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WESTERN AUSTRALIA.

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Colonial Secretary's Office,

Perth, 13th August, 1903.

HIS Excellency the Governor in Council has been pleased to approve of the following Regulations made by the Fremantle Harbour Trust on the 24th July, 1903.

F. D. NORTH,
Under Secretary.

THE FREMANTLE HARBOUR TRUST.

COMMISSIONERS.

The Hon. ROBERT LAURIE, M.L.C., Chairman.

A. G. LEEDS, | ALFRED SANDOVER,
CHARLES HUDSON, | THOMAS COOMBE.

OFFICERS.

Secretary :

F. W. B. STEVENS.

Accountant :

S. S. GLYDE.

Consulting Engineer :

C. S. R. PALMER, M. Inst. C.E. (Engineer-in-Chief.)

Harbour Master :

Captain C. J. IRVINE.

Deputy Harbour Master and Surveyor :

Captain J. TAIT.

Engineer Inspector :

A. RAMAGE.

Wharf Manager and Berthing Master :

J. STRATFORD.

SOLICITORS.

MOSS & BARSDEN.

OFFICES ... CLIFF STREET, FREMANTLE.

(Telephone, No. 545, "Fremantle.")

Offices open Mondays to Fridays, inclusive, from 9 a.m. to 5 p.m.; Saturdays, from 9 a.m. to 12 o'clock, noon.

Ordinary meetings of Commissioners are held on Tuesday and Friday of each week.

The Fremantle Harbour Trust Commissioners, incorporated under and by virtue of "The Fremantle Harbour Trust Act, 1902," do hereby make the following Regulations in accordance with the provisions of that Act, namely:—

INTERPRETATION.

1. In the construction of these Regulations, each of the following expressions shall have the meaning hereby assigned to it, unless such meaning be inconsistent with the subject matter or context in which the expression occurs:—

"Act" means "The Fremantle Harbour Trust Act, 1902," and any Act amending the same.

"The Trust," "The Fremantle Harbour Trust"—shall mean the Fremantle Harbour Trust constituted under the Act.

"Commissioners."—The Fremantle Harbour Trust Commissioners constituted under the Act.

"Buoys," "Beacons" include all other marks and signs placed for the purpose of navigation.

"Goods," "Cargo."—All wares and merchandise, and all chattels, live stock, and other things of whatsoever description.

"Harbour Master" includes Deputy Harbour Master and any person acting under the instructions of the Harbour Master.

"Master" includes every person having the command, charge, or management of a vessel for the time being.

"Minister" means the responsible Minister of the Crown charged with the administration of the Act.

"Owner" includes any person who is owner jointly with any other person, and any joint stock company; and when used in relation to goods, includes any consignor, consignee, shipper, or agent for the sale or custody, loading or unloading of goods.

- "Ship" means every description of vessel used in navigation and not propelled exclusively by oars.
- "The Harbour," "The Port."—So much of the Harbour of Fremantle as is contained within the boundaries described in the Schedule to the Act, or as altered from time to time by the Governor.
- "Inner Harbour" shall mean all that portion of the Estuary of the Swan River lying between the Western side of the Railway Bridge and a line drawn from the outer extremity of the South Mole in a North-Westerly direction to the outer extremity of the North Mole.
- "Outer Harbour" shall mean all that portion of the Harbour of Fremantle as is contained within the boundaries described in the schedule to the Act, other than the "Inner Harbour."
- "Vessel" means any ship, lighter (not being a licensed powder lighter), barge, boat, raft, or craft of whatever description, and howsoever navigated.
- "Ballast" includes any kind of stone, gravel, sand and soil, and material commonly used for the ballasting of vessels.
- "Engineer" includes any person empowered to represent the Engineer.
- "Secretary" includes any person empowered to act as Secretary during the temporary absence of such officer.
- "Shore" means shore so far as the tide flows and reflows between low and high-water marks.
- "Wreck" includes, jetsam, flotsam, lagan, and derelict.
- "Wharf" includes pier, jetty, landing stage, quay, dock, slip, and platform over which the Commissioners have jurisdiction.
- "Pilot" means any person duly licensed and appointed to the Trust to act as pilot for the Port of Fremantle.
- "Wharf Manager" means the person appointed to the charge of any wharf or jetty, and shall include the Secretary, any night or day watchman, special or other constable, or any other person acting for the Wharf Manager.
- "Consignee" shall mean the person to whom any goods are consigned, and shall include the owner of such goods, the agent for such owner, the agent for the sale or custody of such goods, the holder of any bill of lading or other document representing such goods, and any other person having any right, title, or interest in such goods.
- "Consignor" shall mean the person consigning any goods, and shall include the owner, shipper, agent for the owner or shipper, and any other person having any right, title, or interest in such goods.
- "Tons," "Tonnage," and words of the like import having reference to a vessel's tonnage, shall mean or refer to the net register number of tons or tonnage.
- "Week," "Day," "Hour," shall be taken to mean and include a portion of week, day, or hour, when a whole week, day, or hour has not been required or used.
- Words importing the singular number only shall include the plural number, and words importing the plural number only shall include the singular.
- Words importing the masculine gender shall include the feminine.
- "Coasting Vessel" means any vessel registered within the Australian Commonwealth whose trade is exclusively confined to the Ports of Western Australia.

"Inter-State Steamer" means every steamer trading between any Australian State, or New Zealand, and this State, as also any steamer trading between Singapore as a terminal port and this State, *via* the North-West Ports of Western Australia.

"Ton" means (except where otherwise specifically described) a ton of 2,240lbs. avoirdupois or of 40 cubic feet measurement, at the option of the Commissioners.

"Inspector" means any Inspector appointed by the Commissioners, and in Section V. of these Regulations means the Inspector, or any Sub-Inspector of Explosives under "The Explosives Act, 1895."

"Explosives" means explosives as defined by "The Explosives Act, 1895." Whenever in these Regulations any explosive is distinguished as belonging to a particular class, or division of a class, reference is made to the classification of explosives in pursuance of "The Explosives Act, 1895."

PART I.

Section I.

CONDUCT OF BUSINESS.

No. 2.

Ordinary Meetings.—The Ordinary Meetings of the Commissioners shall be held on Tuesday and Friday in each week, at such hour as shall from time to time be decided upon by the Commissioners.

No. 3.

Office Hours.—The offices of the Trust shall be open for the transaction of business between the hours of 9 a.m. and 5 p.m. from Monday to Friday, both inclusive, and between 9 a.m. and 12 o'clock, noon, on Saturday.

CONTROL AND GUIDANCE OF OFFICERS APPOINTED BY THE COMMISSIONERS; AND THE TIME AND MODE OF ACCOUNTING BY OFFICERS FOR MONEYS COMING INTO THEIR HANDS.

No. 4.

Receipt of Accountant to Collectors to be a sufficient discharge.—Every Collector, and every Officer, Clerk, or Servant of the Trust, who shall collect or receive any moneys for or on behalf of the Trust, shall daily pay over same to the Accountant of the Trust, and the receipt of such Accountant for the moneys so paid shall be a sufficient discharge to said Collector, Officer, Clerk, or Servant.

No. 5.

Duties of Accountant as to making entries and lodgments.—The Accountant shall make, or cause to be made, true entries in the books provided by the Commissioners for that purpose of all moneys or cheques paid to, or received by him for and on behalf of the Trust, and he shall within twenty-four hours, or such shorter period as the Commissioners may direct, after the same shall have come to his hands, pay the same moneys and cheques into the Commercial Bank of Australia, Limited, at Fremantle, for transfer to the Treasury to the credit of an account to be called the "Fremantle Harbour Trust Account."

No. 6.

Cheques to be signed.—No moneys shall be drawn out of such "Fremantle Harbour Trust Account" save by cheque drawn on the Colonial Treasurer and signed by the Chairman, one of the Commissioners, and the Secretary.

No. 7.

Common Seal.—The common seal of the Trust shall be kept locked with two locks, of one of which locks the Chairman shall have a key, and of the other of which locks the Secretary shall have a key, and a duplicate of each of such keys shall be lodged at such Bank as the Commissioners may direct, and the common seal shall be affixed by the Chairman of the Commissioners and one other of the Commissioners with the Secretary, or in the absence of such Chairman, by two Commissioners and the Secretary.

No. 8.

Disqualification for becoming surety.—No Commissioner or Officer of the Trust, and no Assessor or Auditor of the Trust, shall be received as a surety for any officer appointed by the Commissioners, or for the performance of any contract made with the Trust.

No. 9.

Officers to report breaches of the Customs Act.—It shall be the duty of all officers or persons in the employment of the Trust to report to the nearest Officer of Customs anything coming under their notice, or to their knowledge, whereby the general revenue may be defrauded, or the provisions of the Customs Act be violated.

No. 10.

Conduct of Officers.—Should any officer of the Trust divulge to any person not in the service of the Trust any particulars contained in any ship's manifest furnished to the Trust, or should any officer divulge any information of a confidential nature, he shall be dismissed from the service of the Trust.

THE MANAGEMENT AND CONDUCT OF BUSINESS
AT MEETINGS OF THE COMMISSIONERS.

No. 11.

General conduct of business.—In all cases occurring in connection with this section which are not herein provided for, resort shall be had to the rules, forms, and usages of the Legislature of Western Australia, which shall be followed as far as the same are applicable to the proceedings of the Commissioners.

No. 12.

Minutes of Meetings to be read at next subsequent meeting.—At every ordinary meeting of the Commissioners the first business thereof shall be the reading and putting a question for the confirmation of the Minutes of the proceedings at the preceding meeting, and no discussion shall be permitted thereon except as to their accuracy as a record of the proceedings, and the said minutes of proceedings at the preceding meeting shall then be signed.

No. 13.

Order of Business at Ordinary Meeting.—After the signing of the Minutes, as aforesaid, the order of business of an ordinary meeting shall be as follows, or as near thereto as may be practicable, but for the greater convenience of the Commissioners at any particular meeting thereof, it may be altered by resolution to that effect:—

- (a.) Reading of copies of letters sent by the authority of the Commissioners.
- (b.) Reading letters received, and considering and ordering thereon.
- (c.) Reception and reading of petitions and memorials.
- (d.) Receiving deputations.
- (e.) Presentation of schedule of receipts and disbursements. Passing of accounts.

(f.) Presentation of reports of Chairman and of Committees, and considering and ordering thereon. The postponed items of former reports of Committee shall take precedence of new business brought up by Committees.

(g.) Orders of the day, including subjects continued from proceedings of former meetings and any business the Chairman may think desirable, with the consent of the Commissioners.

(h.) Motions of which previous notice has been given.

(i.) Notices of motion for consideration at following meeting.

No. 14.

Order of Business at Special Meetings.—And the order of business at special meetings shall be the order in which such business stands in the notice thereof.

No. 15.

Motions.—All notices of motion shall be dated, signed, and given by the intending mover to the Secretary, either at a meeting of the Commissioners or three clear days at the least prior to the holding of any ordinary meeting, and such Secretary shall enter the same in the Notice of Motion Book in the order in which they may be received, and he shall send a copy of such notice of motion to each Commissioner with the ordinary notice of meeting.

No. 16.

No Motion to be proceeded with in absence of Commissioner giving notice of same, except by his authority.—No motion entered in the Notice of Motion Book shall be proceeded with in the absence of the Commissioner who gave notice of the same, unless by some other Commissioner having authority from him to that effect.

No. 17.

Order, etc., of Debate.—Any Commissioner desirous of making a motion or amendment, or taking part in discussion thereon, shall address the Chairman, and shall not be interrupted unless called to order, when he shall stop until the Commissioner calling to order shall have been heard thereon, and the question of order disposed of, when the Commissioner in possession of the chair may, subject to the ruling of the Chairman, proceed with the subject.

No. 18.

Motion not to be withdrawn without leave.—No motion or amendment shall be withdrawn without the consent of the majority of the Commissioners present.

No. 19.

Motion to be seconded.—No motion or amendment shall be discussed or put to the vote of the Commissioners unless it be seconded, but a Commissioner may require the enforcement of any standing order of the Commissioners by directing the Chairman's attention to the infraction thereof.

No. 20.

Mover of Motion.—A Commissioner moving a motion shall be held to have spoken thereon; but a Commissioner merely seconding a motion shall not be held to have spoken upon it.

No. 21.

Priority of Commissioners.—If two or more Commissioners rise to speak at the same time, the Chairman shall decide which is entitled to priority.

No. 22.

Commissioners not to speak a second time on same question.—No Commissioner shall speak a second time on the same question, unless entitled to reply, or in explanation when he has been misrepresented or misunderstood.

No. 23.

Points of Order.—The Chairman, when called upon to decide on points of order or practice shall state the provision, rule, or practice which he deems applicable to the case, without discussing or commenting on the same; and his decision as to order or explanation in each case shall be final.

No. 24.

Commissioners not to digress, etc.—No Commissioner shall digress from the subject matter of the question under discussion, and all imputations of improper motives, and all personal reflections, shall be deemed highly disorderly.

No. 25.

Commissioners called to order to sit down.—A Commissioner called to order shall sit down, unless permitted to explain.

No. 26.

Commissioner may demand Documents.—Any Commissioner may of right demand the production of any of the documents of the Commissioners applying to the question under discussion, and may at any time during business hours have access to all the records and documents of the Commissioners.

No. 27.

Voting.—The Commissioners shall, when a division is called for, vote by show of hands, and all Commissioners present shall vote.

No. 28.

Motions, etc., if required, to be reduced into writing.—At every meeting of the Commissioners all motions, whether original motions or amendments, shall, if required by the Chairman, be reduced into writing, signed by the mover, and be delivered to the Chairman immediately on their being moved and seconded.

No. 29.

If Amendment be negatived, a second one may be moved.—If an amendment be negatived, then a second may be moved to the question to which the first-mentioned amendment was moved; but only one amendment shall be submitted to the Commissioners for discussion at a time. If an amendment be carried, it shall become the original motion, and only one amendment shall be made thereon at a time.

No. 30.

Mover of Motion to have right to reply.—The mover of every original proposition, but not of any amendment, shall have the right to reply, immediately after which the question shall be put from the Chair; but no Commissioner shall be allowed to speak more than once on the same question unless permission be given to explain, or the attention of the Chair be called to a point of order.

No. 31.

Motion for Adjournment.—A motion for adjournment of the Commissioners or of a debate may be moved at any time, but no discussion allowed thereon.

No. 32.

Protests.—Any Commissioner may protest against any resolution of the Commissioners, and notice of intention to protest shall in every case be given forthwith on the adoption of the resolution protested against; and the protest shall specify the reasons for protesting, and shall be entered three days at least before the next ordinary meeting of the Commissioners by the protesting Commissioner in a book, to be kept for that purpose in the office of the Secretary, and signed by such Commissioner, and shall be also entered in the minutes of the meeting at which notice of intention to protest shall have been given previously to the confirmation thereof; but such protest may be expunged from the minutes if declared by a majority of Commissioners to be not in accordance with the truth or to be in its terms disrespectful to the Commissioners.

No. 33.

Committees.—Minutes of all proceedings of all Committees shall be entered in the Committee's minute book.

No. 34.

Meetings of Committees.—The Secretary shall convene every Committee within ten days of its first appointment, or at any other time thereafter, on the order of the Chairman of the Committee or of any two members of the Committee.

No. 35.

Petitions to be respectful.—It shall be incumbent on every Commissioner presenting a petition to acquaint himself with the contents thereof, and to ascertain that it does not contain language disrespectful to the Commissioners.

No. 36.

To be signed by Petitioners.—Every petition shall be signed by the persons whose names are appended thereto, by their names or marks, and by no one else, except in case of incapacity by sickness.

No. 37.

Suspension of Rules.—Any one or more of the Rules and Regulations relating to the management and conduct of business at the meetings of the Commissioners may be suspended for a special purpose by the consent of two-thirds of the Commissioners present.

Section II.

PAYMENT OF REVENUE.

No. 38.

Mode and condition of payment.—No tolls, rates, or charges due to the Trust shall be paid to any person or persons whatsoever other than the Commissioners, or such of their officers or agents as are authorised to receive such revenue; and the receipt of any sum of money on behalf of the Commissioners by any person or persons other than the Commissioners, or such of their officers or agents as are authorised to receive such money, shall not be binding on the Commissioners in any way whatsoever. All moneys shall be paid in British currency to the Trust at its office within the ordinary business hours of the Trust.

No. 39.

Officer may enter vessel, etc.—The Secretary or other officer authorised by him for the collection of dues shall have the power, either alone or with other persons, to enter any vessel in order to ascertain the dues payable in respect of the vessel or of goods therein, and no person shall hinder or molest the said Secretary or other officer or persons as aforesaid, or refuse to allow him or them to enter or search any such vessel.

No. 40.

Charges to be paid before clearance.—All tolls, rates, or charges due under these Regulations, or imposed by the Act, in respect of any vessel, shall be paid before such vessel is given her clearance from the Port, and the Collector of Customs shall hold a notification from the Trust that all such tolls, rates, or charges have been duly paid before such clearance is issued, and in the event of any such vessel leaving the Port prior to the payment of any sum so due, the master of the said vessel, or in his absence from the Port the owner or the agent of the said vessel, shall pay the amount so due, and shall also be liable to a penalty.

No. 41.

Liability for goods consigned from ship.—When goods are discharged out of any vessel into railway wagons, or on to any wharf or jetty, and again loaded on to railway wagons for consignment from such wharf or jetty, the master or

agent of the said vessel and other the person upon whose order the said wagons are supplied shall be held responsible for the payment of wharfage and other charges which may be incurred in respect of such goods.

No. 42.

Liability of consignee and consignor.—Without in any way limiting Sections 45 and 46 of the Act, consignees shall be liable for all wharfage and other charges on all inward cargo. Consignors shall be liable for all wharfage and other charges on all outward cargo: Provided, always, that this Regulation shall not limit the right of the Trust to recover such wharfage and other charges from any person (other than the consignee or consignor) who may be liable by law to pay the same.

No. 43.

Dues payable by vessels.—Wherever any tolls, rates, or charges are by these Regulations expressed to be payable by vessels, the same shall be payable by the owners, masters, or agents of such vessels, or other person or persons liable to pay the same.

CONTRACTS.

No. 44.

Contracts to be advertised.—Except in cases of emergency no contract for the execution of any work or for furnishing materials or labour, to the amount of Fifty pounds or upwards, shall be entered into, unless five days previous to the date thereof tenders for the same shall have been invited by advertisement published in some newspaper circulating in Perth and Fremantle.

No. 45.

Tenders.—All tenders shall be enclosed in a sealed envelope addressed to "The Secretary of the Fremantle Harbour Trust Commissioners," and marked "Tender for....." as stated in such advertisement.

No. 46.

Deposit.—Along with his tender, the tenderer shall enclose, in a sealed envelope, a cheque payable to the Trust (and marked by the Bank on which the same is drawn as being good for a period of seven days) the amount required by the conditions of tender as a preliminary deposit; but the Commissioners shall have no liability in the event of the loss of the said cheque before the same shall reach the hands of the Secretary.

No. 47.

Lowest tender need not be accepted.—The Commissioners shall not be bound to accept the lowest or any tender.

No. 48.

Acceptance of Tender.—Upon the acceptance of the tender, the Secretary shall notify same to the tenderer, who shall be required within the time specified in such general condition or conditions of tender to enter into a formal contract for the execution of the work or otherwise.

PART II.

Section I.

Regulations to be observed within the Port of Fremantle.

SIGNALS.

No. 49.

Remarks on Signals at Fremantle Signal Staff.—A black ball at mast-head of flagstaff denotes a steamer in sight from Rottneest. A blue flag hoisted at North or South yard-arm denotes whether such steamer is North or South of Rottneest.

A blue flag at mast-head denotes a sailing vessel in sight from Rottneest, and the blue flag at the yard-arm denotes whether she is North or South of Rottneest.

When the yard-arm flag is hauled down, it denotes that the pilot has boarded. As soon as the vessel's rig can be determined from Fremantle, the blue flag will be hauled down from the mast-head and the corresponding distinguishing flag hoisted instead.

When the rendezvous flag is made out, it will be hoisted underneath the distinguishing flag or ball to denote where the vessel is from. When two vessels or steamers are in sight, letter "J" of the International Code will be hoisted underneath the mast-head flag or ball.

When three vessels or steamers are in sight, letter "H" will be hoisted.

When two or more vessels are in sight, the uppermost flag denotes the Northernmost vessel.

When the blue flag is hauled down and not replaced, it denotes that the vessel is a coaster.

As soon as the incoming steamer can be identified, the owner's house flag will be hoisted under the ball at mast-head of flagstaff.

When the pilot flag (upper horizontal half white, lower horizontal half red) is hoisted, it denotes that a pilot will be sent.

No. 50.

Berthing Signals.—When the blue and white burgee is hoisted under a house flag at Arthur Head flagstaff, it signifies that the vessel denoted is to berth at the Inner Harbour. The Inner Harbour berth which the incoming vessel is to occupy will be indicated by a red burgee, which will be exhibited in the berth by day, and by a red light by night.

No. 51.

Time Ball.—A time ball is dropped daily on the old lighthouse tower at Arthur Head (Sundays and holidays not excepted) at

- 1h. 00m. 00s. West Australian standard time, corresponding to
- 17h. 00m. 00s. Greenwich mean time.

The ball is raised to the masthead three minutes before the hour, and the moment to be noted is that at which the ball commences to drop.

No. 52.

Time Gun.—On week days a gun is fired from Arthur Head, coincident with the dropping of the time ball.

An extra signal by ball or gun may also be given for the convenience of captains of vessels at any desired hour, upon application to the Harbour Master.

NIGHT SIGNALS AT ARTHUR HEAD SIGNAL STAFF.

No. 53.

White Light at Mast Head denotes one or more steamers in sight.

Red Light at North Yard Arm denotes mail steamer North.

Two Red Lights at North Yard Arm denotes two mail steamers North.

Green Light at North Yard Arm denotes strange steamer North.

White Light at North Yard Arm denotes interstate steamer North.

Two White Lights at North Yard Arm denotes two interstate steamers North.

Red Light at South Yard Arm denotes mail steamer South.

Two Red Lights at South Yard Arm denotes two mail steamers South.

Green Light at South Yard Arm denotes strange steamer South.

White Light at South Yard Arm denotes interstate steamer South.

Two White Lights at South Yard Arm denotes two interstate steamers South.

No. 54.

Signals on vessels.—The following signals are to be used when requisite at the Port:—

Customs boat	Union Jack at the peak.
Quarantine	Day signal: International Code, "Q" at the foremast head. Night signal, a large signal light (bright) at the same mast-head.
Cholera, yellow fever, ... or plague	International Code "L."
Harbour pilot	International Code "S" at foremast head.
Sea pilot	Union Jack or other national colour with white border at foremast head.
Medical assistance	International Code "H" at peak.
Water Police	Day signal, the Ensign at the mainmast head. Night signal, two lights vertical at any mast-head or the peak, having five (5) feet between the two.
Tug boat wanted	The flags "P N" International Code.
Mails on board	The flag "T" International Code at the main.
Explosives on board	Flag "B" International Code at the foremast head.
Water boat wanted	International Code letter "W" mainmast head.
Boarding officer	Blue flag at the main.
Lighter wanted	The flags "J F L" International Code.
Second anchor let go and cable veered	Letter "S" International Code hoisted at signal station.
Pilot exemption flag	White flag at the main.

No. 55.

Day signals of distress.—The following signals, numbered I., II., III., when used or displayed together or separately, shall be deemed to be signals of distress in the daytime:—

- I. A gun fired at intervals of about a minute.
- II. The International Code signal of distress indicated by the flags "N C."
- III. The distant signal consisting of a square flag, having either above or below it a ball, or anything resembling a ball.

No. 56.

Night signals of distress.—The following signals numbered I., II., III., when used or displayed together or separately, shall be deemed to be signals of distress at night:—

- I. A gun fired at intervals of about a minute.
- II. Flames from the ship (as from a burning tar barrel, oil barrel, etc.)
- III. Rockets or shells of any colour or description, fired one at a time at short intervals.

No. 57.

Penalty.—And any master of a ship who uses or displays, or causes or permits any person under his authority to use or display, any of the said signals, except in the case of a ship in distress, shall be liable to pay compensation for any labour undertaken, risk incurred, or loss sustained in consequence of such signal having been supposed to be a signal of distress; and such compensation may, without prejudice to any other remedy, be recovered in the same manner in which salvage is recoverable.

Section II.

HARBOUR DUES.

No. 58.

Vessels of War, etc., exempt.—The following vessels shall be exempt from all Port and Harbour dues whatsoever:—

- (1.) All vessels of war.
- (2.) All vessels chartered on behalf of His Majesty.
- (3.) All vessels belonging to the Governments of any of His Majesty's States or Colonies.
- (4.) All private yachts, and all vessels belonging to any recognised Yacht Club in any part of his Majesty's Dominions:

Provided that all such vessels as are referred to in subsection 4 of this Regulation shall be subject in all other respects to these Regulations.

PILOTAGE AND CHARGES THEREFOR.

No. 59.

Exemptions from Pilotage.—All coasting and Interstate vessels whose masters hold Exemption from Pilotage Certificates shall be exempt from pilotage.

No. 60.

Inwards Pilotage Compulsory.—Pilotage shall be compulsory upon all vessels entering the Port of Fremantle, whose masters are not exempt, and the charges therefor shall be paid to the Trust.

No. 61.

Inwards Pilotage Charges.—Inwards Pilotage charges shall be at the following rates:—

Pilot Ground to Gage Roads:—

Steamers	3d. per ton on their net register tonnage. Maximum, £21.
Sailing vessels	4d. per ton on their net register tonnage. Maximum, £15.

Gage Roads to Inner Harbour, or vice versa:—

Steamers, or vessels towed by steam	£2 each way.
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No. 62.

Removals within Inner Harbour.—In all removals within the Inner Harbour, pilotage shall be compulsory on all vessels whose masters are not exempt, and the charge therefor shall be £2 for each service.

No. 63.

Pilotage in Outer Harbour removals compulsory.—Pilotage in the Outer Harbour removals shall be compulsory on all vessels whose masters are not exempt, and shall be charged for at the following rates:—

- (a.) Gage Roads or Owen's Anchorage to Cockburn Sound (Rockingham), or Cockburn Sound to Owen's Anchorage, Gage Roads, or to sea 2d. per ton on their net register tonnage.
Minimum, £4; Maximum, £8.
- (b.) Gage Roads to Owen's Anchorage and vice versa £2 each way.

No. 64.

Outwards Pilotage.—Except in the case of the Challenger passage, and out of Inner Harbour, outward pilotage shall not be compulsory, and shall only be charged in case the master of a vessel shall require the services of a pilot. Outward Pilotage rates shall be the same as those for Inward Pilotage.

No. 65.

Applications for Pilots Outwards.—The master or agent of any ship requiring the services of a pilot shall make application therefor in writing, and such application shall be signed by the said master or agent, and shall intimate

the hour when such services will be required, and the nature thereof, and shall also state where the ship in respect of which application is so made will be lying at the time the pilot is required.

No. 66.

Payment of Pilotage Charges.—All pilotage charges shall be paid either before or at the time when the application for a pilot shall be made, and such charges shall not be returned, except in cases where the pilot shall have wrongfully refused or neglected to take charge of vessels in respect of which the same were paid. Should such charges be, for any reason, not paid at the time of application as aforesaid, they must be paid before clearance is granted to the vessel.

No. 67.

Characteristics of Pilot Boats.—When afloat, a flag (called a "pilot flag") of large dimensions compared with the size of the pilot boat, and of two colours, the upper horizontal half white, and the lower horizontal half red, will be flown at the masthead, or on a sprit or staff, or in some equally conspicuous situation. ("Merchant Shipping Act, 1894," Part X., Clause 612.)

No. 68.

Pilot Ground.—The Pilot Boarding Ground is situated five miles East of Bathurst Point, Rottneest Island.

No. 69.

Day Signals for a Pilot.—The following signals numbered I. and II., when used or displayed together or separately, shall be deemed to be signals for a pilot in the day time, viz. :—

- I. To be hoisted at the fore: the Union Jack or other national colour usually worn by merchant ships, having around it a white border, one-fifth the breadth of the flag; or
- II. The International Code pilotage signal indicated by "PT."

No. 70.

Night Signals.—The following signals, numbered I. and II., when used or displayed together or separately, shall be deemed to be signals for a pilot at night, viz. :—

- I. The pyrotechnic light, commonly known as a blue light, every 15 minutes; or
- II. A bright white light, flashed or shown at short or frequent intervals, just above the bulwarks, for about a minute at a time.

No. 71.

Penalty.—If a master of a vessel uses or displays, or causes or permits any person under his authority to use or display, any of the pilot signals for any other purpose than that of summoning a pilot, or uses, or causes or permits any person under his authority to use, any other signal for a pilot, he shall, for each offence, be liable to a fine not exceeding Twenty pounds (£20). ("Merchant Shipping Act," 1894, Part X., Clause 615.)

No. 72.

Tugs under Pilot's Orders.—All steamers or boats employed to tow or in any way move or assist any vessel in charge of a licensed pilot shall be (whilst employed on such service) under the orders of such pilot in all matters connected with the navigation of such ship.

No. 73.

Procedure of Pilots.—Every pilot shall offer his services to the inward bound vessel nearest to him having a pilot signal flying unless another vessel shall be observed running into danger, in which case every exertion shall be made to board and assist the latter vessel; and, except in cases of urgency as aforesaid, a preference shall be given to His Majesty's ships and mail packets regularly employed in postal service.

No. 74.

Pilot to Produce his License.—Every pilot shall carry his license with him, and shall produce it to the master of any vessel boarded by him on its being demanded.

No. 75.

Vessels in Distress.—Every pilot shall by every means in his power aid and assist any vessel in distress.

No. 76.

Complaints against Pilots.—The master of any ship having any complaint against any pilot must report the same in writing to the Harbour Master, otherwise such complaint will not be recognised; and all complaints by any pilots or other persons connected with the service shall be made in writing to the Harbour Master, who must forthwith forward the same to the Secretary.

No. 77.

Penalty on Pilots.—A licensed pilot shall not demand or receive, and a master shall not offer to pay to any pilot, any other rate in respect of pilotage services, whether greater or less, than the rate which may be demanded by law; and if a pilot or master acts in contravention of this Regulation, he shall, for each offence, be liable to a fine not exceeding Ten pounds (£10).

No. 78.

Pilot leading a Vessel.—If any boat, vessel, or steamer, having on board a licensed pilot, leads any ship which has not a licensed pilot on board, when the last-mentioned ship cannot from particular circumstances be boarded, the pilot so leading the last-mentioned ship shall be entitled to the full pilotage rate for the distance run as if he had actually been on board and had charge of the ship.

No. 79.

Pilot detained or carried to Sea, or into Quarantine.—A pilot, except under circumstances of unavoidable necessity, shall not, without his consent, be detained on board any vessel, or be taken to sea or beyond the limits for which he is licensed, or into quarantine, in any ship whatever; and if he is so detained or taken under circumstances of unavoidable necessity or without his consent, he shall be entitled, over and above the pilotage dues, to the sum of One pound (£1) per day, and a free passage back to the Port.

No. 80.

Declaration of Draught.—The master of a ship, on being requested by any licensed pilot having charge of his ship, shall declare her draught of water.

No. 81.

Penalty.—If a master refuses so to declare the draught of water of his ship, or himself makes, or is privy to any other person making, a false declaration to the pilot in relation thereto, he shall, for each offence, be liable to a fine not exceeding One hundred pounds (£100).

EXEMPTION CERTIFICATES.

No. 82.

Coasters or Interstate Steamers.—A Certificate for Exemption from pilotage for the Port of Fremantle will be granted to a master of any coasting or Interstate vessel upon his passing the requisite examination therefor. Fee for every examination, £5; no part of which shall be returned in case of failure to pass such examination. No candidate having so failed shall be eligible for re-examination until he has once more, as master or mate, been in and out of the Port.

No. 83.

Vessel owned or registered in Commonwealth.—To enable the master of a vessel to pass for an Exemption Certificate, the vessel must be owned or registered in one of the States of the Australian Commonwealth.

No. 84.

Procedure of Candidate.—A master of a vessel or other person holding a master's certificate of competency desiring to pass for exemption from pilotage shall, by himself or his agent, give at least twenty-four hours' notice in writing to the Secretary of such his desire.

No. 85.

Knowledge of Port.—All candidates for exemption must have made two trips as master, or three as mate, into and out of the Port.

No. 86.

Certificates to whom issued, and not transferable.—Exemption Certificates will only be issued to British or duly naturalised British subjects, are not transferable, and are only operative while the holder thereof is master of a vessel owned or registered in one of the Australian States, and trading only between ports of the Commonwealth.

EXEMPTION FLAG.

No. 87.

Flag to be hoisted.—All vessels, the masters whereof hold an Exemption Certificate, shall, when within five miles of the Port of Fremantle, hoist at the main masthead a white flag, not less than eight feet by six feet, and shall keep the same flying until the vessel be berthed within the harbour; such flag shall be recognised as the exemption flag.

No. 88.

Penalty.—All coasting vessels, and all vessels the masters whereof hold Exemption Certificates, entering the harbour without the Exemption Flag being hoisted at the main, as before described, shall be liable to pay pilotage charges like non-exempts.

TONNAGE DUES.

No. 89.

When payable.—The tonnage dues provided for hereunder shall be paid to the Trust prior to the clearance of the vessel to which they apply.

No. 90.

Foreign Vessels.—All vessels, except where otherwise specially provided by these Regulations, arriving from beyond seas with cargo beyond one-fourth in extent of their net registered tonnage, shall pay threepence (3d.) per ton on their net registered tonnage.

No. 91.

All vessels, except where otherwise specially provided by these Regulations, arriving from beyond seas with cargo less than one-fourth in extent of their net registered tonnage shall pay threepence (3d.) per ton on all cargo landed.

No. 92.

All vessels, except where otherwise specially provided by these Regulations, clearing out for parts beyond seas with cargo beyond one-fourth in extent of their net registered tonnage shall pay threepence (3d.) per ton on their net registered tonnage.

No. 93.

All vessels, except where otherwise specially provided by these Regulations, clearing out for parts beyond seas with cargo less than one-fourth in extent of their net registered tonnage shall pay threepence (3d.) per ton on all cargo taken away.

No. 94.

Interstate Steamers.—Interstate steamers shall not pay the regular scale of tonnage dues laid down for foreign-going vessels, but, in lieu thereof, shall pay as for tonnage dues a fixed sum of twopence (2d.) per ton on their net

registered tonnage per entry into the Port when coming direct to Fremantle. Such steamers calling at any other port or ports *en route* to Fremantle shall pay a fixed sum of one penny half-penny (1½d.) per ton on their net registered tonnage.

Interstate steamers extending their trips to Bunbury or Geraldton, and returning to the Port of Fremantle, shall pay two-thirds of a penny (⅔d.) per ton on their net registered tonnage extra per trip. Any vessel making an intermediate trip or trips on the coast between the Port of Fremantle and Wyndham, or between the Port of Fremantle and Eucla, and returning to the Port of Fremantle, shall pay one penny (1d.) per ton on their net registered tonnage extra per trip.

No. 95.

Coastal Trips.—Any vessel other than a coasting vessel making a coastal trip or trips, not provided for in these Regulations, and returning to Fremantle, shall be charged two-thirds of a penny (⅔d.) per ton on their net registered tonnage per trip.

No. 96.

Coasting Vessels.—Coasting vessels may pay as for tonnage dues one annual payment of one shilling and eightpence (1s. 8d.) per ton on their net registered tonnage. Applicants prior to the 30th June in any year will be required to pay full rates; those subsequent to that date will only be required to pay one-half the amount to the end of that year, viz., the 31st December.

No. 97.

Vessels calling in distress, for Orders, Supplies, etc.—No tonnage dues shall be paid by vessels arriving:—

- (a.) In distress, for the purpose of being docked or refitted or repaired, or filling up coal bunkers only; or
- (b.) Merely calling for orders or provisions without discharging or taking on board any cargo or passengers; or
- (c.) Employed solely in mission work in connection with some religious body; or
- (d.) Employed solely as a pleasure yacht, and not engaged in trading or plying for hire.

Section III.

BERTHING DUES, Etc.

No. 98.

At Inner Harbour Wharves.—All vessels using any of the Inner Harbour wharves or jetties for loading or discharging cargoes shall pay berthing dues at the following rates, *i.e.*:—

All ocean-going steamers	2d. per ton on all cargo landed or shipped. Minimum, £5; maximum, £20 per entry into the port.
All Lighters (except where otherwise specified)	2d. per ton on all cargo landed or shipped. Minimum, 2s. 6d.
All coasting vessels (not exceeding 200 tons register)	2d. per ton on all cargo landed or shipped. Minimum, 5s.
All Interstate, coasting, and other vessels:—	
(a.) Not exceeding one week, Sundays included	2d. per ton on all cargo landed or shipped.
(b.) For such subsequent week, Sundays included	2½d. per ton on all cargo landed or shipped. Minimum dues in this class, £3; maximum, £20 per entry into the port.

NOTE.—All vessels discharging or shipping 100 tons of cargo, or over, per day, will be exempt from the additional ¼d. per ton.

No. 99.

At the Outer Harbour Jetties.—All vessels using any of the jetties of the Port other than the Inner Harbour wharves or jetties for loading or discharging cargoes shall pay berthing dues at the following rates, *i.e.* :—

(a.) Not exceeding one week, Sundays included	1d. per ton on all cargo landed or shipped.
(b.) For such subsequent week, Sundays included	1½d. per ton on all cargo landed or shipped. Minimum dues in this class, 10s.; maximum, £12.

Vessels discharging or shipping 50 tons of cargo or over per day will be exempt from the additional ½d. per ton.

All lighters (except where otherwise specified)	1d. per ton on all cargo landed or shipped. Minimum, 2s. 6d.
All coasting vessels (not exceeding 200 tons register)	1d. per ton on all cargo landed or shipped. Minimum, 2s. 6d.
Coal hulks, each, per annum	... £10, payable half-yearly, in advance, on the first day of January and the first day of July in every year; provided that coal hulks shall not be allowed to occupy berthage accommodation when vessels with cargo or passengers require the same.

No. 100.

Vessels transhipping cargo to pay Berthing Dues.—All vessels lying alongside any of the wharves or jetties of the Port, and transhipping cargo to or from lighters or other vessels, shall pay the like berthing dues in respect thereof as if the said cargo had been landed on or taken off the wharves or jetties, or either of them, in place of being taken from or placed in such lighters or vessels as aforesaid.

No. 101.

Vessels anchored or moored in Harbour to pay Mooring Dues.—All vessels moored in the Inner Harbour, and transhipping into or out of lighters or other vessels, cargo, whether intended to be landed on any of the wharves or jetties vested in the Trust or not, shall pay to the Trust, as and for a mooring charge, the same berthing dues as though they were occupying a berth at such wharves or jetties; and all vessels anchored or moored at places within the Port other than the Inner Harbour, and transhipping cargo, shall pay, as and for a mooring charge, half the berthing dues chargeable at the Outer Harbour jetties. In the case of cargo so lightered such cargo shall not be included in the computation of more than one set of berthing or mooring dues.

No. 102.

Time allowed Ships at Wharves.—The time during which vessels with full general cargoes on board may occupy berths at all wharves or jetties under the control of the Commissioners for the purpose of discharging or loading cargo shall not exceed the following, *viz.* :—

For vessels under 101 tons register	... ..	2 days
" from 101 tons to 200 tons register	... ..	2 "
" " 201 " 300	... ..	4 "
" " 301 " 400	... ..	5 "
" " 401 " 500	... ..	6 "
" " 501 " 600	... ..	7 "

and then at the rate of one (1) additional day for every additional 200 tons register. At the expiration of these respective lay days, a rate of one farthing per register ton per day shall become leviable. The time to be allowed to vessels not having full general cargoes on board shall be in the same proportion to the above number of days as such cargo bears to the register tonnage. At the expiration of such proportional lay days, a rate of one half-penny per register ton per day shall become leviable; and after the

expiration of 25 days, half that rate only shall become leviable. Sundays and holidays are excluded from the above computation.

No. 103.

Timber Ships.—The time during which vessels with full cargoes of timber on board may occupy berths as above shall not exceed the following, *viz.* :—

For vessels under 151 tons register	... ..	3 days
" from 151 tons to 200 tons register	... ..	4 "
" " 201 " 250	... ..	5 "
" " 251 " 300	... ..	6 "
" " 301 " 400	... ..	7 "
" " 401 " 500	... ..	8 "

and then at the rate of one (1) additional day for every additional 200 tons register. The time to be allowed to vessels not having full timber cargoes on board shall be in the same proportion to the above number of days as such cargo bears to the register tonnage. At the expiration of these respective lay days, a rate of one farthing per register ton per day shall become leviable. Sundays and holidays are excluded from the above computation.

No. 104.

Vessels loading Sandalwood.—Vessels loading sandalwood will be allowed double the number of lay days provided for other timber ships, but at the expiration of such double number of lay days the same rate shall become leviable as in the case of other timber ships.

No. 105.

To move when directed.—No vessel shall claim to be allowed to keep a berth longer than the prescribed period, although a portion only of her cargo may have been loaded or discharged, but she must give place to the next in turn when the Harbour Master so directs.

No. 106.

Computation of Berthing Dues.—In the computation of berthing dues for cargo-carrying vessels, the Trust shall have the option of proceeding on a weight basis of 2,000 or 2,240 lbs. to the ton (according to trade usage) or a measurement basis of 40 cubic feet to the ton, for the cargo in respect of which such dues are levied.

Except in the case of Hardwood timber which will be taken at 33cwt. to the load of 50 cubic feet, and live stock which will be taken on the following basis :—

1 bullock, cow, steer, heifer, or such like animal	... ..	1 ton.
3 calves or foals	... ..	1 ton.
15 sheep, pigs, dogs, or such like animals	... ..	1 ton.

WHARFAGE.

No. 107.

Inwards Manifests to be supplied and certified to.—Within a period of twenty-four (24) hours after the arrival of any vessel, the master of the said vessel shall, to enable the amount of wharfage dues payable to be arrived at, deliver at the office of the Trust a true, legible, and complete copy of the manifest of the said vessel, certified to by himself as being true and complete in accordance with the form set forth in Schedule A, and shall also furnish within a reasonable time a certified statement of all alterations (if any) which may be made in such manifest by reason of re-measurement of goods included therein or otherwise. Should the master of any such vessel fail to furnish such information within the time specified, or should he furnish the Trust with any information which is inaccurate in any material particular, or is not duly certified to as being true and complete, the said master, or, in his absence from the port, the owner or agent of the vessel, shall be liable to a fine not exceeding One hundred pounds (£100).

No. 108.

Outwards Manifests.—The master of every vessel shall, deliver at the office of the Trust, prior to the clearance of the ship in which outward cargo is shipped, a certified copy of

manifest giving true, legible, and complete particulars of such goods as will enable the amount of outwards wharfage dues payable thereon to be readily computed. Any violation or attempted evasion of this provision shall render the said master liable to a fine not exceeding One hundred pounds (£100).

No. 109.

Payment of Wharfage Dues.—All wharfage dues payable in respect of cargo discharged or shipped shall become payable to the Trust on the discharge or shipment of the said cargo, and shall be paid to the Trust on demand; no inwards cargo shall be delivered to the consignee or owner thereof, nor outwards cargo to the vessel in which it is intended that same shall be shipped, until the written receipt of the Commissioners shall have been presented to the consignee or owner, or to the shipper or the master of the vessel respectively for the payment of all wharfage dues in respect of such cargo, together with the written authority of the Commissioners for its delivery to such consignee or ship respectively. Provided always that it shall be competent, but not compulsory (in the case of outwards cargo), for the Trust to accept from the agent of the master a guarantee in writing that such dues shall be paid to the Trust within twenty-four hours of the clearance of the vessel. Any violation or attempted evasion of this Regulation shall render the shipper, and also the master or agent aforesaid, liable to a penalty of One hundred pounds (£100), which shall be payable in addition to the amount of dues in respect of which such violation or attempted evasion has been committed.

RATES OF WHARFAGE.

No. 110.

All goods landed from or shipped into any ship on to or from any of the wharves or jetties vested in the Commissioners shall, except where otherwise specially provided, pay wharfage charges as follows:—

- (a.) General Cargo passed through wharf sheds or over wharves or jetties } 3s. 6d. per ton.
- (b.) General Cargo landed into Railway wagons and delivered through Railway sheds or yards, or *vice versa* } 3s. 6d. per ton.
- (c.) Cargo landed on the wharves for which direct delivery therefrom can be given, or *vice versa* } 2s. per ton, plus 9d. per ton for each labour service incurred.
- (d.) Cargo landed into Railway wagons for direct consignment from ship's side, or *vice versa*, for which the consignee or consignor has made arrangements with the Commissioner of Railways to provide the wagons } 3s. 6d. per ton, less 1s. 6d. per ton where all handlings are performed by consignee's or consignor's own labour, or less 9d. per ton where one labour service is incurred.

Bulk Cargoes.—In the case of Bulk Cargoes, such as Agricultural Produce, Coal, Coke, Cattle, Sheep, or other stock, Flour, Kerosene, Manures, Railway Material, Ore, Sandalwood, Timber, etc., landed into railway wagons for direct consignment from ship to consignee or *vice versa*, the cost of shunting of the said wagons employed between the railway terminus at Fremantle and the ship's side will be borne by the consignee or consignor, and the onus of requisitioning the Railway Department for the supply of wagons must rest with the consignee or consignor.

Rate of wharfage on such Bulk Cargoes will, except where otherwise specially provided, be } 2s. per ton, plus 9d. per ton for each labour service incurred.

NOTE.—The term "Bulk Cargo" will mean a vessel loaded with any of the above or similar cargo in one or more lines, or where the major portion of the cargo consists of any one or more of the above.

The minimum wharfage charge per consignment shall be sixpence (6d.)

For the following goods the wharfage charge will be computed on the basis prescribed:—

Animals (in crates), per ton of 40 cubic feet.
 Bran (in bags), per ton of 2,000lbs.
 Grain (in bags), per ton of 2,240lbs.
 Bottles (empty, in bags), per ton of 2,240lbs.
 Flour (in bags), per ton of 2,000lbs.
 Pollard (in bags), per ton of 2,000lbs.
 Poultry (in crates), per ton of 40 cubic feet.
 Wool per ton of 5 bales.

SPECIAL RATES.

MISCELLANEOUS.*

Ballast	...	...	...	1s. per ton
Coal	...	...	...	1s. 6d. per ton
Coke	...	...	...	1s. per ton
Manures	...	...	...	1s. per ton
Sandalwood	...	...	...	1s. 6d. per ton
Timber	...	...	...	1s. 6d. per ton

LIVE STOCK.*

Bulls, Bullocks, Cows, and Heifers	...	...	...	1s. 3d. each.
Calves	...	...	...	6d. "
Horses	...	...	...	1s. 3d. "
Foals	...	...	...	6d. "
Dogs	...	...	...	6d. "
Pigs	...	...	...	2d. " (minimum 6d.)
Sheep	...	...	...	1d. " "

EXPLOSIVES.*

Dynamite, etc. (in cases)	...	{ 2s. 6d. per ton, of 40 cases not exceeding 2,240lbs. in weight.
Powder (in half-kegs)	...	{ 2s. 6d. per ton of 40 half-kegs, not exceeding 2,240lbs. in weight.
Powder (in quarter-kegs)	...	{ 2s. 6d. per ton of 80 quarter-kegs, not exceeding 2,240lbs. in weight.
Powder (in cases)	...	{ 2s. 6d. per ton of 40 cases, not exceeding 2,240lbs. in weight.
Minimum charge	...	2s. 6d. per consignment.

*NOTE.—All labour services in connection with the handlings and haulage to be provided by the consignee or consignor at his or their own expense.

SPECIFIC CHARGES.

Bicycles or Tricycles	...	1s. each
Bullion or Specie	...	2s. per box or bar
Caneware—		
Chairs	...	3d. each
Tables	...	3d. "
Lounges	...	6d. "
Articles unenumerated	...	3d. "
Hides (raw)	...	1d. each
Skins—		
Inwards wharfage	...	6d. per bale, 3d. per bundle
Outwards wharfage	...	1s. per bale, 6d. per bundle
Vehicles and Agricultural implements. (On measurement as per manifest.)	{	2s. per ton, plus 9d. per ton for each labour service incurred (if any).

TRANSHIPMENT RATES.

- (a.) Cargo transhipped overside from vessel to vessel at Inner Harbour Wharves or Jetties, or while moored in Inner Harbour } 1s. per ton.
- (b.) Cargo transhipped overside from vessel to vessel at Outer Harbour Jetty, or while at anchor in Outer Harbour } 6d. per ton.
- (c.) Cargo landed on any of the Wharves or Jetties of the Port for transhipment to any vessel } 2s. per ton, plus 9d. per ton for each labour service incurred.

NOTE.—Where railway wagons are used, the transhipper to provide the wagons and cost of transit at his own expense.

No. 111.

Coal.—Coal required purely for bunkering purposes and coal the product of Western Australia will be free of all wharfage charges; but the owner of the coal must in every case provide, at his own expense, the means of transit to the ship's side and the labour involved in handling.

No. 112.

Products of Western Australia.—All goods (except coal) the product of or manufactured within the State of Western Australia, landed from or shipped to other ports within the said State, shall pay wharfage rates of one shilling (1s.) per ton, plus the cost of haulage and handling involved.

No. 113.

Reshipments Free of Wharfage.—No outwards wharfage charge will be made in respect of goods which have already paid an inward wharfage rate at Fremantle. In order to obtain this concession, consignors must make a declaration that the goods in respect of which such concession is sought have paid an inwards wharfage at Fremantle. Consignors shall, however, provide, at their own cost, the means of transit to ship and all the labour involved in such reshipment.

No. 114.

Computation of Wharfage Rates.—Except where otherwise provided for the computation of wharfage rates, it shall be competent for the Trust, at its own option, to proceed on a weight basis of 2,240lbs. to the ton, or on a measurement basis of 40 cubic feet to the ton. A fraction of a ton weight or measurement shall be charged for on a *pro rata* basis. In all cases the gross weight or measurement is required, and the Commissioners reserve the right to at any time demand that goods shall be reweighed or remeasured in the presence of an officer of the Trust.

No. 115.

Certificate of Registry.—The master of every vessel shall produce the Certificate of Registry of such ship to the Harbour Master or other officer of the Trust upon demand.

No. 116.

Notice of Discharging or Loading.—The master of every vessel shall give notice to the Secretary of the intention to discharge or load before such work is commenced.

No. 117.

Discharge or Loading to be continuous, or as directed.—The master of any vessel berthed at any wharf or jetty shall cause the discharge or loading of such vessel to be commenced and continued till completed, by working at such hours as the Harbour Master or Wharf Manager shall direct, provided that such direction shall not be in contravention of any Customs Law or Regulation.

No. 118.

Ships' Stores, etc.—Ships' stores and materials required in the repair of vessels or their machinery whilst lying at the wharves shall be exempt from wharfage.

No. 119.

Passengers' Luggage.—Passengers' personal luggage, not requiring to be treated as cargo, and not exceeding half-ton measurements per adult passenger, and handled at the expense of such passenger, shall also be exempt from wharfage; but the term "luggage" shall not include commercial travellers' sample packages, theatrical companies' scenery and properties, furniture, or merchandise.

No. 120.

Kerosene landed on Wharves.—Vessels arriving with kerosene in cans and cases may be permitted to land it on any wharf for carting to store or for transhipment, provided the same be removed from the wharf forthwith.

No. 121.

Kerosene for Shipment.—No person shall bring kerosene for shipment on to any wharf until the vessel about to take the same is prepared to receive it.

No. 122.

Kerosene not allowed in Sheds.—In no case will kerosene be allowed to be stored on any wharf or in any shed.

No. 123.

Kerosene Hulks.—No hulk having kerosene in any form of packing on board shall lie at any wharf without express permission from the Harbour Master or Wharf Manager.

No. 124.

Dangerous Goods.—No goods or articles of any description which, in the opinion of the Wharf Manager, are likely to occasion damage to any wharf or shed shall be discharged or landed on any such wharf or placed in any such shed.

No. 125.

Goods not to be Landed or Shipped at other than appointed Places.—No cattle or goods shall be landed on, or shipped from, any part of the foreshore of the harbour or any place or places other than the landing places appointed by the Trust for that purpose without the consent in writing of the Secretary of the Trust, and in respect of all cattle or goods landed or shipped in pursuance of such permission the same charges shall be enforced as though the same had been landed or shipped at such landing places as aforesaid. In the case of cattle, however, which are prevented by the Health authorities, or other authorities—not the ship—over which the Trust has no control, from being landed on any of the wharves or jetties, but have to be swum ashore, it shall be competent for the Trust, at its discretion, to make a rebate of half the wharfage charges which would otherwise become leviable.

No. 126.

Goods to be removed from sheds within 48 hours.—All goods imported and landed upon any wharf or jetty, or in any shed upon such wharf or jetty, as well as all goods placed thereon or therein for the purpose of export, shall be removed therefrom within forty-eight (48) hours after having been so landed or placed thereon or therein; and, unless such goods shall be so removed, they may be removed by the Wharf Manager and stored in any bonded or other warehouse on behalf and at the risk and expense of the owners thereof, and in the event of any goods being allowed to remain in such sheds or upon such wharves or jetties for a period exceeding 48 hours after the completion of the discharging of the vessel from which such goods have been discharged, the consignee must, at his own expense, provide the labour necessary to take delivery of such goods: Provided that no goods liable to duty shall be removed unless with the consent of the officers of the Department of Customs, who shall nominate the warehouse to which the goods shall be removed.

No. 127.

Storage Rates for Goods.—Should any goods be not removed from any wharf or jetty or sheds thereon within the time specified in the last preceding clause, there shall be payable to the Commissioners as, and by way of storage, rent in respect thereof the sum of one shilling (1s.) per ton for the first week, and for every subsequent week the sum of threepence (3d.) per ton additional to the amount per ton payable for each immediately preceding week, *i.e.*, one shilling and threepence (1s. 3d.) per ton for the second week, and one shilling and sixpence (1s. 6d.) per ton for the third week, and so on. For the purposes of this Regulation, a fraction of a ton shall be deemed to be a ton, and a part of a week shall be reckoned as one week. Nothing herein contained shall prevent the Wharf Manager, without notice, from removing or ordering the removal, as provided for in the last preceding clause, to some bonded or other warehouse of any such goods at any time after the time hereinbefore appointed for their removal; and the owners of such goods shall pay all charges and expenses connected with such removal, including the warehouse rent and charges.

When "inward cargo" is landed after noon on a Friday the charge for wharfage shall cover free storage until noon on the following Monday.

When "inward cargo" is landed after noon on a Saturday the charge for wharfage shall cover free storage until noon on the following Tuesday.

No. 128

Special Charge to clear Sheds or Wharves.—When notice is sent to the owner, shipper, consignee, or ship's agent, of any goods that no storage room is available after the date of notice, such goods shall be immediately removed; and if the goods remain 24 hours after such notification, they shall be chargeable at the rate of 2s. per ton or fraction of a ton per day or part of a day.

No. 129.

Goods held for examination by Customs.—Goods on Prime Entry, which are detained for examination by Customs officials, will be stored free from the time of passing of entry until examination is completed, but such free storage shall not exceed four days in all. Goods on Warehousing Entry, requiring examination and making up for Customs purposes, shall have free storage in the sheds during the time this is done, but not exceeding four days in all. After the expiration of the free storage time they shall be chargeable with storage at the general rate of storage.

Section IV.

NAVIGATION.

No. 130.

Masters' and Owners' Responsibility for Observance of Regulations.—The master and owner of every vessel shall severally be responsible for the due performance and observance of such of the Regulations of the Trust as apply to such vessel; and when any vessel is under the direction of a pilot, the said pilot shall be also responsible for the due performance and observance of the Regulations; but the responsibility of the pilot shall in no wise relieve the master and the owner of the vessel of their responsibility.

No. 131.

Ships' Guns.—All vessels shall unshot their guns before entering Gage Roads, and no gun shall be fired from any merchant ship or vessel within the port, except in a *bona fide* case of distress.

No. 132.

Speed of Vessels.—Every vessel navigating the Inner Harbour shall proceed at a speed not exceeding five (5) knots an hour.

No. 133.

Speed when passing Works in progress.—The speed of any vessel navigating the harbour shall be reduced while passing any works in progress, or any dredge or other vessels employed in the execution of such works, so that such works or dredge or other vessel shall not be interrupted or damaged.

No. 134.

Steam Whistles.—No steam whistle, siren, or horn shall be used on board any vessel within the port, or while moored alongside any wharf, nor whilst swinging in the Inner Harbour, whether as a signal of arrival or departure, or for any other purpose whatever, except that laid down in the Admiralty Regulations in connection with fogs, or to avoid collision; but a bell may be rung for a reasonable time previous to the departure of any steamer from the wharf.

No. 135.

Stranded Vessels or other Impediments to Navigation.—If any vessel be sunk or stranded within the port, or if any obstruction be found to impede the navigation and use of the port or any part thereof, the Master or the

owner or agent of such vessel, or the owner of the property by which such obstruction is caused, shall immediately notify the Harbour Master of the position of such obstruction, and shall exhibit on or near such vessel or obstruction such flags, masts, or lights as the Harbour Master may direct, and shall be removed by the owner when called upon to do so by the Harbour Master.

No. 136.

Rafts not allowed in the Fairway.—No rafts of timber shall lie in the fairway.

No. 137.

Rafts in the Harbour.—Rafts lying in the harbour shall, between sunset and sunrise, exhibit a proper light on a pole twelve (12) feet high, fitted properly on one end or part of such raft. In any case in which the raft is over one hundred (100) feet in length, lights of the description above mentioned must be fitted and exhibited on each end thereof.

No. 138.

Interference with Buoys, Beacons, etc.—No person shall trespass on, ride by, or make fast to, damage, injure, or otherwise interfere with any pile light, dolphin, buoy, or beacon vested in the Commissioners.

No. 139.

Anchor Lights.—All vessels at anchor shall, from sunset to sunrise, exhibit a bright white light in a globular lantern, of not less than eight inches in diameter, and so placed as to show a clear, uniform, and unbroken light visible all round the horizon, and at a distance of at least one mile. This Regulation shall not apply to vessels moored to the shore or any wharf.

BERTHING.

No. 140.

Harbour Master to have entire control of Anchoring and Berthing, and can remove Vessels.—The Harbour Master or his deputy, or other officer acting for such Harbour Master, shall have the entire control of anchoring, berthing, and removing all vessels, lighters, boats, etc., coming to the wharves, and shall appoint the place where all such vessels, lighters, boats, etc., shall lie or take up anchorage within the harbour, and no vessel shall be so anchored or brought, or placed alongside of any wharf without his authority or contrary to his directions. He shall also appoint the berth which each vessel shall occupy, and shall have power to remove any vessel from a berth or alter the berth of any vessel whenever he may deem it necessary and shall think fit, and upon his giving notice to the master or owner of any such vessel that he may require to so remove, such master or owner shall make all arrangements for such removal accordingly. Failing compliance with the directions of the Harbour Master, the Harbour Master is empowered to forthwith remove the vessel at the risk and expense of the master or agents or owners of such vessel.

No. 141.

Regulations to be enforced.—The following Regulations shall be enforced:—

- (a.) No vessel shall be fastened to any part of such wharves or jetties except to such bollards or other fastenings as are or may be provided for the purpose; and no vessel shall lie alongside such wharves or jetties unless properly moored. All vessels so fastened shall also be anchored or moored in such a manner as to relieve such wharves or jetties as much as possible from the weight of such craft, and in no case shall more than one tier of such vessels lie alongside or be fastened to any such wharves or jetties or be moored or fastened to other vessels lying alongside any such wharves or jetties, except by special permission of the Harbour Master.

- (b.) Such vessel shall not be moored or so fastened as aforesaid except for the purpose of loading or unloading, nor for any longer period during the authorised hours than shall be reasonably required for such purpose.
- (c.) Passenger boats may lie alongside the steps at any such wharves or jetties for such time as may be necessary to embark or disembark passengers.
- (d.) All such vessels lying alongside any such wharves or jetties shall, on the approach thereto of a passenger steamer, be hauled off, if required, to a sufficient distance to enable such passenger steamer to disembark or embark passengers.
- (e.) Any steam vessel plying on the coast of this State shall be permitted to lie alongside any wharf or jetty for the purpose of discharging and taking in cargo at all hours of the day and night consistent with these Regulations.
- (f.) All vessels lying alongside any of the wharves or jetties shall provide and use suitable fenders, and shall likewise take such precaution as may be necessary to prevent injury to the structure.
- (g.) All foreign-going vessels shall be moored alongside the wharves and jetties in such position as may be indicated by the Harbour Master, who may, if necessary, direct the removal of other craft for that purpose.
- (h.) Such portions of the wharves as may from time to time be decided upon by the Harbour Master shall be allotted respectively to all vessels. A list shall be kept by the Harbour Master, and applications to be placed in turn on such lists, according to date of the arrival of the vessel in port, must be made at his office. If such application be not made, the next vessel on the list shall have precedence, but the vessel forfeiting her turn may be placed next in succession.
- (i.) In the event of any vessel or vessels being moored alongside any of the wharves or jetties in such a way as to exclude any other vessel or vessels whose owners or masters wish also to moor her to them alongside, consistently with these Regulations, the Harbour Master may order the removal of such vessel or vessels to another berth or berths, and such vessel or vessels shall forthwith be removed accordingly.
- (j.) No vessel shall double-bank alongside any of the wharves or jetties without the special permission of the Harbour Master.
- (k.) When the Harbour Master may deem it unsafe, through stress of weather, for a vessel to remain alongside any wharf or jetty, he shall direct the immediate removal of such vessel, and the master or other person in charge of such vessel shall remove such vessel accordingly.
- (l.) The Harbour Master shall have full power at any time to reserve any berth he may consider most suitable at the wharves for any man-of-war, or for any British or foreign mail steamer trading between Europe or America and the Australasian States.

No. 142.

Authority of Water Police on Wharves.—When any vessel is being brought alongside any berth, the water police shall have authority to see that all that part of the wharf or jetty is kept clear for the purpose of working the lines and warps of the vessel with all possible facility. Any person refusing to move when cautioned by the water police, or resisting them in the carrying out of this Regulation, shall be liable to a fine not exceeding Five pounds (£5) for each offence.

No. 143.

Penalty.—Any person (or persons) violating any Regulation within this section is liable, on conviction, to a fine not exceeding Twenty pounds (£20).

VESSELS IN PORT.

No. 144.

Lights and Gangways on vessels alongside Wharves.—Every vessel lying alongside any wharf or jetty shall, from sunset until sunrise, be provided with proper lights and such appliances in the way of gangways and manropes as may, in the opinion of the Harbour Master, be necessary for the convenience and safety of persons passing to and from such vessel.

No. 145.

Safety Nets.—Every vessel lying at any wharf or jetty shall have such a safety net suspended from a stage or other appliance that may be rigged for the purpose of facilitating ingress and egress to the said vessel as will, in the opinion of the Harbour Master, prevent persons falling in the water in the event of their slipping off the said stage or other appliance that may be rigged for the aforesaid purpose.

No. 146.

Metal Disc on Hawser and Ropes.—Every hawser or rope by which a vessel is made fast to the wharf, jetty, or shore shall, when required, be defended by at least one metal disc of such size and pattern as has been approved by the Harbour Master, and every such metal disc shall, if not affixed to the hawser or rope to the satisfaction of the Harbour Master, be removed to a position on the said hawser or rope pointed out by him.

No. 147.

Openings in Ship's side to be closed at Sundown.—All openings in the ship's side shall be closed at sundown, and all cargo skids shall be unrigged at sundown, except during such time as they are actually in use, when they shall be brightly illuminated.

No. 148.

Gangways to be Lighted.—Every gangway fixed for the purpose of giving the crew access to the ship after dark shall be brightly illuminated by the best available means, as long as such gangway is in communication with the shore, and a watch shall be continually set upon the said gangway.

No. 149.

Steam Whistles.—Steam whistles, sirens, or horns shall not be blown from any steamer while lying alongside a wharf, jetty, or landing place in the Port.

No. 150.

No Work to be permitted on Sundays.—No work of any description shall be done or carried out on any ship in the Port on Sundays, except such as may be necessary for the safety and cleanliness of the ship.

No. 151.

No Shipright's Work permitted on Trust Property.—No person shall make, repair, dress, or scrape spars or masts, or do any kind of carpentry, smithwork, boiler-making, sail-making, or rigging work on or under any wharf or jetty, or in or under any shed, or hang or put up sails, masts, spars, or any other thing to or upon any of the beams or joists of any wharf or jetty, or shed, without the permission of the Harbour Master and Wharf Manager in writing: Provided that this Regulation shall not apply to wharves leased by the Commissioners to a Company, or to persons or a person in occupation of such wharves.

No. 152.

Combustible Matter to be heated in a Boat.—No fire shall be lighted in or upon, under, over or near any wharf, jetty, or shed, nor, without permission of the Harbour Master, upon any portion of the foreshore, and no combustible matter, such as pitch, tar, resin, or oil shall be heated on board any ship or vessel lying at anchor in the Harbour; and all combustible matter shall be heated in a boat astern at a proper distance from such ship or vessel: Provided that no combustible matter shall be heated while such ship or vessel is lying alongside any wharf or jetty.

No. 153.

No Combustible Liquid to be pumped into the Water.—No oil, spirit, or inflammable liquid shall be pumped or discharged from any vessel or tank into the waters of the Port.

No. 154.

Vessels to clean up Wharf.—The master of any vessel moored to or lying alongside of any wharf, jetty, or landing stage shall not remove his vessel therefrom until the portion of the wharf opposite to or required for the use of such vessel has been thoroughly cleared of all rubbish and swept clean, and all such rubbish and sweepings deposited in the receptacles provided for the purpose, to the satisfaction of the Harbour Master and Wharf Manager, by some person belonging to such vessel or hired for the purpose by the master or owner thereof. All stays, planks, gangways, horseboxes, or other articles used for the loading or unloading of such vessel shall be taken on board such vessel, or be removed to such place as the Harbour Master or Wharf Manager may direct, before such vessel is removed as aforesaid.

No. 155.

Deaths on Vessels.—Should any seaman or other person die on board any vessel in the Port, the master of such vessel shall cause the body to be brought on shore and interred.

No. 156.

Mooring Appliances and Fireplugs to be kept clear.—All goods or other articles landed on or into any wharf, jetty, or shed shall be placed as the Wharf Manager shall direct, so as to keep the mooring posts or rings and all other appliances free. All fireplugs shall be left clear, with a space of three (3) feet all round each, and there shall be left a passage of three (3) feet wide leading up thereto.

No. 157.

Vessels at Owner's Risk.—The Trust takes no charge of vessels lying within the Port. The safety of all such vessels, whether at an anchorage or moored alongside any wharf, jetty, or at any mooring buoy, is at all times at the sole risk of the masters or owners thereof. No instruction or direction given by the Harbour Master or other officer of the Trust to the master of any vessel, and no act performed by the Harbour Master or other officer of the Trust in respect of any vessel, shall place any responsibility for the security or safety of any such vessel upon the Trust.

No. 158.

Defective Moorings.—The Trust will not be responsible for any damage done to any vessel arising from the defective condition of any mooring or moorings or other appliances provided by the Trust.

No. 159.

Night Watchman.—All ships above 150 tons register shall have a watchman on deck from sunset to sunrise, and all ships under 150 tons register shall have at least one man on board during the night.

No. 160.

Beaching Vessels.—No vessel shall be beached or grounded in the Port without permission being first had

and obtained from the Harbour Master; and any such vessel which shall take the ground or be stranded as aforesaid, from accident or stress of weather, or any other cause, shall be removed by the owner when called upon to do so by the Harbour Master.

No. 161.

Water Police may Board Vessels.—For the purpose of seeing that all or any of these Regulations are properly carried out, the Water Police, in uniform, shall have access to any vessel at any hour of the day or night, and shall be allowed and authorised to ask any reasonable question of the master of the vessel, or of any officer thereof, and any information required shall in all cases be furnished.

No. 162.

Vessels may be Hauled off from Berth.—After a vessel has been unloaded and sufficiently ballasted, the Harbour Master may require her to be anchored or moored clear of the shipping.

No. 163.

Power of Harbour Master.—In case of non-compliance with any of these Regulations regulating the mode and place of mooring and anchoring vessels, and their position and government in the harbour, and their unmooring and removal within or out of the harbour, the Harbour Master is hereby empowered to insure the observance of such Regulations, and for that purpose may moor, unmoor, place, or remove any vessel.

No. 164.

Crew must assist Harbour Master.—In the performance of any such service for or in connection with any vessel by the Harbour Master, the master of the vessel and the crew thereof are required to give and afford to the Harbour Master all possible aid and assistance to effect the same.

No. 165.

Harbour Master may make fast and loose ropes, etc.—And, in effecting any such service, or any other service in the execution of his duty, the Harbour Master is hereby empowered to make fast and attach any rope or other tackle to any vessel, and to cast off or loose any warp or rope, or unshackle or loose any chain by which any vessel is moored or fastened.

No. 166.

Harbour Master may employ assistance.—And, if there is no crew on board of any vessel to be moved, placed, moored, or unmoored, or the crew thereof refuse or fail to aid and assist as aforesaid, or if the crew, or tackle, or quantity of ballast on board such vessel is not sufficient to enable the Harbour Master to effect such removal, he is empowered to hire and employ such other assistance and tackle, and to purchase and put on board such vessel such other quantity of ballast as to him seems requisite, at the cost and charges of the master, agent, or owner of such vessel.

No. 167.

Expenses recoverable.—And such costs and charges, and all other costs, charges, and expenses incurred by the Harbour Master or the Trust in or about insuring the due compliance with these By-laws, or any of them, shall be paid, on demand, by such master, agent, or owner to the Trust.

No. 168.

Interference with Harbour Master.—And if any person, without the consent or authority of the Harbour Master, cuts or casts off any such rope or tackle so made fast and attached to any vessel as aforesaid, or refuses to assist the Harbour Master, or interferes with him in the performance of his duty, or otherwise or in any other manner infringes this Regulation, such person shall be liable to a penalty.

No. 169.

Careening vessels.—Masters requiring to careen, heave down, or haul their vessels on shore for the purpose of inspection or repairs must apply to the Harbour Master for permission; and no person shall make fast any boat or vessel to any wharf, jetty, buoy, beacon, or other property of the Trust for the purpose of heaving down or careening such boat or vessel.

No. 170.

Taking in Cargo.—Vessels, after having discharged or taken in their cargo, shall remove to any berth or anchorage pointed out by the Harbour Master.

No. 171.

Discharging.—Vessels discharging cargo shall have prior claim to the wharf to vessels taking in cargo.

No. 172.

Notice to be given before removal.—No master, officer, or other person in charge of any vessel shall remove such vessel from any mooring or wharf without due notice having been given of such intended removal at the office of the Harbour Master.

No. 173.

Securing.—Every master of a vessel shall, whenever required so to do by the Harbour Master, provide, make, and fix, under his directions, additional fastenings to make such vessel secure.

No. 174.

Anchors let go in Port to be buoyed.—No master of any vessel shall let go any anchor without a buoy being attached thereto; and every such master of such ship shall lift such anchor when required to do so by the Harbour Master.

No. 175.

Pipes shall not discharge on to wharves.—The master of any vessel shall not allow any refuse, filth, or excreta to be emptied from any discharge pipe, or from any water closet or latrine on such vessel, upon any portion of a wharf or jetty or steps belonging thereto, and all steam pipes shall be effectively screened, under a penalty not exceeding One hundred pounds (£100). No water shall be allowed to be discharged from the scuppers of any vessel upon any portion of any such wharf or jetty or steps belonging thereto.

No. 176.

Fire.—In the event of fire occurring on board of any vessel in port the Harbour Master or his deputy shall be sent for immediately, and all persons in charge of or otherwise belonging to any such vessel shall afford such assistance towards extinguishing such fire, and towards the protection of neighbouring vessels, as the Harbour Master shall demand or direct.

No. 177.

General Order.—All masters in charge of vessels shall, when called upon by the Harbour Master, immediately strike their topgallant yards and masts, have their jib, spanker, and all booms rigged close in, top up, and brace fore and aft all yards, and moor with two anchors or clear hawse; and, further, shall obey all lawful orders of the Harbour Master, and generally follow such directions as the weather, the crowded condition of the Port, or other circumstances may render necessary or expedient, in the judgment of the Harbour Master, for the safety and interest of the whole shipping.

No. 178.

Instructions to Masters of Vessels anchored in Gage Roads during Winter Months.

1st. With Northerly winds and falling barometer, a good look out should be kept for bad weather; the second anchor must be always ready, and cables clear to bare ends.

2nd. With a falling barometer, when the wind shifts to Westward of North, let go the second anchor, giving proportionate quantity of cable to first anchor; also send down royal and top-gallant yards.

3rd. On the wind shifting to North-West, with barometer still falling, the gale will have commenced, and all cable should be given to the ship to insure her riding safely.

4th. When the wind shifts to West and W.S.W. it generally increases. Care should then be taken not to ride with too short a scope on port cable.

5th. As the wind shifts Southward, with rising barometer, and weather moderating, the second anchor should be weighed to prevent turns being taken in the hawse in the event of the wind going round East about, as it generally does, and returns to the North-East quarter, when the former precautions should be taken, having about fifty fathoms on starboard cable.

6th. Should the wind, after backing to South-West, veer to West and North-West, the gale is not over, but will probably blow harder than before, the barometer keeping below 30.00 inches.

The barometer is a certain indicator of the weather, as a general rule rising with Southerly and falling with Northerly winds, and should be strictly attended to. It invariably gives several hours' notice of the approach of bad weather.

HANDLING OF CARGO, ETC.

No. 179.

Tarpaulins to be used.—When loading into or discharging from any vessel any coal, ballast, shale, ashes, or any material whatsoever, a good and sufficient tarpaulin shall be so stretched and spread as to effectually prevent any lading or material from falling into the waters of the port.

No. 180.

Sorting or Packing on Wharves.—No person shall sort any timber, or pack or repack or repair any goods, or screen any coal or other bulk goods on any wharf or in any store, without permission from the Wharf Manager, except as is provided for in the statutes relating to His Majesty's Customs.

No. 181.

Cargo to be placed in Sheds.—The cargo of every vessel loading or discharging at any wharf or jetty shall, as far as possible, be placed in the cargo sheds, which shall at all times be controlled by the Wharf Manager. Case goods and other cargo which can be dealt with in this manner shall be sorted, laid close together, and stacked as directed by the Wharf Manager, always consistent with the requirements of the Customs Acts.

No. 182.

No Goods allowed on Roadway.—No goods shall be placed on any roadway or other land adjoining a wharf or jetty without the permission of the Wharf Manager having first been obtained.

No. 183.

Working Hours.—The working hours of the port shall be and include the hours between 8 a.m. and 5 p.m. on week days other than Saturdays, and on Saturdays the hours between 8 a.m. and 1 p.m.

No. 184.

Heavy goods not to be tilted or thrown on the wharves.—Pig-iron, timber, stone, machinery, or heavy merchandise, or commodity of any kind shall not be tilted or thrown out of any cart or lorry, or from any vessel, on to any wharf or jetty, but the same shall be laid down by hand; and pig-iron and other heavy articles shall not be deposited upon any wharf or jetty except in accordance with the directions of the Wharf Manager.

No. 185.

Master responsible for proper slinging of goods.—Every master of a ship shall be responsible for the proper slinging of all goods discharged on or laden from any wharf or jetty, and for any damage that may occur either from the breakage of slings or from the goods being imperfectly slung.

No. 186.

Machinery on wharves.—No machinery shall be placed upon or used on any wharf or jetty, vested in the Commissioners, for the purpose of hoisting cargo or other material into or out of any vessel berthed at such wharf or jetty, without the permission of the Trust. Payment for such permission shall be at the rate of one shilling and eightpence per day, or portion of a day, during which such machinery shall be worked.

No. 187.

Machinery and drivers to be certificated.—The owner or lessee of any such machinery, being steam machinery, so placed on any such wharf or jetty, must produce to the Commissioner when required a certificate from the State Inspector of Boilers that such machinery is in good order. The person in charge of such machinery must be duly qualified, either by being the holder of an engine driver's certificate of competency issued by some recognised competent authority, or by obtaining a certificate of competency after examination by the Engineer Inspector appointed by the Commissioners. The fee to be charged for every such examination and certificate shall be £1 1s., payable before such certificate is issued.

No. 188.

Cranes and other appliances.—Applications for the use of such cranes and other appliances as may be, or become, the property of the Commissioners, must be made to the Wharf Manager, who may grant permission for same to be used on payment of the fees specified in the scale of charges for such service laid down from time to time. The time during which a crane or other appliance shall be considered to have been in use shall be computed from the time mutually arranged between the hirer and the Wharf Manager until intimation is given to the latter that such is not further required.

No. 189.

Inspection of machinery.—All machinery and all appliances used for the hoisting of goods in any building, or upon any land vested in the Trust shall be open to the inspection of the Engineer to the Trust, and, if and when called upon to do so by the Trust, the lessees or occupiers of such buildings or land shall carry out or effect any alterations or repairs which the Engineer may consider to be necessary in the interests of the public safety or of the safety of the employees of the said lessees or occupiers.

Section V.

DANGEROUS MATERIALS, EXPLOSIVES, Etc.

No. 190.

Inflammable or dangerous matter not to be placed in any shed or on any wharf.—Gasoline, benzine, naphtha, petroleum, kerosene, turpentine, casks containing oils, and castor oil in cases, inflammable acids of any description, and vitriol in packages of any description, or any other matter or thing which may, in the opinion of the Wharf Manager, be of an inflammable or dangerous nature shall not, except as may be otherwise in these Regulations expressly provided, be placed on any wharf or jetty or in any shed within the port other than those allotted for the purpose.

No. 191.

Vessels not obliged to carry dangerous goods.—The master or owner of any vessel shall not be obliged to carry therein any aqua fortis, oil of vitriol, any explosive as

defined by "The Explosives Act, 1895," or any other goods which are of a dangerous nature; and no person shall carry or send by any vessel any goods of a dangerous nature without distinctly marking their nature on the outside of the packages containing the same, and giving notice in writing to the master or owner at or before the time of carrying or sending the same to be shipped; and the master or owner of any ship may refuse to take on board any parcel or package that he suspects contains goods of a dangerous nature, and may, to satisfy himself of the contents thereof, require such parcel or package to be opened in his presence.

No. 192.

Nothing in these Regulations shall apply to any ship having on board exclusively explosives of the following kind or kinds, or to the loading or unloading into or out of, or conveyance to or from any such ship of the same (that is to say)—

- (a.) Explosives belonging to the first division of the sixth (ammunition) class.
- (b.) The following explosives of the second division of fireworks class, namely:—
Squibs, crackers, serpents, rockets (other than war rockets), maroons, stars, lances, wheels, Roman candles.
- (c.) Other explosives; and in such quantities and under such authorities as may be from time to time approved by the Inspector.
- (d.) Explosives on any ships of war.
- (e.) Explosives carried for a ship's own use, and in such quantities as are necessary to meet the law's requirements for signalling purposes, and provided that the explosives are kept, while the ship is in port, in a magazine of copper or other suitable material, and that if two or more of the following explosives be in the ship they shall be kept in separate and completely inclosed receptacles in the magazine:—

- | | |
|--------------------------|---|
| 1. Gunpowder. | 4. Blue lights. |
| 2. Rockets. | 5. Holmes lights. |
| 3. Sound signal rockets. | 6. Pyrotechnic signals of any other kind. |

No. 193.

No ship having more than 20lbs. of explosives on board arriving in or off, or being or remaining in the port of Fremantle, shall be permitted to anchor within half a mile of any ship, or within two miles of any wharf or landing place.

No. 194.

The master or person in charge of every ship having explosives on board shall keep conspicuously exhibited at the foremast head, from sunrise to sunset, the Red burgee, being letter "B" of the Universal Code, and from sunset to sunrise, in addition to the lights ordinarily required for navigation purposes, a red light in such a position as to be above such ordinary lights, and to show a clear, uniform, and unbroken light all round the horizon, visible on a clear night at a distance of half a mile from such light; and every person in charge of a vessel shall observe due caution when approaching any ship having the gunpowder flag or lamp hoisted, and shall not approach any such ship nearer than 200 yards, unless duly authorised by an officer of the Trust.

No. 195.

No explosives shall be shipped on board any ship as cargo, except in the quantities and according to the manner approved of or prescribed by the Inspector.

No. 196.

All lighters conveying explosives either to or from ships, wharves, or other places, shall be duly licensed by the Trust for that purpose, under such conditions as shall be prescribed in the license, and shall be subject to all the Regulations (as far as the same may be applicable) in force for the time being for the management of magazines.

No. 197.

No licensed powder lighter having explosives on board shall be towed by a high-pressure open-decked steamboat whose furnaces are exposed, nor shall any such licensed powder lighter be towed by any other steamer with less topline between her and the steamer than 60ft.

No. 198.

Explosives shall not be conveyed in a ship whilst carrying or plying for passengers, unless the quantity be less than 5lbs., and the same be securely covered, and all due precaution be taken for the prevention of accidents by fire or explosion; but in no case shall there be conveyed in any ship, whilst carrying or plying for passengers, any explosive of the 5th (Fulminate) Class, or any explosive of the 3rd division of the 6th (Ammunition) Class, or any explosive of the 1st division of the 7th (Firework) Class.

No. 199.

No explosive of the 5th (Fulminate) Class, and no explosive of the 6th (Ammunition) Class, which contains its own means of ignition, and no explosive of the 7th (Firework) Class shall be conveyed in the same ship or licensed powder lighter with any explosive not of the class and division to which it belongs, unless it be sufficiently separated therefrom to prevent any fire or explosion which may take place in one such explosive being communicated to another.

No. 200.

If the explosive is not effectually protected from accident by fire from without, by being conveyed in the hold of a ship or licensed powder lighter having a close deck securely closed, then the explosive shall be completely covered with a painted cloth, tarpaulin, or other suitable material so as to effectually protect it against communication of fire.

No. 201.

There shall not be any iron or steel in the interior of the portion of the ship or licensed powder lighter where the explosive is deposited, unless the same be covered, either permanently or temporarily, with leather, wool, cloth, or lead, or other suitable material.

No. 202.

In any licensed powder lighter containing explosives, no matches, other than safety matches, shall be carried for the use of such boat, and such safety matches shall be kept in a safe place apart from the explosive, and shall be prescribed in the license.

No. 203.

In the stowing of explosives in any ship or licensed powder lighter, due precaution shall be taken, by means of a partition or otherwise, and by careful stowing, to secure such explosive from being brought into contact with, or endangered by, any other article or substance conveyed in such a boat which is liable to cause fire or explosion.

No. 204.

No person whilst on, in, or attending any licensed powder lighter containing any explosive shall smoke, except in a place (if any) prescribed in the license.

No. 205.

No person in charge of any ship or licensed powder lighter containing explosives shall conduct the same in a dangerous or reckless manner; and no person who is intoxicated shall be permitted to be or continue in charge of any ship or licensed powder lighter, nor shall any such person last-mentioned be permitted to be in, on, or attending the same.

No. 206.

While the loading, unloading, or conveyance of explosives going on, all persons engaged in such loading, unloading, or conveyance shall observe all due precautions for the prevention of accidents by fire or explosion, and from

preventing unauthorised persons having access to the explosive so being loaded, unloaded, or conveyed, and shall abstain from any act whatever which tends to cause fire or explosion, and is not reasonably necessary for the purpose of the loading, unloading, or conveyance of such explosive, or of any other article carried therewith, and for preventing any other person from committing any such act.

No. 207.

After the loading or unloading of explosives in or out of any ship or licensed powder lighter is begun, no longer time shall be suffered to pass than, with the use of all due diligence, is reasonably necessary for the purpose of such loading or unloading.

No. 208.

No explosive shall be loaded or unloaded from any ship or licensed powder lighter in or upon any public highway, street, road, thoroughfare, or public place, or at any public wharf or landing place, except with the consent of and under conditions approved of by the Inspector.

No. 209.

Explosives shall not be conveyed in a ship which is carrying as merchandise any article liable to cause fire or explosion, or to communicate fire, such as charcoal, lucifer matches, articles for striking a light, or petroleum.

No. 210.

No person in charge of any ship conveying explosive shall delay for a longer time than may be necessary, nor stop unnecessarily at any place where such stopping would be attended with special public danger.

No. 211.

In the case of a ship or licensed powder lighter conveying explosive, due provision shall be made for preventing the introduction into such boat of fire, lucifer matches, or any substance or article likely to cause explosion or fire, or the introduction of any iron, steel, or grit so as to come in contact with such explosive; and if the explosive carried in any such ship or licensed powder lighter is liable to be dangerously affected by water, due precautions shall be taken to exclude water from coming into contact with such explosive. This clause shall not be construed to prevent the introduction of an artificial light of such construction, position, or character, or of safety matches of such character as not to cause any danger of fire or explosion.

No. 212.

The owner of every ship or licensed powder lighter on, from, or in which explosive exceeding 100lbs. is loaded, unloaded, or conveyed who employs others in such loading, unloading, or conveyance shall, by furnishing copies of the Regulations and orders relating to conveyance, or by affixing copies of the same in some place where they can be conveniently read, or otherwise take such measures as may be necessary in order that the persons so employed may be acquainted with the provisions of the Regulations and orders relating to conveyance.

No. 213.

Each licensed powder lighter conveying explosives shall be in the exclusive charge of, and constantly attended by, some competent person; and such person shall not have charge of more than one boat.

No. 214.

The quantity of explosives to be conveyed in any one licensed powder lighter shall not exceed such quantity as may be allowed by the license, except under special conditions when authorised by the Inspector.

No. 215.

When two or more ships or licensed powder lighters are conveying explosives, or are travelling together, a space of at least 50 yards shall be kept between them, unless circumstances render it impracticable.

No. 216.

In the case of every ship loading or discharging explosives within the port of Fremantle:—

- (a.) An officer of the ship shall be constantly and exclusively in charge of the shipment, stowage, or discharge of such explosives.
- (b.) All fires and lights shall be completely put out (except engine-room fires, which must be carefully banked with damp ashes). No smoking shall be allowed on board. This rule will apply to every ship alongside of or attached to any ship or licensed powder lighter loading or discharging any kind of explosive.
- (c.) Men selected to work in the magazine of the ship or boat must not have any matches, fuses, or knives about their persons, nor wear boots or shoes with any iron or steel on them.
- (d.) All exposed iron or steel in or near the place where any explosive is being passed or handled must be covered over with tarpaulins or other suitable covering.
- (e.) All explosives must be passed from man to man, or rolled, and on no account shall any explosives be pitched, thrown, slung, or slid.
- (f.) No person shall be allowed to work aloft or in those parts of the rigging which may be near to the magazine.
- (g.) Special care must be exercised in selecting the men to work the explosives, to see that they are perfectly sober.
- (h.) In the event of any necessity arising for the stoppage of the loading or discharging of any kind of explosive for any purpose or from any cause whatever, it will devolve upon the officer in charge to take precautions that the hatches of the ship, as well as those of the licensed powder lighter delivering or receiving, are put on and covered with tarpaulins, and that no person is allowed to remain below in the magazines or hold during such stoppage.
- (i.) Paraffin, naphtha, petroleum, or other volatile oil must not be used for any purpose or upon any pretence whatever on board a ship after such ship has on board more than 1,000lbs. of any explosives other than of ammunition whilst the ship is within the limits of the port of Fremantle.

No. 217.

Every case containing explosives imported into Fremantle shall be marked in legible and indelible characters showing the date of its manufacture, the name of the explosive, and the word "Explosive."

No. 218.

No explosive shall be landed within the limits of the port of Fremantle unless such explosive shall have been previously inspected by the explosives Inspector of the Trust, or unless permission shall have been given by such officer.

No. 219.

Explosives in course of transit by a licensed powder lighter may, by permission in writing from the Trust, be stored upon such licensed powder lighter for such time as shall be specified in the said permission, but, unless such permission has been given, all explosives shall be removed from any such licensed powder lighter to some duly licensed magazine, or other place where the same may be legally kept, within one week from the date on which same was received into the said lighter.

No. 220.

No explosives shall be put on board of or discharged from any ship or licensed powder lighter, except between the hours of sunrise and sunset.

No. 221.

Any person who shall commit or attempt to commit any breach of any of the Regulations in this section shall, for every such act or default, be liable to a penalty not exceeding £20 for each offence and £10 for each day during which the offence continues, and the forfeiture of all or any part of the explosive in respect of which, or found in the ship or licensed powder lighter in respect of which, the breach of the Regulation has taken place.

Section VI.

LICENSING OF VESSELS AND BOATS AND THE REGULATION THEREOF.

No. 222.

All steam or other ferry boats, tugs, ballast boats, tank boats, cargo boats, lighters, and other vessels and boats plying for hire either for goods or passengers within the Harbour, and all persons in charge of or employed in connection therewith, shall, in addition to complying with these Regulations, be amenable to the provisions of "The Boat Licensing Act, 1878" (42 Vict., No. 24), and all amendments thereof.

No. 223.

Vessels to be Licensed.—No vessel or steamer shall carry passengers, goods, ballast, explosives, or other material within the limits of the harbour for the purpose of trade, unless such vessel or steamer shall have been licensed by the Trust acting as the Boat Licensing Board.

No. 224.

Conditions under which Vessels shall be Licensed.—No vessel shall be granted a license until the Surveyor or Surveyors appointed by the Trust have furnished their report. The hull surveyor shall see that Sec. 11 of the 42 Vict., No. 24—as quoted hereunder—has been complied with:—

"Every boat licensed under the Act shall have the
 "name in full, and the place of abode of the
 "owner thereof, legibly painted or cut in letters
 "not less than one inch in length, on the inner
 "side of the gunwale of the stern sheets thereof,
 "and the number of its license painted or cut in
 "figures of a like size upon the inside of the
 "gunwale of the fore sheets thereof; also the
 "amount of weight or measurement and number
 "of passengers which it may be licensed to carry.
 "Every licensed vessel or steamer shall have its
 "name painted on the outside of the stern, in
 "letters of not less than two inches in length, and
 "the place of abode of the owner, the number
 "of the license, and the amount of weight in
 "measurement, and number of passengers as
 "aforesaid, shall be painted or cut in some place
 "where it may be legible to persons travelling on
 "board the same. The owner and the person in
 "charge of any licensed boat, vessel, or steamer
 "that shall be found plying or conveying goods
 "or passengers for hire, without such name and
 "other matters painted or cut as aforesaid, shall,
 "on conviction, severally forfeit and pay any sum
 "not exceeding Forty shillings."

Licenses to powder lighters will only be issued upon such conditions as are approved by the Inspector of Explosives defined in these Regulations.

No. 225.

Requirements of Candidates.—Candidates for Masters' Licenses should, in addition to having the requisite knowledge of navigation, locality, etc., be able to read and write, and shall be British or duly naturalised British subjects.

No. 226.

Oil Launches—How to be Manned.—All oil launches under 15 tons register shall carry a certificated master, and all oil launches over 15 tons register shall carry a certificated engine-driver in addition to the certificated master.

No. 227.

Steam Launches—How to be Manned.—All steam launches shall carry both a certificated master and engine-driver.

No. 228.

Life-saving Apparatus.—All cargo lighters, steam and otherwise, shall be equipped with one (1) life-buoy for each member of the crew; minimum, two (2).

No. 229.

Equipment of Vessels carrying Passengers.—Every vessel or steamer carrying passengers within the harbour shall be equipped with sufficient life-saving appliances, including a boat, to float all the passengers and crew.

No. 230.

Conditions where Exempt from Carrying Boat.—Every vessel or steamer carrying passengers exempted by the Trust from carrying or towing a boat shall be equipped (in addition to life-buoys) with life-belt for each passenger.

No. 231.

Bulwarks.—Every decked vessel or steamer carrying passengers shall have a bulwark or railing at least two feet above the deck, for the protection of children.

No. 232.

Ballast Lighter to have Sufficient Combings.—A ballast lighter, scow, or other similar open vessel shall not ply within the harbour without having sufficient combings at least eight (8) inches high above the deck planking.

No. 233.

Regulation Lights.—All licensed steamers and lighters shall carry the regulation lights, whether in tow or under steam, and shall show an anchor light when anchored in any fairway or channel.

No. 234.

No. of Passengers—how determined.—No open boat, vessel, or steamer shall be licensed to carry more passengers than the proportion of one (1) to every eighteen inches (18 inches) of sitting room; the same to be clear of all interferences with the proper working of the vessel. Seats to be three (3) feet apart, and no passengers to be allowed on awning decks. Any vessel or steamer measured otherwise than by this rule shall allow six (6) square feet for each passenger carried in Outer Harbour and four (4) square feet for each passenger carried in Inner Harbour or River. Two (2) children under twelve (12) years to be equal to one (1) adult.

No. 235.

Boats, etc., may be Re-measured.—The Harbour Master, or any person authorised by him, may at any time measure any ballast lighter, or vessel, or test the accuracy of such measurement, and appoint the time, place, and manner when, where, and in which such measurement or inspection shall be made.

No. 236.

Expense of Survey to be paid by applicant for License.—The expense of measuring, re-measuring, and marking any boat or vessel referred to in this Section shall be borne and paid by the owner of such boat or vessel and must be paid at the time of measuring, or before the delivery of the license, and no license is to be issued until such charge is paid.

No. 237.

Water-tank Boats to Exhibit No. of Gallons for which License is issued.—The owner of every water-tank boat shall paint, and at all times keep legibly painted, on the hatch combings the number of gallons such boat is licensed to carry; such number of gallons shall also be indorsed upon the license. No person shall supply water from or ply for hire with any water tank boat without a license.

No. 238.

Examination Fees and Personal License.—The following fees shall be charged for Examination and Licenses:—

	£	s.	d.
Coxswain License	0	5	0
Master's	0	10	0
Driver's	1	1	0

No. 239.

Survey and License Fee.—Survey and License fee shall be charged in accordance with the scale of charges contained in Vict. 50, No. 11, Sec. 8.

WATERMEN AND BOATMEN.

No. 240.

License required.—A person shall not ply for hire as a waterman or boatman unless he holds a license issued by the Trust.

No. 241.

License fee.—The annual fee for a license shall be five shillings (5s.), and such license shall cover the period from the first day of March to the last day of February.

No. 242.

Form of Application.—Every application shall be made in writing, addressed to the Secretary, and shall be accompanied by letters from reputable and competent persons, testifying to the sobriety and efficiency of the applicant.

No. 243.

Boat to be Surveyed.—Before a license is issued to a waterman, his boat shall be surveyed by the Surveyor, and should the Surveyor's report and the testimonials produced by the applicant be satisfactory, a license may be issued by the Trust on payment of the prescribed fee.

No. 244.

Boat to be Marked.—Every waterman shall have his name in full, the number of his boat, and the number of passengers he is authorised to carry, corresponding with his license, painted in letters one (1) inch long on a conspicuous part of his boat.

No. 245.

Licensed Boat and Gear may be inspected.—The Harbour Master or Surveyor may inspect or overhaul any waterman's boat or gear at any time he or they may think fit to do so; and the Commissioners may, on the report of the Harbour Master or Surveyor to the effect that any boat is unfit to carry passengers, call upon any such boat owner to deliver up his license.

No. 246.

Boat and Landing Place to be kept Clean.—Watermen shall keep their boats and equipments clean and serviceable, and shall keep clean the landing place from which they ply, and every waterman shall, while afloat or on duty at any wharf or stairs, obey any direction given by the Harbour Master.

No. 247.

Schedule of Fares.—A licensed waterman shall not demand a higher charge or fare than is prescribed by Schedule B; and every waterman shall have a copy of Fares and Regulations, and shall produce the same, on demand, to any person hiring his boat.

No. 248.

Badge to be worn.—Every licensed waterman shall wear a badge, of a pattern approved by the Commissioners, on the left arm of his coat, showing the number of his license; and he shall, on demand, produce his license to the Harbour Master, or to any Police Constable on duty within the harbour, or to any person hiring his boat.

No. 249.

Conduct of Waterman.—Any waterman proved to the Commissioners to have been guilty of drunkenness, or having jeopardised in any way the safety of passengers, or of having used insulting or obscene language, shall be liable to have his license cancelled.

No. 250.

License not to be lent.—A waterman shall not lend his license to any other person.

No. 251.

License may be temporarily transferred.—Any waterman who by sickness may be prevented from plying, may, on depositing with the Commissioners a certificate from a duly qualified medical practitioner to that effect, together with his license, be permitted to nominate a substitute; and should the Harbour Master be satisfied of the efficiency of the said substitute he may issue a certificate authorising him to serve for a period, not exceeding one month, in the place of the licensed person who is disabled by sickness, and such certificate may from time to time be renewed during the illness of the said licensed person so long as his license shall be so deposited with the Commissioners.

No. 252.

Watermen's Shelters.—No person other than a licensed waterman, a Customs officer, or a Trust officer shall have any right to enter or occupy any house, shed, or shelter erected for the use of watermen.

No. 253.

Penalty.—For the violation or infringement of any Regulation in this section, or for the neglect of any duty or obligation imposed thereby, a penalty not exceeding Five pounds (£5) shall be incurred, and the offender may be deprived of his license by the Commissioners.

BAGGAGE PORTERS.

No. 254.

Licenses required and conditions thereof.—No person shall ply for hire as a porter at or on any wharf or jetty unless duly licensed by the Trust for that purpose; and every porter shall, when so plying for hire, wear a badge of the pattern approved by the Commissioners, specifying his number in such a position that the same may be easily seen and recognised. No licensed porter shall transfer or lend his license or badge to any person whomsoever.

No. 255.

Conduct of porters.—When a vessel just arrived in port shall come to on the outside of another vessel lying at the wharf, no porter shall stand on the top of the paddle boxes or bridges, or on the side of the inner vessel, but they shall arrange themselves in the middle of the inner vessel. But if the vessel just arrived shall occupy an inside berth, they shall then arrange themselves on the wharf, at least five (5) feet from the edge thereof, until regularly called and passed on board by an officer of the vessel on arriving. And no porter, on being engaged to carry luggage, shall attempt to transfer it to another, but shall himself accompany his employer agreeably to his engagement.

No. 256.

Disorderly behaviour.—A porter plying for hire shall not go in an unseemly, noisy, or disorderly manner on board

of any vessel, nor take hold of or seize any passenger's luggage or article of any kind until first hired to carry the same, nor use any abusive or insulting language.

No. 257.

Licenses to be produced.—Every licensed porter, when required to do so by any constable on duty or by any officer of the Trust, or by any person wishing to hire who may have hired him, shall produce his license for inspection.

No. 258.

Rates to be charged.—Licensed porters shall be entitled to be paid the following rates, and no more:—

	s.	d.
For luggage 28lbs. in weight and under, conveyed from the vehicle to the deck, or <i>vice versa</i> ...	0	6
For luggage above 28lbs. and under 100lbs., conveyed from the vehicle to the deck, or <i>vice versa</i> ...	0	9
If hired by time, for first hour ...	1	6
If hired by time, for every extra quarter of an hour ...	0	6

No. 259.

Applications.—Applications for porters' licenses shall be addressed to the Secretary, and such licenses shall be issued annually, and shall cover the period from the 1st day of March to the last day of February.

No. 260.

License Fees.—The annual fee payable for a porter's license shall be five (5) shillings, and an additional sum of two shillings and sixpence (2s. 6d.) shall be lodged as a deposit for the return of badge.

No. 261.

Penalty.—In the event of any porter being found guilty of a breach of any of the Regulations, or of any unseemly behaviour, it shall be open to the Commissioners either to suspend or to cancel the license of such porter by written notice delivered to such porter or affixed to some conspicuous part of any wharf or jetty on which he has been in the habit of plying.

Section VII.

BATHING.

No. 262.

Bathing from wharves.—No person shall bathe from any wharf or jetty, or in any part of the port which is open to public view, except at such places and at such times as the Commissioners may appoint for bathing purposes; and no person shall wantonly or indecently expose his person within the said port.

No. 263.

Public Baths.—The lessees, owners, or occupiers of public baths, wholly or partly within the boundaries of the area vested in the Commissioners, shall not allow such baths to be used by bathers unless and until they have, for safety and public decency, enclosed and screened off the whole outside boundaries of the baths to the satisfaction of the Harbour Master.

No. 264.

Depth of Water.—The lessees, owners, or occupiers of public baths shall take soundings of the depth of water in different portions of the baths, and shall properly and plainly show or mark such depths at such places.

No. 265.

Life-saving Appliances.—The lessees, owners, or occupiers of public baths shall provide proper and sufficient life-saving appliances, and shall keep the same in good order and condition, and readily available for use when required.

No. 266.

Experienced Attendant required.—The lessees, owners, or occupiers of public baths shall have in attendance a person or persons expert in the art of natation.

No. 267.

Private Baths.—The owners or occupiers of private bath-houses extending into the water of the port shall, if and when called upon to do so by the Harbour Master, carry out and effect any alterations or additions to such bath-houses which, in the opinion of the said Harbour Master, are necessary for the proper observance of decency: Provided that the preceding Regulations under the heading "Bathing" in this section shall not apply in the case of any lease or license granted prior to the commencement of the "Fremantle Harbour Trust Act, 1902."

Section VIII.

GENERAL.

No. 268.

Touting.—No person shall, upon any vessel or wharf within the harbour, tout for or solicit anyone to proceed as a passenger by any steamer, or to take up his or her residence at or to proceed to any boarding-house or hotel.

No. 269.

Stray Boats to be handed over to Harbour Master.—All stray boats, timber, or other articles found within the harbour shall be immediately delivered up to the Harbour Master, in whose custody they shall remain until claimed by the proper owners, who shall pay all expenses thereon.

No. 270.

Rubbish or offensive matter, etc., shall not be put into water—*Penalty.*—Every person who unloads, put, or throws into any part of the harbour, or any shore or ground in the harbour below high-water mark at ordinary tides, any rubbish, earth, ashes, dirt, mud, or other matter, or allows any offensive matter to flow into the harbour, shall forfeit for every such offence any sum not exceeding One hundred pounds (£100).

No. 271.

Dead Animals.—Every person who shall throw, place, or leave any dead animal or putrifying matter into or on any part of the harbour, shall forfeit for every such offence any sum not exceeding One hundred pounds (£100).

No. 272.

Interference with Notice Boards.—No person shall take down or injure any board put up for the purpose of publishing any regulation, notice, or penalty, or obliterate any of the letters or figures thereon.

No. 273.

Defacement and Bill-posting Prohibited.—No person shall soil, deface, mark, or injure, or, without the consent of the Commissioners, write or paint or place any placard or other document upon any shed, waiting-room, barricade, railing, fence, wharf, or wharf post; nor shall any person place or deposit any rubbish, refuse matter, or article of any offensive character, or likely to create a nuisance upon or under any of the piers, wharves, or approach roads, except at the places and in the manner pointed out by the wharf manager.

No. 274.

Life-saving Appliances.—No person shall interfere with any life-saving gear, boat-hook, drag, grapnel, life-buoy, or other apparatus placed within the harbour, and intended to be used for the purpose of saving life from drowning, unless such interference be for the purpose of saving life, or by the police in dragging for drowned persons.

No. 275.

Dragging or Grappling in the Harbour.—No person shall, without the written permission of the Harbour Master, use drags or grapplings within the harbour for the purpose of lifting articles or things from the bed thereof, or which shall disturb the bed of the harbour.

No. 276.

Launching of Vessels.—When a vessel is to be launched from any yard or place within the harbour, the builder or other person in charge of the vessel shall give to the Harbour Master at least forty-eight (48) hours' notice in writing of the day and the hour at which such launch is to take place.

No. 277.

Preservation of Order.—For the preservation of good order, and for the convenience of the shipping and public generally, all watermen, ferrymen, stevedores, steam-hoist drivers, porters, carters, and others, when on any wharf or jetty, employed on such wharf or jetty or not, shall be under the control of and obey the orders of the Harbour Master and Wharf Manager, and shall immediately leave such wharf if ordered to do so by them.

No. 278.

Riding and Driving upon Wharves or approach roads.—No person shall ride any horse or other animal, or drive or impel any machine, including a bicycle, tricycle, velocipede, perambulator, hand-cart, or motor car on to or upon any wharf: Provided, however, that such machine may be taken across any such wharf to or from any ship moored thereto for the purpose of being loaded or unloaded thereat, and no bullock or horse teams, or any wheeled vehicle drawn by any quadruped or quadrupeds shall be driven on to or permitted to go on to any wharf, and no person shall furiously or negligently ride or drive along any approach thereto, nor shall drive on the wrong side of the road, nor be away from his horse or cattle so as to be unable to have the full control of such horse or cattle.

No. 279.

Disorderly persons.—No drunken, idle, or disorderly persons shall be allowed to be in or upon or under any wharf or shed within the Harbour.

No. 280.

Smoking and Loitering.—No person shall smoke in, under, or near to any shed, or loiter therein or thereunder, or upon any wharf or jetty, or lounge or sleep among the cargo placed in or under any shed or upon any wharf or jetty, or play at any game, or, without the written consent of the Commissioners, address any assemblage of persons in any shed or on any wharf or jetty or any approach thereto.

No. 281.

Boat Races.—No boat race, or procession of boats, will be permitted to take place in the Inner Harbour without the permission of the Harbour Master, who may impose such conditions as he may see fit for the safety of the public and the convenient navigation of the harbour; nor will any steamer be allowed to accompany any race unless the master or owner has previously obtained the written consent of the Harbour Master; but not more than two steamers, in addition to the Harbour Trust launch, will be permitted to take part in or follow any race, one to carry the umpire of the race, and the other to carry passengers or spectators.

No. 282.

Auction Sales, etc.—No person shall hold any auction sale, sell, or expose for sale, any goods, on any wharf or landing place, nor carry on any retail trade thereon, without first having obtained permission from the Trust in writing.

No. 283.

Removal of Material.—No person shall remove any ballast, rock, stone, slate, shingle, gravel, sand, earth, or other substance or thing from any tidal land or water, or from the seashore below high water mark in any part of the harbour without the permission of the Harbour Master.

No. 284.

Unserviceable Vessels to be removed.—In case there should be in the port any vessel which is not ordinarily used for sea service, and which the Harbour Master may have reason to believe is unsound or unsafe and likely to prove an obstruction to the navigation of the Port, it shall be lawful for the Harbour Master, accompanied by such persons as may be appointed for that purpose, to visit, board, survey, and inspect the same at reasonable times in the day time, and the master or other persons in charge thereof shall do all such acts as may reasonably be deemed necessary to enable the Harbour Master and such person or persons as may accompany him to ascertain the state and condition of such vessel; and if the Harbour Master and the majority of the persons accompanying him as aforesaid shall, after such survey and inspection, consider the said vessel in an unfit state for sea and likely to prove an obstruction to the navigation of the Port, the Harbour Master shall give notice, in writing, to the master or owner thereof to remove the said vessel to such place as shall be named in the notice; and if, within seven (7) days of such notice being given to such master or owner, such vessel be not dealt with in accordance with the terms of the said notice, the Harbour Master may cause such vessel to be dealt with as he shall think fit, and for that purpose the Harbour Master may cast off, unloose, or cut the rope, or unshackle or break the chain by which any vessel is moored or fastened; and all expenses thereof shall be paid to the Trust by the master of such vessel, and in default of payment thereof the same may be recovered at law as a penalty, and such Harbour Master may detain such vessel for securing the expenses; and, on non-payment thereof on demand, may sell the same, and out of the proceeds of such sale pay such expenses: Provided that the Harbour Master shall in no case unloose or cut any rope, or unshackle or break any chain by which any vessel is moored or fastened, unless there be a sufficient number of persons on board to protect the same: Provided also that in no such case as aforesaid shall the Harbour Master order any such vessel as aforesaid to be taken to any place outside the Port or Harbour unless, in the judgment of such Harbour Master, there is no place within the Port or Harbour where she might lie without prejudice or risk of prejudice to the navigation and use thereof (37 Vict., No. 14, Section 6).

No. 285.

Cargo, etc., worked across an intervening Vessel.—Passengers, cargo, or ballast may be embarked or shipped, disembarked or unshipped, on to or from any vessel lying outside of, over and across the deck of any vessel lying alongside any wharf, and the master of every vessel lying between such vessel and the wharf shall allow passengers, cargo, or ballast to be embarked, shipped, or disembarked, as the case may require, under such conditions as the Trust may impose.

No. 286.

Damage by Water from Ships.—Masters of vessels lying alongside any wharf shall be responsible for all damage caused to goods lying on such wharf by water used for washing down decks, or for any other purpose, upon such vessels.

No. 287.

Goods falling overboard.—If any cargo or other material is by accident or otherwise dropped or let fall overboard, the master or agent present at the time shall forthwith report the same to the Wharf Manager, and the Wharf

Manager shall be at liberty to take such steps as may seem to him advisable to recover and land such cargo or other material; and all expenses of such recovery and landing shall be a debt due to the Trust from the owner, agent, or master of the vessel out of which such goods were being landed or into which they were being shipped, or from any person responsible for letting such goods drop or fall overboard.

No. 288.

Wharves may be closed.—The Trust shall have power to close the wharves, or any portion of them, whenever it is advisable to do so, and no person shall enter upon any wharf or jetty, or portion of a wharf or jetty, so closed without the consent of the Trust.

No. 289.

Persons not allowed on Wharves except on Business.—No person shall be allowed on any of the wharves vested in the Trust unless he has, in the opinion of the Wharf Manager, legitimate business to warrant his presence thereon. Any person refusing, when asked by the Wharf Manager, to state the nature of the business warranting his presence on any wharf shall be guilty of an offence.

No. 290.

Public Demonstration on Wharves.—No person shall ring any bell or gong, play any musical instrument, or walk or take part in any demonstration or procession of any kind, or make or deliver any speech or address, or sing any song or hymn likely to attract a crowd or assemblage of persons upon any wharf, without first having obtained permission from the Wharf Manager, and any persons so assembled or gathered, or standing together on the said wharf, shall, immediately upon being required so to do by the Wharf Manager, disperse, quit, and leave the said wharf and its approaches.

No. 291.

Children not allowed on Wharves.—No child of tender years shall be allowed on any wharf or jetty.

No. 292.

Cargo not to be Shipped at Landing Steps.—No person shall land or ship any goods, except passengers' luggage of a portable nature, at or from any steps or landing-place for passengers.

No. 293.

Fishing.—No person shall fish from any wharf or jetty without the permission of the Wharf Manager first had and obtained. No person shall fish with rod, line, or otherwise from any public landing steps or place for landing passengers, nor shall place or use any fishing nets or other fishing gear thereat or thereon, or upon or under any wharf, jetty, or shed.

No. 294.

No Building allowed on Wharves.—No person shall erect, without special permission from the Trust, any building, staging, or structure on any wharf or landing place.

No. 295.

No Admittance to Sheds.—No person shall be admitted in any shed unless he has business therein, and no person shall remain in such shed after having been directed by the Wharf Manager to withdraw.

No. 296.

Climbing about Structures not Permitted.—No person shall clamber on or about the structure of any wharf below the deck level, or upon or about any crane or hoist, or on or over any gate or fence.

No. 297.

Tampering with Cranes, etc.—No person shall play or tamper with any crane or hoist, or make use thereof, without the permission of the Wharf Manager.

No. 298.

Tampering with Water Appliances.—No person shall turn any valve or cock, or open or shut any fire-plug or hydrant, unless authorised by the Wharf Manager so to do.

No. 299.

Complaints.—All complaints against the Harbour Master or Wharf Manager, or any person under their direction, shall be made in writing to the Secretary.

No. 300.

Where stock to be landed.—All consignments of live stock must be landed or shipped at the Owen Anchorage Stock Jetty. Live stock in limited quantities may, however, be landed or shipped at the Inner Harbour wharves, by permission being obtained from the Trust, and under the terms and conditions imposed by such authority. Application for such permission must be made at least 24 hours prior to the arrival of the vessel carrying the stock sought to be landed. No cattle shall be landed as aforesaid until all necessary precautions have been taken to insure their being at all times properly tended and under control. No stock, however, shall be landed before the Master has made the declaration to the Customs authorities, and submitted the stock to inspection in terms of the "Stock Diseases Act, 1895," and any Master neglecting to comply with the restrictions imposed by the said Act is liable under that Act to a fine not exceeding £200 and imprisonment for a term not exceeding six months.

No. 301.

Stock vessels to clean up.—Every vessel after having discharged her consignment of live stock, either at the Owen Anchorage Stock Jetty or at any other wharf or jetty, in accordance with the last preceding Regulation, shall at once proceed to the ballast ground and there clean up, and no refuse of any kind whatsoever shall be put overboard into the waters of the Port, except within the limits of the said ballast ground.

No. 302.

Ballast ground.—The ballast ground shall be that portion of the Harbour lying half-a-mile due East of the Hall Bank buoy.

No. 303.

Ballast.—Ballast shall only be discharged from any vessel within the limits of the ballast ground.

No. 304.

Holidays.—The following days shall be regarded as paid holidays in respect of staff employed by the Trust on an hourly, daily, or weekly wage:—

- (a.) Casual labourers, and other employees of a like nature to be paid for no time which they do not work.
- (b.) Ordinary artisans and labourers paid on an hourly or daily rate, but who are in the constant employment of the Trust, to be paid for Christmas Day and Good Friday.
- (c.) Foremen, Storemen, and others similarly situated, in the constant employment of the Trust, to be paid (in addition to Christmas Day and Good Friday) for all other days upon which the works may be closed by direction of the Commissioners.

PENALTIES.

No. 305.

Any person offending against any of the foregoing Regulations shall be liable to a penalty not exceeding One hundred pounds (£100), and, in addition to such penalty, any expense incurred by the Commissioners, in consequence of the breach of any such Regulations, shall be paid by the person or persons committing such breach.

No. 306.

These Regulations shall come into force on the First day of September, 1903.

Adopted and passed by the "FREMANTLE HARBOUR TRUST" at a Special Meeting of the said Trust, held this 24th day of July, 1903.

THE COMMON SEAL of the FREMANTLE HARBOUR TRUST was at the same time affixed and impressed hereto by order, and in the presence of the TRUST by



ROBERT LAURIE,

Chairman.

CHAS. HUDSON,

Commissioner.

F. STEVENS,

Secretary.

SCHEDULE A.

Fremantle Harbour Trust.

INWARD MANIFEST.

VESSEL....., Master....., from..... Wharf.....

Entered at Customs House..... Vessel berthed at.....

Trip.....

Marks and Nos.	Consignee.	No.	Packages.	Description.	Weight.		Measurement.	Remarks.
					tons.	cwt. qrs.		

I (or We) declare the above particulars of weights, measurements, and quantities to be correct.

..... (Master or Agent.)

Fremantle....., 190

NOTE.—It shall be open to the Trust to accept, instead of the above form of manifest, the manifest of any Shipping Company, provided that such manifest contain the above declaration and sufficient information for the purposes of the Trust.

SCHEDULE B.**Fremantle Harbour Trust.****WATERMEN'S FARES.**

To or from any Vessel or place undernamed.	Rates.	
Victoria Quay and Gage Roads	5s. minimum	... 2s. each additional person over two.
Victoria Quay and North Quay or Midstream Inner Harbour	1s. minimum	... 3d. each additional person over four.
Victoria Quay and North or South Mole Wharf	1s. 6d. minimum	... 6d. each additional passenger over three.

The foregoing fares are chargeable between the hours of 6 a.m. and 8 p.m.

Fares from 8 p.m. to 6 a.m., double the foregoing rates.

Half fares back from any of the above-mentioned places, the time of waiting not to exceed 15 minutes, and if that time is exceeded, watermen are empowered to charge at the rate of one shilling for every half-hour's detention.

Children under the age of 12 years, when in charge of an adult, half the foregoing rates.

For Places not mentioned in the Schedule.

Time Fares.—One hour, two shillings and sixpence. For every additional half hour, or part thereof, one shilling.

These charges are applicable to one passenger. For every additional passenger, half fare.

BAGGAGE RATES.

For each passenger, baggage not exceeding 50lbs.	Nil.
For each passenger, baggage exceeding 50lbs. and up to 100lbs.	Half fare.
For each passenger, baggage exceeding 100lbs. and up to 200lbs.	Full fare.
For each passenger, baggage exceeding 200lbs.	Special arrangement.

Approved by the Governor in Council in terms of Section 62 of "The Fremantle Harbour Trust Act, 1902," this 12th day of August, 1903.

ARTHUR H. WILLIAMS,

Clerk of Executive Council.