

1912.

THE PARLIAMENT OF THE COMMONWEALTH.

No. 69.

VOTES AND PROCEEDINGS

OF THE

HOUSE OF REPRESENTATIVES.

FRIDAY, 18TH OCTOBER, 1912.

1. The House met, at half-past ten o'clock a.m., pursuant to adjournment.—Mr. Speaker took the Chair, and read Prayers.
2. NAVIGATION BILL.—The Order of the Day having been read for the further consideration of this Bill in Committee of the whole House—Mr. Speaker left the Chair, and the House resolved itself into a Committee of the Whole.

*(In the Committee.)*New clauses (*continued*)—

On the motion of Mr. Tudor, the following new clause (to follow clause 201) was inserted in the Bill:—

“202.—(1.) A Surveyor or any person authorized by the Minister to inspect or survey a ship may, in the execution of his duties, go on board any ship at all reasonable times and inspect the same or any part thereof, including her boilers, machinery, and equipment, and the certificates of the master and officers of the ship, but shall not in such inspection unnecessarily detain or delay the ship from proceeding on her voyage.

Powers of Surveyors.
Cf. M.S.A. 1894, s. 725.
N.S.W., 1901, No. 60, s. 46.

(2.) The Minister may, on the report of the surveyor or person inspecting the ship, if he considers it necessary so to do, require the ship to be taken into dock or to be so dealt with that he may be able to inspect her hull, boilers, machinery, or equipment.

(3.) No person shall obstruct or hinder any surveyor or authorized person from going on board any ship or shall otherwise impede him in the execution of his duties under this Act.

Penalty: One hundred pounds.”

On the motion of Mr. Tudor, after debate, the following new clauses (to follow clause 211) were inserted in the Bill:—

“212.—(1.) Every person who sends any ship to sea in an unseaworthy state, so that the life of any person is likely to be thereby endangered, shall, unless he proves that he used all reasonable means to insure the seaworthiness of the ship, be guilty of an indictable offence.

Sending unseaworthy ship to sea.
M.S.A., 1894, s. 457.
N.Z., 1908, s. 224.

(2.) Every master who knowingly takes a ship to sea in an unseaworthy state, so that the life of any person is likely to be thereby endangered, shall be guilty of an indictable offence.

(3.) A prosecution under this section shall not be instituted except by the consent of the Attorney-General.

(4.) Nothing in this section shall subject the owner or master of a ship to any liability, by reason of the ship being sent or taken to sea in an unseaworthy state, where, owing to special circumstances, the sending of the ship to sea in that state was reasonable and justifiable.

212A. If a British ship is unseaworthy a seaman or apprentice belonging to her shall not be deemed to have committed a breach of his agreement by reason of his having refused to sail in her while she is unseaworthy; and any seaman or apprentice so refusing may claim his discharge unless the ship is made seaworthy within a reasonable time.”

If ship unseaworthy seaman may claim discharge.

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On the motion of Mr. Tudor, the following new clause (to follow clause 235) was inserted in the Bill :—

“ 236.—(1.) Except as prescribed, every foreign-going ship, Australian-trade ship, or ship engaged in the coasting trade, carrying fifty or more persons, including passengers and crew, shall before going to sea from any port in Australia, be equipped with an efficient apparatus for wireless communication, in good working order, in charge of one or more persons holding prescribed certificates of skill in the use of such apparatus.

Wireless telegraphy apparatus.
Wireless Ship Act, U.S.A., 1910.
Imperial Wireless Telegraphy Bill, 1910.

(2.) For the purposes of this section, apparatus for wireless communication shall not be deemed to be efficient unless—

- (a) it is capable of transmitting and receiving messages over a distance of at least one hundred miles, day or night ;
- (b) the person controlling the operator undertakes in writing to the Minister to exchange, and does, in fact, exchange, as far as may be physically practicable (of which the master shall be the judge), messages with shore or ship stations using similar or other systems of wireless communication ; and
- (c) there is provided, in connexion with the apparatus, and ready for use whenever, from any cause, the ordinary supply of electrical power is not available, a battery of accumulators of such capacity as to insure for a period of at least six hours communication of the efficiency prescribed in paragraph (a) of this sub-section.

(3.) The master of a ship required by this section to be so equipped shall not take her to sea, and the owner of a ship required to be so equipped shall not permit her to go to sea, unless the requirements of this section have been complied with.

Penalty: One thousand pounds.

(4.) The Regulations may prescribe the times and hours during which an operator shall be in attendance on the apparatus, ready to receive or transmit messages.

(5.) Except as otherwise prescribed, the provisions of this section shall not apply to ships plying exclusively between ports in Australia less than Two hundred miles apart.”

On the motion of Mr. Tudor, after debate, the following new clauses (to follow clause 263) were inserted in the Bill :—

“ 263A.—(1.) Where, by fault of two or more vessels, damage or loss is caused to one or more vessels, to their cargoes or freight, or to any property on board, the liability to make good the damage or loss shall be in proportion to the degree in which each vessel was in fault :

Rule as to division of loss.
1 & 2 Geo. V.,
c. 57, s. 1.

Provided that, if, having regard to all the circumstances of the case, it is not possible to establish different degrees of fault, the liability shall be apportioned equally.

(2.) Nothing in this section shall operate so as to render any vessel liable for any loss or damage to which her fault has not contributed.

(3.) Nothing in this section shall affect the liability of any person under a contract of carriage or any contract or shall be construed as imposing any liability upon any person from which he is exempted by any contract or by any provision of law or as affecting the right of any person to limit his liability in manner provided by law.

(4.) For the purposes of this section, the expression ‘ freight ’ includes passage money and hire, and references to damage or loss caused by the fault of a vessel shall be construed as including references to any salvage or other expenses consequent upon that fault, recoverable at law by way of damages.

263B.—(1.) Where loss of life or personal injuries are suffered by any person on board a vessel owing to the fault of that vessel and of any other vessel or vessels, the liability of the owners of the vessels shall be joint and several.

Damages for personal injuries.
1 & 2 Geo. V.,
c. 57, s. 2.

(2.) Nothing in this section shall be construed as depriving any person of any right of defence on which, independently of this section, he might have relied in an action brought against him by the person injured or any person or persons entitled to sue in respect of such loss of life, or shall affect the right of any person to limit his liability in cases to which this section relates in the manner provided by law.

263C.—(1.) Where loss of life or personal injuries are suffered by any person on board a vessel owing to the fault of that vessel and any other vessel or vessels, and a proportion of the damages is recovered against the owner of one of the vessels which exceeds the proportion in which she was in fault, he may recover by way of contribution the amount of the excess from the owners of the other vessels to the extent to which those vessels were respectively in fault :

Right of contribution.
1 & 2 Geo. V.,
c. 57, s. 3.

Provided that no amount shall be so recovered which could not, by reason of any statutory or contractual limitation of, or exemption from, liability, or which could not for any other reason, have been recovered in the first instance as damages by the persons entitled to sue therefor.

(2.) In addition to any other remedy provided by law, the persons entitled to any contribution as provided by sub-section (1.) of this section shall, for the purpose of recovering the contribution, have, subject to the provisions of this Act, the same rights and powers as the persons entitled to sue for damages in the first instance.

268D. Any enactment which confers on any Court Admiralty jurisdiction in respect of damage shall have effect as though references to such damage included references to damages for loss of life or personal injury, and accordingly proceedings in respect of such damages may be brought *in rem* or *in personam*. Jurisdiction in cases of loss of life or personal injury. 1 & 2 Geo. V., c. 57, s. 4.

264. Notwithstanding anything contained in sub-section (4.) of section four hundred and nineteen of the Merchant Shipping Act, in case of a collision a vessel shall not be deemed to be in fault solely by reason of the fact that the vessel has infringed any of the regulations for the prevention of collisions at sea. Abolition of statutory presumption of fault. 1 & 2 Geo. V., c. 57, s. 4.

265.—(1.) In every case of collision between two vessels it shall be the duty of the person in charge of each vessel, if and so far as he can do so without danger to his own vessel, crew, and passengers (if any)— Master to render assistance. M.S.A. 1894, s. 422.

(a) to render to the other vessel, her master, crew, and passengers (if any) such assistance as is practicable and necessary in order to save them from danger caused by the collision; and

(b) to stay by the other vessel until he has ascertained that she has no need of further assistance.

(2.) If the master of any vessel fails without reasonable cause to comply with this section, he shall be guilty of an indictable offence.

(3.) Notwithstanding anything contained in sub-section (2.) of section four hundred and twenty-two of the Merchant Shipping Act, in case of a collision between two vessels, the collision shall not be deemed to have been caused by the wrongful act, neglect, or default of the master or person in charge of the vessel, who failed to comply with the provisions of that section, solely by reason of the fact that he has not complied with the provisions of that section. Abolition of statutory presumption of fault. 1 & 2 Geo. V., c. 57, s. 4.

265A.—(1.) The master or person in charge of a vessel shall, so far as he can do so without serious danger to his own ship, her crew and passengers (if any), render assistance to every person, even if such person be a subject of a foreign State at war with the King, who is found at sea in danger of being lost. General duty to render assistance to persons in danger at sea. 1 & 2 Geo. V., c. 57, s. 6.

(2.) The master or person in charge of a vessel, who fails to comply with the provisions of this section, shall be guilty of an indictable offence.

(3.) Compliance by the master or person in charge of a vessel with the provisions of this section shall not affect his right or the right of any other person to salvage."

On the motion of Mr. Tudor, after debate, the following new clauses (to follow clauses 271, 286, 328, 397, 415, and 422 respectively) were inserted in the Bill:—

"271A.—(1.) Every—

(a) Foreign going ship trading regularly with the Commonwealth; or

(b) Australian trade ship on a voyage between consecutive ports which exceeds a prescribed distance Hospital accommodation.

and having one hundred persons or more on board, shall be provided with hospital accommodation of such a character, and so placed and arranged as to afford proper means of isolation for cases of communicable disease which may arise during the voyage, and for any persons attending to such cases.

(2.) The accommodation shall include the necessary lavatory and sanitary accommodation and such other accommodation as is prescribed.

(3.) The hospital shall, wherever practicable, be placed on the top deck aft or on the boat deck as far back as practicable.

(4.) The master of a vessel who fails to comply with this section, and who suffers his vessel to enter any port or place in Australia shall be guilty of an offence.

Penalty (on master or owner): One hundred pounds."

"286A.—(1.) A ship shall not engage in the coasting trade which is receiving, or which under any arrangement is to receive, or which in the immediately preceding twelve months has been receiving, directly or indirectly, any subsidy or bonus from any Government other than that of a part of the British Dominions. Ships in receipt of foreign subsidies.

Penalty (on master, owner, or agent): Five hundred pounds.

(2.) Any payment for services *bonâ fide* rendered in the carriage of mails, passengers, or goods, at rates based solely on the actual commercial value of these services, shall not be taken to be a subsidy within the meaning of this section."

"328A. Where any dispute arises as to the apportionment of any amount of salvage amongst the owners, master, pilot, crew, and other persons in the service of any foreign vessel, the amount shall be apportioned by the Court or person making the apportionment in accordance with the law of the country to which the vessel belongs." Apportionment of salvage amongst owners, &c., of foreign ships. 1 & 2 Geo. V., c. 57, s. 7.

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" 397A.—(1.) No action shall be maintainable to enforce any claim or lien against a vessel or her owners in respect of any damage or loss to another vessel, her cargo or freight, or any property on board her, or damage for loss of life or personal injuries suffered by any person on board her, caused by the fault of the former vessel, whether such vessel be wholly or partly in fault, or in respect of any salvage services, unless proceedings therein are commenced within two years from the date when the damage or loss or injury was caused or the salvage services were rendered.

Limitation of actions.
1 & 2 Geo. V.,
c. 57, s. 8.

(2.) No action shall be maintainable under this Act to enforce any contribution in respect of an over-paid proportion of any damages for loss of life or personal injuries unless proceedings therein are commenced within one year from the date of payment.

(3.) Any Court having jurisdiction to deal with an action to which this section relates may, in accordance with the rules of court extend any period mentioned in this section to such an extent and on such conditions as it thinks fit, and shall, if satisfied that there has not during such period been any reasonable opportunity of arresting the defendant vessel within the jurisdiction of the Court, or within the territorial waters of the country to which the plaintiff's vessel belongs or in which the plaintiff resides or has his principal place of business, extend any such period to an extent sufficient to give such reasonable opportunity.

(4.) For the purposes of this section, the expression 'freight' includes passage money and hire, and reference to damage or loss caused by the fault of a vessel shall be construed as including references to any salvage or other expenses, consequent upon that fault, recoverable at law by way of damages."

" 415A.—(1.) No official performing any duty under this Act shall be taken to sea without his consent.

Penalty : One hundred pounds.

(2.) The owner or master of any ship in which any official is taken to sea illegally shall, in addition to any penalty for an offence against this section, be liable to pay all expenses incidental to the official's return to duty."

Taking official to sea.

" 422A. The Governor-General may by order declare that, subject to such conditions, limitations, and restrictions as are expressed in the order, the provisions of this Act or such of them as are mentioned in the order shall not apply to fishing boats, pleasure yachts, missionary ships, or other vessels not carrying passengers or goods for hire."

Power to suspend application of Act to fishing boats, &c.

On the motion of Mr. Tudor, the following new clauses (to follow clauses 190 and 350 respectively) were inserted in the Bill :—

" 191.—(1.) The Minister may appoint persons to be surveyors.

Appointment of surveyors.

(2.) Persons appointed to be surveyors shall be skilled in regard to—

- (a) wooden hulls and equipment ;
- (b) metal hulls and equipment, and boilers ; or
- (c) engines and machinery."

" 351.—(1.) No pilot shall be personally liable in pecuniary damages for any damage or loss occasioned by his neglect or want of skill.

Immunity of pilots.

(2.) The Commonwealth shall not be liable for any damage or loss occasioned by the neglect or want of skill of any pilot."

Mr. Glynn moved that the following new clause be inserted in the Bill :—

" 416A.—(1.) The agents in Australia of any ship not registered therein shall be deemed to be the legal representatives of the master and owner of the ship after the departure of the ship from the port at which she was discharging for the purpose of receiving and paying claims for short delivery or pillage of cargo, and the amount of any such claim may be recovered from such agents in any Federal or State Court of competent jurisdiction.

Representative of master or owner.
N.Z., 1903, No. 96,
s. 302.

(2.) Provided that it shall be lawful for such agents, by notice in writing delivered to the collector not later than twenty-four hours before the departure of any ship, to decline to accept any responsibility under this section in respect of that ship, in which case the master shall, before the ship is allowed her clearance, give security to the satisfaction of the Minister for the payment of any sum which, together with costs, may be recovered against the agents of such ship.

Agents may decline to accept responsibility.

(3.) No proceedings for the recovery of any claim under this section shall be taken unless notice thereof is given to the agents not later than seven days after the delivery of the cargo in respect of which the claim is made."

Notice of proceedings to be given in seven days.

Debate ensued.

Consideration of the proposed new clause postponed.

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Mr. Archibald moved, That the following new clause be inserted in the Bill :—

“Notwithstanding anything to the contrary contained in this Act or the *Commonwealth Public Service Act* 1902, no pilot shall be compulsorily retired before the age at which he would have been retired had he remained in the service of his State.”

Debate ensued.

Question—put and negatived.

Schedules—

Schedule I., after debate, omitted from the Bill.

Schedule II., after debate, omitted from the Bill.

Schedule III., amended, on the motion of Mr. Tudor, by the omission from page 107 of the following words :—

Split peas	$\frac{1}{2}$ pt.	} To be considered equal when issued with meat rations.
Flour	...	...	$\frac{1}{2}$ lb.
Calavances or Haricot Beans	...	...	$\frac{1}{2}$ pt.
Rice	...	...	$\frac{3}{4}$ lb.
Marmalade	1 "	} To be considered equal.
Jam	...	...	1 "
Butter	...	...	$\frac{1}{2}$ "

And the insertion in place thereof of the following words :—

“Split peas	$\frac{1}{2}$ pint	} To be considered equal when issued with meat rations.
Flour	...	...	$\frac{1}{2}$ lb.
Calavances or haricot beans	...	...	$\frac{1}{2}$ pint
Rice	...	...	$\frac{3}{4}$ lb.
Marmalade	1 lb.	} To be considered equal.
Jam	...	...	1 lb.
Butter...	...	...	$\frac{1}{2}$ lb.

Schedule, as amended, agreed to.

New Schedules—

Mr. Tudor moved that the following New Schedule be inserted in the Bill :—

“SCHEDULE I.

Section 11.

(1.) SCALE OF DECK OFFICERS.

Every British ship registered in Australia or engaged in the coasting trade (other than a limited coast trade or river and bay ship of less than fifteen tons gross registered tonnage) shall be provided with a duly certificated master, and in addition with other duly certificated deck officers according to the following scale :—

Net Registered Tonnage of Ship and Length of Voyage.	Minimum number of duly certificated Deck Officers holding Certificates, proper for the Ship and Voyage, not lower than—	
	First Mate.	Second Mate.

(i) FOREIGN-GOING SHIPS AND AUSTRALIAN-TRADE SHIPS.

<i>Sailing—</i>		
Not exceeding 300 tons	...	1 (a)
Over 300 tons	...	1
<i>Steamships—</i>		
Not exceeding 150 tons	...	1 (a)
Over 150 tons but not exceeding 1,000 tons	...	1
Over 1,000 tons	...	1

(ii) LIMITED COAST-TRADE SHIPS.

Not exceeding 100 tons, running beyond 50 miles from port of departure	...	1 (a)	...
Over 100 but not exceeding 300 tons	...	1 (a) (b)	...
Over 300 tons	...	1 (b)	1

(iii) RIVER AND BAY SHIPS.

Over 50 tons, running more than 20 miles from place of departure	...	1 (b)	...
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(a) First or only mate.

(b) Holder of a second mate's foreign-going certificate may ship as first mate of a limited coast-trade ship, or as mate of a river and bay ship (see section 123).

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(2.) SCALE OF ENGINE-ROOM OFFICERS AND GREASERS.

Every British steam-ship registered in Australia or engaged in the coasting trade (other than a limited coast-trade or river and bay ship of less than fifteen tons gross registered tonnage) shall be provided with duly certificated engine-room officers and with greasers according to the following scale :—

Nominal Horse-power of Engines.	Minimum number of duly certificated Engineers holding Certificates not lower than—					Minimum number of Engineers (certificated and non-certificated), Single Screw.	Additional Engineers (not necessarily certificated) for Steamships having more than one Screw.	Greasers.
	First Class Engineer.	Second Class Engineer.	First Class Coast Engineer.	Second Class Coast Engineer.	Third Class Coast Engineer.			
(i) RIVER AND BAY STEAM-SHIPS UNDER 100 N.H.P.								
Under 85	1	1	..	(a) 1
85 and under 100	1	1	..	1
(ii) RIVER AND BAY STEAM-SHIPS 100 N.H.P. AND OVER.								
<i>Running under 20 Miles from Place of Departure.</i>								
100 and under 200	1	...	...	1	...	1
200 and over	1	...	...	...	1	...	1
<i>Running 20 Miles and over from Place of Departure.</i>								
100 and under 200	1	1	...	...	2	...	(b) 2
200 and over	1	1	...	...	2	...	2
(iii) LIMITED COAST TRADE STEAM-SHIPS.								
<i>Running under 100 Miles from Place of Departure.</i>								
Under 55	1	1	...	1	...
55 and under 85	1	...	...	2	...
85 " 100	1	...	...	...	...	2	...
100 " 200	1	1	...	...	...	2	(b) 2
200 and over	1	1	...	...	...	3	2
<i>Running 100 Miles and over from Place of Departure.</i>								
Under 55	1	...	1	...	...
55 and under 85	1	...	...	2	...	...
85 and over	2	...	...
According to the scale prescribed for Australian-trade and Foreign-going steam-ships.								
(iv) AUSTRALIAN-TRADE AND FOREIGN-GOING STEAM-SHIPS.								
Under 50	1	...	...	...	1	...	1
50 and under 100	1	...	...	...	2 (c)	...	...
100 " 170	1	1	...	...	3	...	1
170 " 200	1	1	...	...	4	...	1
200 " 250	1	2	...	...	4	1	2
250 " 300	1	2	...	...	4	1	3
300 " 400	2	2	...	...	5	2	3 (d)
400 and over	As prescribed.		...	...	...	...	...

(a) If over 55 N.H.P., one greaser.
 (b) Passenger steam-ships of this class to carry one greaser in addition to two engineers.
 (c) If running over 400 miles, one engineer additional (not necessarily certificated).
 (d) If more than one screw, three greasers additional.

N. H. P. (nominal horse-power) to be calculated as follows :—

(a) *Reciprocating Engines.*—The sum of the squares of the diameters in inches of all the engine-room steam cylinders + 30 = N.H.P.

(b) *Rotary Engines.*—Grate area in square feet x 1¼ = N.H.P."

Mr. Riley moved an amendment, That a new line be inserted immediately under the following heading in the proposed New Schedule I. above :—" *Running under 100 Miles from Place of Departure,*" viz.:—

"Under 40 | ... | ... | ... | ... | 1 | 1 | ... | ..."

and that under the same heading the figures and word "40 and" be inserted before the word and figures "Under 55".

Debate ensued.

Amendment agreed to.

Schedule, as amended, inserted in the Bill.

On the motion of Mr. Tudor, after debate, the following new Schedule was inserted in the Bill :—

“SCHEDULE II. Section 41.

SCALE OF CREW.

NOTE.—*This Schedule does not apply to river and bay ships.*

STEAM-SHIPS.

FIREMEN AND TRIMMERS.

The number of firemen and trimmers required for steam-ships fired with coal shall be in the proportion of at least one fireman or trimmer for every three and a half tons of coal consumed per diem. Provided that in the case of any particular ship the Minister may, after reference to the Marine Council, specify a greater or less number of firemen and trimmers to be required. The amount of coal consumed per diem to be ascertained by such means as are prescribed.

Provided that out of the total number of persons carried in any such steam-ship rated as firemen or trimmers, one-half at least of such total number shall be firemen; and that no sea-going steam-ship running more than one hundred miles shall in any case carry less than three firemen and that no other sea-going steam-ship shall in any case carry less than two firemen.

In regard to any class of ships not provided for in the above scale, the number of firemen and trimmers to be employed shall be such as the Minister may require in each case, and the Minister may prescribe in reference to any particular class of ships what hands other than firemen and trimmers (rated as such) shall be carried in lieu of the latter.

GREASERS.

The minimum number of greasers to be carried on steam-ships shall be as provided in Schedule I. in the last column of the Engine-room Manning Scale.

SEAMEN.

(*Passenger Steam-ships carrying not more than Ten Passengers, and Cargo Steam-ships.*)

Under 15 tons net register	...	...	...	...	Not less than one able seaman.
15 and under 50 tons net register	...	...	...	...	Not less than two able seamen and one apprentice or boy.
50 " 100 " "	"	"	"	"	Not less than two able seamen, two ordinary seaman, and one apprentice or boy.
100 " 200 " "	"	"	"	"	Not less than four able seamen, one ordinary seaman, and one apprentice or boy.
200 " 400 " "	"	"	"	"	Not less than five able seamen, one ordinary seaman, and one apprentice or boy.
400 " 600 " "	"	"	"	"	Not less than six able seamen, one ordinary seaman, and one apprentice or boy.
600 " 1,000 " "	"	"	"	"	Not less than seven able seamen, one ordinary seaman, and one apprentice or boy.
1,000 " 1,500 " "	"	"	"	"	Not less than eight able seamen, one ordinary seaman, and one apprentice or boy.
1,500 " 2,000 " "	"	"	"	"	Not less than nine able seamen, one ordinary seaman, and one apprentice or boy.

One able seaman extra for every additional 500 tons or fraction of 500 tons above 2,000 tons net register.

One apprentice or boy extra for every additional 1,000 tons or fraction of 1,000 tons above 2,000 tons net register, but not exceeding four apprentices or boys altogether.

All vessels over 800 tons net register to carry a shipwright in addition to the seamen provided for in the above scale.

SEAMEN.

(*Passenger Steam-ships carrying more than ten passengers.*)

Under 15 tons gross register	...	...	...	...	Not less than one able seaman.
15 and under 50 tons gross register	...	...	...	...	Not less than two able seamen and one apprentice or boy.
50 " 100 " "	"	"	"	"	Not less than two able seamen, two ordinary seamen, and one apprentice or boy.
100 " 200 " "	"	"	"	"	Not less than four able seamen, one ordinary seaman, and one apprentice or boy.
200 " 400 " "	"	"	"	"	Not less than five able seamen, one ordinary seaman, and one apprentice or boy.
400 " 600 " "	"	"	"	"	Not less than six able seamen, one ordinary seaman, and one apprentice or boy.
600 " 1,000 " "	"	"	"	"	Not less than seven able seamen, one ordinary seaman, and one apprentice or boy.
1,000 " 1,500 " "	"	"	"	"	Not less than eight able seamen, one ordinary seaman, and one apprentice or boy.
1,500 " 2,000 " "	"	"	"	"	Not less than nine able seamen, one ordinary seaman, and one apprentice or boy.

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One able seaman extra for every additional 500 tons or fraction of 500 tons above 2,000 tons gross register.

One apprentice or boy extra for every additional 1,000 tons or fraction of 1,000 tons above 3,000 tons gross register, but not exceeding six apprentices or boys altogether.

All vessels over 800 tons gross register to carry a shipwright in addition to the seamen provided for in the above scale.

SAILING SHIPS.

		SEAMEN.		
15 and under	50 tons net register	...	...	Not less than one able seaman and one ordinary seaman.
50 "	100 " "	...	..	Not less than two able seamen, one ordinary seaman, and one apprentice or boy.
100 "	200 " "	...	...	Not less than three able seamen, one ordinary seaman, and one apprentice or boy.
200 "	300 " "	...	...	Not less than four able seamen, two ordinary seamen, and one apprentice or boy.
300 "	400 " "	...	...	Not less than five able seamen, two ordinary seamen, and one apprentice or boy.
400 "	600 " "	...	..	Not less than six able seamen, two ordinary seamen, and one apprentice or boy.
600 "	800 " "	...	...	Not less than seven able seamen, two ordinary seamen, and two apprentices or boys.
800 "	1,000 " "	...	...	Not less than eight able seamen, two ordinary seamen, and three apprentices or boys.
1,000 "	1,500 " "	...	...	Not less than ten able seamen, two ordinary seamen, and four apprentices or boys.

Two able seamen extra for every 500 tons or fraction of 500 tons that the vessel is above 1,500 tons net register.

All vessels over 600 tons net register to carry a shipwright in addition to the seamen provided for in the above scale."

Postponed clause 416A—(*Mr. Glynn*)—

Progress to be reported, and leave asked to sit again.

The House resumed ; Mr. Poynton reported accordingly.

Resolved—That the House will, on Tuesday next, again resolve itself into the said Committee.

3. ADJOURNMENT.—Mr. Hughes moved, That the House do now adjourn.

Question—put and passed.

And then the House, at twenty minutes past four o'clock p.m., adjourned until Tuesday next at three o'clock p.m.

MEMBERS PRESENT.—All Members were present (at some time during the sitting) except—Mr. Bennett, Mr. Carr, Mr. Cook, Mr. Deakin, Mr. R. Edwards, Mr. Fenton, Mr. Fisher, Mr. Frank J. Foster, Mr. R. W. Foster, Mr. Hans Irvine, Mr. Livingston, Sir William Lyne, Mr. McWilliams, Sir John Quick, Mr. Roberts, Mr. Sampson, Mr. Thomson, and Mr. Wynne.

WALTER A. GALE,

Clerk Assistant,

for Clerk of the House of Representatives.