

One shall be elected by persons whose names appear on the seamen's roll.

One shall be elected by persons whose names appear on the underwriters' roll.

One shall be elected by persons whose names appear on the roll of certificated engineers.

One shall be elected by persons whose names appear on the roll of certificated masters and mates; and

One shall be elected by persons whose names appear on the roll of merchants and traders.

And every person whose name appears on any of the five last-mentioned rolls shall have one vote only at all elections under this Act.

Retiring Wardens eligible for re-election.

9. The Wardens so retiring as aforesaid shall be eligible for election or appointment under this Act.

Retirement of first Wardens appointed or elected.

10. Of the first Wardens so elected or appointed as aforesaid, two shall retire from office at the end of two years, two at the end of three years, two at the end of four years, and two at the end of five years; and the order in which such Wardens shall retire shall be determined by lot in manner to be settled by the President at the first meeting of the Board held after the day so fixed as aforesaid. Wardens subsequently elected or appointed shall, subject to the provisions of this Act, remain in office for a period of three years.

11.

11. Upon the retirement of a Warden from office, his place shall be filled up by election or appointment of a Warden within such time as may be prescribed in the manner in which the retiring Warden was elected or appointed. Any retiring Warden shall be eligible for election or appointment.

Subsequent vacancies, how filled up, &c.

12. Any vacancy in the office of Warden arising from any other cause than the retirement of a Warden at the expiration of his term of office shall be filled up within three months after the occurrence thereof by election or appointment of a Warden in the manner in which the Warden whose office shall have been vacated was elected or appointed; and the Warden elected or appointed to fill such vacancy shall hold office for the unexpired portion of the term for which his predecessor was elected or appointed.

Extraordinary vacancies.

13. Any Warden elected or appointed under this Act may resign his office by writing under his hand addressed to the Governor; and the office of any Warden shall be forthwith vacated if he accept any office of profit under the Marine Board, or be declared a bankrupt, or be convicted of any felony, or be absent from six ordinary meetings of the Board consecutively, without leave first obtained from the Board, with the approval of the Minister.

Resignation. Office how otherwise vacated, &c.

14. After the passing of this Act no person shall be appointed a member of any local Marine Board for any period exceeding five years. One of the members of the local Marine Board at Newcastle holding office at the date of the passing of this Act shall retire at the end of each period of twelve months after that date until all such members as aforesaid have retired, and the order in which they shall retire shall be determined by the President by lot in such manner as he may think advisable as soon as practicable after such date as aforesaid. Retiring members shall be eligible for reappointment, and for the purposes of this section the Chairman of a local Marine Board shall be considered a member thereof.

Retirement and appointment of members of Local Marine Boards.

15. At any election by persons whose names appear on the roll of certificated masters and mates, the seamen's roll or the roll of certificated engineers, the poll shall be open for a period of thirty days.

Duration of polls.

16. No Warden of the Marine Board of New South Wales or member of any Local Marine Board shall sit upon any inquiry concerning any vessel in which he is pecuniarily interested, or in connection with which he has been employed within a period of twelve months preceding the date of such inquiry. Any person offending against this provision shall be liable to a penalty not exceeding fifty pounds and forfeiture of his seat on the Board.

Warden not to sit upon any inquiry in certain cases.

17. The Governor may, by proclamation in the *Gazette*, make regulations prescribing the manner in which any lists and rolls under this Act shall be prepared, and the manner, time, and place of holding any election thereunder, and the notices to be given of such election, and all other proceedings in connection therewith. The Governor may also, by proclamation in the *Gazette*, declare any list, roll, act, or proceeding to be valid for all purposes of this Act, notwithstanding any accidental irregularity, omission, or misfeasance whatever.

Governor may make regulations, correct errors in rolls, &c.

18. Every vessel, of whatever description, in which steam-power is used for propulsion, hoisting, pile driving, dredging, or other purposes, shall be subjected to the same supervision and survey as a steam-ship constructed or intended to carry passengers, and no such vessel as aforesaid shall be allowed to use steam-power at sea or upon any of the waters within the jurisdiction, unless a certificate has been issued that the said vessel and her machinery have after survey been found sound and in good condition for the service intended, under a penalty not exceeding two hundred and fifty pounds; and the owner or master of such vessel as aforesaid shall cause such certificate,

All vessels using steam power to be surveyed in same way as steam-ships intended to carry passengers.

certificate, or a true copy thereof, in distinct and legible characters, to be exhibited in some conspicuous part of the said vessel, under a penalty not exceeding ten pounds. And all the provisions of Part II of the Principal Act relating to certificates of steam-ships constructed or intended to carry passengers shall, so far as they are applicable, extend to the certificates of such vessels as aforesaid, or Foreign registered vessels trading or going between ports within the jurisdiction.

Persons in charge of machinery to hold certificate of competency.

19. Every person in charge of machinery and boilers used for the purposes of navigation on any vessel included within the provisions of this Act, and not provided for in the Principal Act, shall hold a certificate of competency in the prescribed form.

Fees for certificates.

20. The thirty-fifth section of the Principal Act is hereby amended by substituting the words "an additional pound for every additional three hundred tons or part thereof" for the words "the sum of four pounds."

New pilotage rates.

21. There shall be payable and paid upon every ship not exempted by the Principal Act as hereby amended, on her arrival at or departure from any port or place within the jurisdiction at which there is a pilotage establishment, pilotage rates as follow:—

(*a*) Upon every ship on her arrival or departure as aforesaid in ballast, the sum of one penny per ton:

(*b*) Upon every ship on her arrival as aforesaid for the purpose of refitting or docking the ship or of obtaining coal to be used in the ship on her voyage and for no other purpose, the sum of one penny per ton; and on her departure after such refitting or docking, or after obtaining coal to be used in the ship on her voyage, the sum of twopence per ton:

(*c*) Upon every ship compelled to enter any port or place through stress of weather or for repairs, or to receive orders, or to take in provisions, or being in distress, the sum of one penny per ton on her arrival or departure as aforesaid:

(*d*) Upon every ship on her arrival or departure as aforesaid under circumstances other than those hereinbefore in this section set forth, the sum of twopence per ton:

Provided always that no vessel arriving at or departing from any port or place within the jurisdiction under the provisions of subsections (*b*) and (*c*) of this section shall be required to pay the harbour and light rate imposed under section fifty-five of the Principal Act:

Minimum and maximum rates.

Provided also that pilotage rates payable in respect of the arrival of any ship at, or her departure from, the port of Sydney or port of Newcastle shall not be less than two pounds ten shillings, and in respect of her arrival at, or departure from, any other port or place within the jurisdiction shall not be less than one pound five shillings:

Provided also, that no such rates in respect of the arrival of any ship at any port or place within the jurisdiction, or her departure from the said port or place, shall exceed twenty pounds in each instance.

Section fifty-four of the Principal Act is hereby repealed.

Harbour removal dues.

22. Schedule H of the Principal Act is hereby amended by substituting the words "and an additional pound for every five hundred tons or part thereof in excess of one thousand tons up to a maximum of two thousand tons" for "exceeding 1000 tons £3 0 0."

Amendment of ss. 13 & 14 of Act of 1881.

23. So far as ships registered in the Colony are concerned, section thirteen subsection (II) and section fourteen subsection (II) of the Navigation Law Amendment Act of 1881 are amended by the addition at the end of each subsection of the words "and the position of the centre shall be marked by an incision made in or a mark in the prescribed form affixed to the side of the ship in such a manner as to be readily distinguishable."

24.

24. (I) After the day when this Act takes effect pilotage certificates shall only be granted or used in respect of British vessels registered in the Australasian Colonies and engaged in the intercolonial or South Sea Island trade, and in respect of vessels engaged in the whaling trade: Provided that the term intercolonial shall only refer to the Australasian Colonies for the purposes of this section. Pilotage certificates not to be granted in respect of foreign trading ships.

(II) Any person, other than a duly licensed pilot, found acting as a pilot for any ship of which he is not the master named on the certificate of registry of the ship or any document having the effect of a certificate of registry of the ship, either entering or navigating in or removing within or leaving any port or place within the jurisdiction at which there is a pilotage establishment, shall, whether he holds or does not hold a pilotage certificate granted before or after the day on which this Act takes effect, be liable to a penalty not exceeding fifty pounds. Pilotage certificate can only be used by the master.

25. The rules contained in the Schedule hereto are substituted for section ninety-one of the Principal Act and shall be read as part of this Act; and it shall be lawful for the Governor from time to time by proclamation in the *Gazette* to repeal, alter, suspend, or modify any of the said rules, or to make new rules in addition thereto or in substitution therefor, so as to conform so far as possible with the rules made or to be made under the Imperial Act fifty-first and fifty-second Victoria, chapter twenty-four, or any Act amending the same, or in substitution thereof; and any alteration in or addition to the rules made in the manner above described shall be of the same force as if it had been enacted in this Act. Regulations as to life saving appliances.

26. In any of the following cases, namely— Penalty for breach of regulations as to life saving appliances.

(*a*) if any ship required by the rules to be provided with appliances for saving life at sea, proceeds on any voyage or excursion without being so provided in accordance with the rules applicable to the ship; or

(*b*) if any of the appliances with which she is so provided are lost or rendered unfit for service in the course of the voyage through the wilful fault or negligence of the owner or master; or

(*c*) if in case of any such appliances being lost or injured in the course of the voyage the master wilfully neglects to replace or repair the same on the first opportunity; or

(*d*) if such appliances are not kept so as to be at all times fit and ready for use;

then if the owner is proved to be in fault he shall incur a penalty not exceeding one hundred pounds, and if the master is proved to be in fault he shall incur a penalty not exceeding fifty pounds.

27. No officer of Customs shall grant a clearance or transire for any ship required by the rules to be provided with appliances for saving life at sea unless such ship is duly so provided, and if any attempt to take such ship to sea is made without clearance or transire any such officer may detain her until she is so provided. Provisions for enforcing them.

28. Sections fourteen, ninety-one, ninety-two, ninety-three, and such of the other provisions of the Principal Act as are inconsistent with or limit the operation of this Act, are to the extent of such inconsistency or limitation hereby repealed. Repeal of sections 14, 91, 92, 93, &c.

29. The proviso to the definition of coast-trade ship in section four of the Principal Act is hereby repealed. Definition.

30. This Act may be cited as the "Navigation Acts Amendment Act, 1896," and the Navigation Acts, 1871–1881, and this Act may be collectively cited as the "Navigation Acts, 1871–1896." Short title.

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SCHEDULE.

## SCHEDULE.

### LIFE-SAVING APPLIANCES.

For the purposes of these rules, British ships shall be arranged into the following classes:—

### Division (A).

*Class* 1—Steam-ships carrying emigrant passengers subject to all the provisions of the Passengers' Acts.

*Class* 2—Foreign-going steam-ships having passenger certificates under the Merchant Shipping Acts and Navigation Acts, 1871–1894.

*Class* 3—Steam-ships having passenger certificates under the Navigation Acts, 1871–1894, authorising them to carry passengers anywhere within Intercolonial limits.

### Division (B).

*Class* 1—Sailing-ships carrying emigrant passengers subject to all the provisions of the Passengers' Acts.

*Class* 2—Foreign-going sailing-ships carrying passengers, but not subject to all the provisions of the Passengers' Acts.

*Class* 3—Foreign-going sailing-ships not carrying passengers.

*Class* 4—Foreign-going steam-ships not certified to carry passengers.

### Division (C).

*Class* 1—Steam-ships not certified to carry passengers plying anywhere within Intercolonial limits.

*Class* 2—Sailing-ships in the same trades not carrying passengers.

### Division (D).

*Class* 1—Steam-ships having passenger certificates authorising them to carry passengers within certain specified limits, that is to say: On short specified passages along the coasts of New South Wales.

*Class* 2—Steam-ships carrying passengers on short excursions or pleasure trips to sea or in estuaries or mouths of rivers during daylight.

*Class* 3—Steam-ships carrying passengers on rivers and (or) lakes, but not going to sea or into rough waters.

### Division (A)—*Class* 1.

Rules and Table for steam-ships carrying emigrant passengers subject to all the provisions of the Passengers' Acts.

(*a*) Ships of Division (A), Class 1 shall carry boats placed under davits, fit and ready for use, and having proper appliances for getting them into the water, in number and capacity not less than prescribed by the following table; such boats shall be equipped in the manner required by and shall be of the description defined in the General Rules appended hereto.

(*b*) Masters or owners of ships of this class claiming to carry fewer boats under davits than are given in the following table must declare before the collector or other officer of customs at the time of clearance that the boats actually placed under davits are sufficient to accommodate all persons on board, allowing 10 (ten) cubic feet of boat capacity for each adult person or "statute adult."

(*c*) Table for Division (A), Class 1:—

| Gross tonnage. 1. | Minimum number of boats to be placed under davits. 2. | Total minimum cubic contents of boats to be placed under davits. L. × B. × D. × ·6. 3. | Gross tonnage. 1. | Minimum number of boats to be placed under davits. 2. | Total minimum cubic contents of boats to be placed under davits. L. × B. × D. × ·6. 3 |
|---|---|---|---|---|---|
| 9,000 and upwards ..... | 14 | 5,250 | 3,500 and under 3,750 ... | 8 | 2,600 |
| 8,500 and under 9,000 ... | 14 | 5,100 | 3,250 and under 3,500 ... | 8 | 2,500 |
| 8,000 and under 8,500 ... | 14 | 5,000 | 3,000 and under 3,250 ... | 8 | 2,400 |
| 7,750 and under 8,000 ... | 12 | 4,700 | 2,750 and under 3,000 ... | 6 | 2,100 |
| 7,500 and under 7,750 ... | 12 | 4,600 | 2,500 and under 2,750 ... | 6 | 2,050 |
| 7,250 and under 7,500 ... | 12 | 4,500 | 2,250 and under 2,500 ... | 6 | 2,000 |
| 7,000 and under 7,250 ... | 12 | 4,400 | 2,000 and under 2,250 ... | 6 | 1,900 |
| 6,750 and under 7,000 ... | 12 | 4,300 | 1,750 and under 2,000 ... | 6 | 1,800 |
| 6,500 and under 6,750 ... | 12 | 4,200 | 1,500 and under 1,750 ... | 6 | 1,700 |
| 6,250 and under 6,500 ... | 12 | 4,100 | 1,250 and under 1,500 ... | 6 | 1,500 |
| 6,000 and under 6,250 ... | 12 | 4,000 | 1,000 and under 1,250 ... | 4 | 1,200 |
| 5,750 and under 6,000 ... | 10 | 3,700 | 900 and under 1,000 ... | 4 | 1,000 |
| 5,500 and under 5,750 ... | 10 | 3,600 | 800 and under 900 ... | 4 | 900 |
| 5,250 and under 5,500 ... | 10 | 3,500 | 700 and under 800 ... | 4 | 800 |
| 5,000 and under 5,250 ... | 10 | 3,400 | 600 and under 700 ... | 3 | 700 |
| 4,750 and under 5,000 ... | 10 | 3,300 | 500 and under 600 ... | 3 | 600 |
| 4,500 and under 4,750 ... | 8 | 2,900 | 400 and under 500 ... | 2 | 400 |
| 4,250 and under 4,500 ... | 8 | 2,900 | 300 and under 400 ... | 2 | 350 |
| 4,000 and under 4,250 ... | 8 | 2,800 | 200 and under 300 ... | 2 | 300 |
| 3,750 and under 4,000 ... | 8 | 2,700 | 100 and under 200 ... | 2 | 250 |

Note.—Where in ships already fitted the required cubic contents of boats placed under davits is provided, although by a smaller number of boats than the minimum required by this table, such ships shall be regarded as complying with the rules as to boats to be carried under davits.

(*d*) Not less than half the number of boats placed under davits shall be boats of Section (A) or Section (B). The remaining boats may also be of such description, or may, in the option of the shipowner, conform to Section (C) or Section (D), provided that not more than two boats shall be of Section (D).

(*e*) If the boats placed under davits in accordance with the foregoing table (*c*) do not furnish sufficient accommodation for all persons on board, then additional wood, metal, collapsible or other boats of approved description (whether placed under davits or otherwise), or approved life-rafts shall be carried. One of these boats may be a steam-launch, but in that case the space occupied by the engines and boilers is not to be included in the estimated cubic capacity of the boat.

Subject to the provisions contained in paragraph (*g*) of these rules, such additional boats or rafts shall be of at least such carrying capacity that they and the boats required to be placed under davits by table (*c*) provide together in the aggregate three-fourths more than the minimum cubic contents required by column 3 of that table. For this purpose 3 cubic feet of air case in the life-raft is to be estimated as 10 cubic feet of internal capacity: Provided always that the rafts will accommodate all the persons for which they are to be certified under the rules.

All such additional boats or rafts shall be placed as conveniently for being available as the ship's arrangements admit of, having regard to the avoidance of undue encumbrance of the ship's deck, and to the safety of the ship for her voyage.

(*f*) In addition to the life-saving appliances before-mentioned, ships of this class shall carry not less than one approved life-buoy for every boat placed under davits. They shall also carry approved life-belts or other similar approved articles of equal buoyancy suitable for being worn on the person, so that there may be at least one for each person on board the ship.

(*g*) Provided nevertheless that no ship of this class shall be required to carry more boats or rafts than will furnish sufficient accommodation for all persons on board.

### Division (A)—*Class* 2.

Rules for foreign-going steamships having passenger certificates under the Merchant Shipping Acts and Navigation Acts, 1871–1894.

Ships of this Class shall be subject to the same requirements as those in Division (A), Class 1.

### Division (A)—*Class* 3.

Rules for steam-ships having passenger certificates under the Navigation Acts, 1871–1894, authorising them to carry passengers anywhere within intercolonial limits.

(*a*) Ships of this class shall carry boats placed under davits in accordance with the rules and table provided for ships in Division (A), Class 1.

(*d*) If the boats placed under davits in accordance with this requirement do not furnish sufficient accommodation for all persons on board, then additional wood, metal, collapsible, or other boats of approved description (whether placed under davits or otherwise), or approved life-rafts, shall be carried of at least such cubical capacity that they and the boats required to be placed under davits by table (*c*) provide together in the aggregate one-half more than the minimum cubic contents provided by column 3 of that table.

(*c*) Provided that if (having regard to the avoidance of undue incumbrance of the ship's deck, and to the safety of the ship for her voyage) it is not practicable for any ship of this Class to carry all the additional approved boats or approved life-rafts required by the preceding subsection (*b*), the deficiency so caused may be made up by the supply of an equivalent number of approved buoyant deck seats or other approved buoyant deck fittings.

(*d*) Ships of this class shall carry not less than six approved life-buoys.

(*e*) They shall also carry, in addition to the boats and appliances required above, approved life-belts or other similar approved articles of equal buoyancy suitable for being worn on the person, so that there may be at least one for each person on board the ship.

(*f*) Provided nevertheless that no ship of this class shall be required to carry more boats, rafts, and other buoyant deck fittings than will furnish sufficient accommodation for all persons on board.

### Division (B)—*Class* 1.

Rules for sailing-ships carrying emigrant passengers, subject to all the provisions of the Passengers' Acts.

(*a*) Ships of Division (B), Class 1, shall carry boats in accordance with the Table (*c*) provided for Division (A), Class 1, and such boats shall be as far as practicable placed under davits, with proper appliances for getting them into the water. All boats not placed under davits are to be so carried that they can be readily got into the water.

(*b*) If the boats so carried do not furnish sufficient accommodation for all persons on board, then additional life-saving appliances shall be supplied as for ships in Division (A), Class 1.

(*c*) Provided that no ship in this Class shall be required to carry more boats or rafts than will furnish accommodation for all persons on board.

(*d*)

(*d*) Approved life-belts or other similar approved articles shall be carried as required for ships of Division (A), Class 1, and one life-buoy for each boat of wood or metal.

DIVISION (B).—*Class* 2.

Rules for foreign-going sailing-ships carrying passengers, but not subject to all the provisions of the Passengers' Acts.

Ships of this class shall be subject to the same requirements as those in Division (B), Class I.

DIVISION (B).—*Class* 3.

Rules for foreign-going sailing-ships not carrying passengers.

(*a*) Ships of this class shall carry a boat or boats of Sections (A) or (B) sufficient for all the persons on board, and in addition thereto one good serviceable boat of Section (D). Such boats shall be, as far as practicable, placed under davits, with proper appliances for getting them into the water. All boats not placed under davits are to be so carried that they can readily be got into the water to the satisfaction of the Marine Board Officer.

(*b*) They shall carry approved life-belts as required for ships in Division (B), Class 1, and also one life-buoy for each boat of wood or metal.

DIVISION (B).—*Class* 4.

Rules for foreign-going steam-ships not certified to carry passengers.

(*a*) Ships of this class shall carry, on each side, at least so many and such boats of wood or metal placed under davits (of which one on one side shall be a boat of Section (A) or Section (B), and on the other side shall be a boat of Section (A) or Section (B) or Section (C), that the boats on each side of the ship shall be sufficient to accommodate all persons on board. They shall have proper appliances for getting the boats into the water.

(*b*) They shall carry approved life-belts as required for ships of Division (B), Class 1.

(*c*) They shall carry not less than six approved life-buoys.

DIVISION (C).—*Class* 1.

Rules for steam-ships not certified to carry passengers plying anywhere within inter-colonial limits.

(*a*) Ships of this class shall carry, on each side, at least so many and such boats of wood or metal placed under davits (of which one on each side shall be a boat of Section (A) or of Section (B) or Section (C), that the boats on each side of the ship shall be sufficient to accommodate all persons on board. They shall have proper appliances for getting the boats into the water.

(*b*) They shall also carry approved life-belts, so that there may be at least one for each person carried on board the ship.

(*c*) They shall also carry not less than four approved life-buoys.

DIVISION (C)—*Class* 2.

Rules for sailing-ships in the same trades not carrying passengers.

(*a*) Ships of this class shall carry a boat or boats of wood or metal at least sufficient for all persons on board, and in such a position as to be readily got into the water. Each boat shall be provided with one gallon of vegetable or animal oil, and a vessel of an approved pattern for distributing it in the water in rough weather.

(*b*) Ships of this class shall also carry an approved life-belt for each person on board.

(*c*) They shall also carry at least two approved life-buoys.

DIVISION (D)—*Class* 1.

Rules for steam-ships having passenger certificates authorising them to carry passengers within certain specified limits, that is to say, on short specified passages along the coast of New South Wales.

(*a*) Ships of this class shall, according to their tonnage, carry boats placed under davits as required by the Table for ships in Division (A), Class 1, but all such boats as are not required to be of Sections (A) or (B) must be of Section (C).

(*b*) If the boats placed under davits in accordance with the above requirements do not furnish sufficient accommodation for all persons on board, then additional wood, metal, collapsible, or other boats of approved description (whether placed under davits or otherwise), or approved life-rafts, shall be carried of at least such cubical capacity that they and the boats required to be placed under davits by table (*c*) provide together in the aggregate one-half more than the minimum cubic contents provided by column three of that table. For this purpose 3 cubic feet of air case in the life-raft is to be estimated as 10 cubic feet of internal capacity; provided always that the rafts will accommodate the persons for which they are certified under the rules.

(*c*) Provided that if (having regard to the avoidance of undue incumbrance of the ship's deck, and to the safety of the ship for her voyage) it is not practicable for any ship of this class to carry all the additional approved boats or approved life-rafts required by the preceding subsection (*b*), the deficiency so caused may be made up by the supply of an equivalent number of approved buoyant deck seats or other approved buoyant deck fittings.

(*d*) Ships of this class shall also carry approved life-belts or other similar approved articles of equal buoyancy suitable for being worn on the person, so that there may be at least one for each person on board the ship.

(*e*) At least one approved life-buoy shall also be provided for each boat of wood or metal carried by the ship, but in no case shall less than six approved life-buoys be provided.

(*f*) Provided nevertheless that no ship of this class shall be required to carry more boats, rafts, and other buoyant deck fittings than will furnish sufficient accommodation for all persons on board.

DIVISION (D)—*Class* 2.

Rules for steam-ships carrying passengers on short excursions or pleasure trips to sea, or in estuaries, or mouths of rivers during daylight.

(*a*) Ships of this class shall carry at least two boats of section (*a*) or section (*b*) or section (*c*) placed under davits, and with proper appliances for getting them into the water.

(*b*) They shall also carry other boats, approved buoyant apparatus, and (or) approved life-belts sufficient (with the boats required by paragraph (*a*)) to keep afloat all the persons on board the ship.

(*c*) At least four approved life-buoys shall be carried.

DIVISION (D)—*Class* 3.

Rules for steam-ships carrying passengers on rivers, and (or) lakes, but not going to sea, or into rough waters.

(*a*) Ships of this class shall carry one boat in such a position that she can readily be got into the water. They shall also carry approved buoyant apparatus or approved life-belts and approved life-buoys at least sufficient, together with the boat, to keep afloat all persons carried on board.

(*b*) At least four approved life-buoys shall be carried.

Note.—A discretion may be exercised by the Marine Board to relieve steam-launches, steamers plying in narrow waters, and ferry boats from the operation of the whole or part of rule (*a*) of this class.

GENERAL RULES.

1. Boats.—All boats shall be constructed and properly equipped as provided by these rules, and all boats and other life-saving appliances are to be kept ready for use to the satisfaction of the Marine Board. Internal buoyancy apparatus may be constructed of wood, or of copper or yellow metal of not less than eighteen ounces to the superficial foot, or of other durable material.

Section (*a*).—A boat of this section shall be a life-boat of whaleboat form, properly constructed of wood or metal, having for every ten cubic feet of her capacity, computed as in rule 2, at least one cubic foot of strong and serviceable inclosed air-tight compartments, so constructed that water cannot find its way into them.

Section (*b*).—A boat of this section shall be a life-boat of whaleboat form, properly constructed of wood or metal, having inside and outside buoyancy apparatus, together equal in efficiency to the buoyancy apparatus provided for a boat of section (*a*). At least one-half of the buoyancy apparatus must be attached to the outside of the boat.

Section (*c*).—A boat of this section shall be a life-boat properly constructed of wood or metal, having some buoyancy apparatus attached to the inside and (or) outside of the boat equal in efficiency to one-half of the buoyancy apparatus provided for a boat of section (*a*) or section (*b*). At least one-half of the buoyancy apparatus must be attached to the outside of the boat.

Section (*d*).—A boat of this section shall be a properly constructed boat of wood or metal.

Section (*e*).—A boat of this section shall be a boat of approved construction, form, and material, and may be collapsible.

2. Cubic capacity.—The cubic capacity of a boat shall be deemed to be her cubic capacity, ascertained (as in measuring ships for tonnage capacity) by Stirling's rule; but as the application of that rule entails much labour, the following simple plan, which

is approximately accurate, may be adopted for general purposes, and when no question requiring absolute correct adjustment is raised:—

Measure the length and breadth outside and the depth inside. Multiply them together and by ·6; the product is the capacity of the boat in cubic feet. Thus a boat twenty-eight feet long, eight feet six inches broad, and three feet six inches deep will be regarded as having a capacity of $28 \times 8{\cdot}5 \times 3{\cdot}5 \times {\cdot}6 = 499{\cdot}8$, or five hundred cubic feet. If the oars are pulled in rowlocks, the bottom of the rowlock is to be considered the gunwale of the boat for ascertaining her depth.

3. Number of persons for boats.—The number of persons a boat of section (*a*) shall be deemed fit to carry shall be the number of cubic feet ascertained as in rule 2, divided by 10.

The number of persons a boat of sections (*b*), (*c*), (*d*), or (*e*) shall be deemed fit to carry shall be the number of cubic feet ascertained as in rule (2), divided by 8. The space in the boat shall be sufficient for the seating of the persons carried in it, and for the proper use of the oars.

4. Appliances for lowering boats.—Appliances for getting a boat into the water must fulfil the following conditions: Means are to be provided for speedily, but not necessarily, simultaneously, or automatically, detaching the boats from the lower blocks of the davit tackles; the boats placed under davits are to be attached to the davit tackles and kept ready for service; the davits are to be strong enough and so spaced that the boats can be swung out with facility; the points of attachment of the boats to the davits are to be sufficiently away from the ends of the boats to ensure their being easily swung clear of the davits; the boats' chocks are to be such as can be expeditiously removed; the davits, falls, blocks, eye-bolts, rings, and the whole of the tackling are to be of sufficient strength; the boats' falls are to be long enough to lower the boat into the water with safety when the vessel is light; the life-lines shall be fitted to the davits and be long enough to reach the water when the vessel is light; and hooks are not to be attached to the lower tackle blocks.

5. Equipments for collapsible or other boats and for life-rafts.—In order to be properly equipped each boat shall be provided as follows:—

(*a*) With the full single-banked complement of oars and two spare oars.

(*b*) With two plugs for each plug-hole, attached with lanyards or chains, and one set and a half of thole pins or crutches, attached to the boat by sound lanyards.

(*c*) With a sea anchor, a baler, a rudder, and a tiller, or yoke and yoke lines, a painter of sufficient length, and a boat-hook. The rudder and baler to be attached to the boat by sufficiently long lanyards, and kept ready for use. In boats where there may be a difficulty in fitting a rudder a steering oar may be provided instead.

(*d*) A vessel to be kept filled with fresh water shall be provided for each boat.

(*e*) Life-rafts shall be fully provided with a suitable approved equipment.

6. Additional equipments for boats of section (*a*) and section (*b*).—In order to be properly equipped, each boat of sections (*a*) and (*b*), in addition to being provided with all the requisites laid down in rule (5), shall be equipped as follows, but not more than four boats in any one ship require to have this outfit:—

(*a*) With two hatchets or tomahawks, one to be kept in each end of the boat, and to be attached to the boat by a lanyard.

(*b*) With a mast or masts, and with at least one good sail, and proper gear for each.

(*c*) With a line becketed round the outside of the boat and securely made fast.

(*d*) With an efficient compass.

(*e*) With one gallon of vegetable or animal oil, and a vessel of an approved pattern, for distributing it in the water in rough weather.

(*f*) With a lantern trimmed, with oil in its receiver sufficient to burn eight hours.

7. Number of persons for life-rafts.—The number of persons that any approved life-raft for use at sea shall be deemed to be capable of carrying shall be determined with reference to each separate pattern approved by the Marine Board; provided always, that for every person so carried there shall be at least three cubic feet of strong and serviceable inclosed air-tight compartments, constructed so that water cannot find its way into them. Any approved life-raft of other construction may be used, provided that it has equivalent buoyancy to that hereinbefore described. Every such approved life-raft shall be marked in such a way as to plainly indicate the number of adult persons it can carry.

8. Buoyant apparatus.—Approved buoyant apparatus shall be deemed sufficient, so far as buoyancy is concerned, for a number of persons, to be ascertained by dividing the number of pounds of iron which it is capable of supporting in fresh water by thirty-two. Such buoyant apparatus shall not require to be inflated before use, shall be of approved construction, and marked in such a way as plainly to indicate the number of persons for whom it is sufficient.

9. Life belts.—An approved life-belt shall mean a belt which does not require to be inflated before use, and which is capable at least of floating in the water for twenty-four hours with fifteen pounds of iron suspended from it. Life-belts are to be cut out two inches under the armpits and fitted so as to remain securely in their place when put on.

10. Life-buoys.—An approved life-buoy shall mean either—

(*a*) a life-buoy built of solid cork, capable of floating in the water for at least twenty-four hours with thirty-two pounds of iron suspended from it; or

(*b*) a strong life-buoy of any other approved pattern or material, provided that it is capable of floating in the water for at least twenty-four hours with thirty-two pounds of iron suspended from it, and provided also that it is not stuffed with rushes, cork shavings, or other shavings, or loose granulated cork, or other loose material, and does not require inflation before use.

All life-buoys shall be fitted with beckets securely seized, and not less than two of them shall be fitted with life-lines fifteen fathoms in length.

11. Position of life-buoys and life-belts.—All life-buoys and life-belts shall be so placed as to be readily accessible to all persons on board, and so that their position may be known to those for whom they are intended.

12. Water-tight compartments.—When ships of any class are divided into efficient water-tight compartments to the satisfaction of the Marine Board, they shall only be required to carry additional boats, rafts, and other life-saving appliances of one-half of the capacity required by these Rules.

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[9*d*.]