

No. 14.

4th Session 3rd Parliament, 14 Victoria, 1851.

BILL.

An Act to amend an Act, intituled "*An Act to compel Vessels to carry a Light during the Night, and to make sundry provisions to regulate the Navigation of the waters of this Province.*"

Received and read a first time, Monday, 26th
May, 1851.

Second Reading, Thursday, 5th June, 1851.

Hon. Mr. CAMERON (of Cornwall).

BILL.

An Act to alter and amend an Act of the Parliament of Upper Canada, passed in the seventh year of the reign of His late Majesty King William the Fourth, intituled, "*An Act to compel Vessels to carry a Light during the Night, and to make sundry provisions to regulate the Navigation of the waters of this Province.*"

WHEREAS it is expedient to amend the Act of the Preamble. Parliament of Upper Canada, passed in the seventh year of the reign of His late Majesty King William the Fourth, intituled, "*An Act to compel Vessels to carry a Light during the Night, and to make sundry provisions to regulate the Navigation of the waters of this Province;*" Be it therefore enacted, &c.

That all Steamboats, Schooners and other Vessels, All vessels to carry lights. whether propelled wholly or in part by wind or steam, while navigating the waters of this Province, shall be provided during the night with Lights, to be exhibited and affixed as follows:—

When under weigh, a bright white light on the foremast head, a green light on the starboard bow, a red light on the port bow, to be fitted with inboard screens:

When at anchor, a common bright light:

As illustrated and explained in the Schedule A.

II. And be it enacted, That any such Steamboat, Schooner or vessel as aforesaid, shall be provided with a Bell of a weight not less than twenty pounds, which it shall be the duty of the Master or person commanding such Steamboat, Schooner or vessel, under the penalty in the seventh section of the said recited Act contained, to cause to be rung at regular intervals of or not less than five minutes at a time, with an intermission of five minutes, during the time that any such Steamboat, Schooner or other vessel as aforesaid shall be in a fog. All vessels to have fog bells, and to ring them when in a fog.

III. And be it enacted, That the Governor in Council shall from time to time appoint at every port of entry Governor to appoint In-

spectors of
vessels pro-
pelled by
steam and of
the machinery
thereof.

on the navigable waters, bays, lakes and rivers of this Province, one or more persons skilled and competent to make inspections of steamboats or vessels propelled in whole or in part by steam, and of the machinery and boilers employed in the same, who shall not be interested in the manufacture of steam-engines, steamboat boilers, or other machinery belonging to steam vessels, and whose duty it shall be to make such inspection when called on for that purpose, and to give to the owner or master of such boat or vessel, duplicate certificates of such inspection; and every such inspector, before entering upon the duties required by this Act, shall make and subscribe on oath, before any person duly authorized to administer an oath, well, faithfully and impartially to execute the duties imposed on him by this Act.

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Inspector of
Hull to give a
certificate.

IV. And be it enacted, That the person or persons who shall be called upon to inspect the hull of any steamboat or vessel under the provisions of this Act, shall, after a thorough examination of the same, give to the owner or master, as the case may be, a certificate, in which shall be stated the age of the said boat or vessel, when and where originally built, and the length of time the same has been running; and he or they shall also state whether in his or their opinion, the said boat or vessel is sound, and in all respects seaworthy, and fit to be used for the transport of freight and passengers, for which service so performed upon each any every boat or vessel, the inspectors shall each be paid and allowed by the said master or owner applying for such inspection, the sum of *two pounds and ten shillings*.

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Fee.

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Inspector of
Machinery to
give a certifi-
cate.

V. And be it enacted, That the person or persons who shall be called upon to inspect the boilers and machinery of any steamboat or vessel, under the provisions of this Act, shall, after a thorough examination of the same, make a certificate, in which he or they shall state his or their opinion, whether such boilers are sound and fit for use, together with the age of such boilers; and duplicates thereof shall be delivered to the owner or master of such steamboat or vessel, one of which it shall be the duty of the said master or owner to deliver to the collector of the port where such inspection has been made, and the other he shall cause to be posted up and kept in some conspicuous part of the said boat or vessel, for the information of the public; and for each and every inspection so made, each of the inspectors shall be paid by the said master or owner applying, the sum of *two pounds and ten shillings*.

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Fee.

How frequent-
ly the Hull
and Machine-
ry shall be in-
spected.

VI. And be it enacted, That it shall be the duty of the master or owner of any such boat or vessel to cause the said inspection of the hull thereof to be made at least once in every twelve calendar months, and the said in-

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specification of the boilers and machinery of such boat or vessel at least once in every six calendar months, and to deliver to the collector of the port where such inspection shall be made, a certificate of such inspection, and on 5 a failure of such inspections or either of them, and delivery, such master or owner shall be subject to the penalty of one hundred pounds, and such boat or vessel shall be liable for and chargeable therewith.

10 VII. And be it enacted, That whenever the master of any such boat or vessel, propelled wholly or in part by steam, or the person or persons charged with navigating the same, shall stop the motion or headway of such boat or vessel, or when such boat or vessel shall be stopped for the purpose of discharging or taking in cargo, fuel or 15 passengers, he or they shall open the safety valve, so as to keep the steam down in the said boiler as nearly as practicable to what it is when the said boat or vessel is under headway, under the penalty of fifty pounds for every such offence.

Safety valve to be raised when the vessel is stopped.

20 VIII. And be it enacted, That it shall be the duty of the owner and master of every steamboat engaged in the transportation of freight and passengers on the lakes Ontario, Erie, Huron, Simcoe and Superior, and on the river St. Lawrence or Ottawa, the tonnage of which shall 25 not exceed two hundred tons, to provide and carry with the said boat, upon each and every voyage, two long-boats or yawls, each of which shall be competent to carry at least twenty persons, and where the tonnage of such steamboat shall exceed two hundred tons, not less than 30 three long-boats or yawls of the same or larger dimensions; and for every failure in these particulars, the said master or owner shall forfeit and pay fifty pounds.

Steamers to carry Boats of certain dimensions.

IX. And be it enacted, That it shall be the duty of every such owner or master of every steam vessel navigating any of the lakes or rivers last aforesaid, to provide 35 as a part of the necessary furniture, a suction hose and fire engine and hose suitable to be worked on the said vessel in case of fire, and carry the same on each and every voyage in good order, and on failure thereof, such 40 owner or master shall forfeit fifty pounds for every such offence.

Steamboats to carry fire-engines with proper hose.

X. And be it enacted, That if any damage to any person or property shall be sustained in consequence of the non-observance of any of the provisions contained in 45 this Act, the same shall in all Courts of Justice be deemed, in the absence of proof to the contrary, to have been caused by the wilful default of the Master or other person having charge of such Steamboat, Schooner or other vessel as aforesaid, and the owner thereof in all

Liability of masters and owners contravening this Act.

civil proceedings, and such Master or other person in all proceedings whether civil or criminal, shall be subject to the legal consequences of such default.

Recovery and
application of
Penalties.

XI. And be it enacted, That the penalties imposed by this Act may be sued for by information or action of debt in the name of Her Majesty in any court of record of competent jurisdiction, and one half of such penalty shall be paid to the informer.

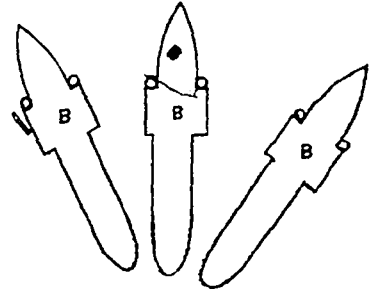
SCHEDULE A.

The following Diagrams are intended to illustrate the working of the Plan prescribed by this Act.

1st Situation.

In this situation the Steamer A will only see the *Red light* of the Vessel B, in whichever of the three positions the latter may happen to be, because the *green light* will be hid from view. A will be assured that the *larboard* side of B is towards him, and that the latter is therefore crossing the bows of A in *some direction to Port*. A will therefore [if so close as to fear collision] *port* his helm with confidence, and pass clear. On the other hand, the Vessel B, in either of the three positions, will see the *red, green, and mast-head* lights of A appear in a triangular form, by which the former will know that a Steamer is approaching *directly* towards him:—B will act accordingly.

It is scarcely necessary to remark that the *mast-head light* will always be visible in every situation till abaft the Beam.



2nd Situation.

Here A will see B's *green light* only, which will clearly indicate to the former that B is crossing to starboard. Again A's *three lights* being visible to B, will apprise the latter that a Steamer is steering *directly* towards him.



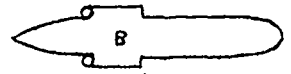
3rd Situation.

A and B will see each other's *red light* only. The screens preventing the *green lights* being seen. Both Vessels are evidently passing to *Port*.



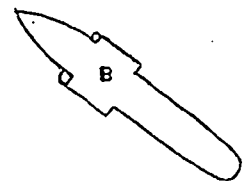
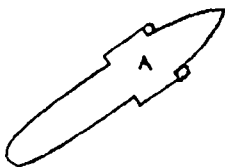
4th Situation.

Here a *green light* only will be visible to each: the screens preventing the *red lights* being seen. They are therefore passing to *Starboard*.



5th Situation.

This is a situation requiring caution:—the *red light* in view to A, and *green* to B, will inform both, that they are approaching each other in an oblique direction. A should put his helm to port, according to the standing rule mentioned in the next situation.



6th Situation.

Here the two colored lights, visible to each, will indicate their *direct* approach towards each other. In this situation it ought to be a *Standing Rule* that both should put their helms to *Port*.

