

"engineer surveyor" to certify the correctness of compasses. This is not so, as under the regulations it is the duty of the licensed adjuster, who makes the adjustment, to prepare and sign the compass-cards and deviation tables, copies of which he then forwards to the Engineer Surveyor. This is done so that the officer may note that the vessels have been swung, as it is necessary that he should know that the compasses have been adjusted, because, in the case of steamships, passenger certificates cannot be issued until the Engineer Surveyor certifies that he has surveyed the vessels and that, amongst other things, their compasses have been adjusted by a licensed adjuster. In the case of sailing vessels the cards and diagrams are sent to that officer for convenience' sake, so that he may forward them to the Marine Department along with those for steamers.

When they are received by the department they are examined by the Nautical Adviser. I think it would be advisable that you should communicate this information to the editor of the magazine referred to with a view of its being published. I enclose for your information two copies of the regulations mentioned.

I have, &c.,

The Agent-General for New Zealand, London.

W. C. WALKER, for the Premier.

Evening Post, Friday, 23rd October, 1896.

THE regulations issued by the Marine Department of New Zealand for the adjustment of compasses on board vessels belonging to the colony, and for the licensing of adjusters properly qualified for the work, have come under the notice of the *Nautical Magazine* published in London, which points out that the regulations provide for the appointment of an Engineer-Surveyor to certify the correctness of the compasses who may perhaps know nothing of the deviascope and Napier's diagram. Surely (adds the writer) the New Zealand Shipmasters' Association ought to have this flaw removed, or the new regulations may land some of its members on the rocks.

Evening Post, Saturday, 24th October, 1896.

The remarks of the *Nautical Magazine* respecting compass adjustments in New Zealand, which appeared in our yesterday's issue, do not, it seems, correctly represent the matter. The regulations do not require the Engineer Surveyor to certify the correctness of compasses. This is done by the Licensed Adjuster, who sends copies of his diagrams and deviation card to the Engineer Surveyor, in order that that officer may note that the vessel has been swung. It is necessary that he should have this information in the case of steamers, as passenger certificates cannot be issued until the Engineer Surveyor is satisfied, amongst other things, that the compasses have been adjusted by a licensed adjuster. In the case of sailing vessels, the cards are sent to that officer for convenience' sake, so that he may forward them to the Marine Department along with those for steamers. When the diagrams and cards are received by the department they are submitted to the Nautical Adviser for examination.

Hon. the Premier.

I RECOMMEND that the accompanying letter be sent to the Agent-General correcting the mistaken impression on the part of the *Nautical Magazine* as to the New Zealand regulations governing the adjustment of compasses.

W. T. GLASGOW, 30/10/96.

(*Evening Post*, Monday, 23rd November, 1896.)

The Secretary of the Marine Department, Mr. W. T. Glasgow, was interviewed on Saturday by a deputation from the Shipmasters' Association, consisting of Captains Woster, Banks, Croker, Bate, Marshall, Bowling, and Kennedy (secretary), who protested against the enforcement of the Act of last session requiring that foreign-going sailing-vessels built wholly or partly of iron should have their compasses adjusted before leaving New Zealand ports. The deputation asserted that the regulation was unnecessary, and that if it was enforced shipowners would be put to needless inconvenience and expense. Mr. Glasgow, in reply, pointed out that it was not within the power of the department to interfere with an Act of Parliament; but he promised to lay the representations of the deputation before the Government, so that, if necessary, some amendment might be made in the law next session.

(*Evening Post*, Tuesday, 24th November, 1896.)

We are requested to explain that the deputation which waited upon the Secretary for Marine on Saturday in reference to the regulation requiring foreign-going vessels to be swung for compass adjustments was one composed wholly of masters of English vessels in port, and was introduced by the Hon. E. Richardson.

From the COLLECTOR of CUSTOMS at Auckland to the SECRETARY, Marine Department, Wellington.

Memorandum in reply.

REFERRING to your memo., M. 96/1901, No. 492/98 of 23/10/96: It has been impossible to comply with the regulations at this port, as, owing to the frequent and sometimes continuous illness of the only Licensed Adjuster of Compasses, Captain Tilly, there has been no one to do it.

Possibly Captain Robertson, Harbourmaster at Onehunga, may pass and make himself qualified; but he does not intend to work for no fees, and such would be unjust to him.

Captain Clayton does not intend to qualify, as his eyesight is not so good as it was.

Captain Worsp, lately Surveyor of Associated Underwriters, decides he will not qualify for license; and the only other applicant is a Captain Fernandez, and it is questionable whether he will pass the examination successfully. Thus far we are unfortunate in Auckland, but from no departmental neglect or oversight.

ALEX. ROSE, Collector, 3/11/96.

I may say that further correspondence took place:—

Adjustment of Compasses of Ships.

Hon. Minister.

Marine Department.

WITH reference to the accompanying memorandum from Captain Allman, suggesting that the law as to requiring compasses to be adjusted by a licensed adjuster should not be enforced in the case of foreign-going ships, I have to state that I think it is probable that if attention had been called to the matter when the Bill was before the House, the operation of the law would have been confined to home-trade and intercolonial ships. The matter appears to have escaped the notice of the Shipmasters' Association and other persons skilled in nautical matters, and no comment was made.

It is, no doubt, a serious responsibility to advise the Government not to enforce a law which has been passed by the Legislature, or, rather set aside its application to certain cases clearly within its operation, but the circumstances warrant consideration, and I submit the remarks of the Nautical Adviser for the favourable consideration of the Government.

I think I should make it clear that the grievance is principally in connection with traders between the United Kingdom and New Zealand, which are not required by the Board of Trade to have compasses adjusted unless they are passenger steam-vessels. The masters adjust their own compasses, which do not vary very much from year to year, and they look upon interference with them in a colonial port as a very great grievance. There is also the case of ships belonging to foreign countries—America, Germany, &c. It seems out of place to apply a colonial law to such vessels, at least so far as their compasses are concerned.

Marine Department, Wellington, 9th December, 1896.

W. T. GLASGOW, Secretary.

For Cabinet.—W.C.W.—10/12/96.

In Cabinet, 12th December, 1896.—Referred to Minister of Marine.—A. WILLIS, Secretary.

The Secretary, Marine Department.

In accordance with your instructions that I should report on the bringing of foreign-going vessels under the regulations for the adjustment of compasses, I have to state that I never contemplated the bringing of foreign-going