

# CORRESPONDENCE

RESPECTING THE PROVISION FOR

## SWINGING STEAM VESSELS FOR COMPASS CORRECTION

IN VARIOUS HARBOURS OF THE COLONY.

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PRESENTED TO BOTH HOUSES OF THE GENERAL ASSEMBLY, BY COMMAND OF  
HIS EXCELLENCY.

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WELLINGTON.

—  
1867.



## CORRESPONDENCE RESPECTING SWINGING OF STEAM VESSELS.

## No. 1.

Copy of a Letter from the Hon. E. W. STAFFORD to His Honor the SUPERINTENDENT of AUCKLAND.

(Circular.)

Colonial Secretary's Office,  
Wellington, 19th January, 1867.

SIR,—

I have the honor to enclose for your information a copy of a Letter, dated 9th instant, from Mr. Balfour, the Colonial Marine Engineer, to the Honorable the Postmaster-General, and copies of its enclosures, conveying information as to the working of "The Steam Navigation Act, 1866."

In accordance with Mr. Balfour's suggestion, I would call your Honor's special attention to paragraphs ten and eleven with regard to swinging vessels for compass correction.

His Honor the Superintendent of Auckland.

I have, &c.,  
E. W. STAFFORD.

[Similar letter addressed to all other Superintendents.]

## Enclosure 1 in No. 1.

Copy of a Letter from Mr. J. M. BALFOUR to the Hon. J. HALL.

*Steam Navigation Act, 1866.*

SIR,—

Marine Department, Wellington, 9th January, 1867.

I have the honor to suggest that copies of the information as to the working of "The Steam Navigation Act, 1866," be sent to the various Superintendents of Provinces, and that their attention be specially called to paragraphs ten and eleven with regard to swinging vessels for compass correction.

As an arrangement for swinging vessels is a necessary part of the equipment of any port which possesses facilities for building and repairing, I feel satisfied that attention has only to be called to the want in order that it may be supplied, as otherwise a steamer after repairs might require to be sent to some other port solely for the purpose of being swung.

The requirements of a good swinging establishment may be defined as follows:—

1. Sheltered water, of sufficient depth.
2. Absence of local attraction.
3. Either a mooring dolphin (which is most convenient), or a heavy mooring chain on span or compound moorings carefully laid, so that they will bear a heavy vertical strain without being weighed.
4. A set of four to six lighter mooring buoys arranged at equi-distant points of a circle, of which the dolphin or main mooring is the centre.
5. A well ascertained bearing to some object, the more distant the better. As this bearing is that from which the whole of the compass deviations are afterwards deduced, it cannot be too frequently checked. When a distant well defined object cannot be seen, or when such distant object is liable to be frequently obscured by fog, a near mark may be formed by erecting two poles on a known bearing; but as this renders it necessary to manœuvre, the vessel being swung so as to bring the poles in line as the point where the dumb compass is erected, the system of near marks cannot well be adopted with a fixed dolphin, and the distant mark should always be preferred in simplifying and expediting the operation.

Whether near or distant it is immaterial what bearing the object is on, provided the actual bearing be accurately ascertained.

I have, &c.,

The Hon. the Postmaster-General, Wellington.

JAMES M. BALFOUR,  
Colonial Marine Engineer.

## Enclosure 2 in No. 1.

(Circular.)

Commissioner of Customs Office,  
Wellington,

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SIR,—

By direction of the Commissioner of Customs, I have the honor to forward copies of a series of regulations which have been drawn up by the Colonial Marine Engineer, with a view to improve the practical working of "The Steam Navigation Act, 1866."

I beg to call your attention to sections 5, 6, 7, and 8, and to request that you will endeavour to give effect to them.

With regard to section 6, I have to explain that it is not necessary for you to call in a Surveyor in all circumstances. Many accidents are of such a nature that the vessel cannot run till the damage is repaired—such as the breaking of geering, &c. In cases of accident to the hull, the steamer will be most likely to be surveyed on account of the underwriters should she be insured, in which case probably no additional advice may be required. Such emergency surveys are only to be held when the requirements of justice seem to call for it (as in the case of any suspicion of foul play on the part of any one on board), and in the case of minor accidents of such a nature that a professional opinion is

required to decide whether or not the vessel is so damaged in hull or in machinery as to be unseaworthy.

In all cases of accident you are requested to call the attention of Masters of Steamers to section 33 of "The Steam Navigation Act, 1866, and to see that the provisions of this section are complied with. In the event of a survey being held on the vessel, you are to obtain and forward to the Marine Engineer a copy of the Report.

I have, &c.,

Secretary.

### Sub-Enclosure in Enclosure 2 in No. 1.

*The following arrangements have been made for carrying out the provisions of "The Steam Navigation Act, 1866."*

1. Mr. Nancarrow, appointed Official Inspector and Engineer Surveyor under the Act, will visit every port of the Colony at regular intervals of three months.

2. Other Inspectors or Engineer Surveyors, will, if necessity arise, be appointed for any particular port or group of ports; such officers not to receive a fixed salary, but to be paid for each inspection or other service on a scale to be arranged.

3. At the ports where such additional Inspectors or Surveyors are appointed, it may be arranged that they shall take the intermediate quarterly surveys, but in any case the permanent Engineer Surveyor will visit each port and survey every steamer at least once in each half-year.

4. The time for Mr. Nancarrow's first visit to each port has been arranged so as to suit the times when the steamers belonging to that port require to be surveyed, as nearly as possible; and he will lengthen or shorten the periods for which the next certificates are to be in force so that they shall all fall in at the proper times in future.

5. Should the certificate of a steamer belonging to any port lapse before the period of the Inspector's first or any subsequent visit, the Collector of Customs at that port is authorized to permit the vessel to run in the interim, on receipt of a written declaration signed by the Master and Engineer that her hull, boilers, machinery, and equipments are in good condition.

6. The Postmaster-General will delegate the powers contained in section 34 of "The Steam Navigation Act, 1866," to the Collector of Customs for every port in so far as concerns that port, so that in case of any reported damage to any vessel the Collector of Customs may call upon any of the Inspectors or surveyors appointed under the Act, or "any other fit person," to report whether the hull and machinery of the said vessel are in good condition, and to report upon the nature and causes of any accident.

7. Should a vessel be damaged to such an extent that she cannot be repaired in the port where she is, or to which she is taken after the accident, the Collector of Customs is authorized to allow her to clear in ballast, and without passengers, for any specified port, for repairs, provided she be reported sufficiently seaworthy, in the absence of an official Inspector, by Lloyds' Surveyor, or by the Surveyor acting for the Underwriters, or in default of them, by two respectable shipmasters, after a proper examination.

8. Should the damaged vessel be capable of being repaired at the port where she is, and should the repairs be speedily executed, the Collector of Customs, in the absence of an official Inspector, is authorized to allow her to run as before on receipt of a declaration under the hand of the Master, the Chief Engineer, and the Engineer, if any, by whom the repairs have been made, that the damage has been thoroughly repaired, and that the steamer is in all respects in a seaworthy condition in accordance with the Act; and (if she be a sea-going vessel) that her compasses have been examined and that their deviations are known.

9. Should the repairs be more extensive it is probable that the port will be visited by an official Inspector (if none be resident) before their completion; but should it seem probable that this will not be the case in any special instance the circumstances are to be reported by the Master to the Marine Engineer, by whom some special arrangement will be made.

10. Any person wishing a license to examine and adjust compasses must forward an application for the same together with a description of the method adopted by him, and copies of any testimonials he may possess, to the Marine Engineer, who will, as delegate for the Postmaster-General, issue a license to the applicant, provided he be satisfied after personal examination, should he see fit, that the candidate fully understands and is competent to undertake the operation. But should there be no proper mooring dolphin and other conveniences for swinging vessels in any port, the Marine Engineer may refuse to issue any license for that port till such be provided.

11. At ports where there is no person licensed to swing vessels for compass correction, and no proper conveniences, the vessel may be allowed to proceed to sea after repairs, provided the master of the vessel has swung her himself under the superintendence of the Harbour Master, who shall certify to the fact; but in that case she will require to be re-swung at the first port she arrives at where there are proper conveniences.

12. Masters and Engineers of steam vessels shall, as a rule, be examined by a regularly gazetted officer of the Marine Department only, who shall hold an appointment as Examiner from the Marine Engineer. But the Marine Engineer may, in certain cases, authorize in writing the calling in of any local nautical officer for the purpose of examining Masters of Steamers which ply only or mainly on local waters.

13. No steamer can ply in New Zealand unless the Master and Engineer hold New Zealand certificates of competency; but should they already hold Board of Trade certificates, or satisfactory certificates from other Colonies, New Zealand certificates may be issued to them without further examination; but such officers will require to produce satisfactory proofs of sobriety and good conduct, and to pay the usual fee.

14. According to the Act Masters' and Engineers' certificates are only valid for the vessel for which they are issued, but the fact of their holding old certificates may be taken as presumptive

evidence that they are competent to serve in other vessels until an opportunity has occurred for re-examining them (should that be considered necessary); but any Master or Engineer of good character who has been removed from one vessel to another of a similar class and engaged in a similar trade, will receive a fresh certificate from the Marine Department without charge. Where, however, any Master or Engineer has been promoted to the charge of a vessel or engines of a different class, or engaged in a different trade, and the difference is of such a nature that it is deemed advisable to re-examine the said Master or Engineer, he will in that case be called upon to pay for his new certificate.

15. "River," and "Sea-going Passenger Certificates," will be issued by the Marine Department, as formerly by the Marine Board, on receipt of the legal declarations.

16. In case of accidents involving the suspension of a certificate or an intermediate survey the period of currency of the certificate will not be changed, and such intermediate survey will not be charged against the steamer, no steamer being liable to be charged for more than two surveys per annum, if she be a low pressure boat, as defined by the Act, or for more than four surveys per annum if she be a high pressure boat.

Wellington, 28th December, 1866.

J. M. BALFOUR,  
Marine Engineer.

No. 2.

Copy of a Letter from Mr. J. RHODES to the Hon. E. W. STAFFORD.

SIR,—

Superintendent's Office, Napier, 11th February, 1867.

I have the honor to acknowledge the receipt of your Circular No. 33, dated 19th ultimo, enclosing copy of a letter from Mr. Balfour, the Colonial Marine Engineer, to the Honorable the Postmaster-General, and copies of its enclosures, conveying information as to the working of "The Steam Navigation Act, 1866," and to thank you for the same.

I have, &c.,

JOSEPH RHODES,  
Deputy Superintendent.

The Hon. the Colonial Secretary, Wellington.

No. 3.

Copy of a Letter from Mr. WHITAKER to the Hon. E. W. STAFFORD.

(No. 29, Book 27.)

SIR,—

Superintendent's Office,

Auckland, 22nd February, 1867.

I have the honor to acknowledge the receipt of your letter dated the 19th ultimo, covering a copy of a letter from Mr. Balfour, the Colonial Marine Engineer, to the Honorable the Postmaster-General, and copies of its enclosures, conveying information as to the working of "The Steam Navigation Act, 1866," and inviting special attention to paragraphs 10 and 11 with regard to swinging vessels for compass correction.

Referring thereto I have to inform you that there is no swinging apparatus at this port, nor are there any funds at present available to cover the cost of furnishing the same, which the Port Master has estimated at about three hundred pounds (£300). I may state, however, that there is every other facility for swinging at hand, the requirements of sheltered and convenient anchorage, absence of local attraction, accurate bearings, &c., being easily attainable.

I have, &c.,

FRED. WHITAKER,  
Superintendent.

The Hon. the Colonial Secretary, Wellington.

No. 4.

Copy of a Letter from Mr. MACANDREW to the Hon. E. W. STAFFORD.

SIR,—

Province of Otago, New Zealand,

Superintendent's Office, Dunedin, 4th March, 1867.

Referring to your circular letter dated the 19th January last, enclosing copy of a letter from Mr. Balfour, the Colonial Marine Engineer, &c., relative to the working of "The Steam Navigation Act, 1866," I have now the honor to acquaint you that during Mr. Balfour's recent visit to this Province he inspected the mooring dolphin at Port Chalmers, and was pleased to express his approval of it.

I have, &c.,

JAMES MACANDREW,  
Superintendent.

The Hon. the Colonial Secretary, Wellington.

No. 5.

Copy of a Letter from Mr. BARNICOAT to the Hon. E. W. STAFFORD.

SIR,—

Superintendent's Office, Nelson, 6th March, 1867.

Referring to your letter of the 19th January last, enclosing a letter from Mr. Balfour, the Colonial Marine Engineer, relative to the necessity for erecting swinging apparatus for adjusting ships' compasses, I have now the honor to inform you that instructions have been given to have the necessary apparatus erected at this port without delay.

I have, &c.,

J. W. BARNICOUT,  
Deputy Superintendent.

The Hon. the Colonial Secretary, Wellington.

## CORRESPONDENCE RESPECTING

## No. 6.

Copy of a Letter from Mr. TAYLOR to the Hon. E. W. STAFFORD.

SIR,—

Superintendent's Office, Southland, 7th March, 1867.

I have the honor to enclose herewith a report by the Harbour Master at the Bluff as to the capabilities of the Bluff Harbour for swinging ships.

I have, &amp;c.,

JOHN P. TAYLOR,  
Superintendent.

The Hon. the Colonial Secretary, Wellington.

## Enclosure in No. 6.

Copy of a Letter from Mr. THOMSON to His Honor the SUPERINTENDENT of Southland.

SIR,—

Bluff Harbour, 5th March, 1867.

In compliance with your Honor's request to report on the facilities of this port for carrying out the plan suggested by the Colonial Marine Engineer for swinging vessels to ascertain the deviation of their compasses, and the probable expense of the appurtenances required, I have the honor to report as follows:—

1st. That the sixth arm of the Harbour, near the jetty, where the moorings are now laid down, is a suitable place for such purpose.

2nd. That I have ascertained by a number of observations taken on the spot that there is no local attraction on the abovenamed place.

3rd. That I have ascertained the correct bearings of several distant objects, any of which may be chosen as a mark when swinging vessels.

4th. That the mooring now laid down will answer as a central mooring, being what is termed a compound mooring.

5th. That the wharf will answer as one of the four smaller moorings required.

6th. There is sufficient depth of water, and no current during the flood tide.

7th. That should it be necessary to swing a vessel it could be done with a little extra trouble by using her own anchors at the three deficient points.

8th. That three small moorings would complete the present arrangements and their cost would be about £100.

9th. That a complete set of moorings, independent of those already mentioned, would cost from £250 to £300.

Taking into consideration that no building or repairing is going on, and that vessels will seldom require to be swung here for some time yet, I would not advise the Government at present to go to the expense of new moorings, or completing the present arrangements, more especially as materials which will greatly assist in these works may be recovered from the harbour by the time they are required.

I have, &amp;c.,

THOS. THOMSON,  
Harbour Master.

His Honor the Superintendent.

## No. 7.

Copy of a Letter from Mr. MOORHOUSE to the Hon. E. W. STAFFORD.

(158.)

SIR,—

Superintendent's Office,

Christchurch, Canterbury, 29th April, 1867.

In reply to your Circular No. 65, dated 19th January, 1867, enclosing for my information copy of a letter from Mr. Balfour, Marine Engineer, to the Honorable the Postmaster-General, and copies of its enclosures conveying information as to the working of "The Steam Navigation Act, 1866," and in which you call my special attention to paragraphs ten and eleven, with regard to swinging vessels for compass correction, I have the honor to state that this Government is willing to defray the expenses of establishing a swinging apparatus in the Port of Lyttelton, and that I have instructed the Port Officer to examine and report on the most suitable site for the erection of a dolphin for the purpose.

I have, &amp;c.,

W. S. MOORHOUSE,  
Superintendent.

The Hon. the Colonial Secretary.

## No. 8.

Copy of a Letter from the Hon. E. W. STAFFORD to Dr. FEATHERSTON.

SIR,—

Colonial Secretary's Office, 7th June, 1867.

I have the honor to enclose a copy of a letter dated the 30th ultimo, from Mr. J. M. Balfour, Colonial Marine Engineer, representing the urgent necessity for an arrangement for swinging steamers in this harbour, and to call again your Honor's attention to this subject, which was brought to your notice in my Circular of the 19th January last.

I have, &amp;c.,

E. W. STAFFORD,  
Colonial Secretary.

His Honor the Superintendent, Wellington.

## SWINGING OF STEAM VESSELS.

7 D.—No. 4.

### Enclosure in No. 8.

Copy of a Letter from Mr. BALFOUR to the Hon. J. HALL.

(2759.)

Marine Department,  
Wellington, 30th May, 1867.

SIR,—

I have the honor to request that the Government would again bring under the notice of the Provincial Government of this Province the pressing necessity there exists for an arrangement for swinging steamers in this harbour.

I have already, in conjunction with the Harbour Master, selected what seems to be a very suitable site, and arranged the general system to be adopted, and can only add that at present for want of convenience here I am compelled to send vessels elsewhere to be swung.

I have, &c.,

JAMES M. BALFOUR,  
Marine Engineer.

The Hon. the Postmaster-General, Wellington.

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### No. 9.

Copy of a Letter from Dr. FEATHERSTON to the Hon. E. W. STAFFORD.

Superintendent's Office,  
Wellington, 22nd June, 1867.

SIR,—

In reply to your letter of the 7th instant, I have the honor to inform you that no time is being lost in making the necessary arrangements for swinging steamers in this harbour.

I have, &c.,

I. E. FEATHERSTON,  
Superintendent.

The Hon. E. W. Stafford.

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