

- 1890, secs. 2, 3. Section 119 extends to intercolonial trading-ships the existing law relating to the payment of wages and maintenance of a seaman left on shore in New Zealand on account of illness by a home-trade ship, and reduces the period of illness that entitles a seaman to relief from one month to fourteen days.
- 1896, sec. 8. Section 121 requires separate accommodation to be provided for each mate in the case of home-trade and intercolonial trading ships.
- 1877, sec. 142. Section 124 requires a report to be made by the master to the Superintendent on arrival at any port in New Zealand of any case of death or of accident incapacitating from work.
Section 131 prescribes a penalty for a master, mate, or engineer assaulting any of the crew on the high seas.
- 1894, sec. 17 (1). Section 132 provides for the delivery to the Superintendent of the effects of deserters.
Section 133, (5), provides for the prosecution of a deserter by the owner or agent after the ship's departure.
- 1885, sec. 10. Section 134, (2), limits to foreign-going ships the right of a seaman to give notice of intention to absent himself from his ship.
- 1894, sec. 17, (4) and (7). Section 135 reduces the maximum penalty for disobedience on the high seas and for combining to disobey while in harbour.
- 1877, sec. 185. Section 144: Wages forfeited for any cause other than desertion to be paid into Public Account.
- 1877, sec. 146. Section 153 requires the entry in the official log of the following additional matters:—
(a.) Every birth and death taking place on board with the names and ages of the parties
(b.) Every stranding, or fire, and the circumstances under which it occurred.
- 1877, sec. 150. Section 154 provides for the delivery to the Superintendent at certain specified periods of the official logs of home-trade ships.
Section 156 requires the chief engineer to keep an engine-room log.
Sections 160, 161, provides for the appointment of a Registrar of Seamen and for the registration of seamen. (See sections 251-253 of Merchant Shipping Act.)
Section 162 requires the list of the crew to be transmitted to Superintendent on transfer or loss of ship. (See sections 255 of Merchant Shipping Act.)
Section 165 provides for the making of regulations as to registration of seamen
- 1877, sec. 16. Section 166 exempts pleasure-yachts under 50 tons, missionary ships, and fishing-boats from certain provisions of Part II. of the Act.
- 1877, sec. 205. Section 168, (j), imposes a penalty on any person who not being a passenger is on board a ship and refuses to leave when requested by an officer of the ship.
- 1877, sec. 190. Section 176, (4), authorises the issue of an interim certificate of survey in certain cases.
- 1877, sec. 200. Section 185, (4): Ships trading to or from places beyond intercolonial limits, and not required by the Board of Trade to be surveyed, need not be surveyed under the Act.
Section 185, (5), provides for the issue of a permit when ship arrives in New Zealand after expiration of survey certificate.
Section 186 requires intercolonial sailing-ships to be surveyed.
Section 187, (5), imposes a penalty for obstructing the working of reversing-gear.
- 1877, sec. 210. Section 194 applies to all British and foreign ships plying between places in New Zealand the duty to report accidents.
- 1895, sec. 4. Section 201: Authorising the licensing of compass-adjuster and the making of regulations for the adjustment of compasses, and extending the law requiring adjustment to all sea-going ships.
- 1877, sec. 215. Section 214, (4): Empowering the Minister by *Gazette* notice to declare any goods to be dangerous goods.
- 1877, sec. 221. Section 219: Prohibiting the carriage in any British ship in New Zealand of grain cargo in bulk, except in accordance with regulations (if any).
Section 220: Empowering the Governor to make regulations respecting the loading and stowage of ballast.
Section 221: Making special provision as to the shipment of wool, flax, tow, or skins.
- 1877, sec. 155. Section 226: A ship is declared to be an "unsafe ship" if "by reason of the defective condition of her hull, equipments, or machinery, or by reason of overloading or improper loading, or by reason of undermanning, or being insufficiently ballasted, or, in the case of a steamship, by reason of having insufficient fuel on board for the intending voyage, she is unfit to proceed to sea."
- 1877, secs. 237-248; 1896, sec. 3. Sections 233-250, relating to shipping inquiries, are adapted from Part VI. of the Merchant Shipping Act.
- 1877, sec. 232. Section 289 provides for the recovery of light dues by distress.
Sections 293-304 relate to the liability of shipowners as carriers. Section 293 exempts owners from liability in certain cases; sections 294 to 299 and section 304 are adapted from Part VIII. of the Merchant Shipping Act; section 300 prohibits the insertion of certain clauses in bills of lading; section 301 limits the shipowners' liability on shipment of gold, jewels, &c.; section 302 relates to short delivery and pillage of cargo; section 303 makes a bill of lading binding on the master and owner.
Sections 305-325 relate to the registration of ships in New Zealand and are adapted from sections 1 to 21 and 47 to 53 of the Merchant Shipping Act.
Section 334 confers jurisdiction on New Zealand Courts to try any offence committed on board any British ship on the high seas by any person found in New Zealand, and is adapted from section 686 of the Merchant Shipping Act.
Section 341 prescribes a flag for merchant ships registered in New Zealand (being the flag authorised by Admiralty Warrant).
Section 343 exempts masters of all ships, and the seamen actually employed therein, from serving on juries.
- 1894, First Schedule. Third Schedule: The complement required for sea-going steamships is slightly increased.
Section 346 repeals "The Shipping and Seamen's Act, 1877," and its amendments of 1885, 1889, 1890, 1894, 1895, 1896, and 1899.