

## P A P E R S

RELATIVE TO THE

## WORKING OF THE MARINE BOARDS ACT.

## No. 1.

CAPTAIN ROBERTSON TO THE HONORABLE THE POSTMASTER-GENERAL.

Chief Marine Board Office,  
Auckland, June 9th, 1863.

SIR,—

Applications having been made to the Board from the Provinces of Nelson, Otago, and Southland, requesting Marine Surveys to be made on the Coasts of New Zealand, the Board beg respectfully to submit for the consideration of the Government an estimate of the probable cost of Vessel, Marine Surveyor and Crew for carrying out the Surveys :—

|                                                            |       |
|------------------------------------------------------------|-------|
| Probable cost of suitable Vessel . . . . .                 | £1200 |
| Surveyor and Crew and working expenses per month . . . . . | 150   |
| Insurance per annum . . . . .                              | 150   |

The Board also desire to draw the attention of the Government to Clause 12 of the Chief Marine Board Act, requiring the Board to take charge of all Pilot Establishments, and beg to state that they are now prepared to undertake those duties as soon as the Government provide the necessary funds to meet any deficiency that may arise.

The Board recommend that light dues should be levied at the Ports of Wellington and Nelson, and that the Collectors of H.M. Customs should be requested to collect the following rates :—

Vessels from Europe or any possession beyond the Australian Colonies—Sixpence per ton register.

All Steamers and Colonial Traders, not being Coasters—Fourpence per ton.

Coasting Steam and Sailing Vessels—One penny halfpenny per ton, entering only.

I have, &amp;c.,

THOS. ROBERTSON,  
Secretary pro tem.

## No. 2.

THE HONORABLE MR. WOOD TO THE SECRETARY, CHIEF MARINE BOARD.

General Post Office,  
Auckland, 11th June, 1863.

SIR,—

In reference to your letter of the 9th instant, in which you make various propositions relative to action on the part of the Chief Marine Board, I have to observe that the whole question of administration under the Marine Board Act is a very difficult one. By that Act the appointment of Pilots and the management of Pilot Establishments vests in the Chief Marine Board. But that Board cannot appoint any person to act as Pilot for any Port until he has first been examined by Examiners to be appointed by the Local Marine Board of the Port to which he is to be attached ; and as by some singular fatality no Local Marine Board is yet known to be in existence in any of the Provinces, the Chief Marine Board cannot appoint a Pilot. The practical difficulty in this case is got over by the Governor, in his capacity as Governor, appointing Pilots when necessary for the respective Ports of the Colony.