

Under separate cover I forward six copies of the Bill.

The report of the Attorney-General reached me just too late for the last San Francisco mail.

I have, &c.,

RANFURLY.

The Right Hon. A. Lyttelton, Secretary of State for the Colonies.

Enclosure.

"THE SHIPPING AND SEAMEN ACT, 1903."

THE alterations in the existing law proposed by this Act are as follows:—

Section 4 (prescribing the powers of Superintendent of Marine, Surveyors, &c.): Additional 1894, sec. 4. power is given to "see that the provisions of this Act referring to load-lines are complied with."

Section 15 authorises the Minister to appoint a Chief Surveyor of Ships for New Zealand. 1877, secs. 13, 183.

Section 21 (requiring certain ships to be provided with certificated officers) has the following additional requirements:— 1877, sec. 28; 1894, sec. 34

(a.) Home-trade sailing-ships of 100 tons or upwards, and home-trade steamships of 60 tons or upwards to carry at least one certificated mate, and any such ship of 100 tons or upwards running more than 300 miles between terminal ports to carry a second mate holding a certificate not lower than that of master of a fishing-boat or cargo-vessel under 25 tons. (1).

(b.) Foreign-going ships to carry a first and second mate duly certificated.

(c.) Sailing-ships under 25 tons plying within restricted limits to carry master having prescribed certificate.

Section 22, (3), entitles the holder of a second mate's foreign-going certificate to ship as mate of a home-trade ship. 1877, sec. 29.

Section 23, (4), provides that applicants for examination as master, mate, or engineer must be British subjects. 1877, sec. 25.

Section 24 authorises the appointment of examiners in such sight-tests as may be prescribed.

Section 25, (2), authorises the Minister to require re-examination or further inquiry before issue of a certificate. 1877, sec. 26.

Section 26 extends the right to certificate without examination to officers of His Majesty's Indian marine service. 1877, sec. 27.

Section 27 authorises the issue of certificates of service in certain cases. 1877, sec. 27.

Section 34 provides for the apprenticeship to the sea of inmates of industrial schools.

Section 35, (2), requires apprenticeship indentures to be in the prescribed form. 1877, sec. 35.

Section 38 allows only certain specified persons to engage or supply seamen. 1877, sec. 37.

Section 41: The agreement with the crew to contain the following additional particulars:— 1877, sec. 39.

(a.) The number of A.B.s, ordinary seamen, and boys to be separately specified.

(b.) The freeboard when loaded to be stated.

Section 42: The rules to be observed in respect to agreement with crew made in New Zealand in the case of foreign-going ships are extended to intercolonial ships. A penalty is imposed if the master fails to make the required indorsement on the agreement as to the engagement and discharge of seamen in the case of running agreements. 1877, sec. 40. 1877, sec. 43.

Section 43 requires the engagement of a crew to be before a Superintendent, and the engagement of single seamen to be reported at first port of call. 1877, sec. 49; 1894, sec. 6.

Section 46, (3), imposes a penalty for removing, defacing, or destroying the copy of the agreement posted up in ships. 1877, sec. 54.

Section 50 provides for the engagement of seamen abroad, and is in terms of section 124 of Merchant Shipping Act.

Section 51, (3), provides for the indorsement of discharge when service has been in steamships only. 1894, sec. 8.

Section 51, (4), prohibits a seaman being employed (except as provided) in a different capacity than that for which he signed.

Section 53 provides for the rating of greasers

1894, sec. 9.

Section 54 authorises the Governor to prescribe the number of firemen, trimmers, and greasers to be carried by turbine vessels.

Section 56 provides for the return by the master to the seaman on his discharge of all previous discharges in the master's possession. 1877, sec. 60.

Section 59 allows a wages account in the case of a home-trade ship to be delivered not less than twelve hours before discharge. 1877, sec. 59.

Section 60 requires all entries of deduction from wages to be initialled by the seaman concerned. 1877, sec. 59.

Section 63: The provisions requiring wages in certain cases to be paid monthly extended to intercolonial trading steamships. 1894, sec. 14.

Sections 72 to 74 provide for the issue of seamen's money-orders through the Post Office (see sections 145 to 147 of Merchant Shipping Act).

Section 75 requires the master of a ship trading coastwise in New Zealand to be notified of the current rate of wages payable, and authorises a Superintendent to detain the clearance of such ship until he is satisfied such wages have been paid. 1896, sec. 10.

Sections 92 and 93 adapt to New Zealand ships the provisions of sections 172 and 173 of the Merchant Shipping Act.

Section 105: Official certificate of seaman being left abroad not required in case of men being absent from a ship at time of sailing from any port in Australian Commonwealth. 1877, sec. 91.

Section 116 relates to the inspection of provisions on certain voyages, and is adapted from section 206 of the Merchant Shipping Act.