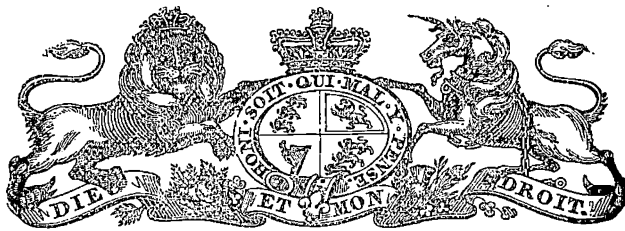


(No. 64.)



1894.

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PARLIAMENT OF TASMANIA.

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MARITIME CONFERENCE, 1894:

REPORT AND PROCEEDINGS.

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Presented to both Houses of Parliament by His Excellency's Command.

Cost of printing—£56.

T A S M A N I A .

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REPORT AND PROCEEDINGS

OF THE

MARITIME CONFERENCE

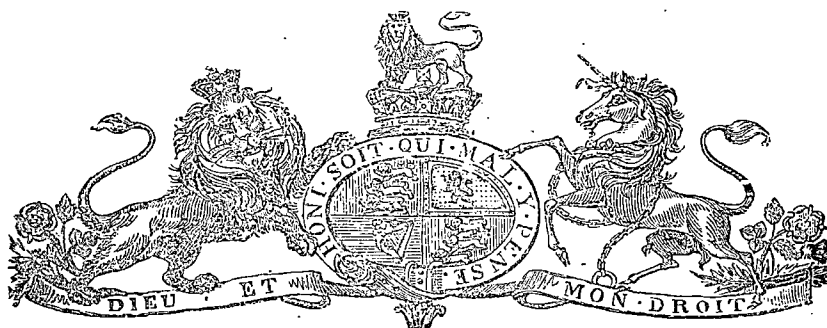
OF THE

PRINCIPAL OFFICERS OF THE MARINE DEPARTMENT  
OF THE AUSTRALASIAN COLONIES,

WITH APPENDICES, AND CHART SHOWING EXISTING AND PROPOSED  
LIGHTS IN AUSTRALIA AND TASMANIA, 1894.

Held at the Parliament House, Hobart, Tasmania,

APRIL, 1894.



Tasmania:

WILLIAM GRAHAME, JUN., GOVERNMENT PRINTER, HOBART.

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1894.

# I N D E X.

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## REPORT OF CONFERENCE.

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*REPORT and Proceedings of the Maritime Conference of the Principal Officers of the Marine Departments of the Australasian Colonies, held at the Parliament House, Hobart, Tasmania, in April, 1894.*

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MEMBERS OF THE CONFERENCE:

NEW SOUTH WALES:

Captain Hixson, President of the Marine Board, and Captain Commanding Naval Forces of New South Wales.

QUEENSLAND:

Captain T. M. Almond, F.R.A.S., Chairman Marine Board, and Portmaster of Queensland.  
S. A. Petheridge, Esq., Secretary Marine Board, and Chief Clerk Marine Department.

SOUTH AUSTRALIA:

Wm. Hamilton, Esq., J.P., Warden Marine Board of South Australia.  
Arthur Searcy, Esq., Secretary for Customs and Marine, South Australia.

TASMANIA:

Captain Miles, M.P.,  
Hon. A. McGregor, M.P., Master Warden Marine Board.  
Captain T. M. Fisher, Warden Marine Board, Hobart, Tasmania.

VICTORIA:

Alex. Wilson, Esq., Engineer for Ports and Harbours, Victoria.  
Captain R. Fullarton, President Marine Board, Victoria.  
J. G. McKie, Esq., Secretary Marine Board, Victoria.

*Secretary*—F. A. Packer, Esq., J.P., Clerk of the House of Assembly, Tasmania.

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THE first meeting of the Conference (formal) took place on Saturday, the 21st April, when Captain Hixson was appointed Chairman, and Mr. F. A. Packer Secretary. The Members afterwards sat daily until the afternoon of Friday, the 27th.

Following the election of Chairman, the Honorable Philip Oakley Fysh, Treasurer of Tasmania, and the Honorable Richard Baker, Minister for Customs and Education for Victoria, initiated the proceedings by addressing the Delegates on the subjects submitted for their consideration, and then withdrew. (*Vide* Report of Proceedings.)

The question of the erection and maintenance of Highway Lighthouses by the different Colonies in Australia, a subject which has been a controversial one since the very early days of settlement in this part of the world, was then entered upon.

The difficulties in connection with this matter have become intensified since the Colonies of Victoria and Queensland separated from New South Wales. The erection of new lighthouses in later years has also led to further complications.

In 1856 Commissioners were appointed by the Governments of Tasmania, New South Wales, Victoria, and South Australia, who met in Melbourne. These gentlemen recommended the erection of certain Lights, and assessed the proportionate liability of each Colony according to the recognised state of affairs existing at that time, and thus brought about a temporary settlement of the question (*vide* Report attached).

A Conference of the principal Officers of the Maritime Departments of the several Australian Colonies was also held in Sydney in the year 1873, at which New South Wales, Queensland, South Australia, Tasmania, Victoria, and Western Australia were represented. This Conference reported (*vide* Report attached) that—

“The question of the maintenance of Highway Lights by general contributions from all the Colonies deriving benefit from the same having been discussed at great length, it was found to be surrounded with many difficulties, and the Conference were unable to devise any scheme which, in the opinion of all the Members, would be fair and equitable to each of the Colonies, and at the same time not too complicated to carry into practice.”

The Conference, however, unanimously resolved—

“That the cost of erection and maintenance of Lights on the main coast should be defrayed by the Colony in whose territory they are situated, except where coast lights are maintained especially for the use of vessels of another Colony: Provided always that where any Light is erected on or close to the line of demarcation between any two Colonies, that such Light be maintained conjointly by such Colonies.

“That the Lights on the Islands in Bass, Banks, and Torres Straits, and in channels away from the mainland, be paid for rateably in proportion to the tonnage of the shipping entered inwards and cleared outwards in each Colony deriving benefit from the same.”

The Report of the Conference for 1873 was only partially adopted, inasmuch as South Australia never contributed her portion towards the support of the Lights in Bass Straits, and New South Wales continued to pay her share towards the support of certain Lights on Victorian territory until recently. New South Wales' refusal to continue to do this was the principal reason for bringing about the present Conference.

Lights are very badly wanted at the present time on Cape Leeuwin and also on Cape Pillar; but they would be of far greater benefit to the people of the larger Colonies than to those of the smaller Colonies of Western Australia and Tasmania whereon these places are situated. (See Chart attached showing position of proposed and existing light.)

The before-mentioned facts and statements tend to show the difficulties the Delegates have had in discussing and settling this important question.

An attempt was made in the first instance to classify the different Lights into Highway and Coast and Harbour Lights, and apportion the liability of each Colony according to its tonnage and trade, but the difficulties experienced were so great that the scheme had to be abandoned.

It was then thought that some general system might be introduced which would embrace all the Lights, and be found equitable on a basis of population. The following Resolutions were eventually carried:—

#### *Lighthouses.*

*Resolved*, upon the Motion of Mr. Wilson (Victoria), seconded by Captain Almond (Queensland)—That it be a recommendation of the Conference that the whole system of Lighting the the Highway, Coast, and Harbour Lights of Australasia be borne *pro rata* on the basis of the population of the several Colonies and Provinces thereof, not necessarily interfering with the present management of Lighthouses by the several Colonies and Provinces.

*Resolved*, upon the Motion of Mr. Hamilton, seconded by Captain Fisher—That, in pursuance of the foregoing Resolution, and after having carefully considered the questions relating to the Lighthouse System of Australia, and further having ascertained that in many cases Lights are most needed in the Colonies possessing the smallest population, this Conference is of opinion that the future erection and maintenance of Lighthouses should be conducted under a Federal

system, whereby the cost would be proportionately borne by the Colonies that may now or hereafter join such Federation, upon a population basis. With a view to bringing about this desirable arrangement, it recommends—

1. That each Colony shall continue to conduct its own service according to present arrangements.
2. That the principal Executive Officers of each of the Colonies in the Federation shall alternately meet at the Capital of one of the Colonies for the purpose of adjusting accounts, consulting upon the extension of the light service and general business of the ensuing year ; this course being conducive to the efficient and economical working of the proposed Federated Lighthouse System.
3. That the total cost be borne proportionately by the several Colonies in the manner before mentioned.
4. That the settlement of the proportionate liability of each Colony, assessed upon population tables issued by the various Government Statisticians, be made as soon as possible after the financial year has expired.

*Resolved*, upon the Motion of Mr. Wilson (Victoria), seconded by Captain Almond (Queensland)—In order to carry out the foregoing Resolutions, the several Members of the Conference be requested to take the earliest opportunity of urging their several Governments to give effect to the recommendations made.

*Resolved*, upon the Motion of Captain Almond (Queensland), seconded by Mr. Wilson (Victoria)—That the Conference cannot close its proceedings on the subjects that have been discussed without expressing its opinion that Lighthouses should shortly be established on Cape Leeuwin, Cape Pillar, Cape Wessel, and Clift Island, and also desires to express its regret that Representatives from New Zealand and Western Australia have not been present to assist in its deliberations.

In the opinion of the Conference these Resolutions were considered to be a simple, equitable, and efficient mode of disposing of this most difficult question. The yearly cost of maintaining all the Lighthouses is £64,861 ; this will be about 4½*d.* per head of the aggregate population (3,329,888) of the Colonies represented. Under the old arrangements the different Colonies vary from 11*d.* for Queensland to about 2½*d.* for New South Wales. Full particulars in this respect will be found in the Report of Proceedings.

The other important subjects considered by the Conference were decided upon as follows :—

#### *Double Survey of Passenger Steamers.*

*Resolved*, upon the Motion of Mr. Wilson (Victoria), seconded by Mr. Hamilton (S. Australia), That in the opinion of this Conference a double inspection in connection with the survey of passenger steamships by two authorities under one Government is inexpedient, and would not appear to be requisite or necessary : this Conference therefore recommends that the double survey conducted by the Immigration Department and the Marine Boards in some of the Australian Colonies be dispensed with, and that ships holding unexpired Certificates issued by any of the Marine Boards in Australasia shall have the same force and effect as provided by the 18th Section of “The Merchant Shipping Act, 1876,” and urges that action be taken to give this recommendation effect at the earliest possible date.

#### *Life-saving Appliances.*

*Resolved*, on the Motion of Captain Miles (Tasmania), seconded by Captain Fisher (Tasmania)—That as the Colonies of Victoria, South Australia, Queensland, and New Zealand have adopted the Schedule attached to the Imperial Merchant Shipping Act of 1888–1890, relating to Life-saving Appliances, this Conference is of opinion that the said Schedule should become law in all the Australasian Colonies.

*Wooden Bulkheads.*

*Resolved*, on the Motion of Captain Miles (Tasmania), seconded by Captain Almond (Queensland)—That in the opinion of this Conference it is desirable that all Ferry or other River and Harbour Steamers, whether constructed of wood or iron, carrying passengers, should be fitted with Watertight Bulkheads, somewhat in accordance with the Marine Board Regulations of New South Wales, dated May 6th, 1889. (See Report of Proceedings.)

*Marine Board for Tasmania.*

*Resolved*, upon the Motion of Captain Fullarton (Victoria), seconded by Captain Almond (Queensland)—That this Conference, having ascertained that the system of issuing Certificates of Competency to Masters, Mates, and Engineers in Tasmania is complicated and exceptional, is of opinion that a Marine Board should be established in Tasmania having jurisdiction over the entire Colony, with similar powers to those exercised by the Marine Boards in the other Australian Colonies.

*Nature of Certificates.*

*Resolved*, on the Motion of Captain Fullarton (Victoria), seconded by Captain Fisher (Tasmania)—That each of the Colonies represented at this Conference shall, outside their Harbour and River Service, issue only two classes of certificates, viz., the one for Foreign and the other for Coasting Trade.

*Range of Coasting Certificates.*

*Resolved*, on the Motion of Captain Fullarton (Victoria), seconded by Captain Almond (Queensland)—That a Queensland Coasting Certificate shall extend from Cape Wilberforce to the southern extreme of New South Wales; a New South Wales Certificate, from Rockhampton on the one hand to Melbourne on the other (including Tasmania); a Victorian Certificate, from Port Stephens to Spencer Gulf (including Tasmania); a South Australian Certificate, from Freemantle to Melbourne (including Tasmania); Northern portion of South Australia, from Cambridge Gulf to Cape York; and a Tasmanian Certificate, from Spencer Gulf to Port Stephens.

*Coasting Service.*

*Resolved*, on the Motion of Captain Fullarton (Victoria), seconded by Mr. Hamilton (S. Australia)—That Coasting Service in any part of the Coasts of Australia and Tasmania shall be counted in accordance with the Board of Trade Regulations, viz., that such service be regarded as only equivalent to two-thirds of the same time served in the Foreign Trade.

*Ships' Side Lights.*

*Resolved*, on the Motion of Captain Fullarton (Victoria), seconded by Mr. Hamilton (S. Australia)—That in the opinion of this Conference it is expedient, in order that there may be uniformity in respect to the screening of Ships' Side Lights in the various Colonies, that the recent interpretation of the Board of Trade in relation thereto be adopted by each Colony that has not yet done so.

*Load-Line.*

*Resolved*, on the Motion of Captain Fullarton (Victoria), seconded by Captain Almond (Queensland)—That in the opinion of this Conference it is expedient that the provisions of "The Merchant Shipping (Load-Line) Act, 1890," should be adopted by each Colony without delay.

*Resolved*, on the Motion of Captain Almond (Queensland), seconded by Captain Fisher (Tasmania)—That in the opinion of this Conference vessels should in future have marked upon their sides the fresh water, as well of the salt water, load-lines; and further, that there is no necessity for vessels engaged in the Australasian trade being marked with the North Atlantic Winter or Indian Summer load-lines.



*Trading beyond prescribed limits to be treated as Foreign-going Vessels.*

*Resolved*, on the Motion of Captain Almond (Queensland), seconded by Captain Fisher (Tasmania)—That in the opinion of this Conference all vessels trading beyond the limits prescribed by this Conference for the coasting trade of each Colony shall be treated as Foreign-going vessels.

*Coast Trade Certificates, Endorsements thereon.*

*Resolved*, on the Motion of Captain Fullarton (Victoria), second by Mr. Searcy (South Australia)—That every Coast Trade Certificate issued in each Colony shall have the limits for which such Certificate is valid definitely endorsed thereon; further, that uniformity of qualifications and conditions required for Coast Trade Certificates be adopted in each Colony: provided that when a candidate having a Coast Trade Certificate of any one Colony desires to take out a Coast Trade Certificate of another Colony he shall be permitted to do so on showing the requisite local knowledge.

*Cost of Pilotage Exemptions.*

*Resolved*, on the Motion of Captain Fullarton (Victoria), seconded by Mr. McKie (Victoria)—That, in the opinion of this Conference, the cost of obtaining Pilotage Exemption Certificates for any ship engaged in the Coasting or Intercolonial trade shall not exceed the sum of Five Pounds for any Certificate, subject to such amount as might be deemed sufficient to meet the cost of each supplementary examination.

*Dealing with Coast Trade Certificates.*

*Resolved*, on the Motion of Captain Fullarton (Victoria), seconded by Mr. Searcy (S.A.)—That the necessary action be taken by the various Australasian Governments to enable Courts of Marine Inquiry or other proper authority for any Colony in Australasia to deal with Coast Trade Certificates issued to Masters, Mates, or Engineers in any other Colony, in a similar manner as is pursued in relation to any certificate of competency by the Board of Trade. (See Board of Trade Memorandum attached.)

*Marine Board Fees.*

*Resolved*, on the Motion of Mr. Searcy (South Australia), seconded by Captain Fullarton (Victoria)—That in the opinion of this Conference it is desirable to assimilate the various fees chargeable by the Marine Boards of the several Colonies of Australasia.

*Correspondence relating to Masters' Certificates.*

*Resolved*, on the Motion of Mr. Searcy (South Australia), seconded by Captain Fisher (Tasmania)—That recent Correspondence between the Tasmanian Government and the Board of Trade as to the issue of certain Certificates to Masters be included in the Records of the Conference. (*Vide* Appendix.)

*Engine-drivers' Certificates.*

*Resolved*, On the Motion of Mr. Searcy (South Australia), seconded by Captain Almond (Queensland),—That in the opinion of this Conference it is desirable that the possession of an Engine-driver's Certificate should entitle the holder thereof to take charge of the engines of a steam-vessel trading within such restricted limits, as may be determined upon by any Marine Board.

Further, that a candidate for such a Certificate shall—

1. Produce satisfactory testimonials as to service and good conduct.
2. Be not less than 21 years of age.
3. (a) Have served at least Two years afloat as a fireman; or,  
(b) Have served not less than One year afloat as a fireman and not less than One year in a workshop in the making or repairing of engines.

4. Be able to explain the use of the principal parts of engines and boilers in general use on the waters for which he is desirous of being examined, including all valves, cocks, and connections ; also the salinometer.
5. Be able to write legibly, and understand the first four rules of arithmetic.

*Restriction of Pilotage Exemption Certificates, &c.*

*Resolved*, on the Motion of Mr. Searcy (S.A.), seconded by Captain Fisher (Tasmania)—That in the opinion of this Conference it is expedient that the issue of Pilotage Exemption Certificates be restricted as applicable to vessels intercolonially trading or coasting, or to vessels making foreign voyages, provided that the latter be registered and owned in any Colony or Province for the ports of which exemption is required.

*Resolved*, on the Motion of Capt. Almond (Queensland), seconded by Mr. Searcy (S.A.)—That in the opinion of this Conference it is desirable that the holder of any Pilotage Exemption Certificate who has been absent for a greater period than four years from the port or ports for which such Exemption Certificate is granted, shall be required to undergo such additional examination as to local knowledge as may, in the opinion of the Board, be necessary.

*Resolved*, on the Motion of Mr. Searcy (South Australia), seconded by Captain Fisher (Tasmania)—That in the opinion of this Conference it is expedient that the service qualifications required of candidates applying for a Pilotage Exemption Certificate from any Marine Authority in Australasia shall have been performed within two years immediately preceding the date of the application to be examined.

*Recognition of River and Bay Certificates.*

*Resolved*, on the Motion of Mr. Searcy (S. Australia), seconded by Mr. M'Kie (Victoria)—That this Committee recommends that the grades and qualifications for River and Bay Certificates in respect of Masters and Mates of Sailing and Steamships as prescribed by the Regulations of the Marine Board of Victoria be adopted by other Australasian Colonies, and that provision be made whereby any such Certificate issued by one Colony shall be recognized in a like capacity in any other Colony, upon the holder of such a Certificate showing that he has acquired the necessary knowledge.

*Monthly List of Certificates to be transmitted.*

*Resolved*, on the Motion of Mr. Searcy (South Australia), seconded by Captain Fullarton (Victoria)—That in the opinion of this Conference it is expedient that each Marine Board or other authority in Australasia publish monthly, and transmit to other Boards, Lists of the Certificates issued to Steamships, Masters, Mates, and Engineers by any such Board.

*Period of Passenger Certificates to Intercolonial or Foreign-going Steamships.*

*Resolved*, on the Motion of Mr. M'Kie (Victoria), seconded by Captain Fisher (Tasmania)—That in the opinion of this Conference uniformity should obtain in each of the Australasian Colonies in respect to the term of issue of Certificates to Intercolonial or Foreign-going Steamships, and this Conference recommends that in such respect the procedure of the Board of Trade be adopted by all Colonies, namely, that the said Certificates be issued as for a period of Twelve months, and further, that such Certificates be uniform in regard to the particulars contained therein, and the size and form of such Certificate.

*Colour Blindness.*

*Resolved*, on the Motion of Captain Fullarton (Victoria), seconded by Captain Fisher (Tasmania)—That the Examination for Colour Blindness in the Australian Colonies and Provinces be conducted in a similar manner to that carried out by the Board of Trade.

*Notices to Mariners to be published.*

*Resolved*, on the Motion of Captain Fisher (Tasmania), seconded by Captain Almond (Queensland)—That in the opinion of this Conference it is expedient in the interests of Mariners, the safety of life, and the protection of property, that the utmost publicity be given by all the Colonies to the Notices to Mariners issued by any other Colony.

*Signal Flags.*

*Resolved*, on the Motion of Mr. Searcy (South Australia), seconded by Captain Fisher (Tasmania)—That in the opinion of this Conference it is expedient that a uniform system should be observed in all Australasian Ports in respect to Signals to be observed by ships arriving and departing therefrom.

*River Murray Steamers.*

*Resolved*, on the Motion of Captain Fullarton (Victoria), seconded by Mr. Searcy (South Australia)—That steamships registered in New South Wales trading to and from Victorian Ports on the River Murray shall, until such time as it is practicable for New South Wales to make arrangements to regulate her own vessels, undergo the usual periodical survey required of steamships registered in Victoria, and shall also carry the necessary Certificated Masters', Mates', and Engineers' boats and life-saving appliances as are required on board steamships registered in Victoria.

*Adjustment of Ships' Compasses.*

*Resolved*, on the Motion of Captain Fullarton (Victoria), seconded by Captain Almond (Queensland)—That the adjustment of Ships' Compasses in the Australian Colonies and Provinces be carried out in accordance with the Regulations made by the Board of Trade, and that the adjustments be made by a person licensed by a competent authority in any Colony.

*Foreign-going, Coast-trade, and River and Bay Steamships.*

*Resolved*, on the Motion of Mr. M'Kie (Victoria), seconded by Mr. Searcy (South Australia),—That in the opinion of this Conference it is expedient that like legislation should obtain in each Colony in respect to the Masters, Mates, and Engineers to be carried by Foreign-going, Coast-trade, and River and Bay steamships, and that such should be as follows ; namely :—

- (1) If she be a foreign-going ship—
  - (a) Of less than one hundred tons gross registered tonnage, with a duly certificated master :
  - (b) Of one hundred tons gross registered tonnage and less than three hundred tons gross registered tonnage, with a master and a first mate, or with a master and an only mate duly certificated :
  - (c) Of three hundred tons gross registered tonnage and upwards, with a master, a first mate, and a second mate, or with a master, a first mate, and an only mate (as the case may be) duly certificated.
- (2) If she be a coast-trade ship or a river and bay ship—
  - (a) Of fifteen tons gross registered tonnage and less than one hundred tons gross registered tonnage, with a duly certificated master :
  - (b) Of one hundred tons gross registered tonnage and upwards, with a master and a first mate, or with a master and an only mate duly certificated.
- (3)—(a) Every foreign-going steamship or coast-trade steamship of one hundred nominal horse-power or upwards shall have as her first and second engineers two certificated engineers, the first possessing a first-class engineer's certificate and the second possessing a second-class engineer's certificate or a certificate of a higher grade :

- (b) Every foreign-going steamship or coast-trade steamship of less than one hundred nominal horse-power shall have as her engineer an engineer possessing a second-class engineer's certificate or a certificate of a higher grade :
- (c) Every river and bay steamship of one hundred nominal horse-power or upwards shall have as her engineer an engineer possessing a second-class engineer's certificate or a certificate of a higher grade : and
- (d) Every river and bay steamship of less than one hundred nominal horse-power shall have as her engineer an engineer possessing a third-class engine-driver's certificate or a certificate of a higher grade.

*Candidates failing to pass.*

*Resolved*, on the Motion of Mr. M'Kie (Victoria), seconded by Captain Fisher (Tasmania)—That in the opinion of this Conference each of the Marine Authorities of Australasia should promptly notify to like authorities full particulars in respect of all candidates who fail to pass their examinations for Certificates of Competency.

*Annual Conference.*

*Resolved*, on the Motion of Mr. M'Kie (Victoria), seconded by Mr. Searcy (South Australia)—That this Conference recommends that, at the Annual Conference proposed to be held in connection with matters affecting Lighthouses, opportunity be also taken to confer upon matters relating to the mercantile marine.

*Complement of Officers not to be interfered with.*

*Resolved*, on the Motion of Captain Fisher (Tasmania), seconded by Mr. Searcy (S.A.)—Provided that where any ship carries a Master and Mates or Engineers according to the scale required by the Laws of the United Kingdom or British Possession in which she is registered, then in such case the proposed scale shall not apply, nor shall any interference be made with the complement of the officers on board the said ship.

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The business of the Conference having thus been completed, the Chairman and Secretary were directed to draw up the Report of its Proceedings, and to forward the same to the Government of Tasmania for transmission to the other Colonial Governments.

The proceedings terminated with a vote of thanks to the Chairman, who responded, and then declared the Conference dissolved.

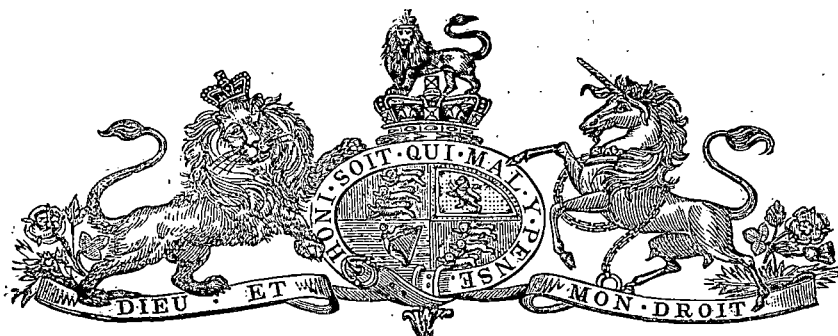
FRANCIS HIXSON,

*Chairman.*

F. A. PACKER,

*Secretary.*

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THE PROCEEDINGS  
OF THE  
INTERCOLONIAL MARITIME CONFERENCE.

---

HELD IN THE PARLIAMENT HOUSE, HOBART, TASMANIA.

---

No. 1.

SATURDAY, APRIL 21, 1894.

*Meeting of Conference.*

THE Conference met at 11 o'clock, the under-mentioned Delegates and Ministers being present :—

NEW SOUTH WALES :

Captain Hixson, President of the Marine Board, and Captain Commanding the Naval Forces of New South Wales.

QUEENSLAND :

Captain T. M. Almond, F.R.A.S., Chairman Marine Board, and Portmaster of Queensland.

S. A. Pethebridge, Esq., Secretary Marine Board, and Chief Clerk Marine Department.

SOUTH AUSTRALIA :

Wm. Hamilton, Esq., J.P., Warden Marine Board of South Australia.

Arthur Searcy, Esq., Secretary for Customs and Marine, South Australia.

TASMANIA :

The Hon. P. O. Fysh, Treasurer of Tasmania.

Captain Miles, M.P.

Hon. A. M'Gregor, M.P., Master Warden Marine Board.

Captain T. M. Fisher, Warden Marine Board, Hobart, Tasmania.

VICTORIA :

Hon. Richard Baker, M.L.A., Minister for Customs and Education.

Alex. Wilson, Esq., Engineer for Ports and Harbours, Victoria.

Captain R. Fullarton, President Marine Board, Victoria.

J. G. McKie, Esq., Secretary Marine Board, Victoria.

*Election of Chairman.*

The Hon. P. O. Fysh moved, That Captain Hixson be appointed Chairman of the Conference.

The Motion having been seconded by the Honorable Richard Baker, was carried unanimously.

*Appointment of Secretary.*

*Resolved*, on the Motion of the Hon. P. O. Fysh, seconded by the Hon. Richard Baker, that Mr. F. A. Packer, Clerk of the House of Assembly, Tasmania, be appointed Secretary to the Conference.

*Documents.*

Various documents relating to the business submitted to the Conference were handed in by the several Delegates.

*Order of Business.*

*Resolved*, on the Motion of Captain Fullarton, seconded by Captain Almond, that the consideration of matters connected with Lighthouses be proceeded with on Monday, at 10 o'clock.

*Adjournment.*

The Conference then adjourned until 10 o'clock on Monday.

FRANCIS HIXSON, *Chairman.*

F. A. PACKER, *Secretary.*

## No. 2.

MONDAY, APRIL 23, 1894.

*Delegates Present.*

## NEW SOUTH WALES :

Captain Hixson, President Marine Board.

## QUEENSLAND :

Captain T. M. Almond, Chairman Marine Board.

S. A. Pethebridge, Esq., Secretary Marine Board.

## SOUTH AUSTRALIA :

William Hamilton, Esq., J.P., Warden Marine Board.

Arthur Searcy, Esq., Secretary for Customs and Marine.

## TASMANIA :

Hon. Alexander M'Gregor, M.P., Master Warden Marine Board.

Captain T. M. Fisher, Warden Marine Board.

Captain E. T. Miles, M.P.

## VICTORIA :

Alexander Wilson, Esq., Engineer for Ports and Harbours.

Captain R. Fullarton, President Marine Board.

J. G. M'Kie, Esq., Secretary Marine Board.

The Chairman (Captain Hixson) took the Chair pursuant to adjournment.

*Notice of Motion.*

Mr. Wilson (Victoria), to-morrow, to move—That it be a recommendation of the Conference that the whole system of Lighting the Highway Lights of the Coast of Australasia be borne *pro rata* on the basis of the population of the several Colonies and Provinces thereof, not necessarily interfering with the present management of Lighthouses by the several Colonies and Provinces.

*South Australian Lighthouses.*

*Resolved*, on the Motion of Mr. Hamilton (South Australia), seconded by Mr. Searcy (South Australia),—That all correspondence between the Governments of Tasmania and South Australia as to South Australia being represented as to Lighthouses at this Conference form portion of the Record.

*Papers.*

The Secretary tabled certain Correspondence between the Government of Victoria and the Government of Tasmania relating to the proposed proceedings of the Conference, Lighthouses, Certificates, &c.

*Lighthouses.*

The Conference, according to Order, proceeded to discuss the subject of Cost of Lighthouses ; whereupon it was—

*Resolved*, upon the Motion of Mr. Wilson (Victoria) seconded by Captain Fullarton (Victoria)—That the cost of the annual maintenance of the present Lighthouse System in each Colony be laid on the Table to-morrow morning, at 10 o'clock.

*Highway Lights and Coastal Lights.*

The Conference proceeded to deliberate on the respective Highway and Coastal Lights, the list of each Colony being passed under review.

*Resumption of Proceedings.*

The deliberations on Highway Lights and Coastal Lights were resumed ; and, after discussion, adjourned until to-morrow.

*Double Survey of Passenger Steamers.*

Letters upon this subject from the Associated Company of Shipowners having been read ;

*Resolved*, upon the Motion of Mr. Wilson (Victoria), seconded by Mr. Hamilton (S. Australia), That, in the opinion of this Conference, a double inspection in connection with the survey of passenger steamships by two authorities under one Government is inexpedient, and would not appear to be requisite or necessary : this Conference therefore recommends that the double survey conducted by the Immigration Department and the Marine Boards in some of the Australian Colonies be dispensed with, and that ships holding unexpired Certificates issued by any of the Marine Boards in Australasia shall have the same force and effect as provided by the 18th Section of "The Merchant Shipping Act, 1876," and urges that action be taken to give this recommendation effect at the earliest possible date.

*Adjournment.*

The Conference adjourned at fifteen minutes after 4 o'clock until 10 o'clock to-morrow.

FRANCIS HIXSON, *Chairman.*

F. A. PACKER, *Secretary.*

## No. 3.

TUESDAY, APRIL 24, 1894.

*Delegates Present.*

## NEW SOUTH WALES :

Captain Hixson, President Marine Board.

## QUEENSLAND :

Captain T. M. Almond, Chairman Marine Board.

S. A. Pethebridge, Esq., Secretary Marine Board.

## SOUTH AUSTRALIA :

William Hamilton, Esq., J.P., Warden Marine Board.

Arthur Searcy, Esq., Secretary for Customs and Marine.

## TASMANIA :

The Hon. Alexander M'Gregor, M.P., Master Warden Marine Board.

Captain T. M. Fisher, Warden Marine Board.

Captain E. T. Miles, M.P.

## VICTORIA :

Captain R. Fullarton, President Marine Board.

Alexander Wilson, Esq., Engineer for Ports and Harbours.

J. G. M'Kie, Esq., Secretary Marine Board.

The Chairman (Captain Hixson) took the Chair pursuant to adjournment.

*Lighthouses.*

*Resolved*, upon the Motion of Mr. Wilson (Victoria), seconded by Captain Almond (Queensland)—That it be a recommendation of the Conference that the whole system of Lighting the Highway, Coast, and Harbour Lights of Australasia be borne *pro rata* on the basis of the population of the several Colonies and Provinces thereof, not necessarily interfering with the present management of Lighthouses by the several Colonies and Provinces.

*Resolved*, upon the Motion of Mr. Hamilton, seconded by Captain Fisher—That, in pursuance of the foregoing Resolution, and after having carefully considered the questions relating to the Lighthouse System of Australia, and further having ascertained that in many cases Lights are most needed in the Colonies possessing the smallest population, this Conference is of opinion that the future erection and maintenance of Lighthouses should be conducted under a Federal system, whereby the cost would be proportionately borne by the Colonies that may now or hereafter join such Federation, upon a population basis; and with a view to bringing about this desirable arrangement, it recommends—

1. That each Colony shall continue to conduct its own service according to present arrangements.
2. That the principal Executive Officers of each of the Colonies in the Federation shall alternately meet at the Capital of one of the Colonies for the purpose of adjusting accounts, consulting upon the extension of the light service and general business of the ensuing year; this course being conducive to the efficient and economical working of the proposed Federated Lighthouse System.
3. That the total cost be borne proportionately by the several Colonies in the manner before mentioned.
4. That the settlement of the proportionate liability of each Colony, assessed upon the population tables issued by the various Government Statisticians, be made as soon as possible after the financial year has expired.

*Resolved*, upon the Motion of Mr. Wilson (Victoria), seconded by Captain Almond (Queensland)—In order to carry out the foregoing Resolutions, the several Members of the Conference be requested to take the earliest opportunity of urging their several Governments to give effect to the recommendations made.

*Resolved*, upon the Motion of Captain Almond (Queensland), seconded by Mr. Wilson (Victoria)—That the Conference cannot close its proceedings on the subjects that have been discussed without expressing its opinion that Lighthouses should shortly be established on Cape Leeuwin, Cape Pillar, Cape Wessel, and Clift Island, and also desires to express its regret that Representatives from New Zealand and Western Australia have not been present to assist in its deliberations.

*Adjournment.*

The Conference adjourned at thirty minutes after Twelve o'clock until Ten o'clock to-morrow.

FRANCIS HIXSON, *Chairman.*

F. A. PACKER, *Secretary.*

## No. 4.

WEDNESDAY, APRIL 25, 1894.

*Delegates Present.*

## NEW SOUTH WALES :

Captain Hixson, President Marine Board.

## QUEENSLAND :

Captain T. M. Almond, Chairman Marine Board.

S. A. Pethebridge, Esq., Secretary Marine Board.

## SOUTH AUSTRALIA :

William Hamilton, Esq., J.P., Warden Marine Board.

Arthur Searcy, Esq., Secretary for Customs and Marine.



## TASMANIA :

The Hon. Alexander M'Gregor, M.P., Master Warden Marine Board.

Captain T. M. Fisher, Warden Marine Board.

Captain E. T. Miles, M.P.

## VICTORIA :

Captain R. Fullarton, President Marine Board.

Alexander Wilson, Esq., Engineer for Ports and Harbours.

J. G. M'Kie, Esq., Secretary Marine Board.

The Chairman (Captain Hixson) took the Chair pursuant to adjournment.

*Life-saving Appliances.*

*Resolved*, on the Motion of Captain Miles (Tasmania), seconded by Captain Fisher (Tasmania)—That, as the Colonies of Victoria, South Australia, Queensland, and New Zealand have adopted the Schedule attached to the Imperial Merchant Shipping Act of 1888-1890, relating to Life-saving Appliances, this Conference is of opinion that the said Schedule should become law in all the Australasian Colonies.

*Bulkheads.*

*Resolved*, on the Motion of Captain Miles (Tasmania), seconded by Captain Almond (Queensland)—That in the opinion of this Conference it is desirable that all Ferry or other River and Harbour Steamers, whether constructed of wood or iron, carrying passengers, should be fitted with Watertight Bulkheads, somewhat in accordance with the Marine Board Regulations of New South Wales, dated May 6th, 1889.

*Certificates of Competency to Masters, Mates, and Engineers.*

*Resolved*, upon the Motion of Captain Fullarton (Victoria), seconded by Captain Almond (Queensland)—That this Conference, having ascertained that the system of issuing Certificates of Competency to Masters, Mates, and Engineers in Tasmania is complicated and exceptional, is of opinion that a Marine Board should be established in Tasmania having jurisdiction over the entire Colony, with similar powers to those exercised by the Marine Board in the other Australian Colonies.

*Resolved*, on the Motion of Captain Fullarton (Victoria), seconded by Captain Fisher (Tasmania)—That each of the Colonies represented at this Conference shall, outside their Harbour and River Service, issue only two classes of certificates, viz., the one for Foreign and the other for Coasting Trade.

*Resolved*, on the Motion of Captain Fullarton (Victoria), and seconded by Captain Almond (Queensland)—That a Queensland Coasting Certificate shall extend from Cape Wilberforce to the southern extreme of New South Wales ; a New South Wales Certificate, from Rockhampton on the one hand to Melbourne on the other (including Tasmania) ; a Victorian Certificate, from Port Stephens to Spencer Gulf (including Tasmania) ; a South Australian Certificate, from Freemantle to Melbourne (including Tasmania) ; Northern portion of South Australia, from Cambridge Gulf to Cape York ; and a Tasmanian Certificate, from Spencer Gulf to Port Stephens.

*Coasting Service.*

*Resolved*, on the Motion of Captain Fullarton (Victoria), seconded by Mr. Hamilton (S. Australia)—That Coasting Service in any part of the Coasts of Australia and Tasmania shall be counted in accordance with the Board of Trade Regulations, viz., that such service be regarded as only equivalent to two-thirds of the same time served in the Foreign Trade.

*Side Lights.*

*Resolved*, on the Motion of Captain Fullarton (Victoria), seconded by Mr. Hamilton (South Australia)—That in the opinion of this Conference it is expedient, in order that there may be uniformity in respect to the screening of Ships' Side Lights in the various Colonies, that the recent interpretation of the Board of Trade in relation thereto be adopted by each Colony that has not yet done so.

The votes being equal ;

Mr. Chairman voted with the Ayes.

*Load Line.*

*Resolved*, on the Motion of Captain Fullarton (Victoria), seconded by Captain Almond (Queensland)—That in the opinion of this Conference it is expedient that the provisions of "The Merchant Shipping (Load Line) Act, 1890," should be adopted by each Colony without delay.

*Resolved*, on the Motion of Captain Almond (Queensland), seconded by Captain Fisher (Tasmania)—That in the opinion of the Conference vessels should in future have marked upon their sides the fresh water, as well as the salt water, load-lines; and further, that there is no necessity for vessels engaged in the Australasian trade being marked with the North Atlantic Winter or Indian Summer load-lines.

*Adjournment.*

The Conference adjourned at Five o'clock until Ten o'clock to-morrow.

FRANCIS HIXSON, *Chairman*.

F. A. PACKER, *Secretary*.

## No. 5.

THURSDAY, APRIL 26, 1894.

*Delegates Present.*

## NEW SOUTH WALES:

Captain Hixson, President Marine Board.

## QUEENSLAND:

Captain T. M. Almond, Chairman Marine Board.

S. A. Pethebridge, Esq., Secretary Marine Board.

## SOUTH AUSTRALIA:

Arthur Searcy, Esq., Secretary for Customs and Marine.

## TASMANIA:

The Hon. Alexander M'Gregor, M.P., Master Warden Marine Board.

Captain T. M. Fisher, Warden Marine Board.

## VICTORIA:

Captain R. Fullarton, President Marine Board.

J. G. M'Kie, Esq., Secretary Marine Board.

Mr. Hamilton (S.A.), and Captain Miles (Tasmania), were unavoidably absent on urgent private business.

The Chairman (Captain Hixson) took the Chair pursuant to adjournment.

The Hon. R. Baker, Commissioner of Trade and Customs, Victoria, and the Hon. P. O. Fysh, Treasurer of Tasmania, attended the sitting of the Conference.

The Hon. R. Baker, in a complimentary speech, congratulated the Delegates on the marked success of their labours.

The Hon. P. O. Fysh also spoke, expressing his great satisfaction at the valuable work accomplished.

*Notices of Motion.*

Mr. Searcy (South Australia), gave notice to move, to-morrow—

## Uniformity of Fees.

1. That the question of uniformity of all Fees charged by the various Marine Boards be considered.

Mr. Searcy (South Australia), to move—

## Masters' Certificates.

2. That recent correspondence between the Tasmanian Government and the Board of Trade as to the issue of certain Certificates to Masters be included in the Records of the Conference.

Mr. Searcy (South Australia), to move—

## Pilot Exemption Certificates.

3. That it be a recommendation from this Conference that Pilotage Exemption Certificates should only be issued to Masters of vessels registered in the Australasian Colonies.

*Trading beyond prescribed limits to be treated as Foreign-going Vessels.*

*Resolved*, on the Motion of Captain Almond (Queensland), seconded by Captain Fisher (Tasmania)—That, in the opinion of this Conference, all vessels trading beyond the limits prescribed by this Conference for the coasting trade of each Colony shall be treated as Foreign-going vessels.

*Coast Trade Certificates, Limit of, &c.*

*Resolved*, on the Motion of Captain Fullarton (Victoria), seconded by Mr. Searcy (South Australia)—That every Coast Trade Certificate issued in each Colony shall have the limits for which such Certificate is valid definitely endorsed thereon; further, that uniformity of qualifications and conditions required for Coast Trade Certificates be adopted in each Colony: provided that when a candidate having a Coast Trade Certificate of any one Colony desires to take out a Coast Trade Certificate of another Colony he shall be permitted to do so on showing the requisite local knowledge.

*Pilotage Exemption Certificates.*

*Resolved*, on the Motion of Captain Fullarton (Victoria), seconded by Mr. M'Kie (Victoria)—That, in the opinion of this Conference, the cost of obtaining Pilotage Exemption Certificates for any ship engaged in the Coasting or Inter-colonial trade shall not exceed the sum of Five Pounds for any Certificate, subject to such additional amount as might be deemed sufficient to meet the cost of each supplementary examination.

*Adjournment.*

The Conference adjourned at forty minutes after Twelve till Ten o'clock to-morrow.

FRANCIS HIXSON, *Chairman.*

F. A. PACKER, *Secretary.*

No. 6.

FRIDAY, APRIL 27, 1894.

*Delegates Present.*

NEW SOUTH WALES:

Captain Hixson, President Marine Board.

QUEENSLAND:

Captain T. M. Almond, Chairman Marine Board.

S. A. Pethebridge, Esq., Secretary Marine Board.

SOUTH AUSTRALIA:

Arthur Searcy, Esq., Secretary for Customs and Marine.

TASMANIA:

The Hon. Alexander M'Gregor, M.P., Master Warden Marine Board.

Captain T. M. Fisher, Warden Marine Board.

VICTORIA:

Captain R. Fullarton, President Marine Board.

J. G. M'Kie, Esq., Secretary Marine Board.

Mr. William Hamilton (S.A.), and Captain Miles (Tasmania), were unavoidably absent.

The Chairman (Captain Hixson) took the Chair pursuant to adjournment.

*Coast Trade Certificates.*

*Resolved*, on the Motion of Captain Fullarton (Victoria), seconded by Mr. Searcy (S.A.)—That the necessary action be taken by the various Australasian Governments to enable Courts of Marine Inquiry or other proper authority for any Colony in Australasia to deal with Coast Trade Certificates issued to Masters, Mates, or Engineers in any other Colony, in a similar manner as is pursued in relation to any certificate of competency by the Board of Trade.

*Life-saving Appliances and Screening of Side Lights.*

Captain Fisher (Tasmania) tabled Correspondence from the Marine Board of Launceston with reference to its enforcement of Regulations of the Board of Trade connected with (1) Life-saving Appliances, (2) Screening of Side Lights, as considered by the Conference; also affording full information of the practice of the Board in granting Certificates.

*Ordered,* That the Correspondence read form part of the Records.

*Marine Board Fees.*

*Resolved,* on the Motion of Mr. Searcy (South Australia), seconded by Captain Fullarton (Victoria)—That, in the opinion of this Conference, it is desirable to assimilate the various fees chargeable by the Marine Boards of the several Colonies of Australasia.

*Masters' Certificates.*

*Resolved,* on the Motion of Mr. Searcy (South Australia), seconded by Captain Fisher (Tasmania)—That recent Correspondence between the Tasmanian Government and the Board of Trade as to the issue of certain Certificates to Masters be included in the Records of the Conference.

*Engine-drivers' Certificates.*

*Resolved,* On the Motion of Mr. Searcy (S.A.), seconded by Captain Almond (Queensland),—That in the opinion of this Conference it is desirable that the possession of an Engine-driver's Certificate should entitle the holder thereof to take charge of the engines of a steam vessel trading within such restricted limits as may be determined upon by any Marine Board.

Further, that a candidate for such a Certificate shall—

1. Produce satisfactory testimonials as to service and good conduct.
2. Be not less than 21 years of age.
3. (a) Have served at least Two years afloat as a fireman; or,  
(b) Have served not less than One year afloat as a fireman and not less than One year in a workshop in the making or repairing of engines.
4. Be able to explain the use of the principal parts of engines and boilers in general use on the waters for which he is desirous of being examined, including all valves, cocks, and connections; also the salinometer.
5. Be able to write legibly, and understand the first four rules of arithmetic.

*Pilotage Exemption Certificates.*

*Resolved,* on the Motion of Mr. Searcy (S.A.), seconded by Captain Fisher (Tasmania)—That in the opinion of this Conference it is expedient that the issue of Pilotage Exemption Certificates be restricted as applicable to vessels intercolonially trading or coasting, or to vessels making foreign voyages, provided that the latter be registered and owned in any Colony or Province for the ports of which exemption is required.

*Resolved,* on the Motion of Capt. Almond (Queensland), seconded by Mr. Searcy (S.A.)—That, in the opinion of this Conference, it is desirable that the holder of any Pilotage Exemption Certificate who has been absent for a greater period than four years from the port or ports for which such Exemption Certificate is granted, shall be required to undergo such additional examination as to local knowledge as may, in the opinion of the Board, be necessary.

*Resolved,* on the Motion of Mr. Searcy (South Australia), seconded by Captain Fisher (Tasmania)—That in the opinion of this Conference it is expedient that the service qualifications required of candidates applying for a Pilotage Exemption Certificate from any marine authority in Australasia shall have been performed within two years immediately preceding the date of the application to be examined.

*River and Bay Certificates.*

*Resolved,* on the Motion of Mr. Searcy (S. Australia), seconded by Mr. McKie (Victoria)—That this Committee recommends that the grades and qualifications for River and Bay Certificates in respect of Masters and Mates of Sailing and Steamships as prescribed by the Regulations of the Marine Board of Victoria be adopted by other Australasian Colonies, and that provision be made

whereby any such Certificate issued by one Colony shall be recognized in a like capacity in any other Colony upon the holder of such a Certificate showing that he has acquired the necessary local knowledge.

*Monthly List of Certificates.*

*Resolved*, on the Motion of Mr. Searcy (South Australia), seconded by Captain Fullarton (Victoria)—That in the opinion of this Conference it is expedient that each Marine Board or other authority in Australasia publish monthly, and transmit to other Boards, Lists of the Certificates issued to Steamships, Masters, Mates, and Engineers by any such Board.

*Period of Certificates.*

*Resolved*, on the Motion of Mr. M'Kie (Victoria), seconded by Captain Fisher (Tasmania)—That in the opinion of this Conference uniformity should obtain in each of the Australasian Colonies in respect to the term of issue of Certificates to Intercolonial or Foreign-going Steamships, and this Conference recommends that in such respect the procedure of the Board of Trade be adopted by all Colonies, namely, that the said Certificates be issued as for a period of Twelve months, and further, that such Certificates be uniform in regard to the particulars contained therein, and the size and form of such Certificate.

*Colour Blindness.*

*Resolved*, on the Motion of Captain Fullarton (Victoria), seconded by Captain Fisher (Tasmania)—That the Examination for Colour Blindness in the Australian Colonies and Provinces be conducted in a similar manner to that carried out by the Board of Trade.

*Notices to Mariners.*

*Resolved*, on the Motion of Captain Fisher (Tasmania), seconded by Captain Almond (Queensland)—That in the opinion of this Conference it is expedient in the interests of Mariners, the safety of life, and the protection of property, that the utmost publicity be given by all Colonies to the Notices to Mariners issued by any other Colony.

*Signal Flags.*

*Resolved*, on the Motion of Mr. Searcy (South Australia), seconded by Captain Fisher (Tasmania)—That in the opinion of this Conference it is expedient that a uniform system should be observed in all Australasian Ports in respect to Signals to be observed by ships arriving and departing therefrom.

*River Murray Steamers.*

*Resolved*, on the Motion of Captain Fullarton (Victoria), seconded by Mr. Searcy (South Australia)—That steamships registered in New South Wales trading to and from Victorian Ports on the River Murray shall, until such time as it is practicable for New South Wales to make arrangements to regulate her own vessels, undergo the usual periodical survey required of steamships registered in Victoria, and shall also carry the necessary Certificated Masters', Mates', and Engineers' boats and life-saving appliances as are required on board steamships registered in Victoria.

*Adjustment of Ships' Compasses.*

*Resolved*, on the Motion of Captain Fullarton (Victoria), seconded by Captain Almond (Queensland)—That the adjustment of Ships' Compasses in the Australian Colonies and Provinces be carried out in accordance with the Regulations made by the Board of Trade, and that the adjustments be made by a person licensed by a competent authority in any Colony.

*Foreign-going, Coast-trade, and River and Bay Steamships.*

*Resolved*, on the Motion of Mr. M'Kie (Victoria), seconded by Mr. Searcy (South Australia)—That in the opinion of this Conference it is expedient that like legislation should obtain in each Colony in respect to the Masters, Mates, and Engineers to be carried by Foreign-going, Coast-trade, and River and Bay steamships, and that such should be as follows; namely:—

(1) If she be a foreign-going ship—

(a) Of less than one hundred tons gross registered tonnage with a duly certificated master:

- (b) Of one hundred tons gross registered tonnage and less than three hundred tons gross registered tonnage, with a master and a first mate or with a master and an only mate duly certificated :
- (c) Of three hundred tons gross registered tonnage and upwards, with a master, a first mate, and a second mate, or with a master, a first mate, and an only mate (as the case may be) duly certificated :
- (2) If she be a coast-trade ship or a river and bay ship—
  - (a) Of fifteen tons gross registered tonnage and less than one hundred tons gross registered tonnage, with a duly certificated master :
  - (b) Of one hundred tons gross registered tonnage and upwards, with a master and a first mate or with a master and an only mate duly certificated.

*Failed Candidates.*

*Resolved*, on the Motion of Mr. M'Kie (Victoria), seconded by Captain Fisher (Tasmania)—That in the opinion of this Conference each of the Marine Authorities of Australasia should promptly notify to like Authorities full particulars in respect of all candidates who fail to pass their examinations for Certificates of Competency.

*Annual Conference.*

*Resolved*, on the Motion of Mr. M'Kie (Victoria), seconded by Mr. Searcy (South Australia)—That this Conference recommends that at the Annual Conference proposed to be held in connection with matters affecting Light-houses, that opportunity be also taken to confer upon matters relating to the mercantile marine.

*Scale of Officers.*

*Resolved*, on the Motion of Captain Fisher (Tasmania), seconded by Mr. Searcy (S.A.)—Provided that where any ship carries a Master and Mates or Engineers according to the scale required by the Laws of the United Kingdom or British Possession in which she is registered, then in such case the proposed scale shall not apply, nor shall any interference be made with the complement of the officers on board the said ship.

*Report of Proceedings.*

*Resolved*, on the Motion of Captain Fullarton (Victoria), seconded by Captain Almond (Queensland)—That this Conference authorises the Chairman (Captain Hixson) and the Secretary to draw up the Report of its Proceedings, and to forward the same to the Government of Tasmania for transmission to the other Colonial Governments.

*Vote of Thanks.*

*Resolved*, on the Motion of Captain Fullarton (Victoria), seconded by Captain Almond (Queensland)—That the cordial thanks of this Conference be accorded to Captain Hixson for the very able, affable, and painstaking manner in which he has discharged the duties of Chairman of the Conference.

*Conference dissolved.*

The Chairman having returned his cordial thanks, declared the Conference dissolved.

FRANCIS HIXSON, *Chairman.*

F. A. PACKER, *Secretary.*

## REPORT OF PROCEEDINGS.

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FIRST DAY—SATURDAY, APRIL 21, 1894.

The Conference met at eleven o'clock.

### ELECTION OF CHAIRMAN.

The Hon. P. O. FYSH : I beg to move—

“That Captain Hixson, of New South Wales, be appointed Chairman of this Conference.”

Captain ALMOND : That is a proposal I have very much pleasure in seconding.

Motion put and passed.

Captain HIXSON : I would like to thank you, gentlemen, but I cannot help thinking that it is something unusual to nominate as Chairman a gentleman that is not belonging to the Colony in which the meeting is being held ; but, inasmuch as it appears to be the united wish of the delegates that I should take the chair, I can only say that I do so with great pleasure, and that I hope in my position as Chairman, and the execution of the duties belonging to that position, I shall be able to give satisfaction to all parties. (Hear, hear.)

### APPOINTMENT OF SECRETARY.

The Hon. P. O. FYSH : I have pleasure in proposing—

“That Mr. F. A. Packer do act as Secretary to this Conference.”

Mr. Packer is the Clerk of the House of Assembly of Tasmania.

Captain HAMILTON : I second that.

Motion put and passed.

### ADMISSION OF THE PRESS.

The Hon. P. O. FYSH : I move—

“That the Members of the Press be admitted to this Conference.”

Captain MILES : I second it.

The CHAIRMAN : I think, Sir, the wish of the meeting is that the members of the Press should be admitted to all our proceedings. We have nothing to hide from the light of day, and the more we ventilate this subject the better we shall do our business, and in so doing that business we may be the means of bringing about a federation of the Colonies, or at least advancing it by the work done in this small federation of ours.

Motion put and passed.

### OPENING OF PROCEEDINGS.

The Hon. P. O. FYSH : Mr. Chairman, I should have given place to my friend Mr. Baker, a Minister from a neighbouring Colony, but for the fact that it may appear fitting that a Minister of the Crown in Tasmania, the Colony in which you are holding your sitting, should have the pleasure of opening the proceedings, and of doing so not only in a formal manner. My opening speech will be limited to a few words, and these should first express the pleasure we in Tasmania feel at finding ourselves again associated with friends from neighbouring colonies, and we hope that while you sit here in deliberation, engaged in the discharge of the duties attaching to your visit, which duties may prove of the greatest importance to the community as a whole, we hope, I say, that there will accrue to all of you the beneficial effects of that lovely climate we enjoy in Tasmania, and that while your services may be of great benefit to the public, you yourselves may, at the conclusion of your work, go away recruited in health, and carrying with you pleasing recollections of your visit to us. I have said that as a preliminary to other matters, and would now remark in relation to the initial proceedings which have called us together, that you will be well aware that correspondence has for some time past been taking place, particularly between the ex-Premier of Tasmania, my friend Mr. Dobson, and our old friend the Premier of Victoria, Mr. Patterson, and that while there have been some differences of opinion expressed between those two gentlemen as to the position which Tasmania may occupy in the work which has been delegated to her under the Conference of 1873—that of maintaining the lighthouses ; while there may have been some differences of opinion between them, that is not the point which called you together, but it is because Mr. Patterson, after much correspondence, deemed it to be advisable in the discharge of his duty to propose to the late Premier of Tasmania that the time had now arrived, seeing that twenty years, or more than twenty years, had passed since the last Conference had taken place, when it would be

wise that the gentlemen intimately associated with Marine Boards and the control of lighthouses should meet again. This particularly, seeing that there have been great changes: new lighthouses have been erected, and that, in reference to Marine Board matters, it had been found that legislation had been carried out in the various Colonies which seemed, when brought together, to be of an incongruous nature, and that the one would not effectually dovetail into the other. We in Tasmania feeling ourselves to be so intimately associated with all of your Marine Boards in New South Wales, in that we put men into the position of masters and officers of our various steamers and grant them certificates that should keep them in that position, and that you recognised such appointments and the merit of the examinations preliminary thereto, considered it would be well if we could arrive at some perfect unanimity with all the colonies in Australasia on these subjects. Therefore, Mr. Patterson desired that this Conference should take place, and Mr. Dobson, the ex-Premier of Tasmania, advised, or at any rate proposed, that it would be convenient to hold the Conference here; and, after the telegrams which passed through the offices of the Premiers of the various colonies, I am pleased to note that all the colonies of Australasia, except New Zealand and Western Australia, are here represented to-day, and that although some of you have only come in connection with the duty associated with your lighthouses, yet you are all here I believe to give assistance and advice with respect to the amendment which may be desirable, or the amalgamation which may also be desirable in relation to the legislation on the various matters affecting Marine Board business. Now, nothing can bring us more intimately into association than our various highways, and it must be gratifying to all of us to know that by the course the colonies have taken in so liberally providing lights on our highways,—finger-posts to guide travellers and to guard them from danger,—that we have been able, during the period Australia has had existence, to guard very much against danger on the seas, and to carry an ever-increasing number of passengers to and fro between the various colonies with an amount of danger that lessened year by year. Therefore it is that, in attending to the duties associated with our highways, and in the lighting of those highways, you will be discharging a duty of the highest order, and in discharging those duties of the highest order I would associate it with all you have already done as being a step leading to the cementing and federating of Australasia, not only in respect to Marine Board matters, but in those higher interests to which we look forward to bring about complete federation in the future. I think, Mr. Chairman, that is all that it is necessary should come from me, beyond assuring you, in common with my friend, Mr. Baker, that we as Ministers of the Crown, while recognising the importance of your work, feel that it would be well that, after being present at this opening of your proceedings, we should leave the entire deliberation of these matters to you. There are no delegates from Tasmania, any more than there are from the neighbouring colonies, gifted with higher powers than you yourself possess. The powers our delegates possess are those of deliberation and recommendation; they have no power with respect to committing their Government to any expenditure, and I think from telegrams I have read that the powers remain the same in the case of the gentlemen who visit us; they are all of a similar nature. But you must be fully aware, in the cases of the Conferences of 1863 and 1873, that the deliberations of those Conferences and the recommendations made by them have always found ready acceptance from the Governments of those colonies represented, and I doubt not at this time also that the recommendations of this Conference will find acceptance by the respective Governments interested. I may say, with Mr. Baker, that I hold under all these circumstances that it is unnecessary, even if it were possible, to impress the members with the importance of the duties they undertake, seeing that the expense in connection with our lighthouses, our varied interests, and the proportion to be paid by the various colonies, practically rests in the hands of these delegates; and, without committing ourselves as members of individual Governments, they may have the assurance from what has happened in the past that whatever they may think desirable for, and in the interests of, the whole group will commend itself to the Ministers of the Crown who may have to ask Parliamentary sanction to carry it out. Here I will leave the matter with you, gentlemen, and merely add that I trust your deliberations may prove beneficial to the whole community. (Hear, hear.)

The Hon. R. BAKER: I have been pleased by the remarks made by Mr. Fysh; pleased because they cover all the ground that I, as an individual of one of the Governments represented, should wish to deal with. I think with him that it is time we should come to some finality with respect to the lighting of our courses, and I think nothing should hinder this body from deliberating in that direction. That federation will come, and come not long hence, I am satisfied; and if it should commence with the lighting of our highways it seems to me that this would be a most desirable beginning. (Hear, hear.) I suppose in anything of this kind, anything done in this direction, Victoria and New South Wales would perhaps have to pay a little more money than they have to pay now, but, so far as my Government is concerned, we are prepared to go to a pretty good length in order to bring this about. (Hear, hear.) If you look down on the map of the coast-line of Queensland, with its two thousand to three thousand miles of sea-frontage and its twenty-two principal lights, it seems to be very hard for Queensland to have to bear such an immense amount of cost. If we turn back to your Island, it would be unfair to ask you to bear the cost of the lights in connection with your coast, because New South Wales and Victoria must necessarily profit, and do profit, by your highways. Now look at the thing from all standpoints, and it does appear to me that we want now to throw away our own particular feeling in regard to our own particular colony, and we want to federate this great question of the lights, and if we do that it is



a beginning of a greater federation. It may not come now, it may not be here immediately, but it will come, as I said just now, perhaps when those of us who have gone over the top of the hill, and are now going down it, shall have passed away;—but it will come, even if it is only in the time of our children, the boys, our sons that we leave behind us, and I for one would like to have a share in bringing it about. (Hear, hear.) I should like to have a finger in the matter if it is only in the question of lighting up our coast lines. I hope, Sir, we shall be able to leave your beautiful Island with an idea that the matter has been thrashed out by executive officers who understand the matter; by hardy seamen, who, by their actions in their youth, have shown themselves prepared to battle with the difficulties of navigation in the Southern Hemisphere. It seems to me that I could not do better than leave such a subject as this to men like these, who I feel certain can thrash the matter out if they will only leave the question of their own particular colony aside for the time being, and I know that my Government would be prepared to carry into effect anything for the good of the whole,—anything that would be of benefit to these Colonies. I think, so far as Tasmania is concerned, we have shown our willingness, and we as a Government are still prepared to help Tasmania to the fullest, and in helping her we are helping ourselves. I can only say, so far as I am personally concerned, I shall be pleased to advance any recommendations resulting from your deliberations, and I trust that you will be able to pass resolutions that you may in the future be able to look upon with pride, as being a good beginning and a first step to the federating of this great continent.

Captain HICKSON: I think, gentlemen, you have given us some very excellent advice. I am quite sure my fellow executive members of this Conference will weigh very closely and carefully the wise words we have heard from the two Ministers of Victoria and Tasmania. I think that this is a very important meeting. In the matter of federation I would point out that the Home Government have to a certain extent already federated us. That is to say, they have federated themselves with each of us individually; there has positively a federation taken place between the Board of Trade and the Marine Boards of these Colonies; they accept our certificates, they take the ruling of our Courts (that is, if we deprive any unfortunate people of their certificates), and we do the same in so far as their rulings are concerned; therefore between the Mother Country and the individual Colonies there has been complete federation, and I only hope this federation existing between the Mother Country and each of her children will be extended by the children themselves to each other. In the matter of the lighthouses, I am quite sure that the lighthouse system of a country is at once the type of its civilization. You show me a chart of the world, and I look at the manner in which the different countries are lighted up, and where the lights are there I say is the civilization. I must say that I think we still want a few more lights here; I therefore hope we shall be able to go into the matter in the very spirit so ably expounded by the two Ministers present. I can only say I am sorry to hear that South Australia has declined to go into the matter of the lighthouses. I don't know if it is too late to bring this about, but if South Australia, together with Queensland, New South Wales, Victoria, and Tasmania, would go into this matter of the general lighting of Australia, we would be able to bring about better results than if they do not.

The Hons. R. Baker and P. O. Fysh then withdrew.

#### ORDER OF BUSINESS.

Captain FULLARTON: I propose—

“That the Lighthouse business be the first matter considered by this executive body,”  
seeing that there is money in this matter, and there is not much in the other.

Captain MILES: I second that Motion.

Motion put and passed.

#### ADJOURNMENT.

The CHAIRMAN: Well, gentlemen, I think that is all the business before us at this meeting, which is of a formal character, at least it is so far as the Chair is concerned. Is it your pleasure that we should meet on Monday at 10 o'clock?

Captain MILES: I presume we shall have the correspondence tabled by that time.

The CHAIRMAN: Yes, I presume so.

Captain FULLARTON: I infer, Mr. Chairman, that the order of business before us will be matter for future consideration, but I think it would be well if we took the Lighthouse business first and dispose of that.

The CHAIRMAN: I presume it is the wish of the meeting to entirely dispose of that first, that is, if possible, and then go on with what other matters may arise.

The Conference, at 11:35 A.M., adjourned until 10 o'clock Monday, April 23rd.

## SECOND DAY—MONDAY, APRIL 23, 1894.

The Conference met at 10 o'clock.

## MINUTES.

The Minutes of the Proceedings on Saturday, 21st instant, were read and confirmed.

## LIGHTHOUSE CONTROL.

The CHAIRMAN: Well, gentlemen, having disposed of that, I think we can now proceed to business, and the subject is Lighthouses.

Mr. HAMILTON: Mr. Chairman, before commencing the business of this meeting, I wish to state that the Government of South Australia had no idea that the matter of Lighthouses would be discussed at this Conference; at least they had no such idea when I left South Australia; and I beg leave to move,—

“That all Correspondence between the Government of Tasmania and that of South Australia relating to Lighthouses be presented to this Conference, and form a portion of the record.”

Captain FULLARTON: I will second that.

Motion put and passed.

The CHAIRMAN: I suppose we cannot get these documents immediately.

Mr. HAMILTON: I understood the Treasurer to say he would forward them to this Conference this morning.

The CHAIRMAN: I almost hope that Mr. Hamilton will take part in our proceedings—at all events if he does not do anything more than listen to them—in anticipation of our receiving these documents later on. Now, gentlemen, the course is open.

Mr. WILSON: Mr. Chairman, will it be competent for us to discuss the various subjects attaching to our Lighthouses before submitting any resolution? It seems to me that we should effect a saving of time if we were, as a preliminary, to have a discussion particularly in regard to those principles initiated by the Ministers of the Crown who addressed us on Saturday—the questions of Federation and joint Maintenance of the Lights. I think it would be better if we expressed our views before submitting any resolution, so that we might be able, if it were possible, to come to something like unanimity.

The CHAIRMAN: Gentlemen, I hope you will follow up the views enunciated by Mr. Wilson. I think in the first instance our proceedings should be more of an enquiring nature than argumentative. Much may come from an exchange of information, and before we look to put anything decisive forward as the sense of this meeting, it will be necessary to acquire material. I think we should first devote our attention to getting information about the situation and character of the lights on the different seaboard of the Colonies before proceeding to definite resolutions. If you are agreeable to that, I hope we may at once be able to do some work in that direction.

Captain ALMOND: I wish to place before you the authority under which I act. By the Queensland Government I am authorised to discuss any matters with reference to the lighthouses in Australia, but not to commit my Government in any way in respect of the future management of the lighthouses, or, in fact, to any expenditure in any way.

Captain MILES: Mr. Chairman, under the Conference in 1873, a Report of which I hold, I find that that Conference delegated to the different Colonies certain things and matters, together with certain powers respecting these lights, and I think before discussing the question of the lights any further, before going into the question of future control, it would be well to move some abstract Resolution removing the line of definitude set by that Conference, and permitting us, so to speak, to go behind that line, and discuss the whole subject. I have drafted such a Resolution, if it meets the approval of members; it is:—

“That in the opinion of this Conference the basis of contributions for maintenance of highway lights as fixed by the 1873 Conference, be reconsidered.”

That is an abstract motion, and will open up the whole question of the lights so as to travel over the whole ground.

The CHAIRMAN: Have we not come to a decision that we will not move any Resolution at this present time? At the same time, I certainly think your Resolution goes in the direction we have spoken of.

Captain MILES: I do not think we can do anything till something of this kind is done. I would point out the resolution of the 1873 Conference is binding at the present time upon three of the Colonies—New South Wales, Victoria, and Tasmania,—and I do not think we have any right to go outside that without first passing some Resolution opening up the whole question.

The CHAIRMAN: I think such a Resolution as yours would necessarily follow, but we have to open the matter up with a view to ascertaining if we can go into a more general scheme now. As, for instance, we have a population in Australia of some four millions of people, and each of the large colonies are maintaining an efficient light service, suppose, for illustration sake, we might decide upon a scheme whereby the whole system would be jointly provided for and jointly controlled—perhaps on the basis of the population of the different Colonies. A matter of that sort might possibly be decided upon whereby we could really federate in the matter of lighthouses. Suppose each of us, for instance, were to take up the entire course of our lights, and also put down

the population and cost. It will not take long to do, and it would throw some light on the matter.

Captain ALMOND: I could not do that.

The CHAIRMAN: You could give it in the rough, could you not, although of course I should much prefer it in the correct and absolute form? Yet, in so far as New South Wales is concerned I could give it in the rough. I have a paper here giving the population of the different colonies; I suppose it is reliable, and all we have to do is to ascertain the different courses of the light services, and see what proportion each colony pays to the aggregate cost of maintenance.

Captain MILES: I should like to point out that the proposal of the Chairman is an entirely new departure—a proposal to contribute on the basis of population. We came to a decision at the 1873 Conference that we were to contribute on a proportion of the tonnage; but this is an entirely new theory, a new departure, and one that requires a great deal of consideration. Before we can do anything towards sanctioning or recommending such a proposition, we require to have before us a considerable amount of facts and figures. We have the basis on which the 1873 Conference decided to work; and I hold the opinion, and submit it with all due deference to our Chairman, that it is necessary, before discussing some new method of contribution, that we should pass or move an abstract resolution of some kind giving us the power to do so. We have this resolution of the 1873 Conference, which binds us to the tonnage basis. What I wanted to move was, that in the opinion of this Conference it should be reconsidered; and that would open up the whole ground.

Captain FULLARTON: I think, Sir, that with reference to this matter, the opinions of the Delegates should be first heard. I think the question of the whole lighting system should form subject of discussion, and probably that would enable us to discover the best way of arriving at a conclusion. Possibly Resolutions based on such a discussion would much better come afterwards than if we attempted to now affirm any principle which might be prejudicially operated upon by details which would arise in discussion. Proceedings might be opened up by each Delegate speaking, and giving his views upon the mode in which the lights might be worked, and a form of general contribution; whether you would propose to make them pay on the tonnage each time a vessel passes a light, or what other form you think best; and then, I think, the proper time would arrive for the putting of a Resolution that would be carried, possibly unanimously, or, at any rate, by a large majority.

Captain ALMOND: I think, from the representations we have had made to us by two Ministers, and also the remarks that have fallen from the Chairman and Capt. Fullarton, that we should proceed to discuss the possibilities of creating a Lighthouse Board, a federated Lighthouse Board, or whatever you may choose to call it, having control over our whole Lighthouse system, and I have drawn up a little outline of what I consider may be, and I hope will be, done—at all events if not exactly on those lines, something like it. I will read this to the Conference if you will permit me. A Joint or Federated Lighthouse Board for the whole of Australasia:—Basis, a Member from each colony, under whom all Lighthouse matters referring to the Coast and Highway Lights would be placed. Such Board to meet in conference at least not less than once in every six months. Under this Board Australia would be divided into Districts, as in the United States of America, each of which would have its separate staff. The Federated Board would have sole control of the Lighthouse system of Australia, and I think this is important for this reason, that under our present system of local management, where we now manage our own lights, we often establish a light where the officials of a particular colony, the one carrying out the work, think it is necessary, whereas under a joint control it is just possible that the lights would be differently distributed, and more important points served by them. To instance what I mean, I think if the work had been done by a Conference a point like Cape Leeuwin would have had a light long ago. (Hear, hear.) Then again, in the case of the extreme north of the continent of Australia, there is no light until we get to Booby Island, and a vessel has to run 350 miles after taking a departure before getting to a light. In the case of monsoon weather there may be no chance to get a departure from which to make the dangerous entrance to Torres Straits. Therefore I think it would be of great advantage to have a joint Board, the same to be supported either by dues, to be collected from the ships that have passed, or from a contribution *pro rata* from each of the colonies. That is just the rough outline of what I propose, and it is my idea that it can be successfully done. You see the idea of this fund, and I have no doubt that when the lighthouse dues are imposed on an all-round, even, moderate scale, they would be sufficient to support the cost of maintenance, and also provide something towards construction. I think the scheme a perfectly feasible one, and one which would provide funds for new works for some years to come. At all events the gentlemen representing each colony might meet as a joint Board at stated intervals, and recommend what in their opinion might be the most desirable course to pursue.

Mr. WILSON: We in Australia are each and all interested in the maintenance of the lights, whether on the Queensland, South Australian, West Australian, Tasmanian, or Victorian Coasts, and I cannot help thinking that in this matter we have been going, as it were, from bad to worse. We have treated in some respects one colony as a stranger, and now we are anxious to work as a united whole. The several colonies are interested in the lighting of each other's seaboard. Of course those in Queensland are not so much interested in the lighting of Western Australia as Victoria and New South Wales are, but we are all in the position of endeavouring to make easier and safer navigation to the whole of Australasia. The easier that navigation can be brought about the cheaper

will our vessels be brought here, that is so far as insurance and other matters are concerned. Therefore, if we can arrive at any system whereby the Conference will meet at stated intervals I think good will be done. I think, however, the matter might be dealt with by the executive officers in charge meeting once in, say twelve months, say in one colony one year and in another colony the following year, and so on in rotation. Then by that means there would be discussions as to what lights were necessary on the whole of the Australian seaboard, and it would be for the executive officers to report to their Governments so that every preparation would be made for meeting the necessary expenses jointly. Doubtless it would be necessary in any such system to nominate one of the colonies to receive the total dues and have them distributed in a way that would be acceptable to all the contributors. If, for example, a light was demonstrated, and continued to be so demonstrated, it would be for the executive officers to say whether it should be erected, or at least recommend its erection. Instead of the present tonnage system, I think, as was mentioned by Captain Hixson, that the basis of population would be both the simplest and the fairest to levy. The basis of population is a very fair indication of the amount of trade done by a port, and it could be very speedily arrived at, so that when the whole accounts were brought in from the several colonies the total sum payable by each on the populatory basis could be collected. I take it that it is by far the simplest form that the collections could take, and I think the day has gone by for the levy being made on the tonnage. Under a populatory basis system it will increase to a great extent the expenditure of Victoria, but I do not think we should look at it from an expenditure point of view. I think we should look at it as a principle that we should share according to the population of the several colonies. I do not think it would be at all difficult to do it that way. Improvements will take place from time to time under the new system we initiate, until a Lighthouse Board or a federated Board representing the whole of the colonies will be formed, and the time might come when it would be possible to do with less machinery and consequently less expenditure. After the system has been once initiated, and subsequently got into proper working order, I doubt not but what it will prove much more satisfactory and a great deal less expensive. With regard to collecting the dues, some of the colonies have no dues at all, although we have been collecting on the tonnage principle since the Conference of 1873, and the other colonies where levies are made have been doing the same thing. It would, I think, tend to very much simplify matters if you could say, "the whole of our port charges are so and so." It would simplify matters very considerably, that is from my point of view. Well, I suppose that it would be necessary almost in anything that we arrived at that legislation should take place in the different colonies joining the federation, so that all will know exactly what amount each colony will have to pay in this matter of assistance to navigation. We should all work together in putting up the lights and maintaining them, and I may say for Victoria that she has always intimated her willingness to contribute according to the advantages she has gained by the erection of the lights. Victoria has always promised to assist towards making more easy and safe the navigation to the whole of Australia, and she is prepared to redeem her pledges. It is not to be expected that Western Australia can do much towards the matter, although she doubtless will take her share of responsibility and cost. I think I may safely say for the colony of Victoria, the levy on the basis of population will be readily accepted by her, even if it costs her more than £3000 a year. (Hear, hear.) Victoria has offered to contribute £3000 towards the erection of the Cape Leeuwin Light, and she is prepared to go even further than that. (Cheers).

The CHAIRMAN : It appears to me that we all seem to be of about the same mind on the matter of taxing on the basis of population. You see, Captain Miles takes it as a new departure entirely, and perhaps therefore it is necessary he should move his Resolution formally. I think we have arrived at a stage when we might roughly ascertain the cost of maintaining the lighthouse system on the basis of population. Shall we do that now, gentlemen? It would be satisfactory for us to know how the different colonies would stand if we estimated the cost of maintenance on that basis.

Mr. WILSON : I really think we should dispose of one question at a time, and not go into the detailed cost of the scheme until we have affirmed its principle. I think the question should be settled at once whether we are going to recommend the population as a basis for a levy, and if we do that I do not think any of the Governments of Australia will stand out from it. I think we should meet each other in this matter as far as possible, and do that which will benefit the greatest number. I think we should discuss the principle, and then decide upon it afterwards, because if we do not do this we will meet as foreigners and strangers.

The CHAIRMAN : Don't you think you could help us on our way by making up and ascertaining exactly what each colony will pay on the basis of population. For our own satisfaction I think we should do this just to see what is the expense of the lighthouse system of, say, for instance, New South Wales; and on the other hand seeing the expense of the whole lighthouse system of Australia. There is no doubt the whole system wants some alteration. I am merely asking for this information with a view of leading up to the subject. You see if you go on the basis of population you will have nothing to do but to take the individual population and then assess the lot.

Captain FISHER : As far as Tasmania is concerned, I do not think our Government would at all object to the basis of population, particularly seeing that the other colonies are favourable to that principle, more particularly as we are talking now so much on federation. I am sure we in Tasmania will only be too glad to do anything to forward that principle. As far as Tasmania is concerned, I do not think she will throw anything in the way.

Mr. HAMILTON: I think, so far as South Australia is concerned, I might at once settle the question by stating that her cost of lighthouses is £156,000; cost of maintenance, say, £10,000; light dues, each year, say £18,000; and our population is, say 360,000. I do not feel at all disposed to discuss the question without having something before me to discuss. Unless each member of the Conference produces the necessary data on which to proceed we must work in the dark. What is the good of a resolution until we have got something to go upon?

Captain ALMOND: What I have stated is that the Conference should recommend a *pro rata* levy on the basis of population of each colony.

Mr. HAMILTON: I think we should have something to go upon now.

The CHAIRMAN: I do not think, gentlemen, I am altogether understood. I merely want this information to lead up to the question. We can scarcely throw any light on the subject by a crude resolution without knowing how the resolution will affect each colony. I do not think it would take very long to work out the figures. I will prepare those for New South Wales, and shall be happy to lay them before you.

Captain FULLARTON: We want the whole lot, including Western Australia.

The CHAIRMAN: I would suggest that we take the matter up as it now stands, and let each colony prepare, through its representatives, the figures needed. I do not think the original cost of the lighthouses is such an important question as the maintenance of them. I think what we have done in the matter of erecting lighthouses is a credit to the whole of Australia. I will say a few words now in regard to the matter that we are discussing. Now, I am proud to say the colony of New South Wales erected a light before any other country in the world had a lighthouse south of the Equator. Macquarie Light, in Sydney, is the first lighthouse ever built in the southern hemisphere. We followed that up by putting a lightship in Sydney, and a coal fire at Newcastle, and, I am glad to say, we put a light on Cape Moreton, and thereby set the example which Queensland has so magnificently followed up by lighting up the Queensland coast. We have also paid our share towards the light on Kent's Group, King's Island, Wilson's Promontory, and Gabo Island, and we have been to the fore in lighting up the coast of New South Wales ever since that time; and I am proud, and indeed glad to admit that the other Colonies have done the same thing. We have a Lighthouse system in Australia that is an example to the civilized world. What has been done in the past is accomplished. What we want to do now is to get a stepping-stone whereby we can bring this splendid work into federation, and get at an estimate of the requirements of the future in respect to maintenance, general repairs, and the erection of new lights. I think, as I have already said, gentlemen, the best thing for us now to do is to go fully into the whole question, and get at what the cost for maintenance will be, and how that cost can best be levied on the basis of population. (Hear, hear.) I will, as I said before, undertake to prepare the estimate for New South Wales. It is only the present cost of maintenance that we have now to consider. I am pretty sure if we can show to our Governments that we could go into this federation scheme without much interfering with the present cost, they will take it up quicker than if the cost is materially altered. (Hear, hear.)

Captain MILES: I wish to be clearly understood on this matter bearing on the population or basis of population. I simply referred to the old contract of 1873, based on the tonnage, to point out that we were attempting to introduce something new. I am not committed to either. Whichever is best for the greatest number is the principle I take up. There might be something unfair in the matter of basing the levy on the population, because we, for instance, in Tasmania have erected a greater number of lights in proportion to our population than some of the other Colonies. I mean to say that some of the larger colonies have not erected such a large number of lights in proportion to their population as we have; therefore, I should think that we would have to refer to something of what has been done in the past.

The CHAIRMAN: I know we have the Tasmanian lights, and we are grateful for them, but we have contributed to the cost of some of them. Well, then, gentlemen, we have arrived at this stage that it is impossible for us to go on without something definite. I do not think we can improve the order of things which has been suggested now, that at this stage we should supply the Conference with the particulars of the basis of population.

Mr. HAMILTON: If we are not prepared to go on any further with this subject we might put the whole question off until to-morrow and go into the question of the Masters' Certificates.

The CHAIRMAN: I think, Mr. Hamilton, I must ask you to defer that proposal for the present, I think we had better deal with this lighthouse matter first, and not with any other until some finality is reached.

Mr. HAMILTON: By not advising the Government of South Australia that this question of the lighthouses would be discussed you have placed me in a very awkward position.

The CHAIRMAN: I am afraid in a matter of this sort it would be better for us to deal with one thing at a time.

Mr. WILSON: I propose—

“That the several Members who are here at this Conference, representing the different Colonies, prepare themselves to bring forward to-morrow morning, at 10 o'clock, the cost of maintenance of the lighthouses in the Colonies, with the proportion of population of each Colony.”

Captain FULLARTON: I beg to second that Motion.

Motion put, and passed.

Mr. HAMILTON: Mr. Chairman, might I ask if the Return furnished will include the cost of

construction and maintenance derived from Tonnage Dues and the population of the various Colonies?

The CHAIRMAN: No; I think all we ask each delegate to give us is the actual cost and maintenance of the lights up to the present time.

Mr. HAMILTON: This Return I ask for is a little more complete.

The CHAIRMAN: Could we all supply it?

Mr. HAMILTON: South Australia comes not prepared to go into this, and she can supply it at a minute's notice; surely the other Colonies can do the same. I shall move, with your permission, for the full Return.

The CHAIRMAN: I think the fuller these Returns are the more satisfactory it will be to the Conference. I take it that each Delegate will give us all the light he can upon the subject.

Captain MILES: I would point out that it is impossible that Tasmania should give the cost of construction of the lights on this coast.

The CHAIRMAN: The position is that Mr. Hamilton suggests that the Returns should be as full as can be given, and I ask each delegate to give as much information as he can.

Captain ALMOND: Does Mr. Hamilton wish us to give the original cost plus the annual expenditure?

Mr. HAMILTON: The cost of construction.

The CHAIRMAN: I think we have decided that the past is to be the past. I can tell you the colony I represent has put up lights that have been taken away from her altogether. I do not think the past can be touched at this present time, as we are trying to bring about federation of the present system. I can tell you very well what it costs my colony now, and I dare say Mr. Wilson will bear me out, federating will mean more to us—more money than we now pay; but we simply want to know what is the least cost under which we can have all the several colonies together. We want to know how we stand.

Mr. HAMILTON: In my opinion a telegram to the several Governments would bring an answer at once.

The CHAIRMAN: So far as New South Wales is concerned there is the information at once.

Mr. HAMILTON: Is that in figures?

The CHAIRMAN: Yes, and very substantial figures too.

Mr. HAMILTON: I understand the Tasmanian delegates can give us information, and Victoria can give us information,—what possible objection can there be to have the information? The general reading public will then know as much of the case as the delegates themselves.

Captain MILES: It is impossible to get the information so far as Tasmania is concerned, for the cost of construction of some of the lighthouses was borne by the Imperial Government before the colony got local self-government. You have said that we have decided that the past shall be the past, but I don't think we have decided that, at any rate we as representing Tasmania will want to know a little more before we agree to that.

The CHAIRMAN: We recognise this is a discursive way of treating the subject.

Captain MILES: Coming to the question of maintenance we shall want information on that point. We want to have maintenance defined. We want to know whether rebuilding is maintenance or not.

Mr. WILSON: I thought we decided that the matter of the dispute between New South Wales, Victoria, and Tasmania should be discussed by the delegates of those Colonies only, and I do not think it is necessary to go outside and discuss that matter now. I think we had better have a side meeting for that.

Captain MILES: I referred to that to point out that there should be some definition as to what the cost of maintenance should be—what it includes. Are we to give the cost of maintaining the lights, stores, wages, &c., or are we to add the cost of repairs, and so on?

Mr. WILSON: I think the Return the Tasmanian authorities would furnish would be the cost, assuming Victoria and New South Wales had paid over the money we are now speaking of.

Captain MILES: I simply want guidance.

The CHAIRMAN: I think the Conference would rule that the word maintenance would mean the expenses of management—cost of oil, stores, wages. This is a matter if we federate that would be left to the honour of each Colony. In a thing of this sort I do not think we can go further than to consider that maintenance embraces the ordinary expenditure, and not any extraordinary outlay for repairs.

Captain FISHER: I think Captain Miles wanted to know if the ordinary repairs to buildings, such as men's quarters, and so forth, come under the head of maintenance. Of course you have to make them every now and then.

The CHAIRMAN: I don't think that is ordinary maintenance, if it is repairs to towers and men's quarters. It is a thing which occurs once in ten years or so. No, I don't think we can allow that. I think all we can look on under this head as legitimate maintenance is the outlay for oils, stores, wages, and ordinary wear and tear.

Captain FULLARTON: I think we have discussed this, and that after the discussion the delegates will be able to frame a resolution to go on the general subject of Federation. The question of cost in the past—the cost of erection, &c.—is one which could never be worked out satisfactorily, and worked out in such a manner as to give finality. (Hear, hear.) We must be content to let what has been done stand as a thing of the past, and the only thing to be dealt with is the expenditure of

the future. The delegates can bring forward a resolution affirming the principle, and details can follow. When we have got at the maintenance I think we could proceed to a general resolution respecting what we desire to carry out.

The CHAIRMAN: If some delegate would frame a Resolution.

Mr. WILSON: Mr. Chairman, I beg to move,—

“That it be a recommendation from this Conference that the cost of the whole system of lighting the Coasts of Australia be borne *pro rata*, according to population, by the several Colonies and Provinces therein, not necessarily interfering with the present management by the several Colonies and Provinces.”

Those systems should go on at present, and this is only an initiatory movement.

Captain FULLARTON: That means that each Colony would have the management of its own lights, as at present?

Captain ALMOND: Yes.

Captain FULLARTON: It is assessing the rate upon a new principle.

The CHAIRMAN: Upon the principle of population; and I cannot help thinking that it is the fairest possible way of calling upon a country to pay its share.

Captain MILES: I have no information upon this subject.

Captain FISHER: I think, before that is put to the Conference, we had better wait for the information that is asked for. I for one would not vote for a thing which I know nothing about. I have no desire to burk the business of the Conference, but the information has been asked for, and unless we can have that information we cannot vote for this resolution without doing so blindfold, and I for one have no intention of voting blindfold.

Captain ALMOND: What possible difference can this make? We are only affirming the principle. We shall have the information to-morrow.

Captain FULLARTON: What is the use of waiting for the information at all.

The CHAIRMAN: I think this Resolution might bind my colony to pay twice as much as at present. I certainly think it would be better to see what would be the result before we agree to it.

Mr. WILSON: Well, Mr. Chairman, I am almost sorry that this view of the question should be taken up. I may tell you candidly that I am going to do what I think is right in the matter. I tried to shut out from the lighthouse system anything that might warp my judgment. I have no objection to this information. I have no hesitation in saying our contribution under the system now proposed will be much more than in the past. The question I submit is—“Is it a right principle for this country to go on as in the past, each man fighting for his own hand, when we are all from the one stock, instead of all working for the general good”? Cannot we work better for that general good, and surely the basis of population is an easier one to work than that of tonnage, whilst in addition to this it will reduce expenditure in that it will be easier to work, and the details be less cumbrous to handle. I think this will be found to be the case on all seaboard where they are receiving and shipping goods. I think it a pity that this Resolution should be stopped. I know that some of us must put our hands in our pockets. I think that Tasmania in the past has borne a big share of what has been done, and I think that what I propose, without going into particulars, will make Tasmania's contribution to the whole appreciably less.

Captain FISHER: I would ask that the Resolution be not put until the information has been gained. I have not taken into consideration the question of whether we in Tasmania will be losers or gainers by it, but it does seem to me the right thing that before the Conference adopts such a Resolution as this, embodying a principle like that contained, that we should be in possession of that information. As I said before, I have no desire whatever to burk the Resolution or the discussion of the question.

Mr. WILSON: I think the information now sought for is something indefinite, as it asks for the cost of maintenance of the lights only. Is it not to take in the buoyage system of all the colonies?

The CHAIRMAN: If you like to have the cost of buoys by all means put them in.

Mr. WILSON: You see Victoria has fifteen gas lights.

Captain FISHER: Well, you see, Tasmania is in the fortunate position of not requiring anything of that sort.

Captain ALMOND: Is that to say that you don't really want them? Couldnt you do with a few? (Laughter).

Captain FISHER: No, we don't want them. We have no use for them.

Captain FULLARTON: That raises the question of internal lights.

Captain MILES: I was under the impression we were discussing highway lights and not harbour or river lights. If we are going to take up the harbour lights of Australia it would be a very indefinite subject. The Resolution moved is an entire change from the principle adopted and now in force, and we really think we should have some little time to consider it. It is to some extent sprung upon me. I do not know how long you gentlemen have had wherein to consider it, but I had my appointment placed in my hands the day before the Conference met. One gentleman thought we should have some synopsis of what we were going to do, but I have seen no synopsis, and I don't know if any has been prepared and presented to the representatives of the other colonies; I have had none. This proposal suggests a most important change, and I should like a little more time to think over it. I suggest the matter be postponed until to-morrow.

The CHAIRMAN: Perhaps Mr. Wilson would re-write his Resolution and supply it to each member.



Mr. WILSON : Under the circumstances, I will give notice of Motion for to-morrow.

The CHAIRMAN : Will that be the highway lights ?

Captain ALMOND : Highway lights ? Yes.

Captain MILES : That is one point this Conference must decide—which are highway lights, and which are not.

The CHAIRMAN : That is a very important subject, and it is no good our trying to hurry it. I should say a highway light is one that is of use to seagoing ships and general navigation purposes, and not for coastal or harbour purposes. Now, I should call the Hornby light a harbour light, and the Macquarie light a highway light.

Captain MILES : I think I might point out to you, gentlemen, that at the Conference of 1873 there was great diversity of opinion on the question of classifying the lights as “highway” and “harbour” lights. I will read you an extract from the report of those proceedings :—

“The question of maintenance of highway lights by general contributions from all the Colonies deriving benefit from the same having been discussed at great length, it was found to be surrounded with many difficulties, and the Conference were unable to devise any such scheme which, in the opinion of all the members, would be fair and equitable to each of the Colonies, and at the same time not too complicated to carry into practice. The Conference, however, after disposing of a resolution by Captain Paynes in reference to the general maintenance of highway lights, unanimously resolved—‘That the cost of erection and maintenance of lights on the main coast line should be defrayed by the Colony in whose territory they are situated, except where coast lights are maintained especially for the use of the vessels of another Colony : Provided always, that where any light is erected on or close to the line of demarcation between any two Colonies, that such light be maintained conjointly by such Colonies. That the lights on the islands in Bass’, Banks, and Torres Straits and its channels away from the mainland be paid for rateably in proportion to the tonnage of the shipping entering inwards and cleared outwards in each Colony deriving benefit from the same.’”

Mr. WILSON : I take it that the lights to be included as highway lights should be those established not only for the benefit of the colony itself, but also for vessels trading to other colonies.

The CHAIRMAN : Gentlemen, Mr. Wilson proposes to withdraw the Resolution formally standing in his name, with the consent of Captain Almond, the seconder, and will give notice to move it to-morrow. Is it your pleasure that the Motion be withdrawn ?

Motion withdrawn.

#### HIGHWAY LIGHTS.

The Conference proceeded to draft a list of Highway Lights; using for this purpose the charts of the various Colonies, and taking the Lights thereon *seriatim*.

The Conference went into Committee.

On resuming :

The CHAIRMAN : I think there is a little formality to make our proceedings run smoothly. You have, in Committee, agreed to certain lights being classified as highway lights. I think we should have a Resolution from some Member in conference affirming that the Conference is of opinion such lights should be so classified.

Mr. WILSON : Do you think it is advisable to do that at this stage ? My own impression is, that I would like to see the recommendation that has already been made with regard to the cost of highway lights amended, so that the cost submitted should include the whole lighting system in the several Colonies. I think the Conference should have that statement as well as that regarding the highway lights.

The CHAIRMAN : I think it is very desirable.

Mr. WILSON : If we pass a resolution such as you suggest, Mr. Chairman, would the subject be open for reconsideration, because some member might think it wise to ask reconsideration if any particular light has been excluded from the list which he thinks should be included ?

Captain ALMOND : That means reconsideration.

Mr. WILSON : Well, you see a member might have fresh evidence to submit.

The CHAIRMAN : The point is this : we have been in Committee, and have agreed to certain things up to a certain point, but we have not formally endorsed that when sitting in open conference. To keep the business within practical lines, a Resolution so endorsing that action should be passed.

Captain ALMOND : I beg to move—

“That the Conference is of opinion, after consideration in Committee, that the following existing Lights should be classified as Highway Lights in Australia and Tasmania, viz. :—

#### TASMANIA—

Maatsuyker.  
South Bruni.  
Eddystone.  
Table Cape.  
Currie Harbour.  
Cape Wickham.  
Kent’s Group.  
Goose Island.  
Swan Island.

#### VICTORIA—

Cape Wilson.  
Otway.  
Split Point.  
Cape Schanck.  
Wilson’s Promontory.  
Cliffy Island.  
Cape Everard.  
Gabo Island.



## NEW SOUTH WALES—

Green Cape.  
 Montagu Island.  
 Cape St. George.  
 Macquarie.  
 Point Stephens  
 Sugar-loaf Point.  
 Smoky Cape.  
 Solitary Island.

## QUEENSLAND—

Cape Moreton.  
 Sandy Cape.  
 Lady Elliott Island.  
 Bustard Head.  
 North Reef.  
 Cape Capricorn.  
 Pine Islet.  
 Tent Island.

QUEENSLAND—*continued.*

Cape Cleveland.  
 Low Island.  
 Archer Point.  
 Rocky Island.  
 Grassy Hill.  
 Channel Rock Lightship.  
 Claremont Island Lightship.  
 Piper Island Lightship.  
 Booby Island.  
 Proudfoot Shoal Lightship.

## SOUTH AUSTRALIA—

Point Charles.  
 Cape Northumberland.  
 Cape Banks.  
 Cape Jaffa.  
 Cape Willoughby.  
 Cape Borda."

Captain MILES: I second that.

Mr. WILSON: I think we should do better not to bind ourselves down by a Resolution like that until after we have discussed the motion notice of which I have given. I would suggest postponement of this Resolution.

Captain ALMOND: I am prepared to postpone it if the Conference thinks it would be well to await Mr. Wilson's motion.

Captain FULLARTON: I was going to say that although we have, in making that list, refused to include certain first-class lights because they were not strictly highway lights, we might yet be of opinion, seeing these lights are of great use to navigators, that the whole expense should not fall entirely on the shoulders of the colony that has initiated them; and something might be done in a recommendation to that effect.

The CHAIRMAN: Quite so.

Captain ALMOND: You mean that, in consequence of the great expense incurred, some provision should be made for their joint support.

Captain FULLARTON: Yes.

Captain MILES: I think the suggestion made by Captain Fullarton in regard to these first-class lights is one that I should be disposed to entertain. Although I could not vote for their classification as highway lights, yet I should be disposed to support a motion to give them some assistance. They are first-class lights, and they are valuable, but they cannot be fairly classed as highway lights.

Consideration of motion postponed.

## DUAL SURVEY OF PASSENGER SHIPS.

Mr. HAMILTON: Another question which we will have to consider at this meeting is that of the exemption of passenger steamers' certificates.

The CHAIRMAN: I have brought the Imperial Act down with me. It deals upon that very point, and contains legislation to this effect:—

*Exemption of certain Steamers from Passenger Certificates.*

(16.) Any steamship may carry passengers not exceeding twelve in number, although she has not been surveyed by the Board of Trade as a passenger steamer, and does not carry a Board of Trade Certificate as provided by "The Merchant Shipping Act, 1854," with respect to passenger steamers.

(17.) Where the Legislature of any British possession provides for the survey and grant of certificates for passenger steamers, and the Board of Trade report to Her Majesty that they are satisfied that the certificates are to the like effect, and are granted after a like survey, and in such manner as to be equally efficient with the certificates granted for the same purpose in the United Kingdom under the Acts relating to Merchant Shipping, it shall be lawful for Her Majesty by Order in Council:—

(1.) To declare that the said certificates shall be of the same force as if they had been granted under the said Acts; and

(2.) To declare that all or any of the provisions of the said Acts which relate to certificates granted for passenger steamers under those Acts shall, either without modification, or with such modification as to Her Majesty may seem necessary, apply to the certificates referred to in the Order; and

(3.) To impose such conditions and to make such regulations with respect to the said certificates, and to the use, delivery, and cancellation thereof as to Her Majesty may seem fit, and to impose penalties not exceeding fifty pounds for the breach of such conditions and regulations.

(18.) In every case where a passenger certificate has been granted to any steamer by the Board of Trade, under the provisions of "The Merchant Shipping Act, 1854," and remains still in force, it shall not be requisite for the purposes of the employment of such steamers under the Passenger Acts that she shall be again surveyed in her hull and machinery in order to qualify her for service under "The Passengers Act, 1855," and the Acts amending the same, but for the purposes of employment under those Acts, such Board of Trade Certificate shall be deemed to satisfy the requirements of the Passengers Acts with respect to such survey, and any further survey of the hull and machinery shall be dispensed with; and so long as a steamship is an emigrant ship—that is a passenger ship within the meaning of "The Passengers Act,

1855," and the Acts amending the same—and the provisions contained in the said Passenger Acts as to the survey of the hull, machinery, and equipments have been complied with, she shall not be subject to the provisions of "The Merchant Shipping Act, 1854," with respect to the survey of and certificate for passenger steamers, or to the enactments amending the same."

Mr. WILSON: I think, Mr. Chairman, I have some correspondence here which it would be well at this stage to lay before the Conference. The first letter is one from the Victorian Steamship Owners Association to the Hon. Richard Baker, Commissioner of Trade and Customs, Victoria, under date April 5, 1894, and is as follows:—

"Sir,—In view of the approaching Intercolonial Conference on maritime matters to be held at Hobart shortly, the Victorian Shipowners desire to bring under your notice the harassing and vexatious nature of the regulations now prevailing in regard to steamship certificates, with the request that you will lay the matter before the Conference and urge the desirableness of some uniform action being taken, so that certificates issued by the authorised body in any one colony should be recognised and acknowledged during the term of their currency by the authorities in all the colonies. Such was the case formerly, but lately this reciprocal arrangement has been overruled, and in some colonies the authorities take power under 'The Imperial Passenger Act' to demand that steamers should undergo a fresh survey with its attendant delays and expense, and which in our opinion is unnecessary under the regulations made in Appendix M. of the said Act, which relieves the shipowners from further survey so long as the requirements of the Act are complied with as set forth in the certificate issued at the original survey. The laws regulating the carrying of passengers are sufficiently stringent for public protection, but once complied with and a certificate issued it should be recognised by all the colonies, and owners not compelled to submit to the expense and delay of a fresh survey at each port—each individual surveyor having his own ideas in interpreting the requirements of the Act, causing much inconvenience and considerable expense."

The next letter is from the Victorian Government Statist, suggesting action at the Hobart Conference regarding Record of Departures from the Colonies by Sea, under date April 9, and is as follows:—

"Sir,—A notice having appeared to the effect that an Intercolonial Conference is about to be held at Hobart for the purpose of considering maritime matters, I have the honor to suggest that the representative for Victoria be instructed to bring forward the question of the desirability of obtaining a more perfect record of the departures of persons by sea, which departures are systematically under-stated in all the colonies, so much so that the defect for the whole of the Australian continent, which the last census showed to have taken place in the decade 1881-1891, amounted to no less than 220,737 persons. The reason of this deficiency undoubtedly is that, whilst the arrivals are recorded with considerable accuracy, a number of persons travelling by the intercolonial steamers, who omit to take their passages beforehand, are not included in the records of departures, and thus in all the Colonies intercensal estimates of population based upon the records of births, deaths, arrivals, and departures are found to understate the truth. The remedy I would suggest is that the Immigration authorities of the different Colonies should agree to correct their outward passenger lists by the inward lists of the other Colonies, the latter, as I have already stated, being generally correct. This would cause some delay in issuing the periodical lists of arrivals and departures, but the lists when issued would be accurate, or very nearly so, which now they are not. I enclose a copy of a short paper on the subject, which I contributed to the Australasian Association for the Advancement of Science at its Session held at Hobart in January, 1892."

The next is a letter also from the Victorian Steamship Owners Association, wishing certain matters brought under the notice of the Hobart Conference. It is dated April 13, 1894, and is as follows:—

"Sir,—I have the honor, by the direction of the steamship owners, to acknowledge receipt of your reply to their request that you would be so good as to bring under the notice of the coming Maritime Conference certain anomalies in the existing Intercolonial Regulations relating to the survey of steamships, and to tender you their best thanks for your compliance with the same. I am instructed to further trespass on your kindness by asking you also to submit for the consideration of the Conference certain other matters which shipowners consider press unfairly and unjustly upon them. Since the last Maritime Conference on the subject of lights the intercolonial steamship traffic has grown enormously, and it has been found that certain regulations, the effect of which with the limited trade was comparatively small, has, with the expansion, grown into a serious and unjust burden,—for instance, the law relating to pauper passengers. Section 225 of "The Marine Act, 1890," is as follows:—'If the immigration officer or assistant immigration officer shall certify that any person shall have arrived in Victoria on board any ship as aforesaid, being either lunatic, idiotic, deaf, dumb, blind, or infirm, and likely in his opinion to become a charge upon the public, or upon any public or charitable institution, the immigration officer shall require the owner, charterer, or master of such ship, within seven days after her arrival, to execute with two sufficient sureties jointly and severally a bond to Her Majesty in the sum of £100 for every such passenger, conditioned to pay to the Treasurer of Victoria all moneys or expenses which shall or may be laid out or incurred within the space of five years from the execution of the said bond, for the maintenance, or support of such passenger, &c.' The shipowners desire most respectfully to submit that it is absolutely impossible in face of the constant stream of population between the colonies to ensure the absolute certainty of all passengers being both *in mens Sana in corpore Sano*, and of such financial condition as to preclude the possibility of their becoming 'a charge upon the public or charitable institution.' The measures necessary would be of such an inquisitorial and vexatious nature, including the production by all passengers of medical certificates and bank books, that they would not be submitted to by the public for a single day. On the other hand, under existing circumstances, although in their own interests, shipowners take every reasonable precaution to prevent raving lunatics or persons suffering from infectious diseases travelling on their property, it frequently occurs that some passenger who pays his passage money, and is apparently sound at the port of shipment, is found on arrival in another colony to be, in the opinion of the immigration officer, or assistant immigration officer,

fit to come under Section 225, and the shipowner is forthwith compelled to bear the expense of the said passenger's support. All the colonies have adopted the same Act, and refuse to receive any passenger coming under this clause, even though they were merely returning to the colony from whence they originally came. Under the present regulations it is conveniently open to any person or institution desirous of relieving themselves of a pensioner, simply to ship the said pensioner to another colony, with instructions to apply on arrival to the authorities, when his maintenance will be provided, and at the end of five years to return with a like result—all at the expense of the shipowner. I am not instancing hypothetical possibilities, but absolute facts, from which nearly every shipowner has had to suffer, and I shall be happy, if required, to forward you evidence on the matter. But I would specially point out, that while on the one hand steamship owners are penalised for carrying what may be 'a *persona ingrata*' to the receiving colony, they may on the other hand be fined at the port of shipment for refusing to carry a passenger when they have room for same and the fare is duly tendered, unless they are prepared to submit an objection which may not be clearly apparent, and which may be subject to the keenest legal contention. In closing my reference to this clause, I would like to draw your attention to its particularly unfair operation on shipowners when any number of objectionable characters can be brought across the border without let or hindrance either by ferry-boat or by the Government railways, or by other means. And this brings me to another question which shipowners consider might be modified, viz.—the quarantine regulations. They are quite agreeable to submit to all the pains and penalties of quarantine when the disease is actually present, but they think it unreasonable that steamers arriving from an intercolonial port such as Sydney or Adelaide when there is a smallpox scare should be unreasonably detained at the quarantine station, when passengers can cross the border without the slightest examination. Another subject which it is very desirable there should be uniform legislation upon would be the Chinese question; but this, although it vitally affects the interests of shipowners, may perhaps be considered beyond the scope of the Conference, and have to be relegated to the dim future when there is federation."

I lay that correspondence before the Conference. Regarding the question of double surveys raised by the Chairman, we have the Act quoted by him in operation in Victoria, together with the Appendices, and you could get it in New South Wales if you published the Appendices in the *Gazette*.

MR. HAMILTON: We also have it in South Australia.

The CHAIRMAN: If I am armed with the fact that you have done so in Victoria and elsewhere, I would doubtless be able to bring the same state of things about in New South Wales, but I think it would be well if I were strengthened by the recommendation of this Conference.

Captain FULLARTON: I will move,—

"That in the opinion of this Conference the double inspection in connection with the survey of passenger steamships by two authorities under one Government is inexpedient, and would not appear to be requisite or necessary; this Conference therefore recommends that the double survey conducted by the Immigration Department and the Marine Boards in some of the Australian Colonies be dispensed with, and that ships holding unexpired certificates issued by any of the Marine Boards in Australasia shall have the same force and effect as provided by the 18th Section of the Merchant Shipping Act, 1876, and urges that action be taken to give this recommendation effect at the earliest possible date."

MR. HAMILTON: I second that.

Motion put and passed.

#### NOTICE OF MOTION.

MR. WILSON, on Tuesday, to move—

"That it be a recommendation of the Conference that the whole system of lighting the Highway Lights of the Coast of Australasia be borne *pro rata* on the basis of the population of the several Colonies and Provinces thereof, not necessarily interfering with the present management of Lighthouses by the several Colonies and Provinces."

#### ADJOURNMENT.

The Conference, at 4-20 P.M., adjourned until 10 A.M. on Tuesday, 24th April.

### THIRD DAY—TUESDAY, APRIL 24, 1894.

The Conference met at 10 o'clock.

#### MINUTES.

The Minutes of the preceding day's proceedings were read and confirmed.

#### LIGHTHOUSE CONTROL.

The CHAIRMAN: Well, gentlemen, I have here the particulars which we decided to obtain yesterday regarding present expenditure on Lighthouses by the different Colonies. I will read it to you. Of course, the figures are only in the rough. They are—

	Population.	Maintenance of Highway Lights.	Aggregate Cost of Light Service.
New South Wales .....	1,223,370	£5650	£11,099
Queensland .....	432,000	9732	20,000
South Australia .....	346,874	4000	10,000
Tasmania .....	153,144	5145	7698
Victoria .....	1,174,000	4160	16,064

That gives, as the total population for the colonies here represented 3,329,888. The aggregate cost of the entire lighthouse system, that is, reckoning everything, is £64,861, a mere bagatelle as reckoned upon the proportionate population of each colony. The cost of the highway lights alone is £28,687. I think this information will brighten up our wits a little, and that now we shall be able to expatiate upon the position, and show from the figures that we can easily go in for federation.

Captain ALMOND: That gives about fourpence per head—between fourpence and fivepence—for the entire cost, if defrayed on a populatory basis.

The CHAIRMAN: About 4*d.* per head for the entire cost, and only 2*d.* per head for the cost of what we have classified as highway lights. Now, Mr. Wilson, I will call upon you to move according to notice given yesterday.

Mr. WILSON: The Resolution of which I have given notice is—

“That it be a recommendation of the Conference that the whole system of lighting the Highway Lights of the Coast of Australasia be borne *pro rata* on the basis of the population of the several Colonies and Provinces thereof, not necessarily interfering with the present management of Lighthouses by the several Colonies and Provinces.”

I think, however, it is possible that we will arrive at a different conclusion after consideration of the information that has just been laid before us. I am of this opinion, inasmuch as that it appears to me that if we are to make an effective recommendation in the direction of the resolution that we shall really have to undertake consideration of the question of the whole lighting system in the aggregate, and not merely the lights, which we have designated highway lights. (Hear, hear.) By regarding the subject from that standpoint, I think it will recommend itself to everyone as being the fairest possible, inasmuch as that all charges will be defrayed by the several colonies in proportion to their respective populations, and if those charges in the total average a charge of 4*d.* per head, it will be a uniform charge of 4*d.* per head everywhere.

Captain ALMOND: Fourpence three farthings, about.

Mr. WILSON: I speak approximately—about fourpence per head all over Australia. We see that the whole amount raised for the maintenance of the lighting of our coasts is under £70,000 a year, so that is not a very great matter so far as expenditure goes, or so far as any Government is concerned. It would certainly be the fairest system, for I do not think it right that any one colony that has to erect a greater number of lights in accordance with its geographical situation should be taxed at a higher rate—that the colonists in it should be called upon to pay more than the persons living in another colony: for when a light is erected in Australia, provided its position is a suitable one, it is for the benefit of the whole of the people in the colonies, and as such should be regarded as a charge on the whole of the colonies. (Hear, hear.) There appears to me no fairer way, without we go in for some very complex system, than to base the proportionate responsibility upon the population. I may here say that I know it will increase rather than diminish our own contribution—that of Victoria—for we shall not receive any contributions to lessen our expenditure, but rather that it will be increased, perhaps by a sum equal to one-sixth of what it costs us now. If this meets the approval of the Conference, instead of restricting the Resolution to the highway lights I would be disposed to move that it, in its present form, be discharged from the Order-paper for the purpose of enabling me to move a Resolution embracing the whole lighting system of the several Colonies represented, instead of merely the cost of highway lights only. (Hear, hear.)

Captain ALMOND: You mean to word it so that it will read—“the whole lighting system of the Australian Colonies?”

The CHAIRMAN: The whole cost of lighting the coast of Australia in the aggregate?

Mr. WILSON: Yes. I will amend the Resolution, with the consent of the Conference, to read—

“That it be a recommendation of the Conference that the whole system of lighting the Highway Coast, and Harbour Lights of Australasia be borne *pro rata* on the basis of the population of the several Colonies and Provinces thereof, not necessarily interfering with the present management of Lighthouses by the several Colonies and Provinces.”

I think any other system would only prove unsatisfactory. Thus, for instance, if we confine ourselves to only coast lights there would be great discrepancy between the contributions of the different Colonies.

The CHAIRMAN: There would be no finality about it.

Captain ALMOND: There would be no satisfaction.

Mr. WILSON: I think the question can scarcely be taken up on that basis. I don't think anyone actuated by fairness could object to the whole system being dealt with. This would be, treating the matter from the standpoint of federation,—in fact it would be a true federation of our lighthouse system, and not a partial one. I take it, if this Resolution is passed, and the spirit enunciated in it carried into effect, it will be of great advantage to the colonies, inasmuch as that it would be part of the system that the executive officers, who will have charge of it, would meet at one of the capitals at least once in every twelve months, and they would be able to lay their experience before each other, and talk over matters, which would be beneficial to every one connected therewith. Then, again, it is possible this would be the means of reducing the aggregate cost of the whole system, instead of increasing it. It would be, I suppose, part of the system that the officers of the executive should meet in one colony one year and in another colony the next, and go over the lights in that colony and see how the work is being carried on, and so the whole of the

lights in the entire system would be gone over. Such a visit of inspection would not take more than a fortnight at any time, and it would keep the light system in order, and keep the question alive in the several colonies. We have been working on a Resolution that we framed in 1856, and with little or no alteration ever since; but we have been led to make recommendations with a view to a fairer adjustment. I might say now that I firmly believe that if a strong recommendation goes from this Conference in the light which this Resolution embodies, we will in all probability have it taken up by the several Governments of the different colonies, because I do not think any of the Governments are disposed to have anything but a fair sharing of expenses in this matter of maintenance. Of course they none of them wish to be overburdened, but simply to bear the same proportionate cost as is borne by the other colonies. Again, there can be no objection by the various Governments to contribute their fair share of the aggregate cost on the basis of population, for I, with others, believe that this is the only fair and honest manner in which to arrive at the thing. There is another important matter to which I would like to refer, and which I think you, Mr. Chairman, impressed upon us at starting, and that is, the very great difficulty there has been in getting lights established in Western Australia, and also the necessity for certain lighthouses on the south coast of New Zealand. If they were established, and worked on the system which this Resolution points out, it would be a very simple matter to maintain them. I have all along recognised the necessity of placing a light on Cape Leeuwin, and if this Conference leads to one being established there it will have done a great good. I believe if the Resolution as proposed is carried, we will have a light placed there within two years; and the same thing applies to any other part of the coast where it is considered desirable to place a highway light. There would be no great difficulty in this direction, seeing that the contribution would extend over the whole of the colonies of Australasia. I think this Resolution is a step in the right direction, and those who in the future will bring its operation about will have something to look back upon with pride and satisfaction. They will have marked one link in the great federation for which we in these colonies are striving, and I do not think a more fitting occasion for a commencement could be taken than the consolidation of our lights. I have pleasure, Sir, in moving the Resolution standing in my name. (Hear, hear)

Captain ALMOND: I have very much pleasure in seconding that Resolution. I think it the most simple and the only satisfactory way of settling the question. The Resolution has come from the representative of a Colony which I consider has behaved in a most liberal spirit—(hear, hear),—for they willingly impose upon themselves, by the proposition made in Mr. Wilson's Resolution, a certain increase in the present cost to them of maintaining any Australasian system of lighthouses. With regard to the last part of Mr. Wilson's speech, I do not think too much importance can be attached to the question on which we are now engaged. We all know the importance of acting unitedly in the scheme as outlined by Mr. Wilson, and I have no doubt whatever that it will receive the very earliest consideration at the hands of the respective Governments. There are other lights also that want erecting. With regard to the meeting and carrying on a joint system of management of the lights, I do not think this meeting as proposed once a year will be satisfactory, and I doubt very much whether the inspection, judging from my own experience, could be carried out in the short time Mr. Wilson has anticipated, for, by using a considerable amount of diligence, I find that on our own coast at all events it takes at least three weeks to go from one lighthouse to another and make a thorough inspection. That is, however, merely a matter of detail, and I am sure the Marine Boards will get over it without much difficulty. I hope, gentlemen, you will support the Resolution now before the Conference. (Hear, hear.)

Mr. SEARCY: Does not this Resolution throw the whole lights, highway and harbour, into one?

The CHAIRMAN: Yes.

Captain ALMOND: The whole system of lighting is included in this Resolution.

Captain MILES: On first hearing of the proposal to contribute on the basis of population, and not having considered the matter, I was somewhat opposed to it, but after giving it due consideration, and having heard what has fallen from Mr. Wilson, I think the work can be carried on much better and much more economically on the basis of population than it could be done otherwise. (Hear, hear.) The proportion of the cost is, I think, for lighting the highway only.

The CHAIRMAN: It has been amended so as to include the whole of the lights, both highway and coastal.

Captain MILES: Well, it has now developed into a motion for lighting the whole system of lights on the Australian coast; and here I should mention to the mover that we would have had very great difficulty indeed in selecting highway lights only. We have already seen at this table that there would likely have been a very great deal of difficulty and dissatisfaction in classifying the lights, or in saying what is a highway light and what is not. If we go in for federation of the lighthouses, which I trust we will, it should be on the larger, broader, and more liberal scale, that is including everything. Then I am afraid there will be some difference of opinion as to what are highway lights in the meaning of this motion and what are not, so that there a difficulty will occur.

Captain ALMOND: Any difficulty of that kind the joint Boards will decide.

Captain MILES: The joint Boards will decide. If we are going in for amalgamating the coastal service I am afraid we will have to draw the line somewhere, unless you take every light. I think, Mr. Chairman, on behalf of this Colony I can say Mr. Wilson has behaved very generously in suggesting that the total cost should be borne upon the basis of population, because his colony is certain to suffer to some extent, and the smaller colonies will benefit. I know that Tasmania will

benefit, but I do not think that is the question that should guide us in this instance. We hope and expect to bring about federation of the lighthouses of the colonies with a view to the greater federation,—the larger federation bye and bye. So far as the question of erecting new lighthouses is concerned I am quite in accord with Mr. Wilson, that if we had a Board to recommend where they should be put they would be erected. Again, under this system, we would not hear of a lighthouse being erected in a place not altogether suitable. No doubt if we had the experience of the joint members of the Board we would have the lighthouses in the best places they could occupy. Cape Leeuwin, no doubt, should have had a lighthouse long ago; it is disgraceful that one has not been erected there in the past. Steamers from all parts of the world travel round there on dark nights, and in all sorts of dirty weather, so that I can safely repeat that it is a disgrace that no beacon has been erected there. If we had possessed a consolidated Board we would have had a light there long enough ago. We want more lights on the Tasmanian coast, and we would have had them long since but for our poverty. We reckon Cape Pillar should have a light, and there should be another on our northern coast. We have not the means at present to erect them. Of course in a small colony like ours the receipts from light dues are proportionately small. We have a large number of lights, in fact a larger number relatively than any other colony, and it is impossible for a small island like this to maintain her lighthouses on her dues alone. Looking at the matter all round, I think we are doing good service, and we will do a service to all the colonies if we carry this motion. I would recommend to the Conference that they carry the Resolution unanimously, as I am sure that if we carry it and send it to our different Governments they will endorse it.

Mr. HAMILTON: I am in entire sympathy with the mover in this motion, but I cannot promise anything on behalf of my Government, because the lighthouse subject was not referred to it.

Captain FISHER: I would just like to say, in following in the steps of my colleague, that when the basis of population was first mooted we thought that we were not going to be so well treated as we now believe we will be. As far as it will affect the whole lighthouse system I am quite of opinion that we are adopting the proper course. If the different colonies in the future suggest new lights they will then be attended to in a much better way than I think they are now. I do not think there is anything more that I can say. I am sure we are quite in accord with the Resolution.

The CHAIRMAN: I think there is very little necessity for me to say anything on this subject, as you are in the habit of hearing my voice so much upon every subject I will simply put the motion.

VARIOUS MEMBERS: No, no. Let us hear your opinion. (Hear, hear.)

The CHAIRMAN: Since I have been challenged to say a few words, I can only express my pleasure in doing so. I may say that from the first I have been in accord with this Resolution. I consider that I, and all those present, have derived a very great amount of pleasure from the excellent manner in which the question has been discussed. I may say I feel a pride in the discussion that took place yesterday, and again to-day, on the point of the different lighthouses these colonies have erected. As I said before, they are something to be proud of; and I repeat, we should feel pride when we consider that, notwithstanding we had Brazilians, Chilians, Dutchmen, and Peruvians south of the equator, certainly before the English came, yet the English were the first to put up a lighthouse. The first light, as I before told you, was that erected in 1817 on the site fixed by Governor Macquarie, near Sydney harbour. That light is an example of the energy of the early pioneers of these southern lands; and need we go further than South Australia to see another such example of civilisation? That colony erected a light, at a cost of £11,000, on Althorp Island. They followed it up by erecting other lights; and thus showed us what amount of energy they had displayed and money they had spent. Then, I remember what this tight little island has done in the past. You have put up a fine lighthouse at Maatsuyker that is a credit to your lighthouse service generally. I find, going on to Victoria, that she has three splendid lights at the entrance to Port Phillip. I say, gentlemen, that these beacons that we have erected around our coastal lines stand out as an emblem of philanthropy that does us credit. All those who have assisted in our lights have been philanthropists of the highest order, and I say without fear of contradiction that the money that has been expended in the lighthouse system of Australasia has been spent in a most righteous manner; that no money has ever been spent in the colonies on such philanthropic work. (Hear, hear). Then I come to my friend, Captain Almond, and I find that his colony has done an immense deal of work in the way of making their great highway a source of security rather than of danger, as it was when there were no lights there at all; I find in later days a most elaborate system of lighting has taken place. From the highway light we have come to the harbour light, and from it to the beacons and the shoal lights. Such a performance is a credit I say, gentlemen, to the whole of these colonies. (Hear, hear). But this has not been done without difficulty and danger, and although on the Queensland coast in parts men cannot remain very long on one station, the service is carried out in a most exemplary manner. Then I might, perhaps, come to my own colony. I have alluded to the light that was erected by Governor Macquarie in 1817, where it still stands, a fine structure, and a living evidence of what that great man Governor Macquarie did in the early days. We have had to increase the power of that light, but it stands there now as it was in the early days—the light of the southern hemisphere. That light, gentlemen, has stood out for long years to mark the mariner's course, and I assure you that grand beacon at the entrance to Sydney harbour is very often the first sign of civilisation seen by the hardy mariner from the time he leaves the English Channel till he reaches Australia. (Hear,

hear.) That light has guided many a weary mariner, and I personally have many recollections of its indications of civilisation. I do not think I need say more, because you know how warmly I feel on this matter of lighthouses. I very much approve of this motion, and although some of us will, perhaps, have to pay a little more than we did under the old system, all I can say is if we wish to see federation brought about, I cannot see a better way than to start with federating our lighthouse system. (Hear, hear.)

Captain FULLARTON: It gives me a great deal of pleasure to support this motion. To my mind it is the only one that can be adopted in view of the object we have in view, and if we attempted anything else, any other way of dealing with it, we should most certainly fail. If any federation is going to be adopted it will have to be on this basis. The basis of population is the only fair one, and Victoria, for her part, despite the fact that she will have to pay a little more for it, is quite prepared to take it. It seems to me that only by a step of this kind can we ever hope to get a start upon that greater federation, and I hope the spirit thus generated will be imbued by all Australasia. I feel confident my Government will welcome it, and I sincerely trust the proposal will meet with the approval of every Government in the Australasian colonies. (Hear, hear.)

Motion put and passed.

The CHAIRMAN: Well, now, pursuant upon the Resolution we have just passed, I think we shall have to do something in the way of passing a Resolution something upon these lines: A recommendation, based upon the fact that very often the population is smallest where lights are most needed, to the effect that a federal system be formulated by which the colonies would support the whole lighting system by contributions arranged *pro rata* according to population; that present and future control of individual lighting systems be entirely under local control of the colony in which they are situate; that a Conference of principal officers in each colony take place periodically, say once a year; and that settlements of contributions be made as speedily as possible following the end of each financial year. I think something of that sort will be needed, because the Resolution just adopted is somewhat bald. I would ask one of you to draw up something like that.

Captain WILSON: I think there is something needed in the form of a recommendation.

The CHAIRMAN: I think we shall have to put down what we suggest specifically, because if I go to my Government with a crude proposal—one bare of all details—they will ask, "How are you going to carry this out? How about the details?" If some of you gentlemen will lay your heads together, and see if something in the direction I have indicated is not possible, I am sure you can easily put it into shape.

Captain MILES: Although I think it would be of advantage to be in a position to show our respective Governments how we propose to carry out the details of this scheme, it seems like going a little too far—a little too fast—to fix upon details before the Governments have agreed to the principle.

The CHAIRMAN: I think the plainer you can put the thing, the more decisive you make it, the better.

Captain MILES: Yes, I recognise that the plainer we can put this to our different Governments the more chance there is of getting something done.

Mr. HAMILTON: Mr. Chairman, I beg to move—

"That, in pursuance of the foregoing Resolution, and after having carefully considered the questions relating to the Lighthouse System of Australia, and further having ascertained that in many cases Lights are most needed in the colonies possessing the smallest populations, this Conference is of opinion that the future erection and maintenance of Lighthouses should be conducted under a federal system, whereby the cost would be proportionately borne by the colonies that may now or hereafter join such Federation, upon a population basis; and with a view to bringing about this desirable arrangement, it recommends—

1. That each colony shall continue to conduct its own service according to present arrangements.
2. That the principal Executive Officers of each of the colonies in the Federation shall alternatively meet at the capital of one of the colonies for the purpose of adjusting accounts, consulting upon the extension of the light service and general business of the ensuing year; this course being conducive to the efficient and economical working of the proposed Federated Lighthouse System.
3. That the total cost be borne proportionately by the several colonies in the manner before mentioned.
4. That the settlement of the proportionate liability of each colony, assessed upon the population tables issued by the various Government Statisticians, be made as soon as possible after the financial year has expired."

Captain FISHER: I am sure I have very much pleasure in seconding it.

Motion put and passed.

Mr. WILSON: I will move—

"That, in order to carry out the foregoing Resolutions, the several Members of the Conference be requested to take the earliest opportunity of urging their several Governments to give effect to the recommendations made.

Captain ALMOND: I will second that.

Captain MILES: I have very much pleasure in supporting that motion, Sir. We will undertake to bring it under the notice of the Government of Tasmania at the very earliest possible moment.

Motion put and passed.



Captain ALMOND: Before this Conference closes its discussion on the lighthouse question I beg to move—

“That the Conference cannot close its proceedings on the subjects that have been discussed without expressing its opinion that Lighthouses should shortly be established on Cape Leeuwin, Cape Pillar, Cape Wessel, and Cliff Island, and also desires to express its regret that Representatives from New Zealand and Western Australia have not been present to assist in its deliberations.”

Mr. WILSON: I beg to second that.

Motion put and passed.

#### ADJOURNMENT.

The CHAIRMAN: Now, gentlemen, as to future business. There are some matters to be decided between Tasmania, Victoria, and New South Wales, and with your permission the gentlemen interested would like to go into that business this afternoon, and I am afraid there will be nothing for you to do. I would ask you to meet again at 10 o'clock on Wednesday for the purpose of proceeding with the business then to be submitted to you, and it will be taken in the order in which you have seen it set down on the paper from Victoria. I have received an invitation from the Honorable the Treasurer asking the Members of the Conference, their Secretaries, and any ladies who may have accompanied them, to go for a trip in the country by rail on Saturday. The train will leave at 8 o'clock, and return at 6:45 P.M. I think that is all the business for the present, gentlemen.

The Conference at 0:30 P.M. adjourned until 10 A.M. on Wednesday, April 25th.

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#### FOURTH DAY—WEDNESDAY, APRIL 25, 1894.

The Conference met at 10 A.M.

#### MINUTES.

The Minutes of the preceding day's proceedings were read and adopted.

#### LIFE SAVING APPLIANCES.

The CHAIRMAN: Well, gentlemen, in accordance with arrangement I will now proceed with the papers that have been sent to this Conference by the Government of my Colony. The first matter is one that has already been dealt with—that relating to “The Merchant Shipping Act” of 1886, and it really comes from the Marine Board of New South Wales. They say that they are of opinion that the Imperial Act of 1886 should be proclaimed in each colony, so that steps should be taken to prevent Marine Board steamer certificates from undue interference from officers acting under “The Imperial Emigration Act.” The next matter is that they are of opinion that the schedules attached to the Imperial Act of 1890 relating to Life Saving Appliances should become law in all the Australasian Colonies. Now, it is a matter of doubt whether it is law in all the colonies. It certainly is not the law in New South Wales at the present time.

Captain ALMOND: It is in Queensland.

Captain FULLARTON: And in Victoria.

Mr. SEARCY: It is in South Australia.

The CHAIRMAN: And in Tasmania?

Captain FISHER: No, Mr. Chairman, it is not law in Tasmania.

The CHAIRMAN: Well, the schedule is here, you are familiar with it I suppose. It is the schedule attached to the Imperial Act of 1890.

Mr. SEARCY: It is in force also in New Zealand. I am in a position to state that because I have here the pamphlet issued by them regarding it.

The CHAIRMAN: Is that schedule new to you, Captain Miles?

Captain MILES: It is not new, Sir. We had it under consideration at the Hobart Marine Board, and we did not consider it necessary to adopt it.

The CHAIRMAN: You are not asked to say more than that you are of opinion that the schedule should become law in all the Australian Colonies.

Captain FISHER: I think, Sir, seeing it has been adopted throughout Australia, it would be well if Tasmania adopted it also.

The CHAIRMAN: It has not been adopted in New South Wales, but we have a very strong desire to adopt it. We think it is very necessary.

Captain FISHER: Well, of course, if Tasmanian ships go elsewhere they are compelled to carry it out, and I for one think it would be far better if we adopted it. I know there was objection to it when it came before the Hobart Marine Board, but we had not full information regarding it, and it was a new matter; besides which, we had no example from the other colonies, or any expression of opinion from them.

Captain MILES: The ships from Tasmania are not stopped; the Tasmanian certificates are held to be good, and pass in other colonies, although they don't carry out the schedule regarding life-saving apparatus. When we had this schedule before us for consideration by the Marine Board of Hobart, I was one of those who opposed its being adopted, and I did so because I thought



there were contained in it a number of unnecessary restrictions that might possibly apply to the overcrowded traffic of the Clyde or Thames, but that would not apply to what we have in existence in these colonies. However, as we have already agreed in relation to the lighthouse question that federation is the correct thing, I should be disposed, seeing that many of the other colonies have already adopted this schedule, to federate on this question also. (Hear, hear.) I think the more we can unite in lights, life-saving apparatus, and everything the better. We should not treat each other as strangers, but, as far as possible, as members of one family. (Hear, hear.) And for that reason, although I am of opinion that some of the restrictions imposed by the schedule may bear somewhat harshly, unnecessarily harshly—indeed I may say may prove a little irksome when enforced in Tasmania,—yet I feel that in this, as in other matters, there should be a uniformity of action; and as we are one of the colonies now standing out, I will move—

“That, as the Colonies of Victoria, South Australia, Queensland, and New Zealand have already adopted the schedule attached to the Imperial Acts of 1888–90 relating to life-saving appliances, this Conference is of opinion that such schedule should become law in all the Australasian Colonies.”

Captain FISHER : I have very much pleasure in seconding that.  
Motion put and passed.

#### MINISTERIAL VISIT.

The CHAIRMAN : Now there is another matter. The two Ministers who were present on Saturday, the Hons. R. Baker and P. O. Fysh, are anxious to visit the Conference to-morrow with a view to enquiring how we are getting on. With your permission I will say we shall be happy to receive those gentlemen at 10.30 A.M.

Captain ALMOND : Then the Conference will not meet till 10.30.

The CHAIRMAN : We shall meet at 10 o'clock, and then be in order when these gentlemen come. They want to see and consult with us for some purpose.

#### WOODEN BULKHEADS FOR STEAMERS.

The CHAIRMAN : There is another matter from New South Wales, and that is the question of bulkheads for wooden ferry and inter-harbour steamers. I think most of you will have noticed there have been two serious collisions quite recently in Sydney Harbour, and but for the fact that the vessels in collision had been provided with these bulkheads, some of the steamers would have sunk. They carried a good many passengers at the time, and undoubtedly many lives were saved owing to this circumstance. It was the *Sol* and the *Alathea*, and the *Conqueror* and the *Lily*. This Regulation was introduced into New South Wales by the Marine Board, in the face of great opposition, on the 6th May, 1889. It reads as follows :—

“Every harbour and river steamer, whether constructed of wood or other material, before being entitled to a renewal or issue of her passenger certificate from the Marine Board, shall be divided by transverse water-tight bulkheads, so that the fore part of such harbour and river steamer shall be separated from the engine-rooms by a bulkhead, and so that the after part of such harbour and river steamer shall be separated from the engine-room by another bulkhead; and the said harbour and river steamer shall be otherwise of such sufficiency and good condition in her hull and fittings as in the opinion of the shipwrights' surveyor, or other inspector to the Marine Board, would prevent the vessel from suddenly sinking after ordinary collision or other casualty; the said fittings and benches and other portable articles used in the equipment of the said harbour and river steamer to be constructed, so far as is practicable, of such material as will float.”

We had not absolute legislation, but made it something of a *quid pro quo*; thus we said, if you want our certificates you will have to put in a bulkhead for our satisfaction. As you know, all of us issue passenger certificates to certain vessels, and you also know if any accident arises either by collision or otherwise the first action usually of these people—their owners—is to show they possess the Marine Board Certificate to the effect that everything is all right in regard to the fitting of the steamer. Well, the Board in my colony, after serious deliberation, thought that these passenger steamers, which frequently, in fact nearly always, carry hundreds of passengers to and fro over the water of Sydney Harbour, would be very much safer if these wooden bulkheads were put in; and that although they had no power to compel the owners to put the bulkheads in, they had power when the owners came and applied for a certificate to say, you shall have the certificate this time, but if you don't put in these bulkheads before you apply for a renewal or a new certificate you shall not have a certificate. They therefore made regulations to meet the case. I may tell you that in doing so they incurred a severe amount of criticism, and furthermore direct opposition; indeed it went so far that the owners fought the regulations through the various local courts, and even took the case to the Privy Council, but the Council held that the Marine Board having power to make regulations could impose in them almost any conditions they chose, and that applicants for certificates under those regulations must comply with them. Well, the regulation we have, and which I have read to you, has certainly prevented loss of life in New South Wales, I can say serious loss of life, and within a very short time of this meeting. The question is whether you think it desirable that a similar Regulation should be passed in all the colonies. I invite an expression of your views on the subject.

Mr. SEARCY : May I ask, Mr. Chairman, do you apply that law to River Murray steamers ?

The CHAIRMAN : We should if we could get hold of them. I suppose, however, that the River Murray is so narrow that if any great catastrophe occurred the people could almost clamber up the banks. In the case of our steamers on the rivers near the seaboard and in our harbours, our ferry steamers in fact, we won't give them a certificate unless the vessel can be prevented, at any rate for a time, from sinking. We don't say it will entirely prevent her sinking, because these wooden bulkheads will shrink, but at any rate it will keep her afloat for some time, and lessen to a minimum the chances of severe loss of life.

Captain MILES : Do you propose to have the bulkheads one forward and one aft ?

The CHAIRMAN : Yes.

Captain MILES : Of course, most of our steamers have this, but I think it necessary that all vessels should carry these bulkheads. We have not many steamers over here of the class you mention, but I recognise if any collision occurred here loss of life would probably ensue. I think New South Wales is to be congratulated upon having taken the initiative in so important a matter.

Captain ALMOND : I think it is a really very desirable piece of legislation. Indeed, the experience of our own Shipping Inspector in Brisbane has been such that he found it necessary to see me and ask me to bring forward this very subject before the Conference. I would even go further than the New South Wales Regulation, and place the matter in the hands of the Inspector, and if he thought it necessary, and it could be done without interfering with the permanent structure of the vessel, I would leave it that another bulkhead might be ordered to be put in her.

The CHAIRMAN : I am quite certain this regulation has within the last six weeks saved many lives that would otherwise have been lost. Of course we don't profess that this is as perfect a system as the bulkheads in an iron vessel, but it might prevent a sudden rush of water to the engine-room.

Captain FISHER : I think it is a splendid regulation, and one that should be agreed to. At the same time, I can hardly agree with Captain Almond, of Queensland, with respect to leaving the insertion of the second or third bulkhead to the discretion of the inspector. I think it should be made law, and that the regulation should state positively the number of bulkheads each steamer should have. I take it that it should apply in our case in Tasmania to not only river and ferry steamers, but to such steam-vessels as we have trading to Frederick Henry Bay and the Huon River.

The CHAIRMAN : We had to consider that in a case of that sort, these vessels trading to small outside places such as you name usually carried boats, and they also required all their hold capacity. Now, in the case of ferry steamers in Sydney they never carry boats; though there are often four or five hundred people aboard of them, they are constantly going alongside wharves, and cannot carry boats from davits on their sides; and then they seldom utilise their hold space. We confined the regulations to ferry steamers for these reasons, but in the case of steamers such as you instance probably they would have sufficient boat accommodation to prevent their passengers drowning. If you go beyond that you would be interfering with the vessel's hold and materially interfering with her usefulness, but the ferry steamers do not require their hold space—it is, indeed, frequently empty.

Captain FISHER : The difficulty in connection with the steamers I refer to is that they often do the work of a ferry boat. They carry large numbers of passengers on excursion trips; why every Sunday there is one runs to Brown's River. I think these precautions should be provided for, inasmuch as that they carry large numbers of passengers.

Mr. FULLARTON : I don't think this regulation could be made to apply to the large vessels we have trading in our bay, large fully-equipped steamers carrying a thousand or more passengers, constructed under Board of Trade Regulations.

The CHAIRMAN : One moment. Let me say that this regulation has really been approved of by the Privy Council, for they have ruled that if owners of steamers come for a certificate at our hands we can impose what restrictions we choose.

Captain FULLARTON : In regard to ferry steamers we have only one, so far as I know. We have a few small boats running up and down the river, and they are licensed to carry a certain number of passengers. It would, I understand, be within the province of the Board to grant them licenses.

The CHAIRMAN : According to the ruling of the Privy Council you need not give them a certificate unless you are satisfied.

Captain FULLARTON : But if the Board adopted this, I take it they would have to insist upon its being carried out.

The CHAIRMAN : If they have the Regulations, certainly.

Captain FULLARTON : If the Conference adopts this, and they carried it out, it would be compulsory for every ferry steamer to have bulkheads.

The CHAIRMAN : Would the Conference suggest that such a Regulation should be made, then it will be for the colony, if they think it will not work, to give it up. I think all we can expect is an expression of opinion.

Captain FISHER : I think that it is necessary that all steamers that carry passengers should have these bulkhead compartments.

Mr. HAMILTON : I find in South Australia we have a class of boats that will be affected by making them construct these bulkheads.

The CHAIRMAN: That is a point which we are coming to now.

Mr. HAMILTON: The steamers in South Australia engaged in the passenger service are subject to very careful and strict overhaul, and they are not passed by our Board until our Inspectors are thoroughly satisfied as to their safety. They will not grant them a certificate until they are satisfied.

Captain ALMOND: Will you read the clause relating to the government of your ships.

Mr. HAMILTON: "Where any ships of any class are divided into watertight 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."

Captain ALMOND: There you are, you see—"Where ships of any class are divided, &c."

The CHAIRMAN: South Australia is improving upon that, you see.

Captain ALMOND: Of course you see it says "Where ships of any class."

Mr. SEARCY: I take it that the whole of the colonies are in the same position. They will not grant a certificate until their surveyors are satisfied that everything is according to law. South Australia is in the position that her surveyors can refuse a certificate until they are sure that the declaration is correct.

Mr. HAMILTON: Yes, that is so.

Captain MILES: It would be well that some finality should be reached in this matter, because persons building ships, and intending to do so, should be warned of what the regulations would require of them. They should be informed that they would be required to have these bulkheads. I think that if the matter were left to the discretion of the surveyor to the Marine Boards, that in many cases, no bulkhead would be built in the ships at the time of construction. Perhaps it would be well to have the regulation hard and fast, and let every shipowner know he is compelled to have the bulkheads. We all know, Sir, of what value these bulkheads are. We know lately a ship was saved by her bulkheads, and I think all ships that carry passengers should have them. In many instances it would be well to have two of these, or even more if necessary. Perhaps a third one would be well. Personally I should like to see some regulation framed on the point.

Captain ALMOND: It would be well to have one bulkhead midway between.

Captain MILES: Putting it in that way, a vessel having an additional one would possibly be benefited. I would include in the Resolution all steamers carrying passengers,—in fact making it compulsory on the part of all steamers of that class.

Captain ALMOND: I think, Sir, that all ocean-going steamers, that is, ships of a certain tonnage, are already supplied with bulkheads.

Captain MILES: It does not apply to them.

Captain ALMOND: Oh, you mean all ferry and river steamers.

Captain MILES: Yes.

The CHAIRMAN: The regulation would not apply to other than vessels carrying passengers on our rivers and so forth. We know, as a rule, all our sea-going steamers have bulkheads.

Captain MILES: I have never seen them without them.

The CHAIRMAN: What I want to get at is whether you will amend your Motion to something of this kind:—

"That in the opinion of this Conference it is desirable that all steamers, whether constructed of iron or of wood, carrying passengers shall be fitted somewhat in the form prescribed by the Marine Board Regulations of New South Wales, made on the 6th day of May, 1890, as to bulkheads."

That does not commit us to anything.

Captain ALMOND: You see bulkheads might mean two or three or more, but a man building a steamer could consult the authorities as to what was required.

Captain FISHER: Would it not be better to stipulate two or more?

Captain ALMOND: Yes, perhaps it would, and then you could have as many as you liked.

Captain FULLARTON: The Board of Trade Regulations provide for a bulkhead forward, and they have thrashed out this matter very considerably. You know in dealing with anything of this kind you have to remember that you must protect life and property, and as bulkheads are considered life-saving appliances, steamships possessing them do not carry so many other life-saving appliances. Then again, if a vessel has the proper life-saving appliances, is it necessary to have these bulkheads? I am afraid you are travelling rather beyond where you should go.

Captain MILES: The large steamers do not come under our port regulations at all. It is the small steamers we are dealing with. We are not now endeavouring to provide for those vessels that do not come under our port regulations, I take it.

Captain ALMOND: Quite so.

Captain MILES: All those sea-going vessels have the bulkheads.

Captain ALMOND: I think you had better specify ferry steamers.

Captain MILES: The definition of a ferry steamer therefore will possibly have to be laid down, because we have ferry steamers here which sometimes go outside, although they are only ferry steamers under the port regulations. It is the passengers on these vessels we want to protect.

Captain ALMOND: I think the question is that of providing safety on the ferry steamers, and I think we might confine ourselves to them alone.

The CHAIRMAN: These bulkheads have within the last six weeks saved a considerable number of lives in the Sydney harbour alone. I think in dealing with the subject it would be well to

remember that you can act up to the spirit of the law, but not the letter exactly. It is perhaps a matter of absolute impossibility to act right up to the strict letter of the law.

Captain MILES: How will this do?—

“That in the opinion of this Conference it is desirable that all Ferry or other River and Harbour steamers, whether constructed of wood or iron, carrying passengers should be fitted with watertight Bulkheads, somewhat in accordance with the Marine Board Regulations of New South Wales.”

Mr. SEARCY: It is very important that South Australia should not be bound down in this matter.

The CHAIRMAN: This does not bind them at all.

Mr. SEARCY: The River Murray Steam Navigation Company carry over two or three hundred life-belts. They carry only one boat, and they have the proper life-saving appliances on board, so that the Resolution if carried, and all are bound by it, might seriously affect them.

Captain FULLARTON: Will this come into operation in regard to vessels already built, or when will it come into operation? Will it be when it is considered advisable by the respective Marine Boards?

Captain ALMOND: Of course, that is a matter which, I presume, would be left to the discretion of the Marine Board.

Captain MILES: Yes.

The CHAIRMAN: This Motion of yours, Captain Miles, is very open.

Captain MILES: It is only a recommendation.

Captain ALMOND: Will it apply to vessels already running?

Captain FISHER: Some Marine Boards will adopt it and others will not, so that we will be in the same state of confusion that we are in now.

Captain FULLARTON: How will you make it apply to the vessels already built?

The CHAIRMAN: That same question cropped up in New South Wales, and some of the ship-owners considered it very harsh, but we ascertained that it would only cost £20 or £25 to put in bulkheads. We decided that the regulations should be *ex parte ipso facto* law, and we said to the shipowners, “We will let you go on as you are at present, but if you come to us for another certificate then you will have to provide the bulkheads.”

Captain ALMOND: I will second this Motion.

Motion put and passed.

#### UNIFORMITY OF CERTIFICATES.

The CHAIRMAN: Well, now, I think the next business is a matter that will be brought forward by Captain Fullarton, that is if you will abide by the form of procedure already followed.

Captain FULLARTON: The first item is that of the various certificates issued in the different colonies. You all know that from time to time the various Boards have felt a difficulty in relation to the value attachable to the different certificates held by a man. I believe the foreign-going certificates of all the colonies are pretty well the same, but with regard to others which are different in character, and issued upon different conditions, the Marine Board of Victoria felt that it was time that something should be done in order to bring about a condition of affairs that would be more in unison, and, in view of the fact that the colonies were about to confer on other subjects, it was considered desirable this matter should be brought under notice. First of all, I believe that three of the colonies were going to consider it, but the suggestion was made that South Australia, Queensland, Western Australia, and New Zealand should be invited to attend and discuss the subject of the issue of certificates of competency to masters and mates for other than foreign-going ships, namely, certificates which are variously designated in the respective colonies as “Home Trade,” “Inter-colonial,” and “Coasting,” the limits within which they are valid, and the qualification for such certificates. That is the first question, and it is rather a large and comprehensive one, and I think will take some little time to deal with. In Victoria we have three certificates, foreign, river and bay (that is inland navigation), and home trade. I don’t think we need go into consideration of the river and bay certificates, but in the case of the Home trade the holder can trade between Spencer’s Gulf and Port Stephen. That is objected to by some colonies, because it is held (in the case of South Australia especially) that if the master of a vessel trading under such a certificate came to grief in waters outside the jurisdiction of the Board issuing the certificate that it would be illegal to try him. The time has now arrived, I think, when something should be done in the matter. The foreign-going trade is no trouble, but the question has now arisen what is to be considered as “Home Trade,” and what is to be considered “Coasting,” or are we going to abolish that. The chief question is what distance is the Home Trade Certificate going to cover, and what qualifications are to be considered as necessary to secure it.

The CHAIRMAN: If you will permit me, I think I will elicit a little information. In New South Wales we issue “Foreign,” “Coastal,” and “Harbour and River” Certificates, three kinds. Will you, Captain Almond, kindly tell me what you have in Queensland?

Captain ALMOND: We issue “Foreign,” “Home Trade,” “Coasting,” and “Harbour and River.”

Captain MILES: That is, four classes of certificates.

Captain ALMOND: Four.

The CHAIRMAN: And in South Australia?

Mr. HAMILTON: "Foreign," "Intercolonial," and "Home Trade" within the limits of the provinces. We also have River Certificates. We have no "Home Trade" vessels that are sea-going.

The CHAIRMAN: Now in Tasmania?

Captain FISHER: We have "Foreign," "Home Trade," "Coast Trade," and "River" Certificates.

The CHAIRMAN: Have you not "Australian Certificates"? I have some correspondence about that, I think.

Captain FISHER: No, not now. We have had instructions not to issue any more.

Captain ALMOND: Does that really apply to all Marine Boards in Tasmania—do they all issue certificates?

Captain FISHER: I believe that there are some Marine Boards in Tasmania who do not issue certificates at all.

The CHAIRMAN: Have the certificates of the Hobart Marine Board only local jurisdiction?

Captain FISHER: The Hobart jurisdiction is from Cape Pillar to Swan Island, and from that we have five Marine Boards.

The CHAIRMAN: Well, I am not quite clear about it yet. Now in Hobart, for instance, you have?

Captain FISHER: We have "Foreign," "Home Trade," "Coast Trade," and "Harbour and River."

The CHAIRMAN: Do you tell me now, that other Boards beside the Hobart one issue certificates?

Captain FISHER: The Launceston Board do, most certainly.

Captain MILES: I think there is some misapprehension. It must be clearly understood there is no Marine Board in Tasmania that issues "Foreign" certificates, the Government does that.

The CHAIRMAN: Then I am to understand the department that issues "Foreign" certificates is apart from the Marine Boards.

Captain MILES: Yes.

Captain ALMOND: Then your Marine Boards issue other certificates?

Captain MILES: Yes.

The CHAIRMAN: Can you tell us positively what certificates the Launceston Board issue?

Captain MILES: Something similar to the Hobart Board.

The CHAIRMAN: "Home Trade," "Coastal," and "Harbour and River"?

Captain MILES: Yes.

The CHAIRMAN: Now, just one moment; these certificates won't take a man off the coast of your island altogether.

Captain MILES: No.

The CHAIRMAN: They won't take him to Victoria?

Captain MILES: No.

The CHAIRMAN: How will he get to Victoria?

Captain MILES: I should have said that the Government also issue "Home Trade" certificates.

The CHAIRMAN: Then your Marine Board certificates are only available within your own jurisdiction?

Captain MILES: That is it.

The CHAIRMAN: Now, here comes the point. If I am rightly informed, the Tasmanian Government issue "Foreign" certificates and also "Home Trade" or "Intercolonial" certificates, and the Marine Board issues "Coastal" and "Harbour and River" certificates. Can all the Marine Boards issue these last-named?

Captain MILES: Every Marine Board may issue them if they so choose to do.

The CHAIRMAN: Well, seeing that does not interfere with foreign voyagers, I don't see why we need go into that at all.

Captain ALMOND: Only inasmuch as to how they may be considered in the case of foreign-going examinations; that is, a candidate may have served time and a half on the coast under these certificates, and claim under them when going up for a "Foreign" certificate.

The CHAIRMAN: He has been to sea and has put in time and a half.

Captain FULLARTON: Would not that show that there is a necessity that we should come to some unison, that something should be done in the matter?

The CHAIRMAN: Need we take up the matters that are not likely to be controversial?

Captain ALMOND: It strikes me that the real question is whether we are going to consider these certificates necessary in the various colonies, and if this is so, whether the colonies are going to recommend the combination of the "coast" and "Home Trade" certificates.

The CHAIRMAN: I think we should first consider the difficulties that have arisen in relation to these certificates.

Captain FULLARTON: The difficulty that has most affected the "Home Trade" Certificate has been that, although a man may get this Certificate in Victoria, entitling him to go from Spencer Gulf to Port Stephen, when he gets into South Australian waters the authorities there say he has no right to go there; and that, they say, is because Victoria has no right to issue him such a Certificate, because if he did any wrong they could not punish him, and the South Australian authorities would have no jurisdiction over his Certificate.

The CHAIRMAN : If that is your Judges' law, all I can say is, it is quite a departure from intercolonial law. If a man goes to South Australia and has a collision, we have the right to go into it there.

Captain FULLARTON : It seems to be a strange ruling; but, of course, we are a law-abiding people, and bound to abide by the Judges' ruling. I should like to say to our Tasmanian friends, would they not like to have a general body to deal with Certificates, the same as we have? Would they not like to have some one authority, a Marine Board say, to issue these Certificates; and would they not go in for the adoption of a similar system by all the colonies?

Captain MILES : Most certainly.

Captain FISHER : Yes, decidedly we should.

Captain ALMOND : I think it desirable there should be some central authority in Tasmania for the issue of Certificates. The Marine affairs of the Colony should be in the hands of one central authority.

Captain MILES : Certainly.

The CHAIRMAN : Would you approve of a Resolution to that effect?

Captain MILES : Yes, I think so. I would.

Mr. SEARCY : At this particular juncture, I would like to ask, have you no correspondence bearing directly upon this subject?

The CHAIRMAN : The point we have to ascertain is that as Tasmania is different to the rest of us, the Government issuing the "Foreign-going" and "Home Trade" Certificates, whilst the Marine Boards issue the "Coastal Trade" and "River and Harbour" Certificates, it is a question whether the same procedure should not be initiated in Tasmania as has already obtained in other colonies.

Mr. SEARCY : With all due deference to you, Mr. Chairman, I want to say this question has been the subject of correspondence for some time, and the Marine Board asked our Government to relegate the matter to the Board of Trade some months ago, which was done. South Australia stayed her hand to permit of this, and I ask if that opinion has been received, because I have seen it stated in a paper the other day that it has come to hand.

Captain ALMOND : The difficulty is, there is no definite Marine Board to apply to, because Tasmania has five of these, which one did you apply to?

Captain FISHER : I may state that we used to issue what were known as "Australian" Certificates.

The CHAIRMAN : Is not the question before the Conference that of securing for Tasmania the same machinery as is in force elsewhere?

Captain MILES : I think it is very desirable. We have experienced very great difficulty in the Colony through not having the same machinery in force. We have these seven Marine Boards, who have a free hand to make regulations just as they choose. They not only issue certificates, but they make what regulations may seem to them fit, and some of these may be of value whilst others are the reverse. It would be a great aid if a resolution of this Conference, suggesting the course spoken of, was placed on record.

Captain FULLARTON : I will propose—

"That this Conference, having ascertained that the system of issuing Certificates of Competency to Masters, Mates, and Engineers in Tasmania is complicated and exceptional, is of opinion that a Marine Board should be established in Tasmania having jurisdiction over the entire colony, with similar powers to those exercised by the Marine Boards in the other Australian Colonies."

Captain ALMOND : I will second that, because I believe the system is now complicated, and requires some amendment.

Motion put, and passed.

The CHAIRMAN : I think that is a point which we might consider settled now. Now since you are so pressing, Mr. Hamilton, we will come to your point. What is it you wish us to understand?

Mr. SEARCY : We want all the correspondence that has taken place between the Tasmanian Government and the South Australian Government on the question of the issue of certificates to masters. We know that correspondence has taken place, and until we read it we are in the dark so far as discussing the subject is concerned.

The CHAIRMAN : That is in regard to the Home trade.

Mr. SEARCY : The Home trade and any other correspondence that might have taken place.

The CHAIRMAN : That will be right; you will get the correspondence. I think I may here interrupt just one minute in pointing out the position of my colony. I do not think there is any difficulty between New South Wales and her neighbours in regard to the issue of certificates. We issue three classes of certificates, Foreign, Coastal Trade, and Harbour Certificates; and any certificate issued by the Board of Trade or any other British colony is considered a valid certificate for the purposes of our Navigation Acts. Well, that being so, we have men coming from Queensland with their Coastal certificates, and they are recognised. A New South Wales coastal certificate entitles the holder to go as far as Melbourne. Their certificate is a valid one for the purpose of navigation, and New South Wales on the other hand has certain powers under her Act,—that is to say, the Marine Board has, in regard to saying what a Coast Trade certificate shall be, and the interpretation placed upon it is that the Coast Trade certificate issued in Sydney shall extend on the one hand to Rockhampton, and on the other to Melbourne. Our men go down to

Melbourne with a Coast Trade certificate, and we receive their men in the same way ; when a Melbourne master comes to us with a similar certificate he is admitted. Therefore, so far as New South Wales and her immediate neighbours are concerned, I do not fear any trouble about the matter. I would like to know now what is the trouble that has occurred between South Australia and Tasmania, or South Australia and Victoria.

Mr. SEARCY : We have found that we cannot deal with certificates that are not issued by our Board. I mean we can deal only with certificates issued by us or by the Board of Trade. We could not deal with the master of the ketch *Swift*, because he did not hold a South Australian certificate, or one issued by the Board of Trade.

Captain FISHER : The certificate you are referring to is an Australian Trade Certificate.

Mr. SEARCY : Yes, but not issued by us.

The CHAIRMAN : What does South Australia purpose doing in this matter ? What is it she wants ?

Mr. SEARCY : That is just exactly what I want the correspondence for. The Premier of Tasmania wrote to the Marine Board of South Australia, and I want to see the correspondence. That is the correspondence I want to see.

Captain FISHER : There is some correspondence in connection with New Zealand in the Marine Board office, but I do not think there is any in respect to South Australia.

The CHAIRMAN : It appears to me, then, that this difficulty has occurred in consequence of this man from Tasmania arriving in South Australia in possession of what is called an Australian Trade Certificate. Well, what is the objection on the part of South Australia to recognise it ?

Mr. SEARCY : Because it is not issued by the Board of Trade, or by ourselves. Either of these we want recognised, but not others.

The CHAIRMAN : We have seen a case in New Zealand where a man arrived with a Certificate of Service from New South Wales, and the authorities there recognised it. It appears to me to be very unneighbourly on the part of South Australia to refuse to recognise these certificates. Unless you do this sort of thing there surely can be no reciprocity. These certificates are issued to men to show they are competent to take charge of life and property, and to show also that they are capable of taking ships from one port to another.

Mr. SEARCY : The Government have been pleased to recognise that, but we have had the humiliation of having to let that man go away because we had not the power to deal with him.

The CHAIRMAN : Surely if a man could navigate a ship from Hobart to South Australia, and reach port safely, it must be an indication that he is capable of navigation ?

Mr. SEARCY : We cannot deal with him.

The CHAIRMAN : Don't you reciprocate with any of your neighbours ? What about Victoria ?

Mr. SEARCY : I do not quite follow you.

The CHAIRMAN : I ask, have you no reciprocity ? You won't recognise the certificate of a man who reaches you from Melbourne ?

Mr. SEARCY : We only recognise the Board of Trade certificates, issued under the Queen's Order-in-Council, and the certificates issued by us. It is impossible for any one colony to issue a certificate that shall have effect outside that particular colony.

The CHAIRMAN : What certificate will you recognise in South Australia ?

Mr. SEARCY : Anything foreign-going.

The CHAIRMAN : The fact is, you have isolated yourself from all the other colonies. You in South Australia say you will not admit anybody from outside your coast unless they bring a foreign certificate. Is that so ?

Mr. SEARCY : Yes.

The CHAIRMAN : Is it so in the case of Victoria ?

Captain FULLARTON : No, we recognise your certificates.

Captain ALMOND : We want to come to some arrangement in the matter that will be satisfactory to the whole of the colonies.

Captain MILES : We want to decide upon something that will suit us all. (Hear, hear.)

The CHAIRMAN : If we were to carry out the same policy in New South Wales as you are doing in South Australia it would be perfectly absurd. My friend, Captain Almond, will tell you that if we refused to admit a man with a certificate from Queensland it would be perfectly absurd.

Mr. HAMILTON : When that man gets into trouble what power have you over him ?

The CHAIRMAN : You will find some suggestion as to power here. Of course law is one thing and expediency another. What we want to get at now is what you in South Australia want.

Mr. HAMILTON : We wish to be able to deal with a man who comes to South Australia, if it is necessary.

The CHAIRMAN : I think you will find some suggestions from the Board of Trade. To the Imperial Merchant Shipping (Colonial) Act, 1869, there is a memorandum which says, I think, that the colonies shall deal with each other exactly as the Board of Trade deals with them individually.

Mr. SEARCY : On the 13th of February, 1882, your Board suspended the certificate of the master of a vessel ; it was suspended for three months, and your Board, questioned by us on the subject, quoted as your authority for so doing your Act. The South Australian Attorney-General, who was supported in his opinion by the following Attorney-General and the Solicitor-General, said

you had no power to do anything by local legislation, and that the Imperial authorities had never given you any power.

The CHAIRMAN: I would break a lance with that Attorney-General—(laughter); what was the actual certificate?

Mr. SEARCY: It was a certificate of service, dated February, 1869; he was suspended by the New South Wales Marine Board, and we say you never had the power, and therefore had no right to do it.

The CHAIRMAN: The Imperial authorities say that you cannot legislate for a colonial internal policy: their policy is to give you the greatest possible freedom; they never interfere unless you are likely to bring them into trouble by your action. Of course if a ship belonging to Victoria were to go to some port belonging to a foreign power and under the British flag commit some breach of international law, then the British Government would certainly put its foot down; otherwise they give you perfect freedom. I am sure the Imperial authorities cannot and will not legislate as to what Victoria and New South Wales shall do with each other.

Captain ALMOND: This circular has reached us, and in it the Imperial authorities invite us to define what shall be the regulations governing us in these matters in these colonies; with your permission I will read it; it is a letter from the Secretary of State for the Colonies covering a communication he has received from the Board of Trade: it reads—

*Downing-street, 10th June, 1893.*

SIR,

I HAVE the honor to transmit to you copy of a letter from the Board of Trade, with its enclosures, drawing attention to the diversity of the regulations governing the issue of certificates to masters and mates in the Australasian Colonies, and suggesting the desirability of securing uniformity of system by the acceptance of a common definition of coasting service, and providing that what is regarded as coasting service in one colony should be accepted as such in another, without regard to the colony on the coast of which the service has to be performed, and I have to request that you will invite your Government to take the necessary steps for giving effect to the suggestions of the Board.

I have the honor to be,

Sir,

Your most obedient humble Servant,

RIPON.

And then in the Memorandum the final clause reads:—

“The Board of Trade would therefore suggest for the consideration of Marquis of Ripon, that steps should be taken to promote a complete uniformity of system amongst these colonies by an acceptance of a common definition of coasting service, and providing that what is regarded as coasting service in one colony should be accepted as such in another, without regard to the colony on the coast of which the service has been performed.”

I think that will put matters very clearly.

The CHAIRMAN: That is a suggestion, it is not legislation.

Captain ALMOND: Just so; but that shows the feeling of the Imperial Government as to what we should do in Australia. With regard to giving effect to that, I will move this Resolution:—

“That each of the colonies here represented restrict the issue of ‘Certificates to ‘Foreign-going,’ ‘Home Trade,’ and ‘Coasting Trade,’ making in all three classes.”

That refers to the three classes independent of the “Harbour, and River and Bay” Certificates used in Victoria and Queensland. I believe you in Tasmania use the same certificates.

Captain MILES: Our own “Home Trade” Certificate only applies to the coast.

Captain ALMOND: If that Resolution is adopted, I propose that we first consider what the limits of District shall be for “Coast” and “Home Trade” Certificates in each colony; that is to say, the Delegates for each colony shall say what they consider should be the limits, and the Conference will approve of them or do otherwise. Having considered these limits I think we should consider what shall be the qualifications; I think we all agree on the Board of Trade qualifications, so that there should be no difficulty about that; and then it will be necessary to fix the fees, so as to get uniformity in all respects.

The CHAIRMAN: If I may here interject something, I have had on my mind what Mr. Hamilton and Mr. Searcy said just now, and I should like, if you will permit me, to show you what the Home Government say:—In the year 1869 the Home authorities passed an Act which says “This Act may be cited as ‘The Merchant Shipping (Colonial) Act, 1869.’” That is an Act that is pretty familiar to all of us. It is an Act of reciprocity between the Home Government and these colonies. To that is attached a Memorandum, and it is a very valuable document, it has been of great assistance on many occasions to me, and one of its paragraphs, referring to the very point I was pressing just now (that of whether it was possible for anybody to interfere if the colonies agreed among themselves upon a piece of internal policy), says:—

“If, therefore, any restriction should hereafter be placed upon the free employment of shipping in the Colonial coasting trade it will be the act of the Colonies, and not of the Imperial Parliament. But it is to be hoped that the Legislatures and Governments of the Colonies will be disposed to co-operate with Her Majesty’s Government in their attempt to secure the benefits of free navigation and cheap freights for Her Majesty’s subjects throughout the British Empire, and to strengthen their hands in their efforts to obtain from foreign countries for the shipping of the United Kingdom and of the British Colonies a reciprocal liberality of treatment. In order to



do this, the Colonies have only to abstain from re-imposing the restriction which the Parliament of this country has removed."

Of course, if you get in to a difficulty and refer the matter to the Home Government they will, in replying, simply quote to you the law as it stands, but in what I have read the Home Government say—"We have established reciprocity between each colony and the mother country, and we hope that the colonies will establish reciprocity among themselves."

Captain FULLARTON: I think before that is seconded it would be well if we had a little clearing up of the position. I think it would be better if we could first arrive at some consensus of opinion as to whether the "Coasting Trade" Certificate shall deal with everything—whether we could not make one certificate do, having only that beside the "Foreign-going."

The CHAIRMAN: I think there can be no doubt as to the intentions of the Home Government, or the fact that whilst extending full reciprocity to us, they look for an internal reciprocity on the part of the colonies themselves. Their regulations as to dealing with certificates evidences the position the Board of Trade anticipated would result. What the memorandum says is—"When the certificate of any master, mate, or engineer, granted by the Government of a colony is cancelled or suspended by any Court other than a Court in the colony in which it was granted, notice will be sent to the Government of the colony in which it was granted with a view to preventing the issue of another certificate until the proper time arrives."

Captain ALMOND: There is the very thing.

The CHAIRMAN: Therefore, gentlemen, you may be certain the Home Government anticipates the same reciprocity will take place between the colonies as takes place between the Board of Trade and each Colony.

Mr. M'KIE: If you allow a man a certificate which would give him the run of the whole coast of Australia, I really do not see what the requirements of a Foreign-going master would be.

Captain ALMOND: I do not think that is the question at all. We do not want to take the run of the whole of the Australian Colonies. We do not issue a certificate to be recognised beyond the limits which we lay down.

Mr. M'KIE: Do you recognise a Queensland certificate in Tasmania.

The CHAIRMAN: Certainly. The Tasmanian authorities would have jurisdiction over that man's certificate the same as Queensland would have.

Mr. M'KIE: You acknowledge the Queensland certificate as being in force in New South Wales. Your own jurisdiction takes him down to Melbourne, so that the Queensland certificate practically, and to all intents and purposes, gives him the whole run of the Australian coast.

The CHAIRMAN: Supposing such is the case, where is the harm?

Mr. M'KIE: That man should have a Foreign-going Certificate right out in the first instance.

The CHAIRMAN: If a man has a High Seas Certificate he can go anywhere, you know. Our Act is very liberal, and I do not think we should do anything that would tend to hinder or interfere with navigation in any way. A man gets his certificate because he can do certain things. On a question of pilotage it is a very different thing altogether, because pilotage is counted on local experience. If the owner of a ship is content to take a man, and place him in charge of his vessel, with a Coastal Certificate, I do not think we should interfere, because the man has first to satisfy us of his capabilities, and it is reasonable to suppose he would have to satisfy his employer.

Captain ALMOND: I think we can easily put the matter on a fair basis by saying, for instance, the Colony of Victoria shall extend so far east and west, South Australia and the other Colonies the same, and give a man a certificate to navigate in those waters.

Captain FULLARTON: There should be two certificates, namely, Foreign Trade and Coastal. That ought to be sufficient for all we want.

Captain ALMOND: Will you move that as an amendment to mine?

Captain FULLARTON: Yes.

Captain ALMOND: You have Coast Trade in South Australia.

Mr. HAMILTON: Yes, only applicable to the colony itself.

Captain ALMOND: I am quite willing to alter my motion to meet South Australia in any way she likes.

The CHAIRMAN: The correspondence that has passed will show that you have issued certificates applicable only to South Australia. You will not let them go outside of your boundary, and you will not let others come in.

Captain MILES: I do not think we need take any notice of the certificates registered in the past. We need not trouble ourselves about them at all. We want now to fix certificates that will be uniform throughout Australia. I think the first thing we should do is to see how far the Coastal Certificate shall apply,—how far a man can go from one colony into another. There is, to my mind, no reason why he should not go anywhere.

The CHAIRMAN: I think there is more skill required in navigating round the Queensland coast than anywhere else.

Captain ALMOND: I beg to move:—

"That in the opinion of this Conference it is desirable to adopt interpretation of the following terms, which shall be recognised in each of the colonies in connection with the examination of Masters, Mates, and Engineers, namely, Foreign, Home Trade, and Coast Trade."

Captain MILES: I will second the motion for the purposes of discussion.

Captain FULLARTON: I move as an Amendment—

“That each of the colonies represented at this Conference shall, outside their Harbour and River Service, issue only two classes of Certificates, viz., the one for Foreign and the other for Coasting Trade.”

I think the Australian Colonies should issue certificates which shall be of equal value.

Captain FISHER: I second that.

Captain ALMOND: I will withdraw my Resolution and let the Amendment become the motion before the Conference.

Motion withdrawn by consent. Captain Fullarton's Amendment consequently became the substantive motion.

Motion put and passed.

Captain FULLARTON: Now, the next question that arises is that of limit. I am not exactly prepared for this, but it will lead up to it. We have the present system, and it is comprehensive, but I think it hardly meets the present wants of the colonies and the question that will now arise will be the deciding in our own minds what the limits of “Coast trade” shall be.

The CHAIRMAN: Well, gentlemen, suppose you each give the limits you would suggest.

Captain MILES: Well, gentlemen, is it worth while having all this individual definition—why cannot we say at once our “Coasting” certificate shall go to any of the colonies—to each of the five colonies? It makes no difference if we all agree to it. Let us make the certificates interchangeable. Why should we make all this definition and delimitation when we can have one certificate for the whole.

Captain ALMOND: So you can if you make it a “Foreign-going” certificate.

Captain MILES: If we can travel from here to, say, Wide Bay, I say a man holding a certificate that enables him to do that is fit to take a ship anywhere around the Australias.

Captain ALMOND: Then you might as well send him anywhere.

Captain MILES: No. A man may be a good navigator along a coast with which he is familiar, but I wouldn't send him anywhere else on that certificate. We can make the qualification as strict as you like. We are federating in other ways, and I say we should in this, and have only the one certificate.

Captain ALMOND: That is federation truly, but the opinion the Conference has come to is that certain experience is required for certain trades, and when a man goes beyond that he requires higher attainments, and so on.

Captain FULLARTON: I am willing, so far as Victoria is concerned, to restrict our limits to what they were before.

Captain ALMOND: So am I.

The CHAIRMAN: I think it would be better if we could do so.

Captain MILES: I will move—

“That in the opinion of this Conference Coastal Certificates should extend to the whole coast of Australia and Tasmania.”

Mr. SEARCY: I will second that.

Captain FULLARTON: I would suggest that before we do this thing we should make the examination a little stiffer, in which case I would support the Motion. I certainly consider a man requires a stiffer examination to go right round the whole Continent.

Captain ALMOND: I will agree with the proposition if the qualification of the candidate is sufficiently raised to justify it. I would also ask, What are you going to do with the purely coastal men? Are they to be included?

Captain MILES: We will have to give them a certificate equal to what they have now. We should issue certificates that would only be of service in our rivers and harbours.

The CHAIRMAN: Our system has worked really well, and I do not now see any necessity to alter it.

Captain FISHER: Really, Mr. Chairman, I think the best plan to adopt is to keep the certificates within the jurisdiction of each colony.

Captain MILES: Nine-tenths of the men now commanding coasters have foreign certificates.

Captain ALMOND: Not one-tenth in our colony have them.

The CHAIRMAN: Well, gentlemen, I think after all the discussion we have had, we are fairly agreed that the issue of coastal certificates shall apply to certain boundaries, to be defined by the respective colonies.

Mr. HAMILTON: To bring the matter to a finality, I will propose,—

“That the Coast Certificate extend only to the boundary of the Colony using it.”

The CHAIRMAN: Would not that interfere with the men now in harness? I fear it might do so. The present system has been working fairly well, and the less we interfere with it the better I think we shall go on.

Captain ALMOND: The less we interfere with them?

The CHAIRMAN: Yes.

Captain ALMOND: I am beginning to think so too.

The CHAIRMAN: If we say a “Coast Trader” shall go round Australia I am sure we shall bring about an amount of trouble we know nothing of at present. In the matter of reformation depend upon it you must give homœopathic doses. I am as certain as I am that I stand here that if we say a “Coast” Certificate shall go all round Australia we shall be anathematised in Sydney.

Captain MILES : By whom?

The CHAIRMAN : By the numbers of unemployed masters ; there are hundreds of these men walking about Sydney holding foreign certificates.

Captain MILES : Yes, and one-half of them are not fit to be employed.

The CHAIRMAN : Never mind, there they are.

Captain MILES : Yes, and more than three-fourths of them have had good positions and lost them through their own fault. Surely we are not going to consider them and stop from going on, to the detriment of other men more deserving.

The CHAIRMAN : It is a new principle we are introducing if we do this.

Captain MILES : Now, Sir, we in Tasmania have a "Coast" Certificate, and cannot go off our own coasts.

The CHAIRMAN : I think the more we stick to what we have had the better for us. In the case of Sydney, Melbourne, and Brisbane we have been working amicably a long time. There is an amount of fairness in what we have had if we can only agree to it. There is reciprocity in it.

Captain FULLARTON : Difficulties have arisen during this discussion of the matter that I never anticipated, but they are of moment, and therefore, although I feel mortified that we cannot do something in the direction first indicated by me, yet I see we must hark back. We know difficulty has existed in the past with South Australia.

Captain FISHER : And Tasmania.

The CHAIRMAN : The Tasmanian case was chiefly with New Zealand and not Australia. That is the case wherein the Tasmanian Board, or Government, issued what they called "Australian" certificates.

Captain FISHER : That is it.

Captain FULLARTON : I think we shall very possibly have to revert to the old system and adopt a rigid boundary.

The Conference held a joint consultation as to the boundaries to be fixed in the case of each colony, after which

Captain FULLARTON (resuming the discussion), said : I move—

"That a Queensland Coasting Certificate shall extend from Cape Wilberforce to the southern extreme of New South Wales ; a New South Wales Certificate, from Rockhampton on the one hand to Melbourne on the other (including Tasmania) ; a Victorian Certificate, from Port Stephens to Spencer Gulf (including Tasmania) ; a South Australian Certificate, from Freemantle to Melbourne (including Tasmania) ; Northern portion of South Australia, from Cambridge Gulf to Cape York ; and a Tasmanian Certificate, from Spencer Gulf to Port Stephens."

Captain ALMOND : I second that.

Motion put and passed.

#### TIME VALUE OF COASTAL SERVICE.

Captain FULLARTON : I beg to move,—

"That Coasting service in any part of the Coasts of Australia and Tasmania shall be counted in accordance with the Board of Trade Regulations, viz., that such service be regarded as only equivalent to two-thirds of the same time served in the Foreign Trade."

Mr. HAMILTON : I will second that.

Motion put and passed.

#### REGULATION OF SHIPS' SIDE-LIGHTS.

Captain FULLARTON : I think the next subject which has been put into my hands is a most important one,—it is the screening of ships' side-lights in accordance with the latest interpretations laid down by the Board of Trade and the regulations relating thereto. I would simply say that two degrees have been laid down by the Board of Trade as a correct angle, and our surveyors have taken the necessary steps to ensure the side-lights being placed in this way. I know the question is a vexed one, and one over which there has been a very great amount of discussion. Very much has been said against the action of the Board of Trade in framing these regulations on the lines they have done. It has been said that the crossing line is too close, and likely to bring the ships together, and many are of that opinion ; in fact, Mr. Chairman, I have entertained that opinion myself. Personally I do not at all like the new regulations, as I believe they are not any improvement on the old ones, in fact are very unsatisfactory, but I am prepared to waive my individual opinion in that direction. Every man has a perfect right to his own view on the subject, and my own opinion is that it will lead to serious difficulties. Of course some men favour one degree only, and others are of opinion that ten would be better. I hold, Sir, that you cannot see a ship's lights at one degree. Then, again, there are legal difficulties in the way. There are legal points involved which may bring trouble to some shipowners in waters under Imperial jurisdiction, so that our individual opinions should scarcely guide us in agreeing to adopt the regulations that have been recommended to us by the Board of Trade. It is questionable, indeed, whether the Court would not decide against the ship that did not have her side-lights fixed in the way that has been laid down. It has been stated that of 150 ships that have been surveyed, they all had their side-lights fixed in the way that is now recommended, whilst others had them at one degree below and others two degrees below. (Hear, hear.) We have adopted the new regulations in our Colony, and perhaps it would be well if they were generally

recognised throughout Australia. As I have said before, different persons will have different views upon the subject, and feeling this to be the case I will not now move a Resolution in the matter, but leave it to be discussed by the Conference. (Hear, hear.) I will, however, take an opportunity later on of moving a Motion; but, before sitting down, would like to read the Regulation—

“To ensure that the red and green side-lights shall show a uniform light from right ahead of the ship to two points abaft the beam on the port and starboard sides respectively, and shall not show across the bow of the ship itself, the two side-lights must be fixed to a screen fitted so that the rays from the red and green lights shall cross the line of the ship's keel projected ahead of the ship at reasonable distance ahead of the ship.

With regard to all vessels whose lights are inspected by the Officers of the Board of Trade, the red or green side-lights will not be deemed to be fixed and fitted in accordance with the Regulation unless it is so fixed and screened that a line drawn from the outside edge of the wick to the foremost end of the inboard of the screen of such light shall make an angle of four degrees, or as near thereto as may be practicable, with a line drawn parallel with the keel of the ship from the outside edge of the wick.”

Captain ALMOND: I am scarcely in accord with the remarks of Captain Fullarton. I have read up this matter about as closely as any man, and I find that experts are very much divided in opinion on the question. The Queensland Board are most desirous at all times not only to work with the Board of Trade but with every other Board in the colonies, but we are not prepared to follow a course that has been set, and of which we do not approve, without entering a decided protest. The Marine Board of Queensland, of course, are compelled to accept the Board of Trade regulations, but they have not done so in respect of these so far, because they do not approve of them. They intend, however, waiting a little while to see if the Board of Trade will stick to them. It has been pointed out, gentlemen, on the continent of Europe that the Board of Trade regulations in respect to screening the lights are not satisfactory. The Germans, Norwegians, Scandinavians, and other foreign powers, whom we must give credit to for possessing some common sense, have refused to adopt them. Some of the lights have been found to be in accordance with the old Act, namely, ten points of the compass; others were found to go eight points, and others went so far as seven degrees over the bow. Again, Sir, others were found to diverge one or two degrees, so that shows a want of unanimity, or, shall I say, proper supervision in regard to this important question of screening the side-lights. Then again, the Board of Trade were very dilatory in the matter of making these side-light regulations law, for notwithstanding this matter was brought up two years ago, they have only just issued the regulation. There are two cases now going on in England in regard to the matter, and I should like to know how they are going to decide them. For myself I should be very glad to see uniformity, but if that is to be brought about I think it should be on a proper and satisfactory basis. A vessel could be a mile ahead of another, end on, and see her side-lights, therefore I am not in a position to adopt the new regulations issued by the Board of Trade. My Board does not agree with the rules, and consequently I am not in a position to commit myself in the matter, especially as I am opposed to them. (Hear, hear.) I might, Sir, refer to another matter. This is the result of the International Conference held in Washington a few years ago, and I think when maritime affairs are discussed and we in Australia are interested—for I take it Australia is essentially a maritime nation—a representative should have been invited to Conference. We were not represented at the Washington International Conference, and considering that matters affecting Australia were discussed there we should have been represented. I hold, Sir, and say without fear of contradiction, that the merchant service was not properly represented on that Conference. I regret to say, at all events for the present, Queensland is not prepared to take these rules in regard to side-lights. The matter is under consideration, but we will not take them at present. (Hear, hear.)

Captain MILES: I should like to say a few words on this question. I heartily agree with the argument of Captain Almond, as I think myself a very great mistake has been made by the great Board of Trade in altering these side-lights to show across the bow. As far as the experts in England are concerned they are, as Captain Almond has stated, more or less opposed to the alteration. They have been termed by one of these experts as “squinting” lights, that show across the bow. You will find in every issue of the papers published on maritime subjects letters very strongly condemning this new-fangled notion. At present I think we have a very good old rule and a very safe one, and one with which I am quite in accord. I have never seen a ship steered so steadily as to make a “dark lane”—either a steamer or sailing vessel—and, furthermore, I do not think it is possible. There are many reasons why this alteration in the lights is detrimental, and I think the primary is that it is a very great mistake to get interfering with good rules—with rules that have served us so many years. I think the Board of Trade have tinkered with the good rules that were regulating our side-lights, and they have done no good thereby. The very fact that the regulations had been passed some two years before they were put into practice shows they themselves do not think much of them. I am quite satisfied, Sir, that during the next twelve months these regulations will be altered. The angle will probably be increased, or they will revert to the old thing. This matter came before the Hobart Marine Board some time ago, and the members were unanimously of opinion that the old law regulating side-lights should be maintained. (Hear, hear.)

Captain ALMOND: The Shipmasters' Society of London, of which I was a member some years ago, and I still get their proceedings and have done for years past, do not agree with the

side-lights as recommended by the Board of Trade. In that Society you will find some of the best versed men in mercantile marine matters.

Captain FISHER: As a Member of the Hcbart Marine Board I might mention that I shall not feel disposed to vote for this. The matter was laid before our Board and was thoroughly discussed, and most of the arguments used to-day were used then. Seeing that was the case, and not believing myself that the Board of Trade have taken the right course, I must oppose it. (Hear, hear.)

Mr. HAMILTON: There have been some arguments brought forward against this alteration in the side-lights as proposed by the Board of Trade, and there is an article in the *Nautical Magazine* of May, 1893, which, with your permission, I will read. It is as follows:—

“If nautical men, at present in harness, think the matter out carefully, they will come to the conclusion that a very fine crossing angle is necessary, and rather makes for safety than otherwise; but there is little doubt that the large angle adopted ( $4^{\circ}$ ) is quite twice too great, and should be reduced as soon as possible; and it is a thousand pities that whilst the matter is in hand the side-lights of steamers should not be given a statutory position, which ought, most emphatically, to be amidships. It may be added that modern labour has also lifted up its voice against the Board of Trade scheme, showing that persons *dangerously ignorant* are interfering and helping, it is to be feared, to disseminate a baseless prejudice in the matter. We refer to a Resolution passed by a branch of the Seamen's and Firemen's Union, declaring the scheme as ‘dangerously imbecile,’ betraying on the part of those responsible ‘an entire absence of the most rudimentary knowledge of the requirements of safe navigation.’ It is to be hoped that language of this kind will assist all respectable people to look into the case thoroughly, and be sure they understand the facts before they undertake to dogmatise upon a matter they have only partly digested. To charge Sir Digby Murray with ‘an entire absence’ &c., *usque ad nauseam*, is quite sufficient to make respectable masters and officers take up the Board of Trade scheme heart and soul. It shows where we are going in these days when a lot of seamen before the mast, in gross ignorance of the subject, publish such a Resolution as this, which newspapers of high class print, unfortunately without a word of remark. From such advocates as these Lord deliver us! Captain Ruthven's paper in the March *Nautical* is highly instructive, and plainly shows that the Washington Conference, whose idea we are supposed to be adopting, was in even a greater fog than we are at present, and that, primarily, this adoption of ‘not more than half a point,’ was simply the result of an overlooked error. Captain Ruthven, however, spoils his argument through want of sufficient knowledge. It is an open secret that Board of Trade Surveyors have found that the average angle at present in use is actually the one adopted,  $4^{\circ}$ , very few ships being screened to a finer angle, but we have already remarked on this. To pass on, it appears plain from Captain Ruthven's own careful observation that with a powerful flame ‘The whole of *The lens is luminous*.’ Now, as the American legal delegate pointed out, it makes no difference whether you see the *light* or the *rays*; to THE SAILOR IT IS A LIGHT, and he is bound to act directly he sees it. And it is perfectly plain, and this Sir Digby Murray knows from his own careful observations, that the comparatively faint rays from the outer part of the lens will be seen across the bows, not  $4^{\circ}$  only, but, as Captain Ruthven points out, to  $10^{\circ}$ , say one point of the compass, and that it is almost impossible to define where the reflected rays end and the actual light from the flame begins to show. Mr. Stuart Moore's experiments confirm this. Here, then, we are screening vessels' side-lights so that they shall be seen across the bows one point. How long this state of things is to remain depends on the amount of influence brought to bear on red tape. At the same time let us not forget that lights have for years been screened to about this angle on an average.”

Our Marine Board have adopted the Regulations, and I think we should all do the same thing, so as to make the thing uniform.

Captain MILES: The old law said that the light should show ahead.

Captain ALMOND:—“Green to green, red to red, perfect safety, go ahead.”

Captain FULLARTON: After having considered the whole subject I have come to the conclusion that it was advisable to adopt the Regulations in Victoria, and as the discussion has been of a rather voluminous character, I beg to move the following Resolution:—

“That in the opinion of this Conference it is expedient, in order that there may be uniformity in respect to the screening of Ships' Side-lights in the various Colonies, that the recent interpretation of the Board of Trade in relation thereto be adopted by each Colony that has not yet done so.”

Mr. HAMILTON: I will second that Motion.

Question put, and declared carried on the voices.

Captain MILES: I call for a division.

Division taken—Ayes, Captain Fullarton and Mr. Hamilton. Noes, Captains Fisher and Almond.

Captain FULLARTON: There are two and two.

The CHAIRMAN: I think it my duty in this instance to give my vote with the Ayes, to prevent complication certainly.

#### LOAD-LINE MARKINGS.

Captain FULLARTON: The next thing, Captain Hixson, is number four on the paper, namely, the load-line. A Load-Line Act has been in existence for a very long while, and it has been considered expedient to bring it into uniform operation with as little delay as possible. We in Victoria had to alter our Marine Board Act to give it effect, and we have adopted the load-line and all the regulations attached thereto as laid down by the Board of Trade, in their entirety. We have adopted all the rules and regulations, and appointed inspectors to see them carried out properly; in fact, the only thing we have not got in these colonies is a Board with equal standing to Lloyd's Register. We have appointed the engineers to be the inspectors to fix the load-line, but

that of course has not very much to do with the load-line. Some of the colonies have already adopted the load-line as laid down under the Board of Trade Regulations, and it is now proposed that they should be uniformly adopted. The only part there may be some little doubt about is whether it is necessary for us to adopt the winter load-lines of the North Atlantic, or the Indian summer. With those I do not think we have anything much to do. I do not know whether you desire at this stage to discuss the load-line question, but I think it might be taken for granted that we are all in favour of it. (Hear, hear.)

Captain ALMOND: The Load-Line Act has been adopted in Queensland, but I have not yet seen a ship that you would call having a gridiron on it. With regard to the winter load-line I do not think that need trouble us much. There is, however, one thing we might adopt in these colonies; we have already adopted the load-line according to the Board of Trade Regulations, but we only put the line for salt water. I think it would be an advantage to all of us if we put the fresh-water mark on as well; that is to say, a vessel loading in fresh water should be given the proper draft in salt water. I think, Sir, that perhaps it would be well to let us have that. (Hear, hear.) There is no doubt about the fact that we should have the load-line for fresh water as well as for salt. (Hear, hear.)

The CHAIRMAN: Will you move a Resolution, then?

Captain ALMOND: At a later stage.

Mr. HAMILTON: We in South Australia have not yet adopted that, but we shall do so.

Captain MILES: We have not adopted it in this colony, and I am not quite clear whether there is any necessity here for it. We do not adopt the Board of Trade Regulations in their entirety, but if you strike out the North Atlantic winter and the Indian summer lines, I am quite prepared to adopt it.

Captain FULLARTON: I beg to move—

“That in the opinion of this Conference it is expedient that the provisions of ‘The Merchant Shipping (Load-Line) Act, 1890,’ should be adopted by each Colony without delay.”

Captain ALMOND: I beg to second the Motion.

Motion put and passed.

Captain ALMOND: I beg to move the following Resolution:—

“That in the opinion of the Conference vessels should in the future have marked upon their sides the fresh water, as well as the salt water, load-lines; and further, that there is no necessity for vessels engaged in the Australasian trade being marked with the North Atlantic Winter or Indian Summer load-line.”

Captain FISHER: I have pleasure in seconding that. I think we should have both fresh and salt water lines marked.

Motion put and passed.

#### ADJOURNMENT.

The Conference, at 5 P.M., adjourned till 10 o'clock, Thursday, April 26.

#### FIFTH DAY—THURSDAY, APRIL 26, 1894.

The Conference met at 10 o'clock.

#### MINUTES.

The Minutes of the preceding day's proceedings were read and confirmed.

#### MINISTERIAL INTERVIEW.

The CHAIRMAN: Well, now, gentlemen, having confirmed the Minutes, is it your pleasure that we should go on with our ordinary business, or is there anything to intercept that arrangement?

The Hon. R. BAKER: Mr. Chairman and gentlemen, Mr. Fysh and myself have called upon you this morning to express our very great satisfaction and pleasure at the manner in which the business that you were called together to conduct has been accomplished; indeed, so far as I am concerned, while I certainly expected much, I have been quite surprised at the result of your labours so far as they have gone. But while I expected a great deal, as you will have noticed, I said but very little on the occasion of the opening of this Conference, I felt in earnest about the matter—(hear, hear)—and I was very pleased the following day to find that the timber had all been laid, and everything was ready, it only requiring a match to be put to it to fire a light in the principles of every one of the delegates. Without one single exception, the work which has been done must commend itself to not only this colony in which it has been carried on, but to the sister colonies, in such a way as to inspire a new hope and create a new aspiration. For a long time we have been trying to bring about the great principle of Federation in some way or other, but the financial question has always cropped up, and I suppose will crop up for some time, and if we consider the very great importance—the immense importance—of the individual colonies in their individual capacity as Parliaments, it is no wonder that there are objections raised. When, however, we get, as we have done on this occasion, right into the sore

part of the thing and made such a start as has been made—a start upon broad lines, and one that must commend itself to all the statesmen in the country,—it is most gratifying. I may say to Captain Hixson that I feel myself to be personally indebted to him; it only wanted that I should see him and his colleagues to know what like of men you were, and to feel that you could clear up the business of this Conference with satisfaction and benefit to us all. I am delighted to know it has been carried on, and carried on with such unanimity of feeling. Of course this is only the commencement, and the frame you have mapped out will have to be submitted to the various Parliaments of the several colonies for legal assent, and I should very much like it if Captain Hixson will undertake the work, that he should, on behalf of the whole of the colonies, take in hand and clothe what you have done in legal raiment. I would be delighted to undertake that work myself, but I think it is only fair that the mother-colony—she has always been a good mother to us, too (hear, hear), and has been the only mother we ever had—should be the one to bring to perfection what has been incepted during your deliberations. (Hear, hear.) I have always felt myself indebted to New South Wales, and also indebted to Tasmania, for the noble work they have done in the commencement to found what will be in the end one very great united colony—a very great united people. Now, the most of us all, except one or two youngsters, have got to the other side of the hill, and we are going down, but I won't die if I can help it till this is accomplished, till federation has become an accomplished fact. (Hear, hear.) No; I want to stick on till that is done, and when that is done—

The CHAIRMAN: I hope you will find something else to live for.

The Hon. R. BAKER: However, it is a very great pleasure to me to know the work has been done in the way it has, and in such a generous spirit, and I have the greatest possible confidence that the thing will be carried through to the end we all desire. (Hear, hear.) I do not think there is a single colony that will back down on what its representatives have decided to recommend, and I believe the two colonies not represented here will come in. I recognise, as I have said before, that New South Wales and Victoria will have to bear an increased expenditure to effect this, but it will be on the basis of population, and I am sure that you in Tasmania, Mr. Fysh, would be quite content to increase your contribution if your population increases. Won't you, now?

The Hon. P. O. FYSH: Certainly we will.

The Hon. R. BAKER: I look forward to the time when these colonies shall be united, when we shall have free intercourse of trade throughout the land. (Hear, hear.) And when that has been secured, I think we can bid defiance to all outside pressure. (Hear, hear.) The other matters with which you have been connected have been going on swimmingly. It is not the least part of your work that is now being done, and as to the work of Marine Boards I am sure it would be better if you could have in each colony one Board, and for the whole one class of certificates. I am sure Tasmania would be delighted if its five, six, or seven Boards—I don't know how many they have, but there are a good many—were amalgamated; would be only too glad to have one central authority meeting in the principal city to manage the whole affair. This would remove many grievances and little feelings of anger which now exist in the breasts of mariners when they find their certificates recognised in one port and refused in another. There is nothing so annoying to you old mariners as to find the parchment you have is not the sort you ought to have, and you know as well as I do that if a sailor can so manage it he will give the port where he knows he is going to experience anything of that sort the go-by—he won't go to the place where his certificate is likely to be a source of trouble. However, I think all this will come right in the proper time. I can only say our Government will go in heartily to carry out anything likely to produce federation. (Hear, hear.) I have the assurance of my Premier that we will do all we can to break down these miserable barriers that are stuck up between our colonies. We will do all we can to level them down—(hear, hear)—to make one family, one people, of the dwellers in this grand country of Australasia. Our resources are immense; you cannot really calculate them. You cannot calculate the resources of this Island of Tasmania. Why, I am sure you could pack away a million of men on this Island and they would all do well; there is no doubt in my mind about that. In the matter of the colony of New South Wales, I have always felt a great interest in it, and you have only to go there to find out that its resources are unknown, positively unknown, and if you go to any other colony the result is the same. We have a magnificent heritage, which we should preserve to our children when we shall have passed away. I wish you, gentlemen, all possible happiness and comfort—you and your families—and personally I wish to thank you many times for what you have done, and so far as my friend Mr. Fysh is concerned, I feel sure he will say the same. [The Hon. P. O. FYSH: Hear, hear.] I hope Captain Hixson will undertake the work I have spoken of. We want to hurry up results to keep the thing alive, keep it going during the next three months. We ought to have a law passed in that time, and so let us feel that we have commenced at the proper end. I know it will be a surprise to the people to find that the sea-line is the proper place to begin at, but undoubtedly it is so.

The CHAIRMAN: We brought you into the country from over the water, and we shall have to show you how to govern it. (Laughter.)

The Hon. R. BAKER: Yes, you did, and I feel that that is the proper place—the seaports of the colonies—from which to make a start. I join Mr. Fysh in thanking the Conference, and will conclude by repeating my expressed hope that Captain Hixson will undertake what I have asked of him. (Applause.)



The Hon. P. O. Fysh: Captain Hixson and gentlemen of the Maritime Conference,—I join most heartily with my friend the Hon. Mr. Baker, Commissioner of Trades and Customs for Victoria, in the warm sentiments he has expressed in reference to the successful labours of the Conference which is now fast drawing to a close, and I wish to tender to one and all of you the thanks of the Government of Tasmania. It has been an exceedingly happy thing that you should have been associated with one comparatively small matter, as we have always thought—that of our lights on the coast—and that you should have managed somehow or other to have associated and assimilated with your work the spirit that is all impressing, which has no limitations so far as lighting is concerned—a spirit which has been truly national in the sense of a desire so to work in connection with this particular undertaking as to set an example to all Boards and Conferences which may in the future have intercolonial matters remitted to them. I am pleased to recognize that Mr. Baker in his opening remarks at the Conference set an example which I can only wish shall be followed by other Ministers and officers of position throughout our colonies,—an example of lifting the whole matter out from that little parochial spirit in which we are apt to regard these matters and infusing into it a truly national spirit; the federal spirit to which he has referred (hear, hear); and I cannot pass on without thanking Mr. Baker for what he has said to us upon another subject which is all akin with our lighthouse business and Marine Board business, and it is that of our commerce by which we live and have our being. To carry on that business we must work upon our resources and our powers, so that it has been with the utmost amount of pride on my part that I listened to those liberal sentiments to which Mr. Baker has given utterance on behalf of his great colony of Victoria. Yet, as I listened to him I was doubting in my own mind as to their association, because, Sir, those utterances were something new—something that we are unaccustomed to hear. I felt, in the observations he was making, that he was putting new life, new blood, and new vigour into Australian statesmanship, and seeking to bring it into a bright and nobler stage than that in which many of us have been accustomed to see it or regard it. He was setting the example of looking at all matters from a national spirit, and he hit the nail on the head when he said, in connection with our commercial pursuits, that we must break down the barriers which so far have impeded our progress. I am aware, Sir, that we in Tasmania have suffered from these barriers to progress very considerably. Captain Hixson, I am aware that the virus of intercolonial commercial antagonism has been coursing our veins and hindering our progress far too long, and it is about time there was an antidote administered, and that antidote can only be administered by men who shall meet in the self-sacrificing spirit which has been shown to us by Mr. Baker this morning. We desire that antidote shall run and have a free unchequered course, so that so far as Australia is concerned we shall remember that in our commercial pursuits we are not diverse, but that what is adopted by one colony shall be for the common benefit of the nation of Australasia. (Cheers.) The reflex influence of disasters elsewhere has reached Tasmania, and we have discovered that in trouble and disrepute we are sharing with the rest of Australia; so may we hope that the credit temporarily lost may in its restoration also have reflex influence in Tasmania, and that as one united whole our prestige may be maintained. (Hear, hear.) The spirit in which you have been engaged in this matter is one which I hardly expected. We know that this commercial antagonism has run on far too long, and may I say, without reflecting at all, that the spirit in which we have been met to-day at this Conference by Victoria is something new. We have rather regarded our neighbours in the past as purely antagonistic to us from a commercial point of view. We shall be only too glad to know this day marks a red letter day in the commercial history of these colonies. Our ideas are to reciprocate and to strengthen the bond of commercial unity of these colonies that could unitedly do so much. We want to cement these colonies into one, for we are of one kith and kin, and you cannot overlook that fact, Captain Hixson. Go where we will, we find our friends and relatives and our sons moulding the future of Australia; and I am reminded by Mr. Baker that Tasmania has been assisting in the development of our neighbours' territory. We can find a great number of Tasmanian names in your legislatures, in your commerce, and in all your other pursuits. There we find the names, Sir, of worthy Tasmanians—Tasmanians who now recognise with great pleasure the work of their forefathers who are living across the waters. But earlier than that Tasmania began to people Victoria. We annexed Victoria in 1835, the year in which I was born. It was we who sent that little ship sailing up the harbour of Port Philip in those very early days with Gellibrand and Batman and others on board, and where they held out the olive branch of friendship to those dark-skins on the shore and had it taken. They were graciously received, and in return for a few necklaces, looking-glasses and other such ornaments, those dark-skins bartered away the very land on which so many thousands of white men are now located. I mention these things to show you, gentlemen, what part we in Tasmania played in moulding the future destinies of these colonies. (Hear, hear.) When Batman and Gellibrand landed from that small sailing ship they hardly knew they were laying the foundation of not only Victoria, but the whole of these colonies, and they did not know, even hardly expected, that within so short a period we should be numbering nearly four millions of people, and, Sir, who knows but that within the next twenty years the four millions here will be multiplied four or five fold. And now, Sir, what can Australia do? Need we get more telling evidence than a glimpse back at the past, and recognise in these things—that which has been done—but an earnest of those things which the Australian people will yet do. And this is a good thing. We have strengthened the ties that bind us together



by intermarrying our families throughout the whole of Australasia, so that we have in this respect one heart, one substance, one commercial interest, and with this in mind should we not recognise our responsibilities and sink individualities for the benefit of the whole? We may live on in the hopes that we shall achieve that unity, and that very fact of having it in our minds day after day—never permitting occasions like this to pass without giving utterance to it—should help to show us that we shall rise step by step from mere parochialism to that greater national spirit and greater national termination which I hope is to be the early and ultimate achievement of Australasia. I will not further deal upon this matter. I have been really somewhat inspired, by the very taking remarks of my friend Mr. Baker, to give utterance to sentiments which have always been in my mind, and which I am glad to find are also in the minds of others. I sincerely hope that as we have federated our naval defence, as we have our joint subsidies in undertaking the expense of our telegraphic system, and as we have now come to something definite in regard to our lighthouse system, by which we will be no longer individuals but a body, so we shall yet go on until at our next Postal Conference we shall adopt an Australasian postal system with a uniform postal stamp of equal value wherever it may go. And I do not know of anything which is more likely to bring about that greater and grander federation than a postal stamp, by which daily communication shall take place from house to house, and from sweetheart to sweetheart, throughout the whole of Australia on the same lines. I do not know of anything so likely to bring federation about than this. I hope we will go on from step to step always bearing the great object in mind, that while we desire to live under the one flag, the Union Jack, yet it shall be so blended with our own Australasian impulses and desires that the Union Jack shall be quartered with our great national flag, the Commonwealth of Australia. Captain Hixson and gentlemen, I desire to thank you for the work you have done. It is a work that I hope you will recognise as much more important than the mere matter of lighting our highways, important as that may be, but I cannot forbear feeling the same as Mr. Baker, that you have associated with it hopes and aims which have the foundation of that which I believe is springing up in the minds of very large numbers of the people. We look forward from day to day to the time when we shall no longer, as I have said, be of Tasmania or Victoria, but when we shall be as entirely one in our commercial pursuits as we have been in our family ties in the past, and when we may by lasting association help to build up in these colonies a great democratic community, which will not only protect itself but the grand old mother country which has given us these beautiful lands as a heritage. Need I say, gentlemen, then we would maintain not only our own honour, but the honour of those we have the satisfaction and privilege of honouring. (Cheers).

The CHAIRMAN: Mr. Fysh and Mr. Baker—After hearing the very kind and flattering words you have addressed to us, I am beginning to think this Conference is somewhat in the position of Lord Byron, who woke one morning and found himself suddenly famous. Our work, I may say, was very much encouraged by the opening remarks of you gentlemen, and I may add that our remaining work will be further sustained by what we have heard to-day. We do not attempt eloquence, gentlemen—we are practical working men. Of course we have had our little squabbles over this, we have been tinkering with each other's territories. In the matter of the Lighthouse business we have been agreed that each of you has hitherto done remarkably well single-handed, but now I think we have joined hands, and I think we shall bring about federation in this small matter; and this, gentlemen, if you see to it, may lead to great results. I have said we went tinkering with the matter, and the more we tinkered the more difficulties we got into, but we at length drifted into a broad expanse of water, and we thought we would take it up on this basis. We said if a man is coming to any of the Australian Ports, and he sights the Proudfoot Shoal Light, is it not of as much interest to him as if he was going to any other port in another colony of the group than that for which he is steering? The same thing occurs in the case of Cape Pillar. Every ship that goes to Queensland makes this little Island, and would very much like to sight a light on Cape Pillar. Therefore, we say a light is necessary there. It is useful to all, and what is the use of tinkering and arguing as to who should put it there. Thus we drifted into broad principles, and I do not think there is any difficulty now. (Hear, hear). I think both you gentlemen have said more kind things of me than I deserve. If I have done anything it has been by the kind aid of these gentlemen here. We are going to work again; we have other things to think out. I think we have arrived at an efficient economical and satisfactory manner of governing our Lighthouses if the Governments interested will take up the results of our deliberations and give effect to the recommendations.

The Hon. R. BAKER: I suppose, Captain Hixson, there will be no objection on your part at any rate, to initiating the matter. I can see we shall have to clothe your work with legislative enactment. I suppose you will be good enough to start that for us on your return to Sydney.

The CHAIRMAN: I shall hand our Report to Mr. Fysh, and he will distribute that.

The Hon. P. O. FYSH: I shall be happy to take your suggestion, Captain Hixson.

The Hon. R. BAKER: Well, you see, Mr. Hixson, I had a conversation with Mr. Fysh, and we thought the matter should be taken up by yourself. They are very busy here just now, and if you will relieve them of the work they will be very glad. At any rate, if we had one Bill drawn a copy of that could be sent to all the colonies; and, so far as I am concerned, I will know the reason why if they fail to pass it in my colony. (Hear, hear.) My instructions when I came away were given me by my Premier, and he said: "Keep federation before your eyes, and throw your

arms around little Tasmania. Help Tasmania: the other colonies can help themselves, and will, doubtless, join with you heartily in doing what you think the proper thing. I have every confidence in letting you go to do the work: you have a free hand." I have come, gentlemen, and I am going away highly gratified. (Applause.)

The Hons. R. Baker and P. O. Fysh then withdrew.

#### LIMITATION OF COASTAL TRADE.

Captain ALMOND: I will move—

"That, in the opinion of this Conference, all vessels trading beyond the limits prescribed by this Conference for the coastal trade of each Colony shall be treated as Foreign-going vessels."

Captain FISHER: I will second that.

Mr. M'KIE: The effect of the Resolution, as pointed out at the Conference yesterday, is that the Coast Trade Certificate of one colony will be recognized only in the immediately adjoining colony. For instance a Queensland certificate in New South Wales, but not in Victoria. A New South Wales certificate in Victoria and Queensland, but not in South Australia. A South Australian certificate in Victoria, but not in New South Wales, and so on. Should not some provision be made for the recognition of a Coast Trade Certificate of one colony in not only the adjoining colony, but in a distant colony, on certain conditions, and should not those conditions be common to all? If some arrangement be not agreed to, there will still be inconvenience and friction in the cases pointed out. Then, again, should this Conference not decide upon the nature of the examination for each colony for a Coastal Trade Certificate? By the non-recognition of a New South Wales certificate in South Australia, and in other like cases, a man will receive no credit for any part of the experience or knowledge upon which he received his certificate unless some provision is made therefor. So long as a man is located and sailing out of the port whereat he received his certificate the present understanding meets the case, but when a man moves south and, say desires to earn his living as a coast mariner sailing out of Victorian ports, then his certificate, obtained in Queensland, would be useless to him. If necessary he will qualify himself and take out a Victorian certificate, but should there not be some concession to him? Should no value be attached to the fact of his holding a certificate issued in another colony, and should there not be a common understanding by the respective colonies?

Captain ALMOND: I do not see that a coastal certificate should extend beyond the boundaries we have set.

The CHAIRMAN: I think, gentlemen, I cannot do better at this stage than quote you from "The Navigation Act" of New South Wales as showing the result of foreign-going or coast trade ships proceeding to sea without certificates of master and mates. The clause of the Act is the 81st, and is as follows:—

"Provided always that the holder of any unexpired Certificate of Competency of Service, granted to him in accordance with the provisions of any Act or Statute in force for the time being in Great Britain or in any of the British Colonies, shall be taken to be for the purposes of this Act the holder of a valid Certificate. And every person who, having been engaged to serve in any of the aforesaid capacities, goes to sea in such capacity without being at the time entitled to and possessed of such a Certificate as hereinbefore required, or who employs any person in any of the aforesaid capacities without ascertaining that such person is at the time entitled to and possessed of such Certificate as aforesaid, shall for each such offence incur a penalty not exceeding fifty pounds."

Motion put and passed.

#### DEFINITION OF COAST TRADE.—ENDORSEMENT OF CERTIFICATES.

Captain FULLARTON: I move, in order to simplify matters—

"That every Coast Trade Certificate issued in each Colony shall have the limits for which such Certificate is valid definitely endorsed thereon; further, that uniformity of qualifications and conditions required for Coast Trade Certificates be adopted in each Colony: provided that when a candidate having a Coast Trade Certificate of any one Colony desires to take out a Coast Trade Certificate of another Colony, he shall be permitted to do so on showing the requisite local knowledge."

Mr. SEARCY: I would like to second that.

Captain ALMOND: I shall not vote against this addition by Captain Fullarton, but I must say I think there is not the slightest necessity for it. The general opinion is, that if anything can be done it is desirable to raise the standard of Masters serving in our mercantile marine. It won't effect the position of men holding certificates at the present time, and if a man desires to chop and change about let him pass the local examination.

The CHAIRMAN: I don't see any harm in it.

Captain FISHER: As the seconder to the former Resolution, I will not vote against this, although I am opposed to it. I don't see why the man who has been some years in a colony should be in a worse position than a newcomer from another colony.

Motion put and passed.

## PILOTAGE EXEMPTION FEES.

Captain FULLARTON: The next matter is that of charges for pilotage exemption. We desire to ask Tasmania to bring her charges into conformity with those of the other colonies.

Captain FISHER: I consider what is wanted in Tasmania is a central body to deal with all matters of a maritime character. As it is at present each Board makes its own charges, in the place of one uniform charge being made for exemption. Our rates, you will see, are very complicated. In Hobart, sailing vessels pay £5, steamers £10; Launceston, sailing vessels £7 10s., steamers £15; Mersey, sailing vessels £3 3s., steamers £3 3s. (with additional fee of 10s. 6d. to the examiner); Table Cape, £3 each, port certificate for all ports £6; Circular Head, sailing vessels £3 per annum, steamers ditto; Leven, sailing vessels £5 5s., steamers £7 7s.; Strahan, sailing vessels £7 7s., steamers ditto.

Captain FULLARTON: I will move—

“That in the opinion of this Conference, the cost of obtaining Pilotage Exemption Certificates for any ship engaged in the Coasting or Intercolonial trade shall not exceed the sum of Five Pounds for any Certificate, subject to such amount as might be deemed sufficient to meet the cost of each supplementary examination.”

Captain FISHER: I will second that.

Motion put and passed.

## ADJOURNMENT.

The Conference adjourned at 0.40 P.M. till 10 A.M. next day, Friday, 27th April.

## SIXTH DAY—FRIDAY, APRIL 27, 1894.

The Conference met at 10 o'clock.

## MINUTES.

The Minutes of the preceding day's proceedings were read and confirmed.

## COAST TRADE CERTIFICATES.

Captain FULLARTON: Gentlemen, in order to give proper effect to our Coast Certificates, and render it easy for any Board to take action in the case of accidents on vessels whose masters are trading under these certificates, I beg to move—

“That the necessary action be taken by the various Australasian Governments to enable Courts of Marine Inquiry or other proper authority for any Colony in Australasia to deal with Coast Trade Certificates issued to Masters, Mates, or Engineers in any other Colony in a similar manner as is pursued in relation to any Certificate of Competency by the Board of Trade.”

Mr. SEARCY: I will second that.

Motion put and passed.

## LIFE-SAVING APPLIANCES, SIDE LIGHTS, &amp;c.

Captain FISHER: Mr. Chairman, this is a letter addressed by the Marine Board of Launceston to you, and with your permission I will read it.

The CHAIRMAN: Certainly.

Captain FISHER: It says:—

*Launceston, 26th April, 1894.*

SIR,

As this Marine Board is not directly represented at the Conference, I venture to point out in relation to some of the matters under consideration by you yesterday, that the Board of Trade Regulations have been carefully enforced within the jurisdiction of this Board by virtue of a by-law, the particular clause of which is attached hereto.

8.—All vessels or boats within the jurisdiction of the Board shall at all times observe the requirements of the Merchant Shipping Act, 1854, or any amendment thereof, or regulations arising therefrom, as regards lights, fog signals, equipments, load-lines and sailing and steering rules, unless otherwise set forth in the Marine Boards Act, 1889, or any subsequent Act, or the by-laws of the Board framed under and in accordance with the said Acts.

\* \* \* \* \*

The matters referred to are the Life-saving Appliances Acts, 1888 and 1890, issued by the Board of Trade, and also the screening of side-lights.

With regard to certificates, I send copy of the regulations for such as have been granted by this Board, from which you will see that the certificates have been fairly earned. Since 1889 this Board has issued 68 Coasting, 38 River Trade, 25 Port Engine-drivers' Certificates.

My principal object in addressing you is to ask that whatever changes may be made these may continue valid or be exchangeable without cost or re-examination.

In the event of a central examining Board being appointed elsewhere, I desire to urge that at this port there may be facilities given to men wishing to be examined such as are afforded at Aberdeen, Belfast, Cork, Dublin, Hull, Leith, Sunderland, and other outports in the United Kingdom.

ROBERT CARTER, *Master Warden.*

*To the Chairman of the Maritime Conference, Hobart.*

I take it that such an arrangement as that asked would be made.

Captain ALMOND : Certainly ; but the Local Boards would only have power to enquire into local matters.

Captain FISHER : Of course, only that.

The CHAIRMAN : The composition of this Conference, in so far as the exception of any representative of the Launceston Marine Board is concerned, is a matter that rests entirely with the Tasmanian Government ; but I think we should accept this letter and regulations from the Master Warden of that Board and embody them in our proceedings.

Captain FISHER : Having regard to what you have said, I beg to move,—

“That this Correspondence form part of our Proceedings.”

Captain ALMOND : I second that.

Motion put and passed.

#### ASSIMILATION OF MARINE BOARD FEES.

Mr. SEARCY : Mr. Chairman, I beg to move the Motion standing in my name. I need not refer to the discrepancies that exist in relation to these fees or the necessity for uniformity. I will simply move—

That in the opinion of this Conference it is desirable to assimilate the various fees chargeable by the Marine Boards of the several Colonies of Australasia.”

Captain FULLARTON : I have much pleasure in seconding that.

Motion put and passed.

#### ISSUE OF “AUSTRALIAN” CERTIFICATES.

Mr. SEARCY : I move the second Motion of which I have given notice. It is—

“That recent Correspondence between the Tasmanian Government and the Board of Trade as to the issue of certain Certificates to Masters be included in the Records of the Conference.”

It is very desirable, Sir, that this should be done, because this subject has been the cause of a heated controversy between the New Zealand, Tasmanian, and South Australian Governments and the Board of Trade, and the outcome has never been received by South Australia.

Captain FISHER : I beg to second that.

Motion put and passed.

#### RESTRICTION OF PILOTAGE EXEMPTIONS.

Mr. SEARCY : The next and third Motion standing in my name is—

“That it be a recommendation from this Conference that Pilotage Exemption Certificates should only be issued to Masters of vessels registered in the Australasian Colonies.”

This, Sir, is agreeable to the law that has obtained in South Australia, and which has proved very successful, inasmuch as it restricts it to our own colonies, and carries out the principle maintained in all our colonies, that of protection against outside traders. We won't allow a ship from London to have exemption, but we extend it to all the colonies. It is quite the universal feeling in all the colonies that we should be protected against the outside world.

Captain ALMOND : I don't know about that.

Mr. SEARCY : The ports of Sydney and Brisbane have received great benefits from this. It confers a direct benefit, because directly a vessel is registered in the Australian colonies there follows an immediate transfer of interest, and this is exactly what we want.

Captain FISHER : For the sake of discussion I will second the Resolution, and I am really, I may say, inclined to favour it. I know our intercolonial vessels have been paying more for pilotage than foreigners, that is, basing the matter on a tonnage return. I know some of our vessels have had to pay pilotage twice in one year. I think this Resolution is rather a good thing, in that vessels registered in the Australasian colonies would have to take out exemption certificates, and that the masters would have to serve a certain amount of pilotage before they could get that exemption. I take it he would have to go in and out two or three times before getting exemption.

Mr. M'KIE : In Victoria we don't consider the matter of restriction from that point of view. It is guarded against by the use of exemption certificates to vessels which are registered in our intercolonial coasting trade. We also extend the exemption to the masters of vessels making over-sea voyages when such vessels are owned in Victoria. We count it that no vessel owned in the colony is very long away from her own port. This prevents foreign-going vessels from obtaining exemptions by putting a master on board who is possessed of a European certificate.

The CHAIRMAN : In fact, you have a double-barrelled law.

Captain ALMOND : We know that some of the masters of big steamers, the P. and O. and the Orient, have exemption certificates. Your law, of course, prevents that, because a vessel could not be registered both at home and here.

Captain FISHER: I know the masters of the steamers belonging to the New Zealand Shipping Company and Shaw Saville and Albion Company are taking out certificates here.

The CHAIRMAN: I am not sure whether it is desirable to go into this matter. We have different policies in force in the different colonies. I would remind you in this arrangement we have come to about our Lighthouses, we say that each colony shall regulate its own lights in its own way. It is, perhaps, a question whether it is desirable to pass this Motion. I know my colony is not a protectionist one, and I am not sure we are not going a little beyond what we ought. It is only a little matter, perhaps, but—

Mr. SEARCY: It is not a little matter, it is a very large matter. I beg leave to withdraw the Motion standing in my name, and substitute another.

Original Motion withdrawn.

Mr. SEARCY: I will now move—

“That in the opinion of this Conference it is expedient that the issue of Pilotage Exemption Certificates be restricted as applicable to vessels intercolonially trading or coasting, or to vessels making foreign voyages, provided that the latter be registered and owned in any Colony or Province for the ports of which exemption is required.”

Captain FISHER: I will second that.

Motion put, and passed.

#### ADJUSTMENT OF SHIPS' COMPASSES.

The CHAIRMAN: Having dealt with our Notices of Motion, gentlemen, shall we now go on in rotation with the business that has been forwarded to us by the different colonies, or, at least, I should say which has been brought by the representatives of those colonies?

Captain FULLARTON: I have an important matter to bring under the notice of the Conference with regard to the adjustment of Ships' Compasses. If the colonies adopt the Board of Trade Regulations in this matter they cannot go far wrong. It is, I think, necessary that we should have uniformity in this matter throughout the whole of the Australasian Colonies; I will therefore move:—

“That the adjustment of Ships' Compasses in the Australian Colonies and Provinces be carried out in accordance with the Regulations made by the Board of Trade.”

Captain ALMOND: I will second that; but at the same time I would like to point out that it is necessary that the only difference between these colonies and the Board of Trade Regulations is that of the fees. The Board of Trade allows any man employed by a shipowner to adjust compasses. In the Australian colonies a man requires a licence from a competent authority, and he must also prove to the Board that he is qualified to do the work he undertakes.

Captain FULLARTON: Well, then, add that the adjustments be carried out by a duly authorised Marine Board official. I will alter the Motion to read:—

“That the adjustment of Ships' Compasses in the Australian Colonies and Provinces be carried out in accordance with the Regulations made by the Board of Trade, and that the adjustments be made by a person licensed by a competent authority in any Colony.”

Captain ALMOND: I will second that.

Motion, as altered, put and passed.

Captain FULLARTON: I might say, gentlemen, in regard to this question of adjustment of compasses, that in these colonies many things are carried out on much stricter lines than the Board of Trade imposes. I am glad to say in Great Britain they are getting more fully alive to the necessity for compasses being adjusted by a competent authority. More stringent measures are being taken; and I notice, from recent nautical papers issued by the Shipowners' Association, the local adjusters must be qualified. Before we proceed to another subject I think it is necessary, if any difference of opinion exists on the subject of the periods at which the compasses shall be adjusted, that we should fix the time—say every year or thereabouts.

The CHAIRMAN: We do not bind ourselves to follow the Board of Trade blindly. We say we will do so as far as we can.

Captain ALMOND: I think the point wants settling. I know the Board of Trade are waking up to the fact that compasses should be adjusted by a competent authority specially appointed for the purpose.

#### RIVER AND BAY CERTIFICATES.

Captain FULLARTON: The next subject is the recognition in one colony of the purely local certificates issued by any other colony. This subject has been already brought under notice, and I think some action should be taken at once. In Sydney you call them “Harbour and River,” and we in Victoria call them “River and Bay.”

The CHAIRMAN: You call them “River and Bay,” and we call them “Harbour and River.”

Captain FULLARTON: We think the same rules should apply in each colony. We have in Victoria River and Bay Certificates which restrict vessels of 100 tons, and then we have another certificate for vessels of over 100 tons.

The CHAIRMAN: Are you talking of vessels' certificates or masters'.

Captain FULLARTON: Vessels' certificates.

The CHAIRMAN: An Act of Parliament in one colony calls them “River and Bay Certificates,” and in another colony “Harbour and River.”

Captain FISHER : In Tasmania they are called "River Trade Certificates." I think if a man qualifies himself for local knowledge then his certificate should be interchangeable. I do not think a certificate should be given a man unless he has proved satisfactorily that he is possessed of local knowledge. Perhaps that would be the best course to adopt.

Captain ALMOND : I think that is the idea. Of course, providing that proper uniformity of name and qualification are combined. Captain Fisher has mentioned local knowledge should be required. A man having a certificate in one colony should have local knowledge to have the same certificate recognizable in another colony. Supposing a man from Tasmania went to Sydney or Queensland; providing he had the necessary local knowledge, he should get a certificate. The question then is the name by which they shall be called.

Mr. McKIE : In Victoria there are river and bay certificates for sailing vessels and steamers as well.

Mr. SEARCY : I would like to point out what is done in the colony of Victoria in reference to this matter, and the qualifications necessary for holding a certificate. A candidate for examination for a certificate as master of a river and bay sailing ship, under 100 tons gross registered tonnage, must be not less than 20 years of age, and must have served three years as a deck hand in sailing vessels of not less than 15 tons gross registered tonnage. He must write a legible hand; he must know thoroughly the rule of the road, and show that he possesses the requisite local knowledge of the bays, lakes, or rivers for which he desires to be examined; he must also be acquainted with the port signals, and answer any questions appertaining to the duties of a master of a sailing vessel engaged in the river and bay service that the examiner may consider necessary, particularly as to the management of fore-and-aft rigged vessels. The holder of a master's certificate of competency for a river and bay sailing ship desirous of being qualified to take charge of a river and bay steamship of less than 100 tons gross registered tonnage may have this certificate exchanged therefor on his producing satisfactory evidence of his having been employed as a deck hand in a river and bay steamship for a period of not less than six months while in possession of such certificate as aforesaid; and on his showing on examination, that he has acquired the knowledge necessary for a person to take charge of such a steamship and that he has a knowledge of notation and the first four rules of arithmetic. There is also an additional regulation for the examination of masters of steamships under 100 tons gross registered tonnage, in the river and bay service, which says:—"Any candidate who is in possession of a certificate of competency as a master of a steamship issued by any competent authority recognised as such by the Marine Board of Victoria (the said certificate being in the opinion of the Board, equivalent in value to a Victorian river and bay certificate for a similar grade) and who is desirous of obtaining recognition of such certificate in Victoria, shall make application (accompanied by a fee of ten shillings) to the Board, who will cause such candidate to be examined as to his local knowledge. Before passing such examination a certificate of competency as a master of a river and bay steamship under 100 tons gross registered tonnage may be issued to such candidate." Then, again, the regulations are that a candidate must not be less than 20 years of age and must have served four years as a deck hand in sea-going or river and bay steamships of not less than fifteen tons gross registered tonnage, of which one year must have been on steamships plying in the waters for which he desires to obtain a certificate, and must prove that he has served in such capacity at least twelve months within the three years immediately preceding the date of his application to be examined. The holder of a master's certificate of competency for river and bay steamships under 100 tons gross registered tonnage desirous of being qualified to take charge of a river and bay steamship of 100 tons gross registered tonnage and upwards may have his certificate exchanged therefor on his producing satisfactory evidence of his having served as mate of a river and bay steamship of over 100 tons gross registered tonnage for a period of not less than six months while in possession of a master's certificate as aforesaid. He must also show on examination that he has acquired a knowledge of the management of the larger class of river and bay steamships. Any candidate who is in possession of a master's certificate for river and bay steamships under 100 tons for restricted limits, and is desirous of obtaining a like certificate for the river and bay service generally (i.e., without restriction as to limits) will require to produce satisfactory evidence of having served for a period of not less than six months as a mate or deck hand of a river and bay steamship of not less than 15 tons gross registered tonnage plying wherever the respective Boards limit, and will require to show on examination that he has acquired the necessary local knowledge. A candidate for examination for a certificate of competency as mate or master of river and bay steamships of 100 tons registered tonnage and upwards will, on his passing the examination, receive a certificate for such waters as his previous experience and service may entitle him to, and such certificate will be endorsed accordingly. A candidate for examination as mate of steamships of 100 tons gross registered tonnage and upwards must be not less than nineteen years of age, and must have served three years as a deck hand in sea-going or river and bay steamships of not less than 15 tons gross registered tonnage, of which one year must have been on steamships of not less than 100 tons gross registered tonnage plying in the waters for which he desires to obtain a certificate, and must prove that he has served in such capacity at least twelve months within the three years immediately preceding the date of his application to be examined. He must write a legible hand and have a knowledge of notation and the first four rules of arithmetic; he must know thoroughly the rule of the road, how to mark and use the lead-line, and be acquainted with the port rules; he must show that he possesses the requisite local knowledge of the ports or

rivers for which he desires to be examined, and answer any questions appertaining to the duties of a mate in the river and bay service that the examiner may consider necessary. A candidate for examination for a certificate as master of steamships of 100 tons gross registered tonnage and upwards must be not less than twenty years of age, and must have served four years in sea-going or river and bay steamships, of which one year must have been as mate of a river and bay steamship of not less than 100 tons gross registered tonnage, during which service as mate he must have been in possession of a mate's certificate or of a certificate as master of steamships under 100 tons gross registered tonnage. In addition to the qualifications required for a mate he must understand the first four rules of compound arithmetic, be able to take a bearing, and ascertain therefrom the position of a ship by cross-bearings, as well as find on a local magnetic chart the course and distance to steer by compass between any one given point or place and another. He must have an intimate knowledge of the rivers, lakes, or bays for which he desires to obtain a certificate, and also of the international code of signals and the use and management of the rocket apparatus in the event of the vessel being stranded; he must also be able to answer any questions appertaining to the management of a river and bay steamship that the examiner may consider necessary. Any candidate who is in possession of a river and bay certificate as master for restricted limits and is desirous of obtaining a certificate for the river and bay service generally (*i. e.*, without restriction as to limits) will require to produce satisfactory evidence of having served for a period of not less than six months as a mate or deck hand of a river and bay steamships of not less than 100 tons gross registered tonnage, and will require to show on local examination that he has acquired the necessary local knowledge. I beg therefore, Sir, to move something to the effect that these Regulations be adopted by the various colonies. I quite believe that a man should have local knowledge. Feeling this, Sir, I will move—

“That this Conference recommends that the grades and qualifications for River and Bay Certificates in respect of Masters and Mates of Sailing and Steamships as prescribed by the Regulations of the Marine Board of Victoria be adopted by other Australasian Colonies, and that provision be made whereby any such Certificate issued by one Colony shall be recognised in a like capacity in any other Colony, upon the holder of such a Certificate showing that he has acquired the necessary local knowledge.”

Mr. McKIE: I will second that.

Motion put and passed.

#### ENGINE-DRIVERS' CERTIFICATES.

Mr. SEARCY: The next matter I have to bring under notice is that regarding the issue of Engine-drivers' Certificates. I think, Sir, we thrashed the matter well out last night, and the following Resolution is the result of the deliberations, which I beg to move:—

“That in the opinion of this Conference it is desirable that the possession of an Engine-driver's Certificate should entitle the holder thereof to take charge of the engines of a steam-vessel trading within such restricted limits as may be determined upon by any Marine Board.

Further, that a candidate for such a Certificate shall—

1. Produce satisfactory testimonials as to service and good conduct.
2. Be not less than 21 years of age.
3. (a) Have served at least Two years afloat as a fireman; or,  
(b) Have served not less than One year afloat as a fireman and not less than One year in a workshop in the making or repairing of engines.
4. Be able to explain the use of the principal parts of engines and boilers in general use on the waters for which he is desirous of being examined, including all valves, cocks, and connections, also the salinometer.
5. Be able to write legibly, and understand the first four rules of arithmetic.”

Captain ALMOND: I beg to second that.

Motion put and passed.

#### COLOUR-BLIND TESTS.

Captain FULLARTON: We come now to the question of Colour-blind Tests, and I beg to move—

“That the Examination for Colour Blindness in the Australian Colonies and Provinces be conducted in a similar manner to that carried out by the Board of Trade.”

Captain FISHER: I have much pleasure in seconding that.

Mr. SEARCY: The question is whether it might not be advisable that after a man has passed you should bring him up at stated intervals and test his sight. Personally I am not in favour of it, but I was instructed to draw attention to the matter.

Captain ALMOND: I would suggest that the Board of Trade Rules should be adopted in this matter. In Queensland we use the wool and silk tests, which is considered the most difficult you can possibly have. The Board of Trade, of course we all know, use card.

Captain FISHER: In Tasmania we have adopted these Board of Trade Rules, and our examiners use the cards and lights.

The CHAIRMAN: Well, in New South Wales we are the same. We use the Board of Trade Rules, and have both the worsted and card tests. In our experience we find about two per cent. of the candidates are colour blind.

Mr. PETHEBRIDGE: We have had two since the Board was formed.

Captain FISHER : We have had several here.

The CHAIRMAN : We find the percentage is two per cent. and that is the same as in the case of the Board of Trade.

Mr. SEARCY : To show how valuable is the suggestion, we had a candidate come up for master, and although he had passed the previous tests he was found to be colour blind.

The CHAIRMAN : Well, if you did make them come up, what could you do? You could not take away the certificate from a man because by some misfortune he lost a leg or an arm, and I cannot see that you could do it in this case. I think it would be very hard to do a thing of that sort.

Mr. SEARCY : You could endorse his certificate "colour blind." Of course, we know it would damn it.

The CHAIRMAN : It has been proposed at home to make this examination extend to seamen—men employed on the look-out. I think if we adopt the Board of Trade rules there is unanimity at once.

Motion put and passed.

#### RIVER MURRAY STEAMERS.

Captain FULLARTON : Number 5 is the supervision of the River Murray. We find that in the case of vessels plying on the River Murray to and from Victorian ports an endeavour is made by the Marine authorities of Victoria to exercise jurisdiction over them to the extent of compelling masters, mates, and engineers to hold certificates of competency, and to compel the vessels to undergo survey periodically. This works fairly well as far as Victorian steamers are concerned, but occasionally difficulties arise with steamers owned in New South Wales for want of jurisdiction. As New South Wales does not exercise any jurisdiction or supervision over these steamers, the whole onus of the security of these steamers and life and limb of their passengers falls upon Victoria at present. Now, no such difficulty arises in the case of the Lower Murray, which is attended to by South Australia, and all certificates issued by the South Australian Board are recognised by the Victorian authorities. In the New South Wales' case many of the vessels are owned in New South Wales. I know of two cases where men have refused to acknowledge the authority of the Local Board of Victoria. If this is not altered serious consequences may ensue. The question is, what shall be done by New South Wales to help us in the matter?

The CHAIRMAN : Perhaps our friend, Mr. Searcy, is better posted in this matter than myself; at least, he can tell us what is done by South Australia.

Mr. SEARCY : As Captain Fullarton has informed you, gentlemen, we find no difficulty in dealing with them. You see we have jurisdiction over the whole of the banks, whereas in New South Wales, I believe, it is a case of that colony claiming the banks on both sides.

The CHAIRMAN : I don't think they claim the bank on the Victorian side.

Mr. SEARCY : No, perhaps not, but at any rate you lay claim to all the water. I think the only way of meeting this difficulty is that the Conference should recommend there should be jurisdiction conferred on Victoria. It is an immense question.

Captain FULLARTON : I think we had better leave the question of boundary alone. If we make a suggestion that these bodies should have recognised authority over the vessels it should meet the case.

The CHAIRMAN : I know we are always ready to recognise Victorian certificates as our own. I think vessels owned by New South Wales subjects should submit to Victorian jurisdiction. In my opinion the vessels are as much bound when they arrive in a Victorian port as if registered in a Victorian port.

Mr. SEARCY : Is it not a fact that the River Murray is simply neglected by New South Wales? We take a keen interest in the matter.

The CHAIRMAN : I don't know that it is. We look upon the River Murray sometimes as a broad stream; we scarcely look upon it as a populous river; but the law there is the same as elsewhere, and so soon as we can reach them we shall do so. We have always felt at Sydney a little delicacy as to this River Murray business. We do not like to proclaim these Regulations of South Australia until we get the opinion of the Crown Law Officers. Why do you have different Regulations in this case than in others, Mr. Searcy?

Mr. SEARCY : We found it necessary.

The CHAIRMAN : I believe it was a growing custom of the people.

Mr. SEARCY : Yes; it suited the exigencies of the case.

The CHAIRMAN : With us, as with you, I suppose, the river rules are proclaimed all over the colony?

Mr. SEARCY : All over the colony.

Captain FULLERTON : I will move—

"That steamships registered in New South Wales trading to and from Victorian ports on the River Murray shall, until such time as it is practicable for New South Wales to make arrangements to regulate her own vessels, undergo the usual periodical survey required of steamships registered in Victoria, and shall also carry the necessary certificated Masters', Mates', and Engineers' boats and life-saving appliances as are required on board steamships registered in Victoria."

Mr. SEARCY : I will second that.

Motion put and passed.



Captain FULLARTON : That closes the whole of the questions remitted to this Conference by the colony of Victoria ; of course the best means must be taken to bring the recommendation into force.

The CHAIRMAN : Just so.

#### PILOTAGE EXEMPTION CERTIFICATES.

Mr. SEARCY : There is another matter relating to the Pilotage Exemption Certificates with which we must deal, I think, and it has reference to the time for which they will be available. I will move—

“That in the opinion of this Conference it is expedient that the service qualifications required of candidates applying for a Pilotage Exemption Certificate from any Marine Authority in Australasia shall have been performed within two years immediately preceding the date of the application to be examined.”

Captain ALMOND : I think one year would be quite sufficient.

Captain FISHER : It seems to me it would be very hard if a man went off the coast for 12 months and by that act lost his Pilotage Exemption Certificate. It would be very hard indeed.

Mr. SEARCY : I think it would be better to have two years, and I will alter my Motion to that.

Captain FISHER : If you alter it to two years, I will second it.

Motion put and passed.

Captain ALMOND : I beg leave to move—

“That in the opinion of this Conference, it is desirable that the holder of any Pilotage Exemption Certificate who has been absent for a greater period than four years from the port or ports for which such Exemption Certificate is granted, shall be required to undergo such additional examination as to local knowledge as may, in the opinion of the Board, be necessary.”

Captain ALMOND : The question of course is as to time. Many changes might, and no doubt do take place in a few years, and if a man is absent the whole of four years, it might be necessary he should undergo another examination. As a matter of fact the Marine Board of Queensland considered this matter, and they thought it very desirable indeed that some action should be taken. I think we have much more experience in exemption certificates than any other colony.

The CHAIRMAN : If a man goes back and you find he does not require to be examined, you need not examine him.

Captain FISHER : If a man holds an exemption certificate, he has had to satisfy the examiners that he had local knowledge. I hold that if a man once got an exemption certificate he should continue to hold it.

Captain FULLARTON : If a man is absent for three years and he goes back with an idea of trading on the coast, then the Board will recognize his local knowledge.

Motion put and passed.

#### UNIFORMITY OF SIGNALS.

Mr. SEARCY : I have another Motion, and it has reference to the uniformity of Signal Flags throughout the Colonies. I will move—

“That in the opinion of this Conference it is expedient that a uniform system should be observed in all Australasian Ports in respect to Signals to be observed by ships arriving and departing therefrom.”

As you are aware Sir, the first question is for a ship to put up a flag denoting whether she wants a pilot or otherwise. Of course the pilot flag is international, but then there are the customs, police, and other flags. I think we ought to assimilate our flags as far as possible. I will move the motion.

Captain FISHER : I will second it.

Motion put and passed.

#### MONTHLY LIST OF CERTIFICATES.

Mr. SEARCY : I have another Motion, and it has reference to the publication monthly of lists of certificates issued. I will move—

“That in the opinion of this Conference it is expedient that each Marine Board or other authority in Australasia publish monthly, and transmit to other Boards, Lists of the Certificates issued to Steamships, Masters, Mates, and Engineers by any such Board.”

Captain FULLARTON : I will second that.

The CHAIRMAN : Do you not think it would be better to have them published every three months.

Mr. SEARCY : No I do not think so. We want them monthly.

The CHAIRMAN : This will not interfere with the publication of any returns at present issued, will it?

Mr. SEARCY : No. It is for transmissiön between us only.

Motion put and passed.

## OFFICERS TO BE CARRIED BY VESSELS.

Mr. M'KIE : I beg leave to move :—

"That in the opinion of this Conference it is expedient that like legislation should obtain in each colony in respect to the Masters, Mates, and Engineers to be carried by Foreign-going, Coast-trade, and River and Bay steamships, and that such should be as follows ; namely :—

(1.) If she be a foreign-going ship—

(a) Of less than one hundred tons gross registered tonnage, with a duly certificated master :

(b) Of one hundred tons gross registered tonnage and less than three hundred tons gross registered tonnage, with a master and a first mate or with a master and an only mate duly certificated :

(c) Of three hundred tons gross registered tonnage and upwards, with a master, a first mate, and a second mate, or with a master, a first mate, and an only mate (as the case may be) duly certificated :

(2.) If she be a coast-trade ship or a river and bay ship—

(a) Of fifteen tons gross registered tonnage and less than one hundred tons gross registered tonnage, with a duly certificated master :

(b) Of one hundred tons gross registered tonnage and upwards, with a master and a first mate or with a master and an only mate duly certificated.

Mr. SEARCY : I will second that.

Motion put and passed.

Captain FISHER : It will be necessary to show we don't intend to interfere with the vessels sailing under English or Foreign regulations. I will move—

"Provided, that where any ship carries a Master and Mates or Engineers according to the scale required by the Laws of the United Kingdom or British Possession in which she is registered, then in such case the proposed scale shall not apply, nor shall any interference be made with the complement of the officers on board the said ship."

Mr. SEARCY : I second that.

Motion put and passed.

## PUBLICATION OF NOTICES TO MARINERS.

Captain FISHER : I move—

"That in the opinion of this Conference it is expedient, in the interests of Mariners, the safety of life, and the protection of property, that the utmost publicity be given by all Colonies to the Notices to Mariners issued by any other Colony."

I think it is quite necessary that all these notices should be issued to the other colonies so that they may know what is going on.

Captain ALMOND : I think the omission to issue notices, as to any new dangers, at the earliest possible moment would be a practice fraught with great danger to the mercantile marine of the colonies. Notices should be circulated as freely as possible. I second the Motion.

Mr. M'KIE : I understand that South Australia does not go to the expense of publishing these notices.

Mr. SEARCY : I am ashamed that such is the case. It is not that the Marine Boards forgot their duty, but that the Government absolutely declined to advertise them.

The CHAIRMAN : I think the Resolution is very much needed. (Hear, hear.)

Motion put and passed.

## PERIOD OF CERTIFICATES.

Mr. M'KIE : I beg to move—

"That in the opinion of this Conference uniformity should obtain in each of the Australasian Colonies in respect to the term of issue of Certificates to Intercolonial or Foreign-going Steamships, and this Conference recommends that in such respect the procedure of the Board of Trade be adopted by all Colonies, namely, that the said Certificates be issued as for a period of Twelve months, and further, that such Certificates be uniform in regard to the particulars contained therein, and the size and form of such Certificate."

There is no explanation necessary.

Captain FISHER : I will second that.

Motion put and passed.

## CANDIDATES WHO FAIL.

Mr. M'KIE : I beg to move—

"That in the opinion of this Conference each of the Marine Authorities of Australasia should promptly notify to like Authorities full particulars in respect of all candidates who fail to pass their examinations for Certificates of Competency."

I think I need hardly say anything in support of it. A uniformity of certificates would be a desirable thing too.

Captain ALMOND : I second that.

Motion put and passed.

## ANNUAL CONFERENCE.

Mr. M'KIE: I will move—

"That this Conference recommends that at the Annual Conference proposed to be held in connection with matters affecting Lighthouses, that opportunity be also taken to confer upon matters relating to the Mercantile Marine."

Mr. SEARCY: I beg to second that, Captain Hixson.

Motion put and passed.

## OFFICIAL REPORT OF CONFERENCE.

Captain FULLARTON: I beg to move—

"That this Conference authorises the Chairman (Captain Hixson) and the Secretary to draw up the Report of its Proceedings, and to forward the same to the Government of Tasmania for transmission to the other Colonial Governments."

Captain ALMOND: Yes, certainly. I second that.

Motion put and passed.

## VOTE OF THANKS.

Captain FULLARTON: I suppose the business is now entirely closed.

The CHAIRMAN: I know of nothing more. Has any Member anything further to bring forward?

Captain FULLARTON: In view of the fact that we have closed the business of this Conference, which has taken some considerable time, and has been exhaustively considered from every point, I think every Member will agree with me when I say that, in a large measure, this is due to the manner in which our Chairman has carried out the duties attaching to his office. I am sure everyone present will look back upon this Conference, the first of its kind that has ever taken place in Australia, with pleasure; and it is to be hoped it will have the desired effect, and that the recommendations we have agreed to make will be carried out by the different Governments of the Colonies we represent. We look for it, and hope for it, as a means of binding together our Marine Boards in the various Colonies. I beg to move—

"That the cordial thanks of this Conference be accorded to Captain Hixson for the very able, affable, and painstaking manner in which he has discharged the duties of Chairman of the Conference."

Captain ALMOND: I have very much pleasure in seconding the vote of thanks proposed by Captain Fullarton. The Chairman, I think, deserves very great credit for the practical conduct of the business he has shown during the deliberations of this Conference. The proceedings, it will be admitted, have been important, and I believe they must be productive of some good. The Chairman at all events has done all in his power in making the thing practical and assisting us in all practical suggestions. While returning thanks, Mr. Chairman, I would like to mention that I think we ought to return some thanks to the gentlemen who opened this Conference, Messrs. Fysh and Baker. Those gentlemen, no doubt, assisted us to a very great extent in the expression they gave to their views, and at all events they gave me confidence in starting the federation of the lighthouse system, more than I should have had if they had not given us the benefit of their opinions. Mr. Wilson is not here, Mr. Chairman, but he desired me on this occasion when returning thanks to associate his name with those of the other members of the Conference in thanking you for your services. (Hear, hear.)

Captain FISHER: Gentlemen, I have very much pleasure in supporting the Resolution. While doing so I should like also to thank Victoria for having drawn this Conference together. I will only speak for Tasmania, and I will say that she is going to derive, I am sure, very much benefit indeed, particularly with regard to her Marine Boards, the body I have the honor to represent to-day. I am sure the Marine Boards of Tasmania generally will be very much benefited indeed if the representations of this Conference are laid before the Legislatures and adopted. I have very much pleasure indeed in supporting the Resolution. (Hear, hear.)

Mr. SEARCY: As one of the younger members of the Conference, I have very much pleasure in supporting the Motion. I think a great deal of justice has been done South Australia in this matter. I feel very pleased. I rose more particularly to express Mr. Hamilton's regret that urgent private business called him away, but he asked me to be sure to express his thanks to this Conference for the amount of consideration he received at its hands.

Captain FULLARTON: As the mover of the Motion, I call on you, gentlemen, to accord the hearty vote of thanks now asked for.

Motion carried by acclamation.

The CHAIRMAN: It is very gratifying to me to have listened to the very kind words that each of you have expressed in my behalf. I think that you have given me very much more credit than I deserve. I think, to paraphrase an old saying, that you have been "to my virtues very kind, and to my faults a little blind." (Hear, hear.) I thought our united efforts would bring us out all right, but I do feel that you really have said more in regard to what I have done than I deserve, but at the same time I think we have done very excellent work. I am sure that notwithstanding what I might have been able to do, that I should never have got the satisfactory ending to it that we have got without your able assistance. The visit here has afforded me the greatest possible pleasure.

It is the first time, for very many years at all events, that we have really had an opportunity of meeting together and exchanging our views on the common subject of maritime matters. I am sure that opportunity will result in very much benefit, and I think that really we have accomplished a grand and exceptional task, so far as the federation of the lighthouses is concerned. (Hear, hear.) The more we have gone into it the more I like it. The more I see of your plans the more finality I see. It does not matter what may happen, if our ideas are carried out there will be no difficulty in the future ; and I may say much the same in reference to other marine matters. But you know we have had a great deal of work, and perhaps you will be content when I say I feel very great pleasure indeed for the kind feelings you have expressed. (Hear, hear.) Before sitting down I should like to indicate my appreciation of the valuable aid afforded this Conference by Mr. Secretary. I am sure his promptitude has quite astonished me. Where I thought I should have experienced trouble and difficulty in the keeping of things together, I have found, with Mr. Packer at my side, everything go as smoothly as possible, and I have had no trouble whatever. I cannot, too, pass over the very important services rendered by the official Shorthand-writers. I am sure the amount of business they have put together and the promptitude with which it has been done has astonished me. I should like to pass on to the Government Printer, by whose courtesy we have been enabled to have every morning before us the Votes and Proceedings of the previous day ; our labours by this means were much lessened. Then the Deputy Surveyor-General, Mr. Counsel, has been most kind in the matter of furnishing us with maps, and giving any information we required at the hands of his department. I cannot, while on this subject, pass over the press reports. (Applause.) I do not think I need go into particulars, other than to say we are much indebted to those gentlemen for the excellence of their work, and the intelligent manner in which our proceedings have been reported by the daily press. Speaking for myself, I think that they have done me very good service, and I am very much obliged to them. I do not know when or where I have ever seen so satisfactory reports of proceedings of a somewhat difficult nature like ours have been. I ask you, gentlemen, to permit me to convey your thanks in these words. (Applause.) In conclusion, I would say that if I have betrayed any shortcomings in my conduct in the chair, and if I have been at all hasty at any moment, well I don't profess to be blest with the best of tempers, and I may have said things hastily that perhaps I could have said differently, but if that has occurred I am sorry for it, and I am sure it was but a mere passing cloud over the sun, and when I have come out from behind it I have been brighter than ever. (Laughter and applause.)

Captain ALMOND : I have very much pleasure in seconding the vote of thanks to Mr. Packer and the gentlemen named. We have met with every courtesy at their hands, and I am sure, as you, Mr. Chairman, have already remarked, the reports in the daily press have been more intelligent than they generally are when they appertain to maritime matters, for often great blunders are made. So far as I know, in this case the press reports have been without a single mistake, which, I think, is a very great thing.

The CHAIRMAN : I beg, Mr. Packer and gentlemen, to convey to you the Resolution passed. I hope you may live many a year to pleasantly reflect upon it.

Mr. PACKER : I think, Mr. Chairman and gentlemen, I can put my own reply, and that of those directly and indirectly associated with me, in a few words—the labours throughout have been a pleasure.

#### DISSOLUTION OF CONFERENCE.

The CHAIRMAN : With your assent, gentlemen, the Minutes of to-day's proceedings will be taken as read and confirmed. (Hear, hear.) I now declare this Conference dissolved.



## APPENDIX A.

(Referred to on pages 2 and 14.)

## TELEGRAM.

*The Hon. the Premier, Adelaide, S.A.*

HOPE your Delegates Hobart Marine Conference are empowered to consider lighthouses.

E. BRADDON, *Premier.**Hobart, 19th April, 1894.*

## TELEGRAM.

*The Hon. the Premier, Hobart.*

SHOULD be glad for deliberation of Conference to be as complete and useful as possible, but subject of lighthouses not having been brought under notice of or considered by this Government, I am sorry not in a position to instruct our Delegates in the matter.

J. H. GORDON, *for Premier, absent.**Adelaide, 19th April, 1894.*

## APPENDIX B.

(Referred to on pages 8 and 39.)

16th September, 1893.

SIR,

I HAVE the honor to forward herewith copy of correspondence with the Government of New Zealand with regard to the refusal of the Government of that Colony to recognise Tasmanian certificates for "Australian Trade Ships" issued in accordance with the provisions of the local Act of Parliament, 42 Vict. No. 11, passed in order to take advantage of the provisions of "The Merchant Shipping Act (Colonial), 1869." You will observe that the Law Officers of New Zealand and Tasmania have given their respective opinions as to the merits of the case. As, however, each maintain that the position taken up by his Government is the correct one, and as the question is of some importance to the Mercantile Marine of this Colony, inasmuch as certificates for "Australian Trade Ships" issued by this colony are imperilled by the action of the New Zealand authorities, I will be glad if you will send the correspondence by this mail to the Agent-General and direct him to place himself in communication with the proper office in London, and obtain the ruling of the Board of Trade as to what is to be done in the circumstances. I should like an early reply pressed for.

I have, &amp;c.

*The Hon. the Premier.*J. E. PACKER, *for Treasurer.*

*Board of Trade (Marine Department), London, S.W.,  
15th November, 1893.*

SIR,

I AM directed by the Board of Trade to acknowledge the receipt of your letter of the 24th ult. transmitting for their opinion a copy of a Despatch and its enclosures received from the Premier of Tasmania with reference to the refusal of the New Zealand Authorities to recognise Tasmanian certificates for Australian trade ships.

In reply I am to state that the Board are advised that the only Colonial Certificates to which the Order in Council of the 9th May, 1891, applies are Certificates of Competency for the Foreign Trade.

Under the Order in Council the Colonial Certificates referred to must be of the same force as those granted under the Imperial Acts, *i.e.*, they must be Certificates of Competency for the Foreign Trade, for the provisions of those Acts relating to Certificates of Competency for that trade are supplied to them by paragraph 2 of the Order in Council, and they must also have been granted subject to all the conditions imposed by Section 8 of "The Merchant Shipping (Colonial) Act, 1869."

The Certificates of Competency issued by the Tasmanian Authorities for Australian trade ships are not, however, Certificates having the same force as Certificates of Competency for the Foreign Trade issued under the Imperial Act, as they would not be available for foreign-going ships proceeding from ports in the United Kingdom on foreign-going voyages; nor have this Board any proof of their having been granted subject to all the conditions imposed by Section 8 of "The Merchant Shipping (Colonial) Act, 1869."

They appear to be Certificates issued for voyages within certain prescribed limits, and, therefore, rather of the character of Certificates for Home Trade ships.

Under these circumstances the Board of Trade desire me to state that the contention of the New Zealand Authorities with regard to these Certificates would appear to be correct.

I am, Sir,

Your obedient Servant,

*The Agent-General for Tasmania,  
5, Victoria-street, S.W.*

INGRAM B. WALKER.

*The Premier to the Premier of South Australia.**Hobart, 4th December, 1893.*

REFERRING to case Edward Taylor, Master Mariner, trading from Tasmania to Port Adelaide. The whole question *re* the form of certificate issued in his case, and that of others of same class, has been remitted to Board of Trade, London. Would it be possible to let matter go on as before objection was taken to certificate until this Government receives a reply from Board of Trade, and is in a position to amend its Act, if it is found necessary. The men who hold this sort of certificate have been examined in good faith, and passed under the law of this Colony.

(Signed) HENRY DOBSON, *Premier.*

## TELEGRAMS.

*The Hon. the Premier.*

REPLYING to yours of fourth December, delayed through reference to Marine Board. No action will be taken *re* Edward Taylor pending reply of Board of Trade or further advice.

C. C. KINGSTON.

*Adelaide, 4th January, 1894.**The Premier to the Agent-General.**Hobart, 1st December, 1893.*

Translation.

REFERRING to my despatch, No. 184, when may we expect Board of Trade decision? Matter of importance to merchant seamen in this Colony.

*The Agent-General to the Premier.**London, 1st December, 1893.*

Translation.

BOARD of Trade decision in favour of arguments advanced by New Zealand. See my despatch of 16th November.

## APPENDIX C.

*(Referred to on pages 12 and 14).*

## EXTRACTS from Report of Commission in 1856.

The Commissioners appointed by the respective Governments of New South Wales, Victoria, South Australia, and Tasmania, to consider the adoption of some general and uniform scheme for the erection and maintenance of the Lighthouses on the Australian coasts assembled in Melbourne.

The Commissioners have considered it hopeless, under the circumstances, to establish a Board that will combine the materials requisite for a vigorous management, and have therefore decided that, in their opinion, the same results may be brought about by ascertaining in the first instance where additional Lighthouses ought to be erected, and then by apportioning the expense of their erection and maintenance between the Colonies interested, in such proportions as the amount of tonnage passing these lights will indicate.

Secondly. The Commissioners are of opinion that the question of providing funds requisite for the support of their own lights, or of the proportions of such other lights as may be allotted for their maintenance, may be fairly left for the consideration of the respective Governments, to be raised in such a manner as may be most in accordance with the views of their several Legislatures.

From the tenor of the evidence attached to this Report, the Commissioners consider that the erection of the following additional Lighthouses will greatly facilitate the navigation of these coasts, viz.:—

1. Cape Borda.
2. Cape Northumberland, in the Province of South Australia.
3. Cape Schank.
4. Wilson's Promontory, in the Colony of Victoria.
5. King's Island, in the Colony of Tasmania.
6. Cape St. George, in the Colony of New South Wales.

The apportionment of expense was as follows:—

Cape Borda and Cape Northumberland—to be borne by South Australia.

Cape Schank—to be borne by Victoria.

Wilson's Promontory—to be borne by New South Wales and Victoria (South Australia's share being regarded as a set-off to expenditure at Capes Borda and Northumberland).

King's Island—to be borne, Victoria (one-half), New South Wales (one-fourth), and Tasmania (one-fourth).

Goose and Swan Island—to be borne by Tasmania.

\* \* \* \* \*

“In conclusion the Commissioners suggest to their respective Governments that the agreement now entered into between the colonies for the erection and maintenance of the Australian lighthouses should be embodied in a legislative enactment, and made binding upon the Governments of the several colonies concerned for a period of ten years.”

#### EXTRACTS from Report of Conference held in 1873.

The Conference consisted of accredited representatives of New South Wales, Queensland, South Australia, Tasmania, Victoria, and Western Australia, and assembled in Sydney.

#### 4.—SUPPORT OF THE LIGHTS.

The question of the maintenance of Highway Lights, by general contributions from all the Colonies deriving benefit from the same, having been discussed at great length, it was found to be surrounded with many difficulties, and the Conference were unable to devise any such scheme which, in the opinion of all the Members, would be fair and equitable to each of the Colonies, and at the same time not too complicated to carry into practice.

The Conference, however, after disposing of a resolution of Captain Payne's in reference to the general maintenance of Highway Lights, unanimously resolved,—

That the cost of erection and maintenance of lights on the main coast line should be defrayed by the Colony in whose territory they are situated, except where coast lights are maintained especially for the use of the vessels of another Colony: Provided always, that where any light is erected on or close to the line of demarcation between any two Colonies, that such light be maintained conjointly by such Colonies.

That the lights on the islands in Bass's, Banks', and Torres' Straits, and in channels away from the mainland, be paid for “rateably in proportion to the tonnage of the shipping entered inwards and cleared outwards in each Colony deriving benefit from the same.”

\* \* \* \* \*

It was resolved to recommend that Gabo Island be maintained conjointly by Victoria and New South Wales.

It was resolved that the lights proposed to be erected on Cape Hamelin (near Cape Leeuwin), in Western Australia, and on Eddystone Point, Tasmania, should be considered to be “Lights maintained especially for the use of vessels of another Colony.” The question of the cost of their erection and maintenance to be left to the decision of the Governments interested.

#### APPENDIX D.

(Referred to on page 8.)

*Marine Board of Launceston,  
April 26th, 1894.*

*To the Chairman of the Maritime Conference, Hobart.*

SIR,

As this Marine Board is not directly represented at the Conference, I venture to point out, in relation to some of the matters under consideration by you yesterday, that the Board of Trade Regulations have been carefully enforced within the jurisdiction of this Board by virtue of a By-law, the particular clause of which is attached hereto:—

“8. All vessels or boats within the jurisdiction of the Board shall at all times observe the requirements of ‘The Merchant Shipping Act, 1854,’ or any amendment thereof, or regulations arising therefrom, as regards lights, fog signals, equipments, load-lines, and sailing and steering rules, unless otherwise set forth in ‘The Marine Boards Act, 1889,’ or any subsequent Act, or the By-laws of the Board framed under and in accordance with the said Acts.”

The matters referred to are the Life Saving Appliances Acts, 1888, and 1890, issued by the Board of Trade; and also the screening of side-lights.

With regard to Certificates, I send copy of the Regulations for such as have been granted by this Board, from which you will see that the Certificates have been fairly earned. Since 1889 this Board has issued—

68 Coasting Certificates.  
38 River Trade Certificates.  
25 Port Engine Drivers' Certificates.

My principal object in addressing you is to ask whatever changes may be made, these may continue valid or be exchangeable without cost or re-examination. In the event of a Central Examining Board being appointed elsewhere, I desire to urge that at this Port there may be facilities given to men wishing to be examined such as are afforded at Aberdeen, Belfast, Cork, Dublin, Hull, Leith, Sunderland, and other Out-ports in the United Kingdom.

I have the honor to be,

Sir,

Your obedient Servant,

ROBERT CARTER, *Master Warden.*

**REGULATIONS** for granting *Coast Trade Certificates of Competency to the Masters or persons in charge of Steam or Sailing Vessels of not less than 50 tons register trading beyond the limits of the River Tamar, and River Trade Certificates of Competency to Masters or persons in charge of all Vessels trading within the limits of the River Tamar: adopted by the Marine Board of Launceston on the 13th day of May, 1890, under the provisions of "The Marine Boards Act, 1889," Section 157.*

[NOTE.—Every person who offends against the above quoted Section, and every person employing or permitting any person to have charge of every such steamship or sailing ship who does not hold a Certificate of Competency, shall be liable to a penalty not exceeding £100 and not less than £25.]

### COAST TRADE CERTIFICATES.

1. A candidate must be at least 18 years of age, have served three years at sea, and been in active service within the last five years.

2. He must produce satisfactory testimonials of good character and sobriety for the preceding 12 months.

3. He must satisfy the Examiner—

- |                       |   |   |
|-----------------------|---|---|
| LOCAL KNOW-<br>LEDGE. | { | (a) That he understands the working of the class of vessel to which the certificate will apply.   |
|                       |   | (b) That he understands the rule of the road for both steam and sailing vessels, as laid down in the International Steering and Sailing Rules, and  |
|                       |   | (c) That he understands the Regulations concerning lights and sound signals for fog, for preventing collisions at sea, according to the same rules.   |
|                       |   | (d) That he knows the marks on the lead-line and the use of the log.  |
|                       |   | (e) That he is able to take a bearing by compass and prick off a ship's course on the chart.  |
|                       |   | (f) That he has a knowledge of the Tasmanian coast and harbour lights.  |
|                       |   | (g) That he knows the time of high water at full and change of moon at King's Island and Swan Island, and the time after high water when the eastern and western stream begins in those localities. |
|                       |   | (h) That he has sufficient knowledge of the River Tamar to enable him to navigate his vessel thereon.   |
|                       |   | (i) That he is acquainted with the depth of water at high water on the bars of the principal rivers on the coast.   |

### RIVER TRADE CERTIFICATES.

A candidate must be at least 18 years of age, have served two years at sea or coasting, or in the river trade, and have been in active service within the last six months.

He must produce satisfactory testimonials of good character and sobriety for the preceding 12 months.

He must satisfy the Examiner—

- (a) That he understands the working of the class of vessel to which the Certificate will apply, especially in squally and stormy weather.
- (b) That he knows what lights should be carried when at anchor and under weigh.
- (c) That he knows the rule of the road for both steam and sailing vessels.
- (d) That he has a sufficient knowledge of the Tamar to enable him to navigate a vessel thereon.

Applications to be examined should be made to the Secretary, when the following fee for examination must be paid; viz. :—

For a Coast Trade Certificate, 15s.

For a River Trade Certificate, 10s.

Candidates failing to satisfy the examiner can present themselves again at the expiration of three months from the date of their first examination, without further payment.

Certificates to Masters possessed of and producing Certificates of similar value from other marine authorities, and who satisfy the examiner as to their local knowledge, are also issued free.

The Certificates issued in accordance with the preceding regulations may be at any time suspended or cancelled, should the Board be satisfied of the incompetency or misconduct of the holders; and it shall be incumbent upon the Board to cause a notice of every such suspension or cancellation to be served with all convenient speed upon the person named in such Certificate.

*By Resolution of the Board dated May 27, 1890, a "Colour Test" has been added for both Coast Trade and River Trade Certificates, and candidates failing in this will be disqualified.*

### PORT ENGINE-DRIVER'S CERTIFICATE OF COMPETENCY.

1. A candidate must be 21 years of age, and have served at least one year afloat as Engineer, Fireman, Greaser, or Donkeyman.

2. He must produce satisfactory testimonials as to character, ability, and sobriety for the whole of that time.

3. He will be required to explain the use and position of the principal parts of engines and boilers, including all valves, cocks, and connections.

4. He will be required to explain the use of the salinometer, the causes and effects of, and the usual remedies for, incrustation and corrosion.

5. He will be required to write legible and correct answers to a number of elementary questions, and work out answers to certain arithmetical questions which will be put to him by the examiner.



Applications to be examined should be made to the Secretary, when the examiner's fee of 20s. must be paid.

Candidates failing to satisfy the examiner can present themselves again at the expiration of three months from the date of their first examination without further payment.

The certificates issued in accordance with the foregoing regulations may be suspended or cancelled at any time should the Board be satisfied of the incompetency or misconduct of the holders, and it shall be incumbent upon the Board to cause a notice of every such suspension or cancellation to be served with all conceivable speed upon the person named in such certificate.

October 28, 1890.

## APPENDIX E.

(Referred to on page 36.)

NEW SOUTH WALES } Proclamation by His Excellency the Right Honorable SOMERSET RICHARD,  
to wit. } EARL OF BELMORE, a Member of Her Majesty's Most Honorable Privy Council  
(L.S.) } in Ireland, Governor and Commander-in-Chief of the Colony of New South Wales,  
BELMORE, } Governor. and Vice-Admiral of the same.

I, SOMERSET RICHARD, EARL OF BELMORE, the Governor aforesaid, do, by this my Proclamation, declare, in accordance with the third section of the Act of the Imperial Parliament, intituled the "Merchant Shipping (Colonial) Act, 1869, 32 Victoria, chap. 11," the said Act to be in force and operation in this said Colony of New South Wales from the date of the publication hereof.

Given under my Hand and Seal, at Government House, Sydney, this twenty-third of December, in the year of our Lord one thousand eight hundred and sixty-nine, and in the thirty-third year of Her Majesty's Reign.

By Command,

SAUL SAMUEL.

GOD SAVE THE QUEEN!

[2190]

The Treasury, New South Wales,  
24th December, 1869.

HIS Excellency the Governor directs the publication, in connection with the foregoing Proclamation, of the subjoined Despatch, received from the Right Honorable the Secretary of State for the Colonies, with enclosures.

SAUL SAMUEL.

[Circular.]

Downing-street,  
26th August, 1869.

My Lord,

I have the honor to transmit to you, for your information and that of the Legislature of the Colony under your Government, copies of an Act passed in the present Session of Parliament, entitled "An Act for amending the Law relating to the Coasting Trade and Merchant Shipping in British Possessions," and of two Memoranda which have been prepared by the Board of Trade with reference to this Act.

In the first of these Memoranda a brief sketch is given of past legislation upon the Colonial Coasting Trade, and of the reasons which have led to the passing of the Act. The second Memorandum has been framed for the purpose of obviating, as far as possible, any difficulties which might be felt in acting upon the provisions of the 8th Section of the Act.

It will be your duty, as pointed out by the 3rd Section, to proclaim the Act in the Colony under your Government as soon as may be upon receiving this notice.

Should any additional copies be desired of the Memoranda and of the papers annexed to the second Memorandum, I will endeavour to get them supplied to you.

I have, &c.

THE EARL OF BELMORE.

GRANVILLE.

[Enclosure No. 1.]

[CH. 11.]

### MERCHANT SHIPPING (COLONIAL) ACT.

CHAP. 11.

A.D. 1869.

AN ACT for amending the Law relating to the Coasting Trade and Merchant Shipping in British Possessions.

[13th May, 1869.]

BE it enacted by the Queen's Most Excellent Majesty, by and with the advice and consent of the Lords Spiritual and Temporal, and Commons, in this present Parliament assembled, and by the authority of the same, as follows:—

*Preliminary.**Short Title.*

1. This Act may be cited as "The Merchant Shipping (Colonial) Act, 1869."

*Definition of Terms.*

2. In this Act, unless the context otherwise requires,—

*"British Possession."*

The term "British possession" means any territory or place situate within Her Majesty's dominions, and not forming part of the United Kingdom, or of the Channel Islands, or Isle of Man; and all territories and places under one Legislature as hereinafter defined are deemed to be one British possession for the purposes of this Act:

*"Legislature."*

The term "Legislature" includes any person or persons who exercise legislative authority in the British possession, and where there are local legislatures as well as a central legislature means the central legislature only.

*Commencement of Act.*

3. This Act shall be proclaimed in every British possession by the Governor thereof as soon as may be after he receives notice of this Act, and shall come into operation in that British possession on the day of such proclamation, which day is hereinafter referred to as the commencement of this Act.

*Coasting Trade.**Regulation of Coasting Trade by Colonial Legislature.*

4. After the commencement of this Act the legislature of a British possession, by any Act or Ordinance, from time to time, may regulate the coasting trade of that British possession, subject in every case to the following conditions:

- (1.) The Act or Ordinance shall contain a suspending clause, providing that such Act or Ordinance shall not come into operation until Her Majesty's pleasure thereon has been publicly signified in the British possession in which it has been passed.
- (2.) The Act or Ordinance shall treat all British ships (including the ships of any British possession) in exactly the same manner as ships of the British possession in which it is made.
- (3.) Where by treaty made before the passing of this Act Her Majesty has agreed to grant to any ships of any foreign state any rights or privileges in respect of the coasting trade of any British possession, such rights and privileges shall be enjoyed by such ships for so long as Her Majesty has already agreed or may hereafter agree to grant the same, anything in the Act or Ordinance to the contrary notwithstanding.

Sects. 328 and 163 of 16 & 17 Vict. c. 107 repealed.

5. The following sections of the Customs Consolidation Act, 1853, are hereby repealed; namely,

Section three hundred and twenty-eight as from the commencement of this Act:

Section one hundred and sixty-three as from the date in the case of each British possession at which either an Act or Ordinance with respect to the coasting trade made within two years after the commencement of this Act in such British possession comes into operation, or, if there is no such Act or Ordinance, at which the said two years expire.

*Merchant Shipping.**Registrars of British Ships in British Possessions.*

6. It shall be lawful for Her Majesty, by Order in Council, from time to time to declare, with respect to the British possession mentioned in the order, the description of persons who are to be registrars of British ships in that British possession, and to revoke any order so made.

After the date specified in the order, or, if no date is specified, after the date of the proclamation of the order in the British possession, the order shall have effect as if it were contained in section thirty of the Merchant Shipping Act, 1854.

*Application of Merchant Shipping Acts to Canada.*

7. In the construction of the Merchant Shipping Act, 1854, and of the Acts amending the same, Canada shall be deemed to be one British possession.

*Colonial Certificates to Master, Mates, and Engineers.*

8. Where the legislature of any British possession provides for the examination of, and grant of certificates of competency to persons intending to act as masters, mates, or engineers on board British ships, and the Board of Trade reports to Her Majesty that they are satisfied that the examinations are so conducted as to be equally efficient as the examinations for the same purpose in the United Kingdom under the Acts relating to Merchant Shipping, and that the certificates are granted on such principles as to show the like qualifications and competency as those granted under the said Acts, and are liable to be forfeited for the like reasons and in the like manner, it shall be lawful for Her Majesty, by Order in Council,

1. To declare that the said certificates shall be of the same force as if they had been granted under the said Acts:
2. To declare that all or any of the provisions of the said Acts which relates to certificates of competency granted under those Acts shall apply to the certificates referred to in the said order:

3. To impose such conditions and to make such regulations with respect to the said certificates, and to the use, issue, delivery, cancellation, and suspension thereof, as to Her Majesty may seem fit, and to impose penalties not exceeding fifty pounds for the breach of such conditions and regulations.

Upon the publication in the *London Gazette* of any such Order in Council as last aforesaid, the provisions therein contained shall, from a date to be mentioned for the purpose in such order, take effect as if they had been contained in this Act.

It shall be lawful for Her Majesty in Council to revoke any order made under this section.

[*Enclosure No. 2.*]

## MERCHANT SHIPPING (COLONIAL) ACT, 1869.

### FIRST MEMORANDUM.

#### *Colonial Coasting Trade.*

It is well known that the British Colonies were in former years subjected by the Imperial navigation law to many serious disabilities in the supposed interest of British shipping.

The operation of these restrictive laws was gradually narrowed; and, eventually, by the Act 12 and 13 Vict. cap. 29, the principle of free navigation was, so far as regards the foreign trade of the empire, substituted for that of monopoly.

But while the Act of 1849 removed all remaining restrictions on foreign ships in the foreign trade of the United Kingdom and of the British possessions, as well as in the trade between the different and distant parts of the British empire, it reserved the coasting trade both at home and in the colonies exclusively to British ships. It contained, however, a provision enabling the colonies themselves to open and in other respects to regulate their own coasting trade. These provisions were re-enacted in 1853 by ss. 163 and 328 of the Customs Consolidation Act, 16 and 17 Vict. cap. 107.

In 1854 the last remaining restriction on free navigation, so far as the United Kingdom was concerned, was removed by the Act 17 and 18 Vict. cap. 5, which opened the coasting trade of the mother country to foreign ships and placed them on the same footing as British ships.

The clauses of The Customs Consolidation Act, 1853, relating to the Colonial Coasting Trade were however left untouched, and they have remained ever since the only remnant of the British navigation laws.

This reservation was made not on the ground of any hesitation as to the value of the principle of free navigation when applied to the colonies, but out of respect to the principle of colonial self-government. It appears to have been thought that as the provisions of the existing Imperial law were such as to enable any British possession to open its coasting trade upon address to the Crown, the initiative in such measures might be safely and more properly left to the Colonial Governments themselves.

It has been found, however, that very few of the colonies have availed themselves of the powers vested in their legislature by The Customs Consolidation Act, s. 328, and that in the great majority of them no steps have been taken to assimilate foreign and British shipping in their coasting trades.

There is reason to think that in some cases this inaction has been due to a misunderstanding of the intention and objects of the Imperial Legislature in retaining the s. 163 of The Customs Consolidation Act, 1853, and the presence of this clause in an Imperial statute has given rise to misapprehension and inconvenience in the foreign relations of the Crown.

To remove all doubts therefore as to the policy of the British Parliament, and so far as Imperial legislation is concerned, all obstacles to the equal admission of foreign ships to the Colonial Coasting Trades, Her Majesty's Government has obtained the assent of the Imperial Legislature to The Merchant Shipping (Colonial) Act, 1869. By this Act the 163rd and 328th sections of The Customs Consolidation Act, 1853, are repealed; the latter section from the time of the proclamation of the Act in the Colony, and the former section either from the coming into operation of a local Act or Ordinance regulating the coasting trade of a colony, or, in the absence of any such local legislation, at the end of two years after the proclamation of this Act. At the same time, power has been conferred upon the colonial legislatures (subject to certain specified provisoes) to regulate the coasting trade of their respective possessions by local Act or Ordinance.

If therefore any restriction should hereafter be placed upon the free employment of shipping in the Colonial Coasting Trade, it will be the act of the colonies, and not of the Imperial Parliament. But it is to be hoped that the Legislatures and Governments of the Colonies will be disposed to co-operate with Her Majesty's Government in their attempt to secure the benefits of free navigation and cheap freights for Her Majesty's subjects throughout the British empire, and to strengthen their hands in their efforts to obtain from foreign countries for the shipping of the United Kingdom and of the British colonies a reciprocal liberality of treatment.

In order to do this the colonies have only to abstain from re-imposing the restriction which the Parliament of this country has removed.

[*Enclosure No. 3.*]

## MERCHANT SHIPPING (COLONIAL) ACT, 1869.

### SECOND MEMORANDUM.

#### *Certificates of Masters, Mates, and Engineers.*

1. The qualifications for certificates of competency of masters and mates are enumerated in paragraphs 9 to 15 of the enclosed pamphlet, intitled "*Notice of Examinations of Masters and Mates and Engineers*," and marked A., and in the enclosed circulars marked B and C; and the qualifications for Engineers' certificates of competency are enumerated in paragraphs 52 to 54 of the enclosed pamphlet marked A.

2. It rests with the government of any colony wishing to avail itself of the provisions of section 8 of the Act of 1869 to satisfy Her Majesty's Government that examinations in that possession are conducted so as to be equally efficient with the examinations held in the United Kingdom, and to show like qualifications and competency on the part of persons passing them. It will therefore be necessary first for the Government of the colony to frame such regulations as will as far as possible be in accord with the enclosed pamphlet and circulars, and, secondly, to appoint competent examiners.

3. As regards the framing of rules for examinations, the Board of Trade can only suggest that the rules contained in the enclosed pamphlet should be followed as closely as circumstances will admit. And as regards the selection and appointment of examiners, it may be useful to point out that in the United Kingdom the examiners of masters and mates are at the principal ports divided into two classes, viz., (1) examiners in seamanship, and (2) examiners in navigation.

4. The examiners in seamanship are sometimes called the practical examiners, and the examiners in navigation are sometimes called the scientific examiners. A list showing the names of the examiners, their salaries, and their previous occupations; a statement of the number of applicants examined at each port during the last 12 months, and the rate per cent. of failures at each port is inclosed and is marked D.

5. The examiners of engineers are themselves practical engineers, who have served an apprenticeship in the manufacture or repairs of engines and machinery, and who have also served at sea in the engine-room. These officers besides being examiners of engineers, are also surveyors of steam-ships under Part IV. of the Merchant Shipping Act, 1854.

6. A list showing their names, previous occupation, and salaries is enclosed, and is marked E. It is right to state that the examination of engineers occupies but a small part of the time of the examiners, and that their salaries are chiefly paid for inspection of steam-ships, &c., and not for examinations. This should be clearly understood, since otherwise a colonial government might think it necessary to appoint a staff of officers exclusively for this duty.

7. Before any examiner is allowed to examine masters, mates, or engineers, the Board of Trade subject him to examination to ascertain his fitness and competency.

8. The examination papers used in this country are enclosed and are marked F and G respectively; those marked F relate to the examination of masters and mates, and those marked G to the examination of engineers.

9. The time for working out these papers is explained in paragraph 55 of the enclosed pamphlet marked A.

10. Copies of other forms used in the United Kingdom in connection with examinations are inclosed and are marked H.

11. Whilst thus proposing that the standard of examination at present in force in the United Kingdom should be adopted in the colonies, the Board of Trade will not of course object to a higher standard, and they reserve to themselves full power of revising and raising the standard in the United Kingdom, and of rejecting all colonial certificates which are not in accordance with the standard so raised.

12. The fees to be paid by the applicants for examination and the method of applying to be examined are explained in paragraphs 17 and 56 of the pamphlet marked A.

13. Having adverted to the general principles and practice of the examinations, there are one or two points to which special attention should be paid in framing colonial regulations.

14. As regards the persons who are to be entitled to be examined in a British possession, it is obvious that the conditions and qualifications mentioned in the pamphlet marked A enclosed must be insisted on, and it is equally obvious that a colonial government can have in many cases no means of ascertaining whether all these conditions are complied with. Experience as shown by previous service is one of the most important of these conditions, and in some cases colonial governments will not be in a position to test this qualification, *e.g.*, a colonial government can have no means of verifying the statement of services given in by an officer who has served in British ships hailing from some other colony or from the United Kingdom.

15. In the United Kingdom the records in the General Register and Record Office of Seamen contain accounts of the voyages of all British ships which sail from this country, and means therefore exist here for verifying the statement of services of all applicants for certificates of competency, but the like means do not exist in the colonies.

16. The importance of some regulation to meet this case will be obvious when it is considered that the certificates granted by the government of any colony will have the full force of Imperial certificates, and will entitle the holder to act as an officer in or take command of British ships all over the world; and secondly, that it is necessary to prevent applicants, who from want of necessary service, or from incompetency or misconduct, have failed in obtaining certificates in one Colony, or in the United Kingdom, from applying to the Government of another colony and there obtaining certificates. The Board of Trade, therefore, propose that in each colony certificates under the Act of 1869 shall be granted to persons who have been domiciled in that possession for at least three years, and to those persons only.

17. Service in ships registered in any British possession will be accepted as domicile in that possession, for the purpose of obtaining certificates under the Act.

18. A second point is, that for obvious reasons certificates issued by the Governments of British colonies should be as nearly as possible similar in shape and form to the Imperial certificates, and that the numbers shall run consecutively for each colony. Forms of Imperial certificates are inclosed, and are marked I.; and the Board of Trade would suggest that on the certificates issued in each colony the name of the colony shall be inserted prominently both on the back and face of the certificates.

19. A third point is, that arrangements will have to be made for reporting to the United Kingdom the names of all officers who pass in each colony, with the number, description, and date of their certificates; and also of all those who apply to be examined and who fail to obtain certificates, either with or without examination, and the causes of failure. The Board of Trade will on this point make arrangements for forwarding to each colony similar information respecting persons domiciled in that Colony, or serving in British ships registered there, who may apply to be examined in the United Kingdom. By these means

fraud will be prevented, and incompetent or improper persons failing to obtain certificates in this country will be prevented from obtaining certificates in colonies, and *vice versa*.

20. A fourth point relates to the cancellation and suspension of certificates.

21. As Imperial certificates granted in the United Kingdom are liable to be cancelled or suspended by any properly constituted British court in any part of the world, so certificates issued by the Government of any colony under the Act of 1869, and having the force of Imperial certificates, will be liable to be cancelled or suspended in the United Kingdom or in any properly constituted British court in any part of the world.

22. The provisions respecting the forfeiture or cancellation and suspension of certificates of competency granted in the United Kingdom are contained in ss. 23 and 24 of The Merchant Shipping Act, 1862, and 242 of The Merchant Shipping Act, 1854, and it will be necessary for the Government of each colony, availing itself of the Act of 1869, to show that certificates granted in that colony are liable to be forfeited for the like reasons and in like manner.

23. When the certificate of any master, mate, or engineer granted by the Government of a colony is cancelled or suspended by any court other than a court in the colony in which it was granted, notice will be sent to the Government of the colony in which it was granted, with a view to preventing the issue of another certificate until the proper time arrives. For the same reason notice must be sent to the United Kingdom whenever any certificate is cancelled or suspended in any colony, whether the certificate was granted in that colony or elsewhere, and as no colony will have power to re-issue a certificate but the colony in which the original was issued, the Board of Trade believe that a check will be provided against fraud.

24. Some enactment will be necessary in each colony availing itself of the Act to prevent British ships without certificated officers from trading to or from such colony after a date to be fixed by the Government of such colony. The provisions of the Imperial Act applicable to British ships trading to or from the United Kingdom are contained in The Merchant Shipping Act, 1854, ss. 136 and 161, and section 10 of The Merchant Shipping Act, 1862.

25. Lastly, full power should be reserved both to this board and to the Government of each colony to cancel any certificate granted in either country if it is shown that such certificate was granted on false or erroneous information.

26. The Board of Trade have thus called attention to the points which seem to them, as at present advised, to be important. No doubt experience will raise further questions which must be decided as they arise; and it is important with this view that it should be understood and provided that any arrangements now made are to be subject to modification, as circumstances may require.

27. In the meantime, the Board of Trade would suggest that the Government of each colony which desires to avail itself of the Act should prepare and submit to Her Majesty's Government a draft scheme, in the sense and spirit indicated above, with specimens of the forms proposed to be used. The Board of Trade will then be able to offer such further suggestions as may appear to be necessary.

[Enclosure No. 4.]

LIST OF PAPERS SENT TO COLONIAL OFFICE in M. 4844, 1869.

MEMORANDUM No. 2.

- A. 1. Notice of Examination of Masters, Mates, and Engineers.
- 2. Exn. 1a. Hints to Candidates relative to the Commercial Code of Signals.
- 3. Circular No. 179, 6th October, 1863. Instruction to Examiners in Steam.
- 4. Circular No. 345, December, 1868. Prohibiting the taking by Candidates of Books, &c. into Examination Room.
- 5. Notice to Candidates, containing sundry Regulations relative to the Examinations.
- B. Circular No. 339. Instructions to Examiners relative to the Commercial Code of Signals.
- C. Heads of Examination for the use of Examiners in Seamanship, relative to the regulations respecting Lights and Fog Signals, and Steering and Sailing Rules.
- D. List showing the names of Examiners, their Salaries, and previous Occupations, the number of Applicants examined at each Port during the last twelve months, and the rate per cent. of failures at each Port.
- E. List showing the names of Examiners of Engineers, their Salaries, previous Occupations, &c.

*Examination Papers for Masters and Mates, viz. :—*

- F. 1. Exn. 2. Application to be examined.
- 2. „ 4. Examination Papers for Second Mate.
- 3. „ 5. ditto Only Mate.
- 4. „ 6. ditto First Mate.
- 5. Exn. 7. Examination Papers for Master Ordinary.
- 6. „ 8. ditto ditto Extra.
- 7. „ 12. Answers to Questions.
- 8. „ 14. Report of Examinations.

*Examination Papers for Engineers, viz. :—*

- G. 1. Exn. 3. Application to be examined.
- 2. „ 10. Examination Papers for Second Class Engineers.
- 3. „ 11. ditto First ditto
- 4. „ 13. Answers to Questions.
- 5. „ 15. Report of Examinations.

*Other Forms.*

- H. 1. Exn. 16. Examiner's authority for delivery of Certificate to successful Candidate.  
 2. „ 17. Ditto ditto for return of half fee to unsuccessful Candidate.  
 3. „ 23. Application for Renewed Certificate.

*Certificates of Competency.*

- I. 1. Certificate of Competency, 2nd Mate (Parchment).  
 2. Ditto ditto (Paper).  
 3. Ditto Only Mate (Parchment).  
 4. Ditto ditto (Paper).  
 5. Ditto 1st Mate (Parchment).  
 6. Ditto ditto (Paper).  
 7. Ditto Master (Parchment).  
 8. Ditto ditto (Paper).  
 9. Ditto Master Extra (Parchment).  
 10. Ditto ditto (Paper).  
 11. Ditto 2nd Class Engineer (Parchment).  
 12. Ditto ditto (Paper).  
 13. Ditto 1st ditto (Parchment).  
 14. Ditto „ ditto (Paper).  
 15. Ditto „ ditto Extra (Parchment).  
 16. Ditto „ ditto „ (Paper).
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