

(No. 105.)



1879.

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T A S M A N I A .

H O U S E O F A S S E M B L Y .

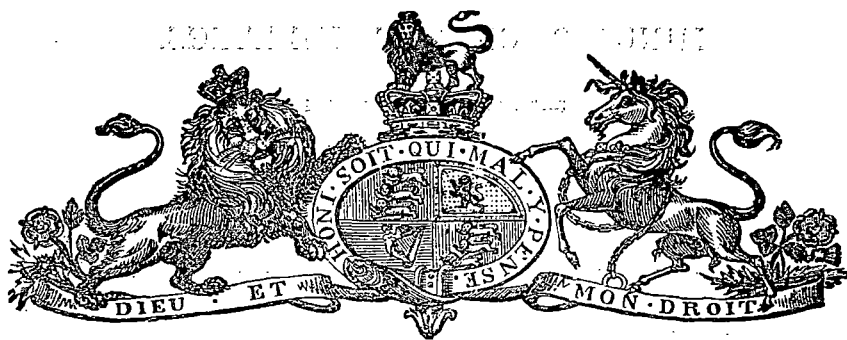
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M A R I N E B O A R D S .

R E P O R T O F S E L E C T C O M M I T T E E , W I T H M I N U T E S O F  
P R O C E E D I N G S , E V I D E N C E , A N D A P P E N D I C E S .

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Brought up by Mr. Balfe, and ordered by the House to be printed, February 27,  
1880.



**SELECT COMMITTEE** appointed on the 29th January, 1880, to enquire into the working of the Marine Boards at Hobart Town and Launceston, with power to send for persons and papers.

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**MEMBERS OF THE COMMITTEE:**

MR. BALFE, <i>Chairman</i> ,	MR. HENRY,
MR. BELBIN,	MR. LEWIS,
MR. CLARK,	MR. RISBY,
MR. COOTE,	MR. SALIER.
MR. GELLIBRAND,	

**DAYS OF MEETING.**

February 3rd, 4th, 5th, 6th, 10th, 11th, 12th, 13th, 17th, 24th, 25th, 27th, 1880.

**WITNESSES EXAMINED.**

Admiral Barnard; Henry Smith, Esq.; Captain Riddle; Mr. H. B. Evans; Captain Westbrook; Mr. J. E. Risby; Captain Anderson; Alex. M'Gregor, Esq.; Captain Gourlay; William Tarleton, Esq.; C. M. Maxwell, Esq.; Captain Gilmore; Mr. W. C. Grubb; Mr. H. F. Armstrong; D. Macmillan, Esq.

**EXPENSES OF WITNESSES.**

Captain Gilmore, expenses in city, £2 2s.

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**R E P O R T.**

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THE Select Committee appointed by your Honorable House, on 29th ultimo, "to enquire into and report upon the working of the Marine Boards of Hobart Town and Launceston, with power to send for persons and papers," have the honor to report—

That, having held twelve meetings, examined fifteen witnesses, and collated from various sources valuable information on the subject remitted to them for investigation, they submit the evidence and the accompanying appendix as their Report; the late period of the Session rendering it, in the opinion of your Committee, unadvisable that a subject of such great importance to the trade and commerce of the Colony should be closed against further inquiry during the next Session of Parliament, and previous to any legislation which Parliament in its wisdom might consider necessary.

J. D. BALFE, *Chairman*.

27th February, 1880.

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## MINUTES OF THE MEETINGS.

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### No. 1.

TUESDAY, FEBRUARY 3, 1880.

*Present*—Messrs. Balfe, Belbin, Clark, and Risby.

1. The Committee met at 11.15 A.M.
  2. Mr. Balfe was voted to the Chair.
  3. The Chairman was instructed to ask leave of the House to add the names of Captain Coote and Mr. Gellibrand to the Committee.
  4. The Committee adjourned to Wednesday, 4th February, at 11.30 A.M.
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### No. 2.

WEDNESDAY, FEBRUARY 4, 1880.

*Present*—Mr. Balfe (Chairman), Messrs. Belbin, Clark, Coote, Henry, and Risby.

1. The Committee met at 11.30 A.M.
  2. Admiral Barnard examined.
  3. Mr. H. Smith to be summoned.
  4. Committee adjourned to Thursday, 5th February, at 11.30 A.M.
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### No. 3.

THURSDAY, FEBRUARY 5, 1880.

*Present*—Mr. Balfe (Chairman), Messrs. Belbin, Henry, Clark, Risby, and Coote.

1. The Committee met at 11.30 A.M.
  2. Henry Smith, Esq., Secretary Marine Board, examined.
  3. Captain Riddle to be summoned for next meeting.
  4. Application to be made to Secretary Chamber of Commerce for List of Members and Rules.
  5. Committee adjourned at a quarter to 1 until Friday 6th, at 11.30 A.M.
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### No. 4.

FRIDAY, FEBRUARY 6, 1880.

*Present*—Mr. Balfe (Chairman), Messrs. Belbin, Clark, Lewis, Henry, Gellibrand, and Risby.

1. Committee met at 11.30 A.M.
  2. Captain Riddle, Harbour Master, examined.
  3. Mr. H. B. Evans to be summoned.
  4. Committee adjourned to Tuesday, at 11.30 A.M.
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### No. 5.

TUESDAY, FEBRUARY 10, 1880.

*Present*—Mr. Balfe (Chairman), Messrs. Henry, Risby, Gellibrand, Lewis, Belbin, and Coote.

1. Mr. H. B. Evans examined.
  2. Requisition made to Secretary Marine Board for a complete list of all vessels which have been in port for the last three years, and the time they lay at the wharves.
  3. Adjourned to Wednesday, 11th inst., at 11.30 A.M., to examine Captain Anderson, at 11.45 A.M. Alexander M'Gregor, at 12.30 P.M. Captain Gourlay, at 12.45 P.M.
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No. 6.

WEDNESDAY, FEBRUARY 11, 1880.

*Present*—Mr. Balfe (Chairman), Messrs. Belbin, Coote, Lewis, Henry, and Risby.

1. Committee met at 11:30 A.M.
  2. Captain Anderson called in and examined.
  3. Mr. J. E. Risby examined. Appendix F.
  4. Mr. Alexander McGregor examined.
  5. Petition received from 42 craftsmen, boatmen, and watermen, calling attention to the state of the wood wharf. *Vide* Appendix G.
  6. Adjourned at 1:15 P.M. to Thursday, 12th instant, at 11:30 A.M. Captain Gourlay to be summoned.
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No. 7.

THURSDAY, FEBRUARY 12, 1880.

*Present*—Mr. Balfe (Chairman), Messrs. Henry, Risby, Lewis.

1. The Committee met at 11:30 A.M.
  2. Questions to be put to Launceston Board read and ordered to be forwarded. (See Appendix I.)
  3. Capt. Gourlay examined.
  4. Committee adjourned to Friday, 13th February, at 11:30. C. M. Maxwell, Esq., to be examined.
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No. 8.

FRIDAY, FEBRUARY 13, 1880.

*Present*—Mr. Balfe (Chairman), Messrs. Risby, Clark, Coote, Henry, Salier, Lewis, and Belbin.

1. The Committee met at 11:30.
  2. Mr. C. M. Maxwell examined.
  3. Committee adjourned to Tuesday, February 17th, 1880, at 11. Mr. Maxwell to be recalled.
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No. 9.

TUESDAY, FEBRUARY 17, 1880.

*Present*—Mr. Balfe (Chairman), Messrs. Coote, Belbin, Risby, and Henry.

1. The Committee met at 11 A.M., pursuant to adjournment.
2. C. M. Maxwell, Esq., recalled, and examination continued.
3. Letter read from the Master Warden of the Hobart Town Marine Board in reference to the requisition for a "complete list of vessels which have visited Hobart Town during the last three years, showing the number of days each vessel lay at the wharf," made on the 10th instant, which was as follows:—

*"Marine Board, 13th February, 1880.*

SIR,

I HAVE this day laid your Memo. of the 10th instant requiring "A Return of all vessels berthed and removed during the last three years" before the Marine Board; and I have been instructed to inform you that, whilst the Board is willing and even anxious to furnish the Select Committee with all possible information, it has not the clerical staff at command to enable it to supply the voluminous return you ask for.

I am, however, requested to point out that the Harbour Master's book containing the required information is now in the hands of the Committee, and that the Board is perfectly willing that the return in question should be compiled from that book by any person appointed to do so by the Committee.

I am, &amp;c.

W. TARLETON, *Master Warden.*J. D. BALFE, *Esq., M.H.A., House of Assembly."*

4. Committee adjourned, to meet Tuesday, February 24th, at 11 A.M. Capt. Armstrong, Capt. Westbrook, and Wm. Grubb to be summoned.
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No. 10.

TUESDAY, FEBRUARY 24, 1880.

*Present*—Mr. Balfe (Chairman), Messrs. Belbin, Coote, Henry, Lewis, and Risby.

1. The Committee met at 11 A.M.
2. A letter from the Launceston Marine Board, answering the questions put to them, was read. (Appendix I.)
3. Capt. Gilmore, Master Warden, Launceston Marine Board, called in and examined.
4. Mr. Wm. Grubb, junr., called in and examined.
5. Mr. H. F. Armstrong called in and examined.
6. Capt. Westbrook called in and examined.
7. The Committee adjourned to Wednesday, 25th instant, at 11 A.M. Mr. Tarleton, Master Warden, Hobart Town, to be called.

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No. 11.

WEDNESDAY, FEBRUARY 25, 1880.

*Present*—Mr. Balfe (Chairman), Messrs. Coote, Henry, Risby, and Lewis.

1. The Committee met at 11 A.M.
2. Wm. Tarleton, Esq., called in and examined.
3. D. M'Millan, Esq., called in and examined.
4. Letter from President Sydney Marine Board received.
5. The Committee adjourned to Friday, February 27th, at 11 A.M., to bring up a Report.

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No. 12.

FRIDAY, FEBRUARY 27, 1880.

*Present*—Mr. Balfe (Chairman), Messrs. Risby, Belbin, and Coote.

1. The Committee met at 11 A.M.
  2. Mr. M'Gregor called in and examined.
  3. Agreed that a Progress Report be presented to the House.
  3. The Committee adjourned.
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## EVIDENCE.

WEDNESDAY, FEBRUARY 4, 1880.

ADMIRAL BARNARD, *being called in and examined, said—*

*By the Chairman.*—I have been Master Warden of the Hobart Town Marine Board since January, 1875, 5 years.

The Marine Board Acts, with the Amendments, give the Board practically a very limited control over the shipping interests.

The regulation of the wharves and dock, the berthing of ships, and all matters connected with steam ferry boats, watermen's boats, the licensing of watermen and porters, are under its jurisdiction. It has no power to interfere with shipping if overloaded or unseaworthy; and many of the provisions of the Merchant Shipping Act of the United Kingdom, which applies to all British Possessions, cannot be put in force in this Colony, from the fact that the necessary officers to carry them out have never been appointed. The powers given by the Plimsoll Act do not come under the jurisdiction of the Marine Board, but can be enforced by the Collector of Customs, who can oblige owners to provide proper accommodation for their crews, and other matters specially referred to in it, before granting a Custom House Clearance.

I am of opinion that the Marine Board Act could be greatly improved, and should have the power of dealing with all matters connected with the shipping interests of the Colony generally.

After five years' experience, I think the manner in which the members of the Board are elected acts prejudicially to the affairs of the Board. The members elected by the Chamber of Commerce have always a majority of votes. The Chairman has practically no power, and seldom an opportunity of exercising his vote. I am not aware how Marine Boards are managed in England, but in the colonies of South Australia and New South Wales the Chairman is a permanent member appointed by the Government, and the other members are immediately connected with the shipping interests: (*Vide Appendices A, B, C.*) In Victoria there is no Marine Board but a Navigation Board, the Chairman of which is permanent and appointed by the Government. The gentleman occupying the position of Chairman of the Marine Board at Sydney told me his position would have been intolerable had he been elected annually like myself. The other members are, I believe, elected by shipowners, who vote according to their ownership of tonnage.

My opinion is, that the Master Warden should be a properly qualified nautical man, and be appointed by, and responsible to, the Government, and not, as at present, to be elected by its members from year to year. At present the Tasmanian Marine Boards are so only in name, not in practice. In the Australian Colonies all enquiries into wrecks and shipping casualties are conducted by the Marine Boards or under their jurisdiction, but in Tasmania the Collector of Customs is the moving power, under "The Wrecks Enquiry Act," and can, after a preliminary enquiry, forward the case to a Police Magistrate or two Justices of the Peace for enquiry, who, with the assistance of a nautical assessor, can adjudicate the case, with great powers of cancelling or suspending certificates, &c. Again, the examination of merchant ship officers as to their qualifications for certificates of competency are also held under the jurisdiction of the Marine and Navigation Board in other colonies, with professional examiners appointed for that duty; but, in Tasmania, the examinations are conducted by an Examination Board, which was appointed by the Governor in Council in October, 1874, of which I have been Chairman. All the duties have been performed under my personal supervision, and the seamanship examination, owing to the absence of one member from the colony, by myself. These duties could be performed under the jurisdiction of the Marine Board at a much less cost than at present.

If the Master Warden is not a nautical man, I am of opinion that at least two members of the Board should be competent nautical men, who could assist him in all the shipping arrangements connected with the Port. If the Master Warden were permanently appointed, I think three members could do the work as well as five, who should be appointed, one by the Government and one by the Chamber of Commerce; if the Board consist of five members, three nautical and two commercial.

I think the members of the Board ought to be paid. £30 per annum is not sufficient; they should be paid £1 1s. for each sitting. The Chairman's salary does not exceed £200 per annum. If he were permanently appointed that sum would be totally inadequate, as all his time would be devoted to the Board. I have spent two or three hours every day during my term of office superintending the affairs of the Board. If they were extended there would be much more work for the Master Warden. The Examination of Merchant Ships' Officers takes two days, one for navigation and one for seamanship. His whole time would be fully occupied with the duties. All expenditure, when approved by the Board, and all accounts are audited monthly by the Master Warden, and sent to the Colonial Auditor for his six-monthly examination.

The moneys that the Marine Board have at disposal are—Harbour Dues, about £5000; Light Dues, £5000; total, £10,000 annually. The wharfage, harbour dues, and light dues and pilotage are collected by the Collector of Customs, and paid to the Marine Board by the Colonial Treasury every month. The pilotage earned is paid to the Pilots by the Board.

The Harbour Trust is self-supporting. Every wharf has been reconstructed or rebuilt since 1875. The revenue has maintained the expense without any subsidy from the Government.

I do not think the tonnage dues are too high. I would suggest improvements in the lighthouse rates, which are small, considering the large outlay required to keep the lighthouses efficient. Other colonies contribute to the ocean lights. Currie's Harbour light is maintained by Victoria and Tasmania,

Tasmania's share being about 4 per cent.; Cape Wickham light by Tasmania, Victoria, and New South Wales; Swan and Goose Island by Victoria and Tasmania; Kent's Group by Victoria, New South Wales, and Tasmania. Tasmania also contributes to the lights on Gabo Island and Wilson's Promontory, and entirely maintains Low Head, South Bruny, and Iron Pot lights at her own expense exclusively. The other colonies contribute about £2000 out of the £4000 expended. The Hobart Town Marine Board and the Launceston Board have the same powers, except that the lighthouse establishments are all under the jurisdiction of the Hobart Town Board. I do not think that Tasmania pays more than her fair share. The calculation from the tonnage using the lights is arranged in Victoria, and the proportion paid by the contributing colonies adjusted. I approve of this principle.

I think that the Pilotage Regulations ought to be altered. A new scheme was proposed to the Government by the Marine Board last year. Under the present system the name of the master and of the vessel he commands must both be inserted in the exemption certificate. It is proposed to grant the master an exemption certificate for any colonial trader after he has made three voyages and is entitled to it.

The Press have not been admitted to the meetings of the Marine Board, as there is seldom anything that could be of interest to the public. Whenever any important matter has been decided at the Board meeting, information has always been supplied to the press when asked for. If the powers and duties of the Board were enlarged its proceedings might be made public.

No one except myself has authority to grant certificates of competency at this port. Whoever is charged with this duty should be approved of by the Board of Trade. In 1874 the Government asked me to assist them in working the "Merchant Ships' Officers Examination Act." The rules and regulations for examination were compiled by me, submitted to the Government, and approved by the Board of Trade. All examinations since the passing the Examination Acts have been conducted by me throughout Tasmania. The records are ready to be handed over by me to any officer appointed to receive them. I cannot tell who is to succeed me. The Harbour Master is very efficient. I have recommended to the Colonial Treasurer that he should be the examiner in seamanship, and Mr. Canaway in navigation, and placed under the jurisdiction of the Marine Board; the reports could then be made to the Governor by the Chairman. There would be no necessity to place them before the Board of Trade.

The published Rules and Regulations of the Marine Board are partly extracts from the Act. The Marine Board could not make any Rules which would be inconsistent with the Act. The Bye-laws are drawn out by the Solicitors of the Board, and are submitted to Parliament.

Witness withdrew.

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THURSDAY, FEBRUARY 5, 1880.

HENRY SMITH, *Esq.*, *Secretary of the Hobart Town Marine Board, examined.*

*In reply to the Chairman.*—How long have you been connected with the Marine Board? I have been Secretary of the Marine Board since the 1st January, 1877.

On how many occasions do the Board meet during the year? Always every Friday; and sometimes there are special meetings.

Are the members paid for their attendance? Yes, £30 per annum, as prescribed by the Act.

Is the Press admitted? It is not.

For what reason? The Board have not considered it necessary.

Your principal executive officer is the Harbour Master? Yes.

What department does the Health Officer belong to? There is no Health Officer attached to the Marine Board. The Boarding Officer ascertains from every vessel arriving from other ports whether there be any sickness on board. Should there be any, a report would be made to the Health Officer. The Secretary, the Harbour Master, and the Wharfinger are the only executive officers. These, together with the signal men at Mount Nelson and Battery Point, and four boatmen, are the only officers paid out of Harbour funds.

*By Mr. Clark.*—Do you keep a minute book? Yes, simply of resolutions and decisions, not of conversations.

*By Mr. Henry.*—Who initiates the business? The Master Warden brings the business before the Board. Discussion follows, but no record is kept of the proposer and seconder of any motions,—it is the work of the Board.

*By the Chairman.*—Have you had any experience in other Marine Boards? Not any.

Don't you think there should be more nautical element? On the contrary, I do not think there is any necessity for nautical men at all. Nothing nautical is brought before the Board, all we have to administer is the erection, maintenance, and regulation of the wharves, and the maintenance of all the light-houses in the Colony; it is in reality a harbour trust and a light-house trust. If we should require nautical authorities we have two (2) attached to the Board, Captain Riddle and Captain Westbrook.

Do you see any objection to the Press being admitted? No.

Did you see an article in the *Mercury* regarding the case of Mr. H. B. Evans? No, only from hearsay.

Do you know if the berth his ship was removed from was required? I am sure it was; he had been more than his number of lay days, and as he refused to move his ship hands were put on to do the work. Captain Riddle could afford all information on the point.

*By Mr. Henry.*—How are the members elected? Three by the Chamber of Commerce, subject to the Governor's approval, and two by the Government.

Did the Board positively decide not to admit the press? Hardly that; but the Board thinks the business can be conducted more generally in a conversational manner. It was formally proposed once, but not being seconded it lapsed: it was not discussed, so it fell through.

*By Mr. Risby.*—Who keeps the books for berthing ships? The Harbour Master.

*By Mr. Lewis.*—Are there many complaints? Very few indeed; the only other complaint I remember for a long time was by Mr. Evans.

*By Mr. Henry.*—Is it your distinct opinion there is no necessity for a nautical man on the Board? I see no necessity.

Would the interests of the port suffer if the duties of the Marine Board were handed over to the Corporation? In my opinion they would.

*By Mr. Coote.*—Referring to your statement that nautical men are not required, do you think it is competent for a mercantile man to give a practical opinion as to the working of light-houses; say, in the case of a question arising as to class of light required, and the most desirable point and distance? We should get information from the most able practical men, and then recommend accordingly.

*By Mr. Belbin.*—But up till a few weeks past you had an experienced nautical man at the Board in Admiral Barnard? Yes.

Does not a competent nautical man make an annual visit to the light-houses? Yes; accompanied by an engineer.

*By Mr. Clark.*—What rule do you go upon in granting watermen's licences? The application must be recommended by some respectable person or persons, and the applicant be approved by the Harbour Master as being competent.

Is a well-recommended application ever refused? It has been in cases where applications were made for special occasions, to the injury of boatmen who had maintained their boats through all the bad winter season. An application from Jacobs was refused, in consequence of Mr. Swan having directed the attention of the Board to a case at the Police Office in which Jacobs was charged with stealing a coil of rope, and it was decided to refuse the application unless he could satisfactorily explain the matter. A number of boatmen also lodged an objection against the applicant. Jacobs was told that if Mr. Swan would withdraw his objecting letter the Board would reconsider the case.

Witness withdrew.

FRIDAY, FEBRUARY 6, 1880.

CAPTAIN RIDDLE, *being called in and examined, said—*

*By the Chairman.*—I have been Harbour Master since July last—7 months. My appointment was from the Marine Board. I superintend the berthing of all vessels. I act according to the Harbour Regulations. My attention was drawn to the article in the *Mercury* lately, complaining of the action of the Marine Board in reference to the barque *Planter*. I do not think it gave a correct view of the facts. I will read an explanation which I made at the time to the Marine Board. (Explanation read and put in. See Appendix D.) I have also a statement, compiled from the Harbour Master's Removal Book, showing what is the average time that vessels lie at the wharf. (Statement read and put in. See Appendix E.) It is allowable for a vessel, after she has been in berth the allotted time, to take another if there is one vacant. There was no berth vacant for the *Planter* at the time of her removal on the 16th January. On the 17th a complaint was made that the *Planter* was stopping the entrance to the dock; she was placed there by my direction. I then moved her to the outside of the Sea Shell. It was not a written complaint. She was not in a safe berth at the time. I gave Mr. Evans eight days to unload the remainder of the coals. I think it was absolutely necessary for her safety that the ballast should be put in before removing her to Sandy Bay. It is not true that the ballast was placed on top of the coals. A vessel, by the Harbour Regulations, is not allowed to load deeper than 10 feet 6 inches in the Constitution Dock. My opinion is that Mr. Evans has not been treated unfairly; he has had more leniency shown him than anyone else (see Appendix D), and has had ample warning. The space his vessel took up was wanted. It is not my habit to insist upon strict enforcement of the rules unless it is necessary. There were frequent complaints that the vessel was in the way. There was an application for the berth on the 15th January by the master of the *Starling* to load timber. I had no written application. I have power to remove a vessel that is not loading or unloading at any time according to the regulations. It is not necessary for me to give a written notice when I intend to do so. I protected the *Planter* by putting the ballast in. She listed to an angle of 45° in the dock with the sea breeze. I believe Mr. Evans could have had ballast put in for nothing from the Sea Shell, but he would do nothing in the matter. There was nobody in charge of the vessel but a black cook. I could not furnish a list of the harbour and wharfage dues, but Mr. Smith could. I do not think the charges are higher here than elsewhere. There is sufficient accommodation for the trade at the wharves, except, perhaps, in the height of the wool season. I never saw better wharves, or any in a better condition, at any part of the world.

*By Mr. Henry.*—The lengthening of the Elizabeth-street pier was an improvement and necessary, and is no disadvantage to the port. I was told that the cost would be about £1000. The length of the new part is 40 feet. The expense is owing to the depth of water. My opinion was not asked. I had not reported insufficient accommodation. I had nothing to do with the matter. I know nothing about the Marine Board accounts. I do not interfere with the measurement, inspection, or licensing of the watermen's boats, except when there is a complaint; Captain Westbrook, the wharfinger, does this. The boats



are inspected as to their construction, equipment, and carrying capacities. Captain Westbrook is the person responsible, under me, alluded to in Section 39 of Bye-law 12.

*By Mr. Risby.*—The river crafts ought to be located at the Market Wharf. They are elsewhere on sufferance only, and liable to removal at any time. The part of wharf from the New Wharf to the Watermen's Dock belongs to the Corporation. There is not sufficient accommodation for river craft at the Market Wharf in its present state. The management of the Market Wharf does not come under my notice.

Witness withdrew.

TUESDAY, FEBRUARY 10, 1880.

MR. H. B. EVANS, being called in and examined, said—

*By the Chairman.*—I am a shipowner, and have been in business for 25 years. I am acquainted with the working of "The Marine Board Act." It has been put in force most arbitrarily towards me, as I have not been able to get any assistance or satisfaction in case of appeal from the Board or the Harbour Master, neither from Mr. Babington nor Captain Riddle. I will give an example—In Mr. Babington's time I was loading the *Corinna* at the Argyle-street pier, and three or four days before the loading was completed the *Sea Shell* came in from New Zealand, and I received instructions from Mr. Babington to haul the *Corinna* into the stream. Captain Williams of the *Corinna* objected to this, and wrote to the Master Warden, pointing out four or five berths vacant in the dock, where the *Sea Shell* could be berthed without prejudice to other vessels. The Master Warden replied that the draught of the *Sea Shell* was too heavy, and she was, therefore, not admissible to the dock. Mr. MacMillan and the Hon. C. O'Reilly took the draught of the vessel at the time, and found it to be 9 feet. This was pointed out to the Master Warden, who replied that she (*i.e.* the *Sea Shell*) was drawing 11 feet 6 inches. He then turned the *Corinna* out of the berth. The *Sea Shell* had been in the dock very often to my knowledge, and has been lying in the dock for the last eight weeks. Being deprived of a berth I had to shut out freight, and had to carry that which was already on wharf and signed for, with some difficulty, over the deck of the *Sea Shell*. This was in December, 1878. A complaint was lodged with the Marine Board by Captain Williams, that there was not a vessel in the dock at the time. The *Corinna* was a vessel carrying 800 tons, and could not have been loaded in the dock. It would have taken 5 or 6 days to finish loading her. She had been at her berth and at the Wharf 35 days. Captain Williams claimed 45 days, as the vessel was 495 tons burthen, 9 days being allowed for every 100 tons. She was only allowed to remain so long as if she were a vessel of 400 tons. There was no other berth outside of the dock when she was removed, but the *Sea Shell* could easily have been put in the dock. I might have put 25 tons of bark in if she had not been removed, that would be £25 for freight. The *Sea Shell* was in ballast. The *Corinna* was removed outside of the *Sea Shell*. I gave a lump sum for the *Corinna's* "Charter."

*By Mr. Henry.*—The additional loss for labor caused by removal was to the captain of the ship—he require two or three extra labourers for three or four days, say £5; but the freight loss was mine. There was no necessity to remove the vessel, as there was not a single vessel in the dock at the time, and it remained empty for some time after. There is room for five vessels such as the *Sea Shell* in the dock. I think I may safely say there has never been five square-rigged vessels in it at one time since.

Then as to the case of the *Planter*. She arrived on the 15th December, loaded with coal, and was berthed opposite the Marine Board Office by the Harbour Master, and on 28th December was removed to the dock to make room for the *Starling*: I am allowed 18 days to load and discharge her, or according to the Harbour Master's statement 22 days. Without counting holidays and Sundays she had only been 8 days at her berth. She had not completed discharging at the time of her removal. On the 14th January I received notice to remove to the outside of the *Sea Shell* to make room for the *Starling* a second time, and on the same day I received a letter from Capt. Riddle in reference to her. I then applied for a berth to discharge her. Capt. Riddle refused me one: he said, "Put the *Planter* where the *Pet* is." The *Pet* was loading, and in an unsuitable place; I refused for reasons stated. He then put the ballast in the *Planter* and had her taken to Sandy Bay. In reference to the ballast, I told him the ship had 60 tons of coals on board, which was sufficient to ballast her, and that she could proceed to sea with 80 tons. He said, "I don't care a d—n if she has got 260 tons on board, I shall put in the stone; be off with you, I will have no jaw with you." This explanation of Capt. Riddle's (Appendix D) contains statements which are grossly untrue. In reference to paragraph dated January 22nd, "no berth vacant at time of removal,"—I say that there were two berths vacant in the dock, three berths outside the dock, and three vessels occupying berths who had exceeded their time. The *Planter* was not allowed to go back to the berth where she had been even after the *Starling* sailed, and it was left empty. In reference to paragraph dated January 23rd, in which it is stated that I took no notice of his letter, I say that I booked for a berth, and was refused. I believe the cause of Capt. Riddle's conduct to me is that he is prejudiced against me, and is of a vindictive disposition. I was very much dissatisfied with Capt. Riddle's conduct at the time.

On another occasion when the Harbour Master ordered the cable of the *Pet* to be slacked down as he considered it in the way of the steamer, I refused, and pointed out that it was not so, and if slacked down the vessel would strike aft. He then said he would make me know him. This was in presence of the mate and lumpers.

I knew the *Planter* did not want ballasting, and told Captain Riddle so; also Mr. Tarleton, who said he should not interfere as he had heard I was a plausible fellow; also that he would allow no square-rigged vessel in dock. Mr. Risby then applied for 48 hours to take out the coals. Capt. Riddle refused, as there was no guarantee that stiffening would be put in. I wished to stiffen her with timber as I took out the coal. I told him so. He had the ballast put in either from ignorance or malice. The *Planter* lay at Newcastle on a tide rip and during bad weather with only 40 tons on board.

I consider that the Marine Board should be re-constructed and competent nautical men appointed, and its proceedings open to the public. I think the Harbour Master unfit for his duty, not professionally, but from his lacking discretion: after the way he treated me, he should not be allowed further opportunity of repeating such arbitrary acts. He is also registered in the Customs books as part owner of a vessel belonging to this port. I think this objectionable. From the savage manner in which he handled my ships I consider he has no discretion. The ballast was put in, and at present remains a Port Charge on the ship.

*By Mr. Belbin.*—From December 14th to January 23rd I discharged 250 tons of coal. During the interval Captain Riddle repeatedly asked me to do something with her. I told him I was waiting for timber, and that was why I did not remove the coal. The *Sea Shell* and other ships remain at the wharf, loading as it suits them.

*By Mr. Henry.*—It was most certainly not necessary to put the ballast in, as the Harbour Master did, at my expense.

*By Chairman.*—I have complained of want of accommodation at the wharves, but only verbally.

*By Mr. Risby.*—I think permission should be given to land stuff for ships.

*By Mr. Henry.*—I do not think the rules are strictly enforced: party favour is shown, and I think there was undue severity in my case. There was no reason why the *Planter* should be removed to Sandy Bay: other ships were not.

As to Appendix E, it is misleading, as only a few of the shorter-timed vessels have been compared with mine.

Witness withdrew.

WEDNESDAY, FEBRUARY 11, 1880.

MR. J. E. RISBY, *being examined, said*—

*By the Chairman.*—I put in the letter which I wrote to the Harbour Master, and his reply thereto, referring to his allowing me to remove the coal from the *Planter*, (see Appendix F). She was removed within one hour after that reply. There were plenty of vacant berths at that time, and there was no necessity to put her out in the stream.

*By Mr. Coote.*—She could have been removed to another berth instead of being sent to Sandy Bay. I spent the morning with Mr. Evans trying to arrange matters, so that such an extreme step might not be taken. I went to the Master Warden, who said he would have no objection to anything the Harbour Master might agree to. I could not promise ballast, nor make myself responsible for ballast; all I wanted was my coals. I told Captain Riddle that there were 60 tons of coal on board. I have been a Marine Surveyor for some years, but would not give an opinion as to what ballast a ship would require unless I surveyed her or saw her on a slip. I consider 60 tons was ample for the ship to go into stream in safety. I think that the action of Captain Riddle in putting in the extra ballast was unnecessary and uncalled for. I blame Captain Riddle for putting the owner to such unnecessary expense. Mr. Evans had arranged for lumps, but they were away at their dinner, and when they came back I should have gone on unloading if the Harbour Master had not sent the ship from the wharf. The usage of the port has always been to accommodate vessels in every possible way.

*By Mr. Coote.*—I had spoken to the owner some days before as to getting out the coals. He said he was waiting for timber to take the place of the coal.

*By Mr. Belbin.*—The time occupied between the first and second removals was about a fortnight. I think. I was prepared to get the coals any day.

*By Mr. Coote.*—My coals are in the ship now. I cannot thank the Harbour Master for any accommodation shown to me on this occasion. The Harbour Master could easily have granted a berth elsewhere. The Harbour Master used his own discretion when putting the extra ballast in the *Planter*, she did not require it in my opinion.

The 60 tons of coal was to be left in her till dead weight could be put in.

I do not approve of the Harbour Master having such arbitrary powers. He certainly fully exercised them on this occasion.

*By Chairman.*—The Corporation charge wharfage dues at the market wharf, and on all river vessels at any of the wharves, and at the same time the Corporation have no power only at the market wharf.

Witness withdrew.

CAPTAIN ANDERSON, *being called in and examined, said*—

*By the Chairman.*—I have commanded the *Planter* for about ten years. I have often gone to sea with 80 tons of ballast on board. I have sailed in all weathers, and would have no hesitation in going to sea with 80 tons. She lay broadside on in Newcastle in a heavy gale and tide-way with only 40 tons on board; she had a full crew at the time. I consider 40 tons of ballast would be sufficient for her in Hobart Town harbour, with any wind; and with that amount she would be safe at anchor. I have had no official business with the Marine Board. I am not acquainted with the Marine Boards of the other Colonies.

*By Mr. Coote.*—I never saw a jib-boom rigged in when a vessel was lying at this port until lately. I do not think it would make much difference as to size. At the New Wharf it might give space for a short vessel if all the others took in their jib-booms. It causes a great deal of trouble in some vessels, almost as much as taking out a mizen-mast. It is always done in most other colonial ports.

*By Mr. Belbin.*—I could not if I were a stranger tell what ballast would be necessary for the *Planter*.

Witness withdrew.

ALEXANDER M'GREGOR, *Esq.*, being called in and examined, said—

*By the Chairman.*—I am a merchant shipowner and own a good many vessels.

I believe there is really no appeal from the actions of the Harbour Master. I have often had reason to complain of the actions of the Harbour Master, and have written letters of complaint to the Marine Board, and have received replies which I was not all satisfied with. I do not speak of Captain Riddle's time in particular, but as far back as 1877.

I consider that it is not fair to the interests of the port to conduct business with closed doors, as the Marine Board does. Many decisions are arrived at there which are arbitrary and unfair, and against the interests of the shipping community. If the Press were admitted it would have the effect of doing away with many abuses. Money is squandered and tenders arranged in a shameful manner. The way in which the work at the wharves is arranged would not be tolerated in any other port. The Board do not consult the outside public as to the convenience of the wharves for ships. Most of the work is done by jobbers. My objection is that they do not publicly call for tenders as they should for all new work. The Marine Board construct the wharves just as they please, without studying public convenience.

There is no nautical man on the Board now, which is a disgrace to the port. The Harbour Master rules supreme: no one dare dispute what he says, and no one on the Board is capable of saying whether he is right or wrong. I do not think the construction of the Board is at all improved by the resignation of Admiral Barnard. He formed a head, and his name carried a certain weight.

I suggested to the Marine Board that they should place a buoy in mid-harbour so that vessels could be hauled out to it, as at present it is necessary to have a steamer, which is not always obtainable, to tow a vessel from the New Wharf when there is a northerly breeze. I received no reply to my letter.

The Marine Board treats outsiders with contempt, and as the Press is not admitted we have no knowledge of how matters are discussed.

*By Mr. Coote.*—There should be three nautical men on the Board. The Board at present is a complete farce, and an obstruction instead of a benefit to the port.

The Marine Board have constructed expensive wharves for the exclusive benefit of persons who do not subscribe anything towards the payment of them. There is a new wharf for the *Monarch* alone; her owner does not pay anything towards the expense. The wharf is too high, and was built without anyone being consulted to my knowledge.

*By Mr. Henry.*—It is a mere usage of the port that this vessel does not pay anything. Even a whaleboat or a small craft has to pay dues at the Market Wharf, and without proper accommodation. (See Appendix G.) The steamer *Monarch* has every accommodation, and an office is allowed to be placed on the wharf, but her owner pays nothing.

The Market Lessee receives fees from small vessels in the Dock and at the Corporation Wharf. Boats discharging alongside whaleships, at the wharf, or in the stream, are made to pay Market dues. I think all the wharves should be in the hands of the Marine Board. At present the Marine Board takes the licensing fees from the small ferry boats, and the Corporation receives wharfage fees from river crafts.

I called the attention of the Marine Board to the silting up of mud at the New Wharf. They have, as yet, done nothing to remedy it.

I never was a member of the Marine Board. I do not approve of the way in which the members are elected, and I do not consider the Chamber of Commerce is a fit body to elect members for the Marine Board. The Chamber of Commerce is largely composed of bankers, farmers, chemists, &c. (See Appendix H.) I think the Marine Board should be elected by the shipping interest and the principal importers. I think it would be preferable that the Master Warden should be a permanently appointed Government officer, competent, and a nautical man. Shipowners and cases relative to shipping are tried at the Police Court by the magistrate, who is Master Warden. I consider the Harbour Master's powers are too great. The rigging-in of jib-booms is very annoying, unnecessary, and involves expense and labour; it takes 24 hours' work, and costs £10 with some ships, and is often ordered and carried out without necessity. I wanted a vessel to lie at the New Wharf to be painted; there were no vessels within 100 yards on one side and 200 yards on the other, yet the Harbour Master demanded the rigging-in of the jib-boom. The captain refused to do it. The Harbour Master's powers are too great, and if used arbitrarily there is really no appeal from his orders. Shipowners are often put to annoyance and vexation in this way. I did expect better management from Captain Riddle.

*By Mr. Coote.*—The rule in other ports as to the rigging-in of jib-booms is as follows:—It is only done in the two oldest docks in London, not in the East and West India Docks, South West India Docks, and Victoria Dock. In Melbourne it is not usual, excepting up the Yarra, nor is it at Williamstown or Sandridge Piers, nor in Auckland or Sydney.

*By Mr. Henry.*—I have not yet written to the Marine Board on this subject.

I consider a Marine Board is necessary, but it should be constructed in a very different manner.

The pilotage dues are too high, excessively so, and they bear on a very few ships. The *Lufra*, under 700 tons, pays £25 for pilotage for 10 miles. The pilots receive all the fees, and are also paid a subsidy from the Board to make up a sufficient remuneration. Two pilots are necessary. A ship having a fair wind can evade the pilot at night time, and then pays no fees.

The barque *Asia* belongs to me. I remember the collision she had with a French barque, in which the latter was damaged. Mr. Babington, the Harbour Master, acknowledged it was his fault. The French captain claimed damages, but did not get any. I think the Marine Board ought to be responsible for the acts of their servants.

Witness withdrew.

THURSDAY, FEBRUARY 12, 1880.

CAPTAIN GOURLAY, *being called in and examined, said—*

*By the Chairman.*—I have been connected with this port since 1842. In my opinion the Marine Board would be more satisfactorily constituted if a competent nautical person was appointed as examiner, &c. We have had little experience of its working since Admiral Barnard resigned.

I think that the practice of holding meetings with closed doors, and not admitting the press, is likely to withdraw the confidence of the public from the Board. If the press were admitted, abuses, if any, might be corrected.

I have often thought that the charges at this port ought to be reduced. The light dues are higher than anywhere else, and are paid every trip. In New South Wales and at Melbourne they are only paid every six months.

I think the expenditure of the Marine Board might be more economically conducted. The work of the wharves is well and truly done; but I think it might be less expensive, and yet as useful. If the wharves were constructed less expensively, the Marine Board could lower the light dues and wharfage rates. I have never seen a statement of the light-house affairs or accounts.

More convenience for discharging timber on the wharf from river crafts for the purpose of loading vessels might be granted.

I have never had to make complaints to the Marine Board about my vessels.

I am acquainted with the case of the *Planter*. I think there was no pressing necessity to put her into the stream, as there were vacant berths at the time she was turned out. My vessel was lying at the wharf over time, and, as she was not loading, she was liable to be shifted. The Harbour Master wished to shift her. I asked him to let the vessel remain as long as he could. After the removal of the *Planter* he wanted me to move my vessel. I am not aware the place where the *Planter* was wanted. I think 60 tons of ballast quite sufficient for the *Planter* for safety. I think putting in the stone was unnecessary. I should certainly consider it a great grievance and a just cause of complaint if ballast were put in my vessel against my wish.

As far as moving the vessels in harbour goes, I am not aware the Harbour Master is under any professional control.

I think the shipping interests should have the power of electing some of the members of the Marine Board, and the principal importers ought also to be represented on the Board, as the importers and ship-owners have to pay the wharfage and light dues.

I consider it would be better to have all the wharves under one Board, and not have two interests in the matter as at present.

*By Mr. Henry.*—I think the Master Warden should be a permanent officer, only removable by Government, who should be also a nautical man. I think the Marine Board ought to have power, in connection with the Collector of Customs, to enquire into wrecks and other matters relating to shipping. In Melbourne, I believe, the Board is constituted in that way. The President manages pilots and harbour arrangements, enquires into wrecks, is nautical assessor and examiner of ships' officers; and the Secretary sees that candidates do their work properly, and prepares certificates. It is the same at Adelaide, Sydney, and in New Zealand, I believe.

*By Mr. Risby.*—I am not aware that there is any authorised body to grant certificates of competency to officers here. I know that there was one lately; there is none now, but there should be, I believe. The examiner is generally appointed by Government, subject to the approval of the Board of Trade.

Witness withdrew.

FRIDAY, FEBRUARY 13, 1880.

CRAWFORD MAYNE MAXWELL, *Esq., being called in and examined, said—*

*By the Chairman.*—I am a member of the Marine Board, and have been so since the Board was first instituted. I was the first Master Warden, and held that position till 1866, for nine years. Mr. Tonkin succeeded me; he was Master Warden till the new Act came into operation five years ago. I was elected by open voting, which practice was continued up to 1878, when the mode of election by ballot was adopted. Under the first Act the Master Warden was permanently appointed. There was no particular reason for adopting the ballot unless, perhaps, it was because some members of the Board were dissatisfied at the way in which the Master Warden was elected in the preceding year. On that occasion the Chairman was proposed to fill the office of Master Warden, the motion was seconded, and the Chairman himself stood up and said that, as he would vote for himself, he was elected, three being a majority. The late Master Warden was in the chair at the time. This was at the election in 1877.

I know there was some dissatisfaction felt by the majority of the Board at the way in which the late Master Warden discharged his duties. We found him obstructive, and always opposed to any idea that did not emanate from himself. On some occasions orders of the Board were put aside for some time. In some cases letters were kept back which should have been read to the Board when received. At one time a light-house was left with only one week's supply of oil, which is against the rules; at another, two or three years supply of oil was ordered from London without the Board being consulted. The relations between the Board and the Master Warden were harmonious except where fault was found in reference to matters similar to what I mention.

As to the entry in the Minute book in reference to a charge of falsification of minutes made against the Secretary, I think the matter was as follows:—Mr. Smith had orders to do certain things which were not done, but something different was done instead. The Board found fault with him for not carrying out the original resolution, and the Master Warden blamed the Secretary, whereas it was the Master Warden's

own doing. The Secretary had been instructed to enquire the prices of certain articles. It had been usual for the Secretary to attend to small purchases.

The Secretary's salary is £300 per annum: he has no fees or per-centages.

The Marine Board never issued certificates of competency to ships' officers. I do not know that it would be any advantage if they could do so. The Harbour Trust at Melbourne has not that power.

The receipts for 1878 were as follows in round numbers:—Light dues, £6000; harbour dues, &c. £7000. In the item "Light dues" is included £3000 contribution from the other Colonies towards the maintenance of the light-houses.

The expenditure contains, amongst other items:—Office, £300; Harbour Master's Department, £708; Pilots, £539; Warden's salaries, £160; repairs to wharves, £3692; lighting wharves, £197, and other expenses.

The expenditure on light-houses hardly ever varies.

*By Mr. Salier.*—The funds we have in hand are invested at interest.

The Board and Mr. Watson advise as to any new works, also mending and repairing wharves. Mr. Watson was a master shipbuilder.

I consider the work could not be done better. Plans and specifications and an estimate of cost are always prepared by Mr. Watson, and we are guided by his estimate in accepting tenders. Work done by Mr. Watson has never been a failure to my knowledge.

The lowest tender is not always taken unless security for due performance of work is given. I do not remember the lowest tender being refused, except in one case for which there was a good reason. In that case we carried out the work ourselves.

The cost of lengthening the Elizabeth-street pier, which we built ourselves (the piles and timber being supplied by contract), came within the estimate.

Plans and specifications of all new works are approved by the Government before they are commenced. I do not recollect the tender of Mr. Wm Grubb, which was said to be too low.

In accepting tenders for conveying stores to light-houses we are generally guided by the eligibility of the vessel, and the price. A vessel in port has the preference. We were in the habit of employing the *Robert Burns* to do the work, which was always done satisfactorily. I remember the occasion on which the tender of Capt. Hall was accepted, and then rescinded in favour of the steamer *Truganini*.

I do not recollect the collision between the *Asia* and a French barque, in which the Harbour Master acknowledged it was his fault. It would be a question of law, I should think, whether the Board should pay damages in such a case, and would depend upon the circumstances.

I do not think there are grounds for many complaints against the Harbour Master. I think Capt. Riddle one of the best Captains out of the port; he is civil and obliging. I remember the case of the *Planter*. Mr. Evans has set all Port Regulations at defiance for years. Every possible concession was made in his case; in fact he had more leniency shown him than any one else. In that case the Harbour Master considered the ballast necessary, it may have been an error, but on the right side. Some people are dissatisfied with the authorities in every place. I would not have objected as a Warden to the ship going to a vacant berth.

*By Mr. Henry.*—I have never had occasion to interfere between a shipowner and the Harbour Master. Complaints are always brought before the Board. The Board has power to reverse the decision of the Harbour Master, but the Master Warden would not interfere without consulting the Board unless prompt action was necessary. I should certainly feel a delicacy in interfering in a nautical matter, not being a nautical man myself. There are two nautical men connected with the Board, the Harbour Master and the Wharfinger. If there should be any question relative to the Harbour Master's duties on which the Board was not competent to decide, they would procure the opinions of the best nautical men in the port.

I should prefer to see the appointment of members of the Board placed in the hands of the Government altogether; because when the Chamber of Commerce nominate members the practice has lately sprung up of candidates canvassing for votes, which I think is very objectionable. In Sydney I am aware that some of the members of the Board are nominated or elected by the Chamber of Commerce, and others are appointed by the Government. There is a number of nautical men on the Board there who enquire into cases of collision and wrecks.

*By Mr. Henry.*—I think the powers contained in the Marine Board Acts are sufficient on the whole. There are certain points which might be improved; for instance:—It has been felt a grievance that if a steamer comes in and lands passengers, but no cargo, she has the use of a wharf and the lights, but is exempt from all charges. The clause was intended to encourage visits from whalers, and to relate to ships in distress or in want of water, &c. A ship or steamer trading with passengers ought not to be exempt. The late Master Warden and Mr. Webster were appointed early in 1878 to represent this to the Government and arrange for an amendment of the Act, but nothing has been done since: it must have been overlooked or forgotten. This is probably one of those cases in which the Board recommended things to be done which were not done.

We had a meeting of the Consolidated Boards of Hobart Town and Launceston. I was not present at the first part of the meeting. I remember hearing that there was a proposition to admit the Press to that meeting, which was proposed and seconded by two Launceston members, which was withdrawn. The meeting was called to consider the question as to light-houses at Eddystone Point and on the North West Coast. I do not see what advantage it would be to admit the Press to our meetings. Perhaps it may be that public opinion would be brought to bear on us, but we should waste a great deal of time talking to those outside through the Press. I am aware that the Launceston Board admits the Press to its meetings. Holding meetings with closed doors may give rise to unjust imputations against the Board. I do not know of any other body having public money to expend which does not admit the Press to its meetings. Our revenue is larger now than formerly.

Committee adjourned.

TUESDAY, FEBRUARY 17, 1880.

C. M. MAXWELL, Esq., being re-called, and his examination continued, said—

*By the Chairman.*—I am not aware that the Foreign Office complained of irregularities in shipping seamen in the Australian Colonies, and that the despatch was forwarded to the Marine Board by the Government.

Specifications for repairs to the Light-houses at Goose Island, &c. are generally made by a person sent down for that purpose. Meech has been employed for engineering work. If the work is important, a builder is sent down. The Harbour Master visits the Light-houses once a year.

I do not remember the complaint of Messrs. Belbin & Dowdell respecting the berthing of the *Maffra*.

*By Mr. Henry.*—In reference to paragraph 3 of Admiral Barnard's evidence, it is a fact that "the Board has no power to interfere with shipping if overloaded or unseaworthy; and many of the provisions of the Merchant Shipping Act of the United Kingdom, which applies to all British Possessions, cannot be put in force in this Colony, from the fact that the necessary officers to carry them out have never been appointed." I think increased powers in this direction should be given to the Board. I am acquainted with some of the clauses of the Plimsoll Act. There is one as to the load-mark which should be painted outside the vessel. I do not think this clause is carried into effect in any of the Colonies. It would be desirable to enforce the Plimsoll Act in the Colonies, especially as to the loading of ships.

I do not see the necessity of having a nautical man permanently appointed as Master Warden: it would be no advantage, although it might have advantages as well as disadvantages. A person accustomed to business would be a better man to manage the Wharves and the Light-houses than a nautical man. I do not think it would be necessary or desirable that the Master Warden should be a nautical man. The Chairman of the Harbour Trust at Melbourne is not a nautical man. As to it being a permanent office, I do not think that would be desirable. At present, if the Master Warden manages properly, he is certain to be re-elected; while, if the Board wish, they can have a change. There are few occasions on which the Master Warden has to exercise nautical powers as to navigation, berthing and removing ships, and ballasting.

As to paragraph 6 of Admiral Barnard's evidence: it is quite true that "in the Australian Colonies all enquiries into wrecks and shipping casualties are conducted by the Marine Boards or under their jurisdiction, but in Tasmania the Collector of Customs is the moving power, &c." This is not the case in England; all enquiries of this kind are made there by a County Judge or a Stipendiary Magistrate, assisted by two nautical men. Where the evidence is so contradictory, as it often is in these cases, it is necessary, in my opinion, that it should be taken before some one who has been trained and accustomed to sift evidence. New Zealand follows the English practice.

During the period in which I was a Master Warden, and since I have had a seat at the Board, there has never been a case of the interests of the Corporation and the Marine Board clashing, nor of the interests of the port suffering in consequence.

*By the Chairman.*—I remember when the Board arranged with the Corporation as to the repairing of the street at the back of the New Wharf, and after the account had been passed for payment a complaint was made that the metal had been blinded with sand. I disapproved of that method.

*By Mr. Henry.*—I do not think the Harbour Trust Funds have ever been more than necessary to pay for the building of wharves: owing to the large amount spent in repairing and rebuilding wharves it was found necessary to borrow an amount from the Light-house Trust. The Light Dues might be reduced if the Board were not expected to build new Light-houses, as they may have to do sooner or later. They have been allowed to accumulate so as to provide for the expense of the projected new Light-houses at Eddystone Point and another on the North-west Coast. The Light Dues certainly press heavily on vessels, especially on sailing vessels, which are charged a higher rate than steamers. My opinion is that the present Wharfrage Dues should be retained, but we would reduce the Light Dues if we could. The Board have the power of raising or reducing the rates, but not of raising them beyond the amount named in the Schedule of the Act.

Paragraph 10 of Admiral Barnard's evidence, where he states that—"Every wharf has been reconstructed or rebuilt since 1875," is incorrect. There was a credit balance of £2102 in the Harbour Trust Accounts last published, up to December, 1878, but since then, that is in the last 13 months, the *Monarch's* Wharf has been rebuilt, the Dunn-street Pier finished, and the steam pier extended. I should think the credit balance is now very small, about £400; but the wharves which have been built by the Board will last three times as long as those built by the Government in the old times—last much longer than the old ones did. Many improvements effected by Mr. Watson,—for example, charring and tarring the piles, making the surface of the piers slightly convex, and putting a sheathing of two-inch timber over the heavy timber.

As to paragraph 12 of Admiral Barnard's evidence, in which he says "it is proposed to grant the master an exemption certificate for any colonial trader after he has made three voyages, and is entitled to it," I would approve of that alteration.

*By Mr. Belbin.*—I should think it very desirable that more accommodation for loading timber should be given, if it could be arranged without blocking up the wharves. It might be done under very stringent regulations. On one occasion Mr. McGregor was allowed to land timber from a ship because the destination of the ship was changed. The timber remained a long time on the wharf, and caused dissatisfaction to others in the same trade.

*By Mr. Risby.*—I am aware that the Corporation receive dues from small vessels in the Constitution Dock. I am not prepared to say whether illegally or not. The vessels in the dock are under the jurisdiction of the Marine Board, yet the Corporation are entitled to levy dues under the Market Act.

The Corporation wharf does not give sufficient accommodation; small vessels go elsewhere by the permission of the Board. The power of the Marine Board is never unjustly used. These small vessels can certainly be turned out at the will and pleasure of the Harbour Master although they pay market dues. One side of the dock is kept exclusively for small vessels. The owners of small vessels pay a market rate of 2s. or 2s. 6d. each trip, but pay no wharfage rates on cargo.

*By Mr. Coote.*—I think the entire control of the wharves should be in the hands of the Marine Board; but to do that it would be necessary to repeal the Market Act. It is the wish of the Board that the river craft should have all possible spare accommodation. Even if the Market wharf was not silted up it would not be large enough for the trade.

*By Mr. Risby.*—I had a plan of the harbour made out when the Marine Board was first established, and it has been hanging up in the office ever since. A new plan is now being made, on which all additions and improvements are marked. The extension of the steam pier was required on account of the much larger steamers which come here now than when it was first built.

*By Mr. Henry.*—In reference to Admiral Barnard's evidence, paragraph 5, where he says,—“The Chairman has practically no power, and seldom an opportunity of exercising his vote,”—I must say that I consider the Chairman of a meeting has more authority than any other member. If Admiral Barnard had no power as Chairman, it was certainly not attributable to the action of the members elected by the Chamber of Commerce. His opinions were always listened to. He had, as Chairman, a vote at all times, in some cases a double vote.

*By the Chairman.*—The delay in building the Eddystone Light-house is not the fault of the Marine Board, as the Board has written repeatedly to the Government, and pressed the desirability of settling the question. The New South Wales Government were spoken of to the Victorian Government as going to pay a share in the expense, which was a mistake, and was never intended. Victoria has since asked the Tasmanian Government to get New South Wales to bear a share. The delay is not caused by the Executive Government of this colony.

In reference to paragraph 11 of Admiral Barnard's evidence, where he says,—“Currie's Harbour light is maintained by Victoria and Tasmania, Tasmania's share being 4 per cent.,” he must have forgotten that this matter is not yet settled, and in all probability Tasmania's share will be very much greater. New South Wales does not contribute to this light.

*By Mr. Henry.*—In our minute book it has not been usual to give the names of the mover and seconder of resolutions. I do not know the reason why. It is always open to any member to place on record any objections he may have to a resolution.

Witness withdrew.

TUESDAY, FEBRUARY 24, 1880.

CAPTAIN GILMORE, *being called in and examined, said—*

*By the Chairman.*—I was appointed Master Warden upon the introduction of the Act to establish Marine Boards in 1857. I held that position until 1861. I was again appointed in 1875, and was obliged to retire upon being elected a member of the House of Assembly. I was again appointed by Government in 1879, and am now Master Warden, 1880.

The Launceston Marine Board is, at the present time, properly constituted; it is composed of three nautical experienced men and two business men. Mr. Smith, the Chairman of the Chamber of Commerce, did not place himself for election, in order to allow a nautical man, Capt. Barwood, to be elected.

I consider the amended Act of 1874 was not an improvement on the Act of 1857, but the contrary. In Clause 4 of the original Act the Mayors and Collectors of Customs at Hobart Town and Launceston were *ex officio* members of the Board; this was a good arrangement, as it ensured the assistance and advice of public men who were more or less connected with the interests of the Marine Boards, such as the management of the market wharves and their approaches, and the collection of the funds at the disposal of the Boards. By the Act of 1874 two Wardens of each Board were appointed by the Governor in Council in the place of these *ex officio* members, who by Clause 10 remain in office for one year only, but may be re-appointed,—while one of the Wardens elected by the Chamber of Commerce must retire at the end of each year, and is not eligible for re-election for twelve months. This objection to re-election is arbitrary and contrary to reason, as the experience a Warden of the Board obtains ought to make his election again desirable to the public.

The Launceston Chamber of Commerce is a fair representation of the mercantile and business portion of the community; and as the owners of shipping are very limited in Launceston, the present system for the election of Wardens is the best that can be adopted.

As to the question whether the Master Warden should be a man of nautical experience.—The port of Launceston being a tidal harbour, approached by the River Tamar, which extends over forty miles of intricate navigation, there are numerous marks, beacons, and buoys which require strict inspection. There is a very important pilot station at the Low Heads, where there is a light-house and telegraph station, a staff of sea pilots and boatmen, which require constant attention. The duties of the Master Warden are to investigate the misconduct of Harbour Master or pilots, in cases of stranding, colliding, or accidents to vessels; the supervision of the wharves and landing stages, and clearing the navigation of the channels, combined with the management of the department, require that the Master Warden should possess nautical experience and be elected for his special qualifications and fitness for the office; and being once elected should only be removable by the Governor in Council.

There has been no objection to the admission of the representatives of the Press at Launceston, it has always been the rule to admit them.



I consider there should be extension of the powers of the Marine Boards, and jurisdiction over matters connected with the shipping interests. The enquiry into causes of wrecks, strandings, and collisions, or any accident to vessels; that passenger vessels are properly provided with boats, life-buoys, and provisions; that there should be a limit by licence to the number of passengers carried by river or ferry steamers; that vessels shall not be loaded so as to endanger their safety by deck loads or otherwise; the issue, suspension, and cancellation of certificates of masters, mates, and steamship engineers; these are subjects which ought to be under the jurisdiction of the Marine Boards.

*By the Chairman.*—If the Master Warden were not a nautical man everything connected with nautical matters would be placed in the hands of the Harbour Master, over whom there would be no practical control.

The Launceston Board have no control over light-houses. There is a light-house at Low Head, but the Board have nothing to do with it.

I was not on the Board at the time the Consolidated Board Meeting took place. I have heard that the delay in the erection of the Eddystone light-house is because New South Wales will not bear any part of the expense. I am not aware there was any difference of opinion between the Hobart Town and Launceston Boards on the subject.

*By Mr. Henry.*—I think it would be better that two or three of the Wardens should be elected by the public. I would have no objection to the Government nominating all of the Wardens.

I think it would be better that the light-house at Low Head should be managed by the Launceston Board, as it is at the entrance of our port.

*By the Chairman.*—The powers of the Launceston Marine Board work very satisfactorily. We have not got very convenient premises, but we hope to get better ones when we can afford it. Our funds amount to five or six thousand a year. We collect no light dues. Our revenue consists of harbour dues, wharfage, pilotage, and towage. The earnings of the tug *Tamar* are part of our revenue.

I do not think the Ships Officers Examinations should be altogether under the Marine Board; examiners should be appointed by the Government, and the certificates confirmed by the Board.

*By Mr. Henry.*—As to paragraph 3 of Admiral Barnard's evidence, I am of the same opinion as he is, that these matters should be under the Marine Board. As to paragraph 4, I am of the same opinion also. In reference to paragraph 8, I consider that if the powers of the Board were extended the salaries would not be high enough. £1 1s. a sitting would be sufficient for the Wardens.

As to paragraph 10, we are differently situated in Launceston, where our large pilot staff, tug, &c. require more money to be spent on them, we have less therefore for our wharves. We have had lately to purchase a part of the wharf which had been sold to the Reibey estate. It has cost £1500, and will be paid for from the Colonial Treasury should Parliament agree. Some of the wharves are private property, but wharfage dues are paid on all goods landed on them. The wharves are kept in repair out of our funds, and are in very good order now. The tug is clear of any mortgage.

We have five pilots on the Tamar, two of which are on board the tug, and three at the Heads.

The Lighthouse Rates have been reduced, they used to be 6d. for steamers and 9d. for sailing vessels, they are now 4d. for steamers and 6d. for sailing vessels. I think steamers and sailing vessels should pay at the same rate.

Our Pilot Regulations on the North side differ from those on the South. A vessel employing the tug pays less pilotage. After three consecutive voyages a master is exempt and competent. I should think there can be no objection to making an exempt master exempt in any vessel. We make the steamers pay £5 a month towards the expenses of the buoys and beacons.

Witness withdrew.

MR. WILLIAM C. GRUBB (of the firm of Grubb Bros.), *being called in and examined, said—*

*By the Chairman.*—We contract for supplying materials for the construction of wharves. We sent in a tender for the construction of the extension of the Elizabeth-street pier, both to find materials and to construct, (particulars of tender put in, see Appendix K.) or provide piles only. Our tender for piles was accepted, but for nothing else; no reason for refusal being given. We had never tendered for the construction of a wharf before, only for supplying material. The tender was sent in on the 22nd August, 1879. We contracted to do all the work, and supply material, for £878 13s., the work to be done in seven months. To the best of my belief the Marine Board do not insert the names of tenderers in the *Gazette*, nor do they open the tenders in the presence of the tenderers. I do not think the Marine Board could have constructed the work any cheaper themselves. They put in work which no contractor would have, as it was unnecessary, not being mentioned in the specifications. I supplied eight extra piles, which were all used. The extra work done to the piles was trimming them for forty feet before charring, &c.

*By Mr. Risby.*—I am not aware that it was rumoured that the work could not be done for the amount we named.

Witness withdrew.

MR. H. F. ARMSTRONG, *being called in and examined, said—*

*By the Chairman.*—I am a shipowner, and have three ships. I have been connected with the trade of the port for the last 27 years. I have sometimes had occasion to complain of want of accommodation at the wharves, and of the action of the Harbour Master.

Instead of the Marine Board encouraging trade, they do quite the reverse. If I had a cargo of timber waiting for a vessel daily expected, they would not allow me to land it except in the Constitution Dock. It



does not pay to remove timber from one part of the wharf to another. I have had to complain of this on many occasions, and have often represented the matter to the Board, and written officially, but without avail. The reply was, "your request cannot be granted."

It is very desirable that there should be nautical men on the Board. The Master Warden ought to be a nautical man and a permanent officer. When there is no nautical man on the Board, should the Harbour Master not do his duty, or do it improperly, there is no check on him, he is accountable to no one, his word is law.

I think the Marine Board should be composed of shipowners, or of persons nominated by shipowners, according to the tonnage they own. All the members of the Board at Sydney are interested in shipping. I have heard of the *Planter's* case, but only after it happened. If I had been the owner, and had told the Harbour Master that my vessel had sufficient ballast in her, I should think it unjust for him to put in more. If it was done by mistake the owner should not have to bear the expense. It would be very hard that he should pay.

The wharves here are very good. I think the light dues might be reduced.

*By Mr. Belbin.*—I think it is very desirable that there should be more accommodation for loading vessels with timber. A berth might be appointed for a vessel expected, and a cargo allowed to be put down under certain restrictions. The trade is now being driven away from the port. Vessels go down the river to load now. The accommodation required might be easily afforded.

I do not know what the rules and regulations of the dock are. Timber may be stacked for a reasonable time near the dock. The Clerk of the Market collects dues all round the dock: these should belong to the Marine Board. We were allowed to place timber near the wharves until we were stopped in Admiral Barnard's time.

Witness withdrew.

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CAPTAIN WESTBROOK, being called in and examined, said—

*By the Chairman.*—I have been connected with the port for 38 years, and am now engaged as Wharfinger.

I remember the case of the *Planter*: the facts are as follows:—

On the 20th January, the Harbour Master being absent, the *Planter* was lying second off alongside the *Sea Shell*. The *Dauntless* had a cargo of timber for the *Sea Shell*. I wished to remove the *Planter*, so as to allow the *Dauntless* to go alongside the *Sea Shell*. I saw Mr. Evans and asked him to let me get the *Dauntless* inside the *Planter*. He said no; I will not allow anyone to remove my vessel (i.e. the *Planter*). I said if he would not do it I would do it for him. He told the men I had employed to knock off, and not obey my orders. I commenced to unmoor the *Planter*; but it came on to blow, and she heeled over on to the *Harriet*, which was lying outside her. Seeing how very tender she was, and by the advice of Captain Johnson, I would not move her, so made her fast till the afternoon, when it moderated. I would run no risk, as the responsibility was my own. When the Harbour Master came up next morning I told him the tender state of the vessel. The Harbour Master then removed her.

*By Mr. Lewis.*—Mr. Evans would not move her. He said he defied the Marine Board and the Harbour Master. He said he would have one berth (where the *Starling* had been) and that one only. He had made an application for a berth, but I told him I could not give him one. There were no berths vacant in the Dock at the time. I do not know whether there were any at the wharves. She was moved to the steam-boat pier to have the ballast put in. The pier is reserved for steamers when expected.

I could give no information as to whether berths are vacant or not, except through the Harbour Master. In his absence I take his place, under his instructions. Inside the Dock is my province.

I am the subordinate of the Harbour Master, and cannot therefore have any check over his actions.

I would not have considered it safe to move the *Planter* without extra ballast. I could not say what quantity of ballast would be necessary, as it is determined by the build of a vessel.

*By Mr. Henry.*—It is my duty to regulate the number of passengers in ferry boats and river steamers. I invariably do my duty in that respect. I often call back a waterman's boat when overloaded. Boats licensed to carry seven sometimes go away with sixteen, but are recalled. The little steamers are not licensed to carry passengers on their upper deck, and they should, by regulation, have a certificate fastened up in the cabin showing the number of passengers they are licensed to carry. I have never remonstrated with the master of a river steamer for having his vessel overloaded. If my attention was called to it, or if I saw he carried more than was allowable, I should interfere. I am on duty on Saturday afternoons.

Witness withdrew.

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WEDNESDAY, FEBRUARY 25, 1880.

WILLIAM TARLETON, Esq., being called in and examined, said—

*By the Chairman.*—I am Master Warden of the Hobart Town Marine Board. I was appointed a member by the Government, and unanimously elected Master Warden by the Board. I do not think that it is necessary that the Master Warden should be a nautical man. As there are few purely nautical questions dealt with by the Board no high amount of professional skill is required, but only an ordinary acquaintance with nautical matters. I have been much at sea myself in early life, and am tolerably conversant with nautical subjects. The duties of the Marine Board are of a twofold character—the management of the wharves and of the lighthouses: thus few strictly nautical points have to be decided by the Board, and when they do

Occur professional advice is easily obtained. Official experience, good business habits, facility in the conduct of correspondence, and knowledge of the world, combined with courtesy, firmness, and common sense, are in my opinion qualifications more required in the composition of the Board than professional skill. I am not in a position to say as to whether the extended powers of the New South Wales and South Australian Boards are required here, as I do not know what the powers of those Boards are. The enquiries into wrecks, &c. are conducted here by a Police Magistrate and nautical assessors, as in England and New Zealand. I have often sat on these enquiries with Admiral Barnard as nautical assessor. I have invariably conducted the examination of witnesses myself and drawn up the reports, which were afterwards approved by Admiral Barnard. I think it is not necessary to extend the powers of the Board in that direction. The present system works satisfactorily and requires no amendment. I consider the present system of electing Wardens a good one if the Chamber of Commerce truly represents the shipping and commercial interests of the port, as I think it desirable that those interests should be represented on the Board. If the system of candidates canvassing for votes is considered objectionable, the Chamber of Commerce could easily stop it by forbidding it.

The present system of the annual election of Master Warden does not recommend itself to my mind, so frequent a change is, I think, undesirable; as when the Master Warden has just begun thoroughly to understand his duties he is liable to be removed to make room for another novice. I do not think the office should be a permanent one, but it should be held for a longer period than one year; say three or five years. I do not think the Master Warden should be appointed by the Government. If care be taken to elect men of good sense as Wardens, they would be certain to elect the most eligible man amongst them as Master Warden.

I have no objection personally to the admission of the press to our meetings, as in the absence of the press we are exposed to considerable disadvantages and are subject to misrepresentations, which we have no means of rebutting or removing. There is no doubt that a want of publicity also exposes us to ungrounded suspicions and unfounded statements. I find an example of this in Mr. McGregor's evidence, where he says "Money is squandered, and tenders arranged in a shameful manner." There is not a word of truth in that statement. The money at the disposal of the Board has not been squandered, nor have any tenders been arranged in "a shameful manner." Again Mr. McGregor says, "My objection is that they do not publicly call for tenders, as they should for all new work:" the fact being that tenders for new work have in every single instance been called for by advertisements inserted in the daily newspapers. It is admitted on all sides that the Hobart Town wharves will now compare favourably with those of any other Australian port.

In regard to the *Planter's* case the history of the matter is this:—I am in the habit of going past the Constitution Dock on my way to the Police Office every morning, and shortly after I was elected Master Warden I noticed that a great part of the Constitution Dock was taken up by four barques, while barges and crafts, for which the Dock was specially designed, were unable to go near the wharf, and were lying in tiers, three or four deep. I met the Harbour Master and said that I observed that the room at the Dock was taken up with vessels that seemed to be neither loading nor unloading, and had no crews on board, but were only laying up. I said I did not know who were the owners, nor did I care to know, but the Dock must not be used as a Hospital for unemployed ships. Captain Riddle concurred with me, and said he was about to give notice to the owners to remove their ships. Subsequently Mr. Evans saw me at the Police Office, and told me the Harbour Master had ordered him to remove his vessel, and asked me to use my authority to stay proceedings. I told him I would not interfere, nor would I allow the accommodation afforded at the Constitution Dock to be abused. He said it was his misfortune and not his fault, and was owing to the dulness of trade, &c. I said, "Mr. Evans, I know you to be a very plausible man; but all this is beside the question, I cannot have the Dock turned into a place for ships to lay up in, to the exclusion of crafts wishing to load and unload." I most distinctly declare that I never said I would not allow square-rigged vessels in the Dock. What I said was, that "there was ample room at Sandy Bay and near the Powder Jetty for unemployed vessels," and that I could not permit them to be filling up the Dock. I saw Mr. Evans with Mr. Risby afterwards, at the Public Hospital, when I again declined to interfere. Captain Riddle asked me what he was to do with the vessel, as she wanted more ballast, and Mr. Evans had refused to put further ballast into her. Captain Riddle told Mr. Risby, with my sanction, that if he would undertake to put sufficient stiffening into the vessel he would allow the coals to be discharged. Mr. Risby refused, so the ballast was put in at Mr. Evans's expense, and the ship removed with the coals on board. She had been lying at the wharf and in the Dock at least a fortnight, and could easily have discharged the coals before removal. The *Sea Shell* was lying alongside her, and was discharging ballast, which could have been put into the *Planter* for nothing. Captain Anderson, being acquainted with the ship, would certainly be the best judge as to what ballast she required, but it does not appear that he gave his opinion to the Harbour Master at the time of her removal: anybody seeing the vessel now would think her quite light enough. Capt. Westbrook said the vessel heeled so much when she was loosed that he thought it unsafe to remove her. I have great faith in Captain Riddle, he is a master mariner and of long experience. If he had made a mistake it would be a hardship to the owner to be put to expense for the extra ballast, but I do not admit that there was any error of judgment on his part in this case. Other vessels in the dock loaded and came out, the *Planter* was the only one doing nothing, and evidently without any intention of loading. The *Sea Shell* was allowed to retain her berth as it was not wanted at the time. I don't think any berth was available for the *Planter*, except where the *Pet* was. That berth was offered to Mr. Evans, but he declined to remove the latter vessel. Mr. Risby wanted a berth for the ship so that the coals might be landed. Instructions have been given to the Harbour Master to give the *Planter* a berth whenever she wants to load *bonâ fide*.

*By Mr. Henry.*—It is not usual for freight owners to find ballast. But Mr. Evans was not reliable, and the Harbour Master wanted a guarantee from Mr. Risby. I think Mr. Evans kept the coals in the vessel for ballast, and Mr. Risby allowed it as a convenience to Mr. Evans. I initiated the matter of this removal, so far as calling the Harbour Master's attention to the fact that one side of the dock was entirely taken up by the *Planter* and *Sea Shell*.

*By the Chairman.*—I think it would be better that the whole of the wharves should be under the control of the Marine Board.

The Elizabeth-street pier has been lengthened by the Marine Board with its own men, and a return of the cost has been made out. (Return read and put in, Appendix L.) The work has cost £861. The lowest tender was £878. The cost of additional piles and work was £108, the work according to the specifications being thus really done for £753. The work was done under the supervision of Mr. Watson, and by his recommendation.

I consider it desirable and essential that I as Master Warden should have a personal knowledge of the light-houses, and I hope to be able shortly to visit and inspect them.

*By Mr. Henry.*—I do not agree with Captain Gilmore as to the advisability of handing over the control of the Low Head light-house to the Launceston Marine Board; all funds and contributions from the other Colonies and all disbursements are in the hands of the Hobart Town Board, and it is desirable that all the light-houses should be under the control of one body.

Witness withdrew.

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DONALD M'MILLAN, *Esq.*, being called in and examined, said—

*By the Chairman.*—I am the Marine Surveyor, and have held that office for eight years. I have had considerable experience in the construction of wharves. I built the Elizabeth-street Pier, in 1866. My tender was £3860; but there were extras afterwards, which raised the total cost to over £4000. All the piles were charred, and coated with tar. The old piles which we extracted were completely eaten away by the Teredo. The old structure had been built fourteen years or more before.

I made an examination of the piles at the New Wharf about six years ago, with Messrs. Maxwell and Watson. We found them quite sound where they had been charred. Where two pieces of timber cross one another and touch, they rot in that place in a very few years through the water lodging. Mr. Watson suggested a coating of cheenam (composed of slack lime and coal tar), which was inexpensive, and is found to preserve the timber perfectly. The cheenam excludes the water. These two methods, of charring piles and using cheenam, will save thousands of pounds' worth of material. (See Appendix M.)

I have heard some people say that the wharves are constructed too expensively, but I think that the cost is less than formerly, as more piles are used now and less timber.

I consider that the wharves are constructed for the convenience of shipping, and that too much effort is made to keep the wharves clear, and much unnecessary cartage is paid for. I think it is likely to drive shipping down the river. I think the owners of ships are entitled to more consideration, especially as to stacking timber. The owner ought to have permission to prepare a cargo for a ship expected to arrive and known to be on her way to this port.

If the Chamber of Commerce is properly constituted, and represents mercantile interests, they will be likely to nominate a very good Marine Board.

I noted in December, 1878, the draught of the *Sea Shell*, at Mr. Evans' wish. It was 9 ft. 8 in., and she had ballast in her. I have no recollection of the other circumstances of the *Corinna* case except that she was put outside the *Sea Shell*, and the completion of her loading was thus prevented; that was in Mr. Babington's time.

The Elizabeth-street Pier, which I constructed, could have been made by the Board for less than Mr. Watson's estimate. My tender was the lowest and was accepted. Mr. Watson is exceedingly careful in his estimates; I have tested several, and he generally comes very near the mark.

Witness withdrew.

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FRIDAY, FEBRUARY 27, 1880.

MR. M'GREGOR being recalled, and the evidence of Mr. Tarleton, so far as it related to his statements, being read over to him, said—

*By the Chairman.*—I adhere to my former statements, to which Mr. Tarleton has taken exception. Mr. Tarleton can know nothing about the work of the Marine Board except during the last three or four weeks. I referred to matters which have been going on for years past. I cannot particularise any case at present, but by reference to newspapers of the last two or three years numberless letters will be found complaining of the mode in which the work has been carried on at the wharves and the money squandered.

I make a distinction between constructing new work and making repairs; the latter might be done by their own men.

*By Mr. Belbin.*—The shipowners do not get the accommodation they should have; they are put to expense which could be obviated without injury or inconvenience to anyone.

Accommodation is required for the export timber trade. An order for timber sometimes cannot be completed in less than two or three months, and as the timber arrives in lots of ten or fifteen thousand feet exporters should be allowed to stack it on the ground at the edge of the wharves. The trade should be facilitated, as it will not stand encumbrances, and it requires all the nursing and encouragement that can be given to it. I do not think timber should be stacked on the piers, but close enough to the wharves to avoid two cartages. Everything is done by the Board to obstruct trade; they like to see the wharves clean swept.

*By the Chairman.*—The loss of trade by the present restrictions is considerably greater than the saving of expenditure on wharves. The privilege of stacking timber on the wharves was abused in former times. At the Dock timber is allowed to accumulate, a great portion of it belonging to timber dealers. All timber for local use should be carted into yards after a certain time. If the Board would correct that abuse they would do some good. At Melbourne, timber is removed after a certain time, after notice by the Board, to a Government reserve, and detained till expenses are paid.

Witness withdrew.

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## APPENDICES.

## APPENDIX A.

## NEW SOUTH WALES NAVIGATION ACT, 35 VICT. No. 7, SEC. 9.

*Qualification of Electors.*—9. Owners of Foreign-going ships and of Coast-trade ships registered at the Port of Sydney or at any other port in the Colony shall have votes at the election of Wardens of the said Board according to the following scale that is to say every registered owner of not less than one hundred tons in the whole of such shipping shall at every election have one vote for each Warden for one hundred tons two votes for two hundred and fifty tons three votes for four hundred and fifty tons four votes for seven hundred and fifty tons five votes for eleven hundred tons six votes for fifteen hundred tons and one vote for every five hundred tons over fifteen hundred tons owned by him but the votes of such owner for any one Warden shall not exceed ten and for the purpose of ascertaining the qualification of such electors the following rules shall be observed that is to say in the case of a ship registered in the name of one person such person shall be deemed to be the owner and in the case of a ship registered in distinct and several shares in the names of more persons than one the tonnage shall be apportioned among the owners as nearly as may be in proportion to their respective shares and each of such persons shall be deemed to be the owner of the tonnage so apportioned to him And in the case of a ship or shares of a ship registered jointly without severance of interest in the names of more persons than one the tonnage shall if it is sufficient either alone or together with other tonnage (if any) owned by such joint owners to give a qualification to each of them be apportioned equally between the joint owners and each of such joint owners shall be deemed to be the owner of the equal share so apportioned to him but if it is not so sufficient the whole of such tonnage shall be deemed to be owned by such one of the joint owners resident or having a place of business at the said Port of Sydney as is first named on the register And in making any such apportionment as aforesaid any portion may be struck off so as to obtain a divisible amount and the whole amount of tonnage so owned by each person whether in ships or shares of or interests in ships shall be added together and if sufficient shall constitute his qualification.

*Marine Board to carry out provisions of Part II of this Act.—What matters within the direction of Marine Board.*—19. The Marine Board shall subject as aforesaid have and it is hereby invested with full powers to carry out the provisions of this Act relating to Steam Navigation and shall also be the department to undertake the general superintendence of all matters within its jurisdiction relating to the issue suspension and cancellation of certificates of competency and service—the framing of harbour regulations—the preservation of ports harbours havens and navigable creeks and rivers within the jurisdiction—the licensing appointment and removal of pilots—the regulation of lighthouses—the superintendence of lights and other sea harbour or river marks—the placing or removing of moorings—the granting and regulation of licenses to ballast-lighters—the licensing and regulation of watermen's boats and boats plying for hire—steam and other ferry boats—harbour and river steamers—and the several matters hereinafter particularly described.

## APPENDIX B.

## CLAUSES from the South Australian Marine Board Act, 23 &amp; 24 Vict. No. 17.

SECT. 6. It shall be lawful for the Governor, with the advice and consent of the Executive Council, by letters patent, to be by him for that purpose issued under the public seal of the said Province, to incorporate a Board, by the name of the "Marine Board of South Australia," to consist of a President and four Wardens, of whom three shall be a quorum; and from time to time to remove any member, or to appoint any person to fill any vacancy that may occur in such Board.

SECT. 10. The Marine Board shall be the Department to undertake the general superintendence of all matters within its jurisdiction, relating to the preservation of ports, harbours, havens, and navigable creeks and rivers in the said Province, and the regulation of shipping and seamen, the licensing, appointments and removal of pilots, the erection of light-houses, superintendence of lights, and other sea and harbour marks, the placing or removing of moorings, the establishment of light and beacon dues, and the granting and charging for licences to watermen and others.

SECT. 30. The master of any ship about to leave any port or harbour of the said Province shall, at the time of clearing out, deliver to the authorised officer a statement or list containing the names of the officers, seamen, and passengers intending to leave the said Province in the same ship, which list is to be attached to the clearance of the said ship, and it shall and may be lawful for such authorised officer to search every such ship; and if the master or commander of any ship shall permit any person to embark on board his ship whose name has not been entered on the list delivered to the said authorised officer as aforesaid, every such master or commander shall forfeit and pay a sum of not less than Five Pounds nor more than Fifty Pounds for each person so permitted to embark.

## APPENDIX C.

Sydney, 19th February, 1880.

MY DEAR SIR,

IN reply to your letter of the 13th instant, I am sending the New South Wales Navigation Act and the Harbour Regulations of Port Jackson. These together contain pretty well all the information you appear to be in search of. I may as well explain, however, in a few words, the composition of our Board. I am styled President, and am to all intents and purposes a Government officer. There are six Wardens, three of whom are nominees of the Government, whilst the other three are elected by the shipowners; the Wardens are all paid 2 guineas a week, no matter how often or seldom they may be required to meet.

All our fees are paid into the Consolidated Revenue; the expenses of the office have therefore to be voted by the Parliament, as in any other department. Our revenue is about £30,000 a year, and the office is just about self-supporting, so far as ordinary expenditure is concerned; but if we want a pilot steamer, or a new light-house, we should be in queer street but for the assistance of the Government.

There is sometimes a squabble between the Treasury and the Board, but on the whole,—and we have now been some nine years in existence,—we rub along remarkably well.

Five out of the seven members of the Board are nautical men; although no mention is made of the President being of the same profession, it is quite understood that he should be a sailor, as he has to conduct enquiries, manage matters about light-houses, buoys, and beacons, and is indeed the adviser of the Government in all sea-going matters.

Hoping I have made myself clear, and requesting you to send me a copy of your report when it is completed,

I am, &amp;c.

Captain COOTE, M.H.A., Tasmania.

(Signed) FRANCIS HIXSON.

## APPENDIX D.

CAPTAIN Riddle's explanation to the Marine Board, re "*Planter*."

30th January, 1880.

## MEMO.

DEC. 15, 1879. The barque *Planter* was berthed at the Franklin Wharf, and I gave the Master notice that the vessel was allowed by the Harbour Regulations of this Port ten (10) days to discharge his cargo.

Dec. 24. Cargo discharged, except 60 tons (by their estimate).

Dec. 28. As the berth occupied by the *Planter* was wanted, moored her into the Constitution Dock.

Jan. 14, 1880. The *Planter* and *Sea Shell* being very much in the way, and no appearance of them loading, gave Mr. H. B. Evans and Captain J. W. Johnson notice if they did not begin to load their vessels in one week from date, they must be removed to Sandy Bay.

Jan. 16. An application was made by the ketch *Starling* to load timber laying in the berth occupied by the *Planter*. Mr. Evans could not be found: he sent a verbal message that men would move her at 2 P.M. on the following day. I moved the vessel by the Marine Board boat's crew.

Jan. 17. A complaint was made that the *Planter* was blocking the Dock entrance; with the boat's crew moved her second off on the S. E. side of the Dock.

Jan. 20. This day, I being absent, Mr. Evans coolly booked the *Planter* for a berth.

Jan. 21. Time allowed Mr. H. B. Evans expired this day.

Jan. 22. I informed Mr. H. B. Evans that, as there was no vacant berth, if he wanted to load the *Planter* the *Pet* must be removed; that vessel has occupied a berth at the wharf since 7th November, and longer than other intercolonial traders in port; he declined to take that berth.

Jan. 23. As Mr. Evans has not taken the slightest notice of my letter, hauled the vessel out of Dock; and, as I considered her too tender for safety, put 40 tons stone ballast on board, (not amongst the coals, as stated in the *Mercury*): Moored her in Sandy Bay.

Time allowed the *Pet* and *Planter*, Mr. Evans' vessels, to load and discharge are as follows:—

*Pet*: Discharge, 11 days; load, 14—Total 25 days.

*Planter*: Discharge, 10 days; load, 12 days—Total 22 days.

The former vessel has occupied a berth 71 days; and the latter, before removal, 34 days; and has only discharged part of her cargo: this is working days.

JAMES RIDDLE, Harbour Master.

BOARD all vessels save coasters. Ascertain if any sickness on board. Take Captain's report and enter it in a book. Receive all mails and forward them to the Post Office. Send to Telegraph report of all arrivals and departures. Appoint berths for all vessels except coasters. Give the Master notice, and berth them under personal superintendence. If required, look after flag-staffs, cranes, boats, and all property of the Marine Board, and to see the Harbour and Gunpowder Regulations carried out. To receive and deliver all oils for Light-houses into the store. To enter the quantity of oil used at the various Light-houses every month. To enter all newly-found reefs; sailing directions; new and alteration of lights; enquiries into casualties, &c.; and to keep the boat's crew employed.

## APPENDIX E.

*TIME occupied by the following Vessels at the Wharves.*

<i>Name.</i>	<i>Berthed.</i>	<i>Unmoored.</i>	<i>Days.</i>	<i>Allowed by H. R.</i>
Barque <i>Waratah</i> , 202 tons, Fisher & Facey.	July 14, 1878	July 26, 1878	12	Arriving in ballast, 16 days. " with cargo, 20 days.
	Sept. 8 "	Sept. 21 "	13	
	Nov. 4 "	Nov. 20 "	16	
	Jan. 4, 1879	Jan. 20, 1879	16	
	Mar. 15 "	April 4 "	19	
	June 10 "	June 20 "	10	
	July 29 "	Aug. 7 "	9	
	Sept. 5 "	Sept. 25 "	20	
	Oct. 16 "	Nov. 3 "	17	
	Dec. 4 "	Dec. 12 "	8	
			140	
		Average in 10 voyages	14	
Barque <i>Pet</i> , 275 tons, H. B. Evans, Owner.	Mar. 4, 1878	June 22 ..... 110	..	Arriving in ballast, 20 days. " with cargo, 25 days.
		On the Patent Slip 11	99	
	Aug. 8, 1878	Aug. 17, 1878	9	
	Jan. 21, 1879	May 1, 1879	100	
	* Nov. 7 "	Feb. 1, 1880	85	
			293	
		Average in 4 voyages, 2 years' time .....	73	
Barque <i>Planter</i> , 232 tons, H. B. Evans, Owner.	Feb. 26, 1878	March 22, 1878	24	Arriving in ballast, 17 days. " with cargo, 22 days.
	Oct. 31 "	Dec. 3 "	33	
	Mar. 4, 1879	June 8, 1879	96	
	† Dec. 14 "	Jan. 23, 1880,	39	
			192	
		Average in 4 voyages, 2 years' time .....	48	
Barque <i>Nautilus</i> , 243 tons, H. F. Armstrong, Owner.	Aug. 8, 1878	Aug. 22, 1878	14	Arriving in ballast, 18 days. " with cargo, 22 days.
	Sept. 21 "	Oct. 12 "	21	
	Nov. 25 "	Nov. 31 "	6	
	Jan. 4, 1879	Jan. 27, 1879	23	
	Mar. 1 "	Mar. 15 "	14	
	June 27 "	July 13 "	16	
	Aug. 21 "	Sept. 5 "	15	
	Oct. 16 "	Dec. 20 "	16	
			125	
		Average in 8 voyages	15½	
Brig <i>Clematis</i> , 249 tons, Belbin & Dowdell, Owners.	Sept. 23, 1878	Oct. 9, 1878	16	Arriving in ballast, 18 days. " with cargo, 22 days.
	Dec. 17 "	Jan. 6, 1879	20	
	Mar. 14, 1879	Mar. 25 "	11	
	May 4 "	May 9 "	5	
	July 8 "	July 18 "	10	
	Sept. 10 "	Sept. 30 "	20	
	Nov. 10 "	Nov. 20 "	10	
			92	
		Average in 7 voyages	13¼	

\* This vessel at date about two-thirds loaded.

† This not all discharged.

<i>Name.</i>	<i>Berthed.</i>	<i>Unmoored.</i>	<i>Days.</i>	<i>Allowed by H. R.</i>
Barque <i>Bella Mary</i> , 276 tons, Alex. M'Gregor & Co., Owners.	Aug. 7, 1878	Aug. 16, 1878	9	Arriving in ballast, 20 days.
	Oct. 4 "	Oct. 12 "	8	" with cargo, 25 days.
	Dec. 9 "	Dec. 28 "	19	
	Feb. 19, 1879	Feb. 28, 1879	9	
	Apr. 13 "	May 10 "	28	
	July 21 "	Sept. 25..... 65		
		On the Patent Slip 5		
			60	
	Oct. 25 "	Nov. 5, 1879	11	
	Dec. 4 "	Dec. 17 "	13	
			157	
		Average in 8 voyages	17½	

E. E.

JAMES RIDDLE, *Harbour Master.*  
4. 2. 80.

## APPENDIX F.

SIR,

*Hobart Town, 23rd January, 1880.*

HAVING come to my knowledge that the barque *Planter* has been ordered from the Dock to the stream, I beg respectfully to inform you that I have on board the said vessel sixty (60) tons of coal, and to request that you would do me the favour of allowing me 48 hours to get the coal away, to commence first thing in the morning, 7 A.M.

I remain

Your obedient Servant,

Capt. JAMES RIDDLE, *Harbour Master, Marine Board.*

J. E. RISBY.

P.S.—Trust that I could get them all out to-morrow.

SIR,

As you do not guarantee to find sufficient dead weight to ballast the *Planter*, I cannot grant your request.

Yours truly,

J. RISBY, *Esq.*JAMES RIDDLE, *Harbour Master.*

## APPENDIX G.

*Hobart Town, 10th February, 1880.*

*To the Chairman of the Select Committee of the House of Assembly now sitting on the  
"Marine Board Act."*

WE, the undersigned Craftsmen, Boatmen, and Watermen, do most respectfully beg to call your attention to the state of the wood wharf, which is so fast filling up that the greater part is not fit for use, thereby causing us great inconvenience and loss of time.

[Here follow 42 Signatures.]

## APPENDIX H.

*MEMBERS of The Hobart Town Chamber of Commerce.*

Barclay, C. J.  
 Bayley, James.  
 Browne, Justin.  
 Belbin, W.  
 Cameron, R. B.  
 Crosby, C.  
 Crosby, R.  
 Cumming, A.  
 Cook, H.  
 Coote, Audley.  
 Davies, J. G.  
 Dowdell, Charles.  
 Evans, M.  
 Facy, P.  
 Fisher, W.  
 Fysh, P. O.  
 Gourlay, J. R.  
 Green, W. P.  
 Guesdon, W. A.  
 Huybers J. A.  
 Hamilton, J.

Lewis, D.  
 Maxwell, C. M.  
 Macfarlane, James.  
 Macfarlane, John.  
 M'Gregor, A.  
 Marsh, H. J.  
 Murdoch, James.  
 Poynter, C. M.  
 Pearce, John.  
 Perkins, John.  
 Roberts, H. L.  
 Salier, J. E.  
 Walch, J. H. B.  
 Webster, A. G.  
 Westbrook, Thomas.  
 Westbrook, G. C.  
 Westbrook, R. T.  
 Wise, F. H.  
 Wright, S. P. H.  
 Weymouth, W. A.

## APPENDIX I.

*LIST of Questions put to the Master Warden, Launceston Marine Board, by the Chairman of the Select Committee, J. D. BALFE, Esq., appointed to inquire into the working of the Marine Boards of Hobart Town and Launceston.*

No. 1.—Is the constituted body in which the power of electing the Wardens is vested such as to ensure a fair representation on the Board of those who are most largely identified with the shipping and commercial interests of the port?

No. 2. Who are the members of the Launceston Chamber of Commerce?

No. 3.—Would it be desirable, or otherwise, considering the double trust committed to the management of the Marine Board, viz. that of the light-houses and harbours, to have the majority of the Board selected from experienced nautical men?

No. 4.—Would it improve the working of the Boards were the Master Wardens experienced nautical men, selected and only removable by the Executive?

No. 5.—Does the experience of the Board lead to the conclusion that the admission of the Press to its meetings prejudices in any way the efficiency or character of its proceedings?

No. 6.—Can the Board suggest any improvement, either by the extension of their powers and jurisdiction, or alteration in their constitution, which, in their judgment, would promote more efficiently the purposes for the accomplishing of which our Marine Boards have been instituted?

No. 7.—Is any portion of the wharves under the exclusive jurisdiction of the Corporation?

*Marine Board Office, Launceston, 20th February, 1880*

SIR,

I HAVE the honor to inform you that, at a meeting of the Launceston Marine Board held yesterday afternoon, your letter of the 12th instant was taken into consideration, and the following Replies made to the various Questions.

The Members present were the Master Warden, Messrs. Barwood, Dowling, and Ditcham.

*Question No. 1. Answer.*—We think so.

No. 2. The Chamber of Commerce consists of 24 members who are elected by ballot. The members are bankers, merchants, shipowners, insurance agents, and shopkeepers—



T. Corbett, Banker.	H. Weedon, Insurance Agent.
J. T. Sale, ditto.	L. Tulloch, Ship Agent.
R. Green, Merchant.	Z. Poole, Draper, &c.
W. J. Johnstone, ditto.	T. W. Thomas, ditto.
E. C. Wilmot, ditto.	A. W. Birchall, Stationer.
C. H. Smith, ditto.	W. Hart, Ironmonger.
R. H. M'Kenzie, ditto.	A. Webster, ditto.
Saml. Tulloch, ditto.	J. D. Hatton, Chemist.
T. Edginton, ditto.	H. Dowling, J.P.
Alfred Harrap, ditto.	A. M. Milligan, ditto
Jas. Aikenhead, Insurance Agent.	W. R. Barwood, Master Mariner.
Hy. Edgell, ditto.	Captain T. H. Urquhart, ditto.

Total, 24.

No. 3. Very desirable indeed.

No. 4. Certainly. The Master Warden being elected by the Board, and only removable by the Executive.

No. 5. There is no objection to the admission of the Press, in accordance with the Rules contained in the Standing Orders, Bye-law No. 1.

No. 6. Assuming the Marine Board to be properly constituted, it is desirable there should be extension of their powers and jurisdiction over matters which are immediately connected with the shipping interests—Such as the enquiries into the causes of wrecks, strandings, collisions, or accidents to vessels; to have power to appoint Inspectors or Surveyors to report upon the nature and causes of any accident or damage which any vessel has sustained; to investigate that passenger vessels are properly provided with boats, life buoys, &c.; that there shall be a proper limit to the number of passengers carried by ferry and river steamers and boats; that vessels or steam boats shall not be loaded so as to endanger their safety by deck loads or otherwise; the Marine Boards to have the general superintendence of all matters relating to the issue, suspension, and cancellation of certificates of masters, mates, and steamship engineers whether of service or competency. These are matters which might properly be brought under the jurisdiction of the Marine Boards.

No. 7. The Market Wharf is under the control of the Municipal Council, but they have no exclusive jurisdiction.

I have the honor, &c.,  
GEORGE GILMORE, *Master Warden Launceston Marine Board.*

J. D. BALFE, *Esq.*,  
*Chairman Select Committee, House of Assembly, Hobart Town.*

APPENDIX K.  
GRUBB BROS. TENDER.

*FOR Work, &c., Elizabeth-street Pier, finding Labour and Material.*

	£	s.	d.
Timber .....	400	0	0
Piles, 1s. 9d. per foot .....	285	19	0
For driving Piles .....	81	14	0
Iron. { 4 cwt. 8 inch Spikes and labour .....	7	0	0
{ 6 ditto 4½ inch ditto ditto .....	12	0	0
{ 6 ditto 1 inch Rod ditto .....	10	10	0
{ 8 ditto ¾ inch ditto ditto .....	14	0	0
{ 7 Iron Shoes, ditto .....	10	10	0
Tarring .....	20	0	0
Extra Knees for Curve, and Labour .....	10	0	0
Interest, Wear and Tear .....	27	0	0
	£878	13	0

## APPENDIX L.

*MEMO. of Expenditure, &c. incurred for the Lengthening of Elizabeth-street Pier.*

THE under-mentioned Tenders were opened at a Meeting of the Hobart Town Marine Board, pursuant to advertisement inserted in the daily papers between 8 and 22 August, 1879.

Names of Tenderers.	PILES. <i>Stringy Bark or Blue Gum, per lineal foot.</i>	SAWN TIMBER. <i>Per 100 feet superficial.</i>	Construction of the Work.	For the whole Work, Material and Construction.
W. Cheverton.....	—	—	—	£890.
H. Chesterman.....	2s. 3d.	14s. 0d.	—	£937.
T. Hodgson.....	—	—	£295 0s. 0d.	
Millhouse & Gallagher.	—	—	£280 0s. 0d.	
John Denehy.....	—	16s. 9d.	—	
W. C. Grubb & Bros. .	1s. 9d., S. B.; 2s. 3d., Blue Gum	—	—	£878 13s. 0d. & £122 extra if Blue Gum Piles be required.
John Hay.....	2s. 2d.	11s. 9d.		
Jos. Graves.....	—	11s. 3d.		

The Tender of W. C. Grubb & Bros. for Stringy Bark Piles at 1s. 9d. per lineal foot, and that of Joseph Graves for Sawn Timber at 11s. 3d. per 100 feet superficial; were accepted; and the construction of the work was performed by the Marine Board's workmen under the supervision of Mr. John Watson.

## EXPENDITURE.

	£	s.	d.
Wages .....	263	8	0
Stores .....	26	10	0
Piles .....	335	7	9
Timber .....	236	2	6

*Actual Cost as per books of the Office* ..... £861 8 3

*Deduct.*—For Work, &c. not specified in the Specifications; viz.—

Extra Piles, Bolts for Fastenings, Labour driving, charring, at £11 each .....	£	s.	d.
	88	0	0
For building Slope to new Extension, Labour for fastening and replacing decayed Sheathing, say.....	20	0	0
	108	0	0
	£753	8	3

W. TARLETON, *Master Warden*

*Marine Board, Hobart Town, 25th February, 1880.*

## APPENDIX M.

*COPY of Letter addressed to the Hon. G. M. WATERHOUSE, Wellington, New Zealand.*

*Hobart Town, June, 1877.*

SIR,

BELIEVING that you take an interest in all matters connected with the prosperity of New Zealand, I take the liberty of addressing you on a subject of considerable importance to the Colony, namely, the construction and maintenance of her harbour works.

For some years past I have continually heard of the destructiveness of the ship-worm to the piles forming the wharves and piers; but I was rather surprised (on reading a small publication compiled in New Zealand in 1875, containing reports of several gentlemen on the durability of New Zealand timber) to find the immense expenditure to which the Government have been subjected in consequence of the damage done to the piles by these worms.

For the last seventeen years the Hobart Town Marine Board, at my suggestion, and under my superintendence, have had the piles used in the construction of their works put through a process of charring, and have found it to answer admirably.

In 1859 I was employed by the Government here to superintend the building of what is called the New Wharf in this harbour, the old one, which had been erected about fourteen years before, having been quite destroyed by the ravages of the worms on the piles. The plans, &c. for its erection were all prepared in the Public Works Office, and it was intended to have all the piles to be used in the construction of the wharf coppered, but on an estimate of the cost being made the intention was abandoned. I then proposed a plan which from my experience I considered would answer the purpose of stopping the ravages of the worm, namely, to char the piles, the expense of which is not more than 10s. a pile. This being a new process, and apparently so simple a remedy, it was not at first entertained by our Engineering Department, and the contractors had orders to proceed with the construction of the wharf. They had driven about six of the new piles, well coated with coal tar, when on my examining one of the old piles when drawn out, I found it was charred, but on one side only. It had evidently been a fallen tree, and a bush fire had passed over the upper side of it, the other side being most likely embedded in wet scrub or in the ground. The charred side was quite perfect, but the worm had completely eaten away the other side of the pile. On this being brought before the department, instructions were at once given to the contractor to char all the remaining piles to be used in the work. I am forwarding you two samples of portions of piles taken from that wharf, on which I will note particulars. One is a piece of the first pile that was driven without charring, the other from a pile which was charred and driven a week or so afterwards. I also forward a third piece taken from an old pile which had been driven uncharred about 18 years ago. This, I think, will show that the worm is equally destructive in the Derwent as elsewhere.

If it is not taxing your time too much I will give you a short account of how I gained my experience with reference to the benefit of charring piles, and will make a few general remarks. I may remark in passing that my experience was rather dearly bought, as the vessel alluded to was uninsured. About 12 years before the new wharf was built I had bought an old whaler, of about 300 tons, intending to make a shear hulk of her. The necessary alterations were in course of being made, when by some means she took fire in the night and was burnt to the water's edge. The main-mast had been burnt to less than 12 inches in diameter, when after being burnt through at the deck it fell overboard. In making up a raft of old masts for the men to work upon at ships when hove down, this was put in with others. After being about 4 years in use they became so eaten away that the raft was broken up, and to my surprise the old masts, which had been fully twice its diameter, were eaten away to a less size than it, although they had been well coated with hot tar before being put together. The charred spar came out as fresh as the day it was put in; so that on my undertaking to superintend the building of the wharf I considered the process of charring would answer better than the coppering, the expense being so trivial. Since that time I have had the sole charge of the planning and building of all the piers and wharves here. A new pier that was built for the steam boats about 10 years since, the piles of which were all charred, and are as perfect to all appearance as the day they were driven, is a standing proof of the utility of this process. I will send a sample from one of its piles with the others. The top of this pier is watertight without caulking, and is subject to the continual traffic of horses, drays, &c. Some of the main planking was removed lately for inspection, and the beams and main planking were found to be as sound as on the day they were laid. The top is formed with a double thickness of planking, and well coated with cheenam between.

We are just now about completing another new pier about 310 feet in length by 52 feet in breadth, with a curved top nearly the same as a ship's deck. It will be watertight, and have scupper holes to let the water off. It is formed on about 300 piles, the outer ones of 75 feet in length. It goes into 40 feet of water, and the cost will be about £5500. By the top being watertight the top planking beams and pile heads will last many years; otherwise no wood in the world would stand the weather above 10 or 12 years.

I have no doubt but that your New Zealand timber would, from the accounts I have read of it in the publication referred to, answer every purpose. I notice that it complains of our blue gum not lasting. At this I do not wonder, and much question if the timber alluded to is blue gum at all. I have seen timber shipped from here as such that was utterly worthless for exposed works.

We have made many changes from the old plan of wharf building, saving a considerable expense, and ensuring a greater stability and more durability in the upper portion above the water, the particulars of which would occupy too much space in this letter. But should your Government be inclined to try the experiment I shall be most happy to furnish them with further particulars.

His Excellency Mr. Weld has paid a visit to the new pier and witnessed the process of charring, and, I believe, was very favourably impressed with its utility. At the same time he inspected the specimens taken from piles charred and not charred, and which are the same pieces as those I am forwarding to you.

I am, &c.

JOHN WATSON.