



Supplement to
Government Gazette
 OF
WESTERN AUSTRALIA.

[Published by Authority.]

[REGISTERED AT THE GENERAL POST OFFICE, PERTH, FOR TRANSMISSION BY POST AS A NEWSPAPER.]

PERTH: FRIDAY, NOVEMBER 26.

[1909.]

No. 13278.—C.S.O.

THE BUNBURY HARBOUR BOARD ACT, 1909.

4008/09.

Colonial Secretary's Office,
 Perth, 26th November, 1909.

HIS Excellency the Governor in Council has been pleased to approve the following Regulations, made by the Bunbury Harbour Board, to come into force on the 29th November, 1909.

F. D. NORTH,
 Under Secretary.

The Bunbury Harbour Board incorporated under and by virtue of "The Bunbury Harbour Board Act, No. 22 of 1909," do hereby make the following Regulations in accordance with the provisions of the said 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:—

"State" means the State of Western Australia.

"Act" means "The Bunbury Harbour Board Act, No. 22 of 1909," printed as directed by Section 63 of such Act, and any future Act amending the same, respectively.

"The Board," "The Bunbury Harbour Board"—shall mean the Bunbury Harbour Board constituted under the Act.

"Members."—The Bunbury Harbour Board Members constituted under the Act in office for the time being.

"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.

"Berth," "Berthing" means a position alongside any wharf or jetty or any vessel fastened to any wharf or jetty or to the shore; or at any mooring buoy or anchorage; and any vessel fastened to any wharf or jetty or shore or to any other vessel, or moored to any buoy or fixture, or anchored within the harbour, shall be held and deemed to be occupying a berth.

"Harbour Master" includes 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 Bunbury as is contained within the boundaries described in the Schedule to the Act, or as altered from time to time by the Governor.

"Accountant" includes any officer deputed by the Members to carry out any duty on behalf of the Accountant.

"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 materials commonly used for the ballasting of vessels.

"Engineer" includes any person empowered to represent the Engineer.

"Secretary" means the Secretary to the Board appointed by the Governor, and 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 Members have jurisdiction.

"Pilot" means any person duly licensed and appointed to the Board to act as pilot for the port of Bunbury.

"Ships' Slings," "Ships' Tackle," "Ships' Gear," when used in connection with the handling of goods, shall include all cranes or other hoisting appliances hired or used for the purpose of or in connection with the handling of such goods.

"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 foreman, crane man, or tally clerk, or any other person appointed by or 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 the 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 owned or registered within the Australian Commonwealth whose trade is exclusively confined to the ports of Western Australia.

"Foreign Vessel," "Foreign-going Vessel," "Oversea Vessel" shall mean and include every vessel used in any trade, other than a lighter, coasting vessel, or Inter-State vessel.

"Inter-State Steamer," "Inter-State Vessel" means every steamer or vessel owned or registered within the Australian Commonwealth, and 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 Members.

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

"Surveyor" means any officer or person appointed by the Members to act as surveyors of vessels or goods.

"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 members shall be held on Tuesday and Friday in each week, at such hour as shall from time to time be decided upon by the members.

No. 3.

Office Hours.—The Offices of the Board 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; 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 Board, who shall collect or receive any moneys for or on behalf of the Board, shall daily pay over same to the Accountant of the Board, 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 members for that purpose of all moneys or cheques paid to, or received by him for and on behalf of the Board, and he shall within twenty-four hours, or such other period as the members may direct, after the same shall have come to his hands, pay the same moneys and cheques into the Union Bank of Australia, Limited, at Bunbury, for transfer to the Treasury to the credit of an account to be called the "Bunbury Harbour Board Account."

No. 6.

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

No. 7.

Common Seal.—The common seal of the Board 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 members may direct, and the common seal shall be affixed by the Chairman of the members and one other of the members with the Secretary, or in the absence of such Chairman, by two members of the Board and the Secretary.

No. 8.

Disqualification for becoming surety.—No member or officer of the Board, and no assessor or auditor of the Board, shall be received as a surety for any officer appointed by the members of the Board, or for the performance of any contract made with the Board.

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 Board 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 Board divulge to any person not in the service of the Board any particulars contained in any ship's manifest furnished to the Board, or should any officer divulge any information of a confidential nature, or knowingly be a party to any act or procedure or conspiracy to defraud the general revenue, he shall be liable to be dismissed from the service of the Board.

SECTION II.

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

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 members.

No. 12.

Minutes of Meetings to be read at next subsequent meeting.—At every ordinary meeting of the members 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 by the Chairman.

No. 13.

Order of Business at Ordinary Meetings.—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:—

(a.) Reading of copies of letters sent by the authority of the members.

(b.) Reading letters received, and considering and ordering thereon.

(c.) Reception and reading of petitions and memorials.

(d.) Presentation of schedule of receipts and disbursements. Passing of accounts.

(e.) 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.

(f.) 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 members.

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

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

(i.) Receiving deputations.

No. 14.

Order of Business at Special Meetings.—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 members 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 each member shall receive a copy of such notice of motion with the ordinary notice of meeting.

No. 16.

No Motion to be proceeded with in absence of member 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 member who gave notice of the same, unless by some other member having authority from him to that effect.

No. 17.

Order, etc., of debate.—Any member 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 member calling to order shall have been heard thereon, and the question of order disposed of, when the member 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 members present.

No. 19.

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

No. 20.

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

No. 21.

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

No. 22.

Members not to speak a second time on the same question.—No member 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.

Members not to digress, etc.—No member 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.

Members called to order to sit down.—A member called to order shall sit down, unless permitted to explain.

No. 26.

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

No. 27.

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

No. 28.

Motions, etc., if required, to be reduced into writing.—At every meeting of the members 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 members 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 member shall be allowed to speak more than once on the same question unless permission be given to explain, or the attention of the Chair shall be called to a point of order.

No. 31.

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

No. 32.

Protests.—Any member may protest against any resolution of the members, 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 members

by the protesting member in a book, to be kept for that purpose in the office of the Secretary, and signed by such member, 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 members to be not in accordance with the truth or to be in its terms disrespectful to the members.

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 member presenting a petition to acquaint himself with the contents thereof, and to ascertain that it does not contain language disrespectful to the members.

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 members may be suspended for a special purpose by the consent of two-thirds of the members present.

SECTION III.

PAYMENT OF REVENUE.

No. 38.

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

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 Board 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 sums 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 or other 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 47 and 48 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 Board 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.

SECTION IV.

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 Bunbury and also, if so decided, in Perth.

No. 45.

Tenders.—All tenders shall be enclosed in a sealed envelope addressed to "The Secretary of the Bunbury Harbour Board Members," 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 banker's cheque payable to the order of the Board for the amount required by the conditions of tender as a preliminary deposit; but the members 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 members 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 conditions or conditions of tender to enter into a formal contract for the execution of the work or otherwise.

PART II.

SECTION I.

SIGNALS.

No. 49.

Day Signals to be made at Bunbury Signal Staff.—As soon as a vessel is sighted, the following signals will be displayed from the flagstaff:—

| SIGNAL. | DENOTING. |
|---|--|
| Black Ball at Masthead ... | Steamer in sight. |
| Blue Flag at Masthead ... | Sailing vessel in sight. |
| Blue and White Flag (letter "A") at Masthead | Ship in sight. |
| White Flag and Blue Cross (letter "X") | Barque in sight. |
| Red Cross and White Quarters (letter "U") | Schooner or Brig in sight. |
| Blue Flag with White Bar in centre (letter "J") | Under Masthead Ball or Flag denotes two steamers or sailing vessels in sight |

Day Berthing Signals at Jetty End.—The number of the berth for any vessel arriving at the port, whose master is the holder of a pilotage exemption certificate, will be denoted by the number of black balls suspended from the signal arms on the Jetty end. If suspended from the West Arm the vessel will berth on that side, and if from the East Arm on the East side.

No. 50.

Night Signals.—A red light shown from Lighthouse Landing denotes a steamer in sight.

A green light shown from the Lighthouse Landing denotes a sailing vessel in sight.

No. 51.

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

| | |
|---|--|
| Customs Officer required | International Code "KGW" |
| Quarantine... .. | Day Signal: International Code "Q" at foremast-head (Yellow Flag) |
| | Night Signal: Bright Light at same mast-head |
| Pilot required | The Pilot Jack at the foremas'-head or International Code "PT" |
| Medical assistance | International Code "H" at peak. |
| Water Police | Day Signal: International Code "YN" |
| | Night Signal: Two Lights vertical at any mast-head or peak, having 5 feet between the two. |
| Tug Boat wanted | International Code "YDP" |
| Explosives on Board | International Code "B" at foremast-head |
| Second Anchor to be let go and cable veered | International Code "S" at Flag-staff |
| Lighter wanted | International Code "YM" |
| Pilot Exemption Flag | White Flag at mainmast-head. |

No. 52.

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 day-time:—

- 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. 53.

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. 54.

Penalty.—Any master of a vessel who uses or displays, or causes or permits any person under his authority to use or display, any of the signals defined in Regulations Nos. 52 and 53, 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. 55.

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

- (1.) All vessels of war;
- (2.) All vessels chartered on behalf of His Majesty;
- (3.) All vessels belonging to the Government 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.
- (5.) Mission vessels.

Where, however, in the case of Nos. 4 and 5 a wharf berth is occupied it is competent for the Board to insist upon payment of minimum berthing dues as provided for in Regulation No. 93, as though the vessel had worked cargo.

All such vessels shall be subject in all other respects to these Regulations.

PILOTAGE AND CHARGES THEREFOR.

No. 56.

Day Signals for a Pilot.—The following signals, numbered 1 and 2, when used or displayed together or separately, shall be deemed to be signals for a Pilot in the daytime, viz.:—

- (1.) To be hoisted at the fore—the Jack or other national colour usually worn by merchant ships, having around it a white border one-fifth the breadth of the flag; or
- (2.) The international code pilotage signal indicated by P.T.

No. 57.

Night Signals.—The following signals, numbered 1 and 2, when used or displayed together or separately, shall be deemed to be signals for a Pilot at night, viz.:—

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

No. 58.

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 is liable for every offence to a fine not exceeding Twenty pounds. (See Merchant Shipping Act, 1894, Part X., Sec. 615.)

No. 59.

Pilotage Compulsory.—Pilotage, save as in these Regulations is otherwise provided, shall be compulsory upon all masters of vessels entering the Port, and the charges therefor shall be in accordance with the Regulated Scale.

No. 60.

Exemptions from Pilotage.—All coasting and Inter-State vessels whose masters hold exemption from Pilotage certificates shall be exempt from Pilotage.

No. 61.

Pilotage Charges.—Pilotage charges, except where otherwise provided by these regulations, into the Port and *vice versa*, shall be paid according to the following scale:—

| | £ | s. | d. |
|-----------------------------|----|----|----|
| Under 8ft. | 2 | 10 | 0 |
| 8ft. and under 9ft. | 2 | 15 | 0 |
| 9ft. „ 10ft. | 3 | 0 | 0 |
| 10ft. „ 11ft. | 3 | 5 | 0 |
| 11ft. „ 12ft. | 3 | 10 | 0 |
| 12ft. „ 13ft. | 4 | 5 | 0 |
| 13ft. „ 14ft. | 4 | 12 | 0 |
| 14ft. „ 15ft. | 4 | 19 | 0 |
| 15ft. „ 16ft. | 5 | 6 | 0 |
| 16ft. „ 17ft. | 6 | 11 | 0 |
| 17ft. „ 18ft. | 7 | 0 | 0 |
| 18ft. „ 19ft. | 7 | 9 | 0 |
| 19ft. „ 20ft. | 7 | 19 | 0 |
| 20ft. „ 21ft. | 9 | 0 | 0 |
| 21ft. „ 22ft. | 9 | 10 | 0 |
| 22ft. „ 23ft. | 10 | 0 | 0 |
| 23ft. and upwards | 11 | 0 | 0 |

No. 62.

Removals in Harbour.—In all removals within the Harbour pilotage shall be compulsory on all vessels whose masters are not exempt, and the charge therefor shall be as follows:—

- Vessels 1,000 tons and under, net register, £2 each removal.
Vessels over 1,000 tons net register, £3 each removal.

No. 63.

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. (See Merchant Shipping Act, 1894, Part X., Sec. 612.)

No. 64.

Signal for Pilot.—The master of every ship on entering the port, unless such ship or such master is exempt from pilotage by law, or unless there be a licensed Pilot on board such ship, shall, until a licensed Pilot has come on board, display and keep flying the usual sign for a Pilot; and such master shall, by every means in his power, consistent with the safety of his ship, facilitate such Pilot getting on board.

and shall not enter the Port without a Pilot being on board and in charge of such ship.

No. 65.

Application for Pilot's services.—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 either 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 to be on board.

No. 66.

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. 67.

Pilot leading a Vessel.—If any boat, vessel, or steamer having on board a qualified Pilot leads any ship which has not a qualified 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 that ship.

No. 68.

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

No. 69.

Penalty.—If a master refuses so to declare the draught of water, 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 double the amount of pilotage dues which would have been payable.

No. 70.

Allowance for detention.—Every Pilot in charge of any vessel in, or entering, or proceeding from the port, who shall be detained on board such ship or vessel for a period exceeding forty-eight hours, either on account of stress of weather, or under quarantine, or by any act of the master thereof, shall be entitled to demand and receive over and above lawful pilotage such daily sum, not exceeding eight shillings, as may be appointed by any rules and regulations made and promulgated as aforesaid (18 Viet., No. 15).

No. 71.

Pilot carried to Sea.—A Pilot, except under circumstances of unavoidable necessity, shall not, without his consent, be taken to sea, or beyond the limits for which he is licensed, in any ship whatever; and if he is so taken under circumstances of unavoidable necessity or without his consent, he shall be entitled, over and above the pilotage dues, to the sum of eight shillings per day, and a free passage back to the port whence he was taken.

No. 72.

Penalty for demanding Unauthorised Rates.—A qualified 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.

No. 73.

Vessels calling for shelter or in distress.—No charge will be made upon any vessel using, for the purpose of shelter only, and not taking a Pilot, any of the anchorages of the port.

EXEMPTION CERTIFICATES.

No. 74.

Vessels 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 Commonwealth or in New Zealand.

No. 75.

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 Harbour Master.

No. 76.

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. 77.

To whom issued.—A Certificate of Exemption from pilotage will be granted to a master of any vessel registered as provided in Regulation 74 upon his passing the requisite examination therefor. The fee for every such examination shall be £1, no part of which shall be returned in case of failure to pass such examination. No candidate shall be eligible for re-examination until he has once more, as master or mate, been in and out of the port.

No. 78.

How operative.—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 registered in one of the States of the Commonwealth or in New Zealand.

No. 79.

Revocation of Exemption Certificate.—Upon conviction, of any holder of an Exemption from Pilotage Certificate, of incompetency to safely navigate a vessel into or out of the port of Bunbury, or of failure to pass sight tests, the Certificate may be revoked or cancelled.

EXEMPTION FLAG.

No. 80.

Flag to be hoisted.—All vessels the masters whereof hold an Exemption Certificate shall, when within five miles of the port, hoist at the mainmast head a white flag, and shall keep the same flying till arrival; such flag shall be recognised as the Exemption flag.

No. 81.

Penalty.—All vessels the masters whereof hold Exemption Certificates, neglecting, when within five miles of the port, to hoist the Exemption flag at the main, and to keep the same flying till arrival, shall be liable to pay pilotage charges like non-exempts.

TONNAGE DUES.

No. 82.

When Payable.—The tonnage dues provided for hereunder shall be paid to the Board prior to the clearing of the vessel to which they apply.

No. 83.

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

No. 84.

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

No. 85.

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

No. 86.

All vessels, except where otherwise specially provided by these Regulations, loading from the port 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. 87.

Tonnage dues payable by vessels loading full cargoes at different Western Australian Ports.—Vessels, not being Interstate or coasting vessels, loading part cargo at Bunbury and going to other ports within the State of Western Australia to complete their loading, or vessels with part cargo loaded at other ports within the State calling at Bunbury to complete their loading, shall pay tonnage dues at the rate of threepence per ton on the cargo shipped at Bunbury, provided that the sum total does not exceed the amount that would have to be paid under Regulation 85.

No. 88.

Interstate Steamers or Vessels.—Interstate steamers or vessels 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 one penny half-penny per ton on their net registered tonnage per entry into the port when coming direct to Bunbury.

No. 89.

Interstate steamers or vessels calling at any other coastal port or ports *en route* to or from Bunbury shall pay for each entry into the port:—

If discharging and shipping:—

| | |
|--|--|
| Cargo one-fourth (or less) in extent of their net registered tonnage | One half-penny per net registered ton. |
| Cargo over one-fourth, but less than one-half, in extent of their net registered tonnage | One penny per net registered ton. |
| Cargo over one-half in extent of their net registered tonnage | One penny half-penny per net registered ton. |

No. 90.

Coasting Vessels.—Coasting vessels may pay as for tonnage dues one annual payment of one shilling per ton on their net registered tonnage. Applicants prior to the 31st December 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 following 30th June.

No. 91.

Coasting vessels that have not compounded their dues shall pay at the rate of one half-penny per ton on their net registered tonnage for each entry into the port.

No. 92.

Vessels calling for Coal, Orders, Passengers, or in Distress, etc.—Vessels arriving at the Port of Bunbury in the circumstances and for the purposes set out hereunder in this regulation shall not pay the harbour dues calculated as for ordinary traders, but shall, in lieu thereof, pay a special consolidated rate to embrace all harbour dues including pilotage, but not including berthing dues, of £10 per entry into the port, viz.:—

- In distress for the purpose of being refitted or repaired.
- For replenishing coal bunkers only.
- For orders or provisions.
- For landing and (or) embarking passengers not exceeding ten in number without discharging or taking on board any cargo.
- For landing or discharging His Majesty's mails.

Interstate vessels calling for any of the above-mentioned purposes whose masters are holders of Pilotage Exemption Certificates shall pay the sum of £1 per entry to cover all charges.

Where, however, a wharf berth is occupied, the minimum berthing dues provided for in Regulation 93 shall be paid as though the vessel had worked cargo.

In order to take advantage of this special payment, the masters or agents of vessels so landing or embarking passengers as herein mentioned shall declare to the Board on the manifest of the ship the number of passengers so landed or embarked.

SECTION III.

BERTHING DUES AND LAY DAYS.

No. 93.

Berthing Dues.—Vessels working cargo in the Port of Bunbury shall pay berthing dues at the following rates:—

| | |
|---|---|
| All Foreign-going and other vessels not specially provided for | On all cargo shipped and [or] unshipped, one penny per ton, minimum £3. |
| All Interstate vessels, and Coasting vessels over 200 tons register | On all cargo shipped and [or] unshipped, one penny per ton, minimum, £1 10s. |
| Coasting vessels not exceeding 200 tons register | On all cargo shipped and [or] unshipped, one penny per ton, minimum, 5s. |
| Lighters and Harbour or River vessels | On all cargo shipped and [or] unshipped from or on to a wharf, one penny per ton, minimum, 2s. 6d. |
| Coal and other hulks | On all cargo shipped and [or] unshipped one penny per ton. This charge will only be made where the cargo is worked on to or from the wharf, and does not apply to a hulk working bunker coal into a vessel. |

No berthing dues will be charged against a lighter carrying cargo from or to the wharf, to or from a vessel moored at other than a wharf berth, on which cargo the vessel loading or discharging is paying such dues.

Hulks, tugs, passenger steamers, launches, lighters, and barges using the wharves or waters of the port shall pay an annual fee as follows:—

| | |
|---|-------------------------|
| Licensed launches (50 tons gross measurement and under), lighters, and barges | £2 10s. per annum each. |
| Tow boats, passenger steamers, and licensed launches, over 50 tons gross measurements | £10 per annum each. |
| Coal and other hulks | £10 per annum each |

The above fees are payable half-yearly in advance, to be calculated from the 1st days of January and July of each year.

Hulks, lighters, and other non-seagoing vessels shall not be allowed to occupy berths when vessels with cargo or passengers require same.

No. 94.

Vessels transhipping cargo to pay Berthing Dues.—All vessels lying at or fastened to the shore or any of the wharves or jetties or alongside any other vessel in 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. 95.

Vessels anchored or moored in Harbour to pay Mooring Dues.—All vessels moored in the 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 Board or not, shall pay to the Board, as and for a mooring charge, the same berthing dues as though they were occupying a berth at such wharves or 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. 96.

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 members 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 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. 97.

Timber Ships.—The time during which vessels with full cargoes of timber on board may occupy berths as above

for loading or discharging 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. 98.

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; she must move or give place to the next in turn when the Harbour Master so directs.

No. 99.

Computation of Berthing and Tonnage Dues.—In the computation of berthing and tonnage dues for cargo-carrying vessels, the Board shall have the option of proceeding on a weight basis of 2,000 or 2,240 pounds 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 as follows:—

| | |
|--|------------------------------------|
| Timber at per ton of 40 cubic feet. | |
| 1 bullock, cow, steer, heifer, or such-like animal | ... 1 ton. |
| 3 calves or foals | ... 1 ton. |
| 15 sheep, pigs, dogs, goats, or suchlike animals | ... 1 ton. |
| Caneware— | |
| Chairs | ... 8 to the ton. |
| Tables | ... 8 „ „ |
| Lounges | ... 4 „ „ |
| Articles N.O.E. | ... 8 „ „ |
| Hides (raw), loose | ... 24 „ „ |
| Do. in bags | ... 8 bags to the ton. |
| Skins in bales | ... 5 bales to the ton. |
| Do. bundles | ... 10 bundles to the ton. |
| Wool in bales | ... 5 bales to the ton. |
| Do. bags or pockets | ... 10 bags or pockets to the ton. |
| Ballast, per ton of 2,240lbs. | |

SECTION IV.

REGULATIONS RESPECTING GOODS AND THE CHARGES THEREON.

No. 100.

Inwards Manifests to be supplied and certified to.—The master of every vessel arriving at the Port of Bumbury shall deliver at the office of the Board, prior to commencing to discharge cargo, two true, legible, and complete copies of the manifest of the said vessel, certified to by himself as being true and complete, containing the particulars indicated in the form set forth in Schedule A. and shall also furnish within forty-eight (48) hours 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. Such alterations to a manifest shall not be recognised unless supplied prior to the goods affected thereby being removed from the premises of the Board. Should the master of any such vessel fail to furnish such information within the time specified, or should he furnish

the Board 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. 101.

Outwards Manifests, etc.—The master of every vessel shall deliver at the office of the Board prior to the clearance of the vessel 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 and berthage dues payable thereon to be readily computed. No person shall enter upon any wharf or jetty with goods for shipment, nor shall same be received into any shed for such purpose without the shipper, agent, or owner having first delivered to the wharf manager a cart note, boat note, or other written document, as may be required by the Board, containing full and true account, with gross measurements or weights of such goods then under his immediate control. Any violation or attempted evasion of these provisions shall render the said master or person liable to a fine not exceeding One hundred pounds (£100).

No. 102.

Payment of Wharfage Dues, etc.—All wharfage dues and handling or other charges incurred, payable in respect of cargo discharged or shipped, shall become payable to the Board on permission being given for the discharge or shipment of the said cargo, and shall be paid to the Board on demand, and each bill of lading as shown on manifest must be cleared by one payment; no inwards cargo shall be delivered to the consignee or owner thereof, nor outwards cargo to the vessel in which it is intended the same shall be shipped, until the written receipt of the Members 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 and charges as aforesaid in respect of such cargo. Provided always that it shall be competent but not compulsory (in the case of outwards cargo), for the Board to accept from the consignor, owner, shipper, or agent of the master a guarantee, in writing, that such dues shall be paid to the Board within twenty-four hours of the clearance of the vessel. Any breach of this regulation shall render the consignor, owner, or shipper, and also the master or agent aforesaid, liable to a penalty of not exceeding One hundred pounds (£100), which shall be payable in addition to the amount of dues in respect of which such breach has been committed.

RATES OF WHARFAGE AND HANDLING CHARGES.

All goods landed from or shipped into any vessel at any of the wharves or jetties vested in the Members shall pay wharfage dues and handling charges as follows:—

No. 103.—*Inwards Cargo.*

| Goods | Delivered over wharves or jetties. Board receiving and delivering at shed. | | Delivered direct from ship's slings into Railway waggons or other vehicles for consignment off the wharf. | | Transshipment cargo delivered overside vessel to vessel. | | Transshipment cargo landed on to wharves or jetties for transshipment by a vessel to Coastal, Interstate, or Oversea Ports. | |
|---|--|-------------------|---|-------------------|--|-------------------|---|-------------------|
| | Wharfage. | Handling Charges. | Wharfage. | Handling Charges. | Transhipping Dues. | Handling Charges. | Transhipping Dues. | Handling Charges. |
| | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. |
| Chaff, per ton | 6 0 | 2 6 | 5 9 | 1 3 | 1 0 | <i>Nil.</i> | 2 0 | 2 6 |
| Beer, Wines, and Spirits for human consumption, per ton | | | | | | | | |
| Bricks, including Firebricks (per ton of 300 bricks) | | | | | | | | |
| Cement (per ton, of 5 casks) | | | | | | | | |
| Fodder in bags, bales, trusses, etc., per ton | | | | | | | | |
| Clay, per ton, excepting clay for the manufacture of Pottery | | | | | | | | |
| Flour, Bran, and Pollard (per ton of 2,000 lbs.) | | | | | | | | |
| Grain (including wheat, oats, maize, barley, rye, but not including rice, linseed, bird seed, grass, or other seeds), per ton of 2,240 lbs. | 6 0 | 1 6 | 5 9 | 0 9 | 1 0 | <i>Nil.</i> | 2 0 | 1 6 |
| Malt, per ton | | | | | | | | |
| Meats, preserved, of all classes, including hams and bacon, poultry, game, and by-products, per ton | | | | | | | | |
| Oils and Grease (lubricating), per ton | | | | | | | | |
| Sugar, glucose, golden syrup, treacle, and molasses, per ton | | | | | | | | |
| Tobacco, Cigars, and Cigarettes, per ton | | | | | | | | |
| Vehicles and Agricultural Implements, including motors cars, mounted on own | 5 9 | 2 6 | 5 9 | 2 6 | 1 0 | <i>Nil.</i> | 2 0 | 2 6 |
| | per ton | each | per ton | each | per ton | | per ton | each |

OUTWARDS WHARFAGE.

No. 104.

Ballast: Wharfage, 6d. per ton; haulage 6d. per ton.

Timber: Wharfage, 1s. 8d. per load of fifty cubic feet when shipped to parts beyond the State of Western Australia; 8d. per load of fifty cubic feet if shipped to ports within the State. The haulage charge in each case will be 10d. per load of fifty cubic feet.

Other goods shipped over wharves or out of lighters to ports within the State shall be free of wharfage dues.

Goods manufactured within the State, also grain, flour, agricultural and horticultural produce (the product of the State) shall be free of wharfage dues on shipment to any port.

Labour services receiving and delivering such goods shall be charged for at the same rates as inwards cargo of a similar character.

In all cases except where otherwise stated, 6d. per ton haulage (minimum 2s. 6d. per waggon) will be charged in addition to handling charges.

No. 105.

Definition of "Handling Charges."—Handling charges on inwards cargo shall (except where otherwise specially provided) include receiving from ship's slings, tallying (which tallying shall be done in conjunction with and in the presence of any tallying which may be done by the ship), and delivering to the tail or side of vehicle but not loading the vehicle. Inwards cargo shall not, for any purpose whatever, be deemed to be in the custody of the Board until the sling is released from the ship's tackles, or deposited on the wharf or conveyance provided by the Board to receive the same.

Handling charges on outwards cargo shall include receiving at shed and delivering to ship's slings, except where specifically stated otherwise.

Outwards cargo shall be deemed to be in the custody of the ship when the ship's tackle is inserted in the sling.

No. 106.

Handling Services at option of the Board.—In all cases in these Regulations the providing of labour and all other duties embraced by the term "handling charges" shall be at the option of the Board.

No. 107.

Cargo consigned from Ship's Slings in Railway Waggon.—Consignees desiring that cargo consigned to them shall be loaded direct from the ship's slings into railway waggons shall give notice to the Wharf Manager of their desire before noon of the day upon which such cargo is to be discharged, and shall at the same time satisfy the Wharf Manager that they have completed arrangements with the ship to have the cargo so discharged. Consignees shall also indemnify the Members against loss or damage to cargo so handled before the work is undertaken. In the event of such cargo being discharged before the waggons have been run alongside the ship for the purpose of such direct loading, or in absence of any indemnity against loss or damage to such cargo, the said cargo will be run into and stacked in the sheds, or otherwise dealt with at the option of the Members, and if the said cargo is afterwards required to be loaded into the said waggons, an extra labour charge shall be paid by the consignee for conveying the said cargo to the side of the waggons. In cases of urgency or otherwise where the consignee requires loading up as aforesaid to be done during hours other than the working hours of the Board, the consignee shall also pay

the additional cost of labour employed due to the work being performed during such overtime hours. The Members shall, notwithstanding the giving of the herein above-mentioned indemnity, have the right of refusing to handle cargo direct from ship's slings into railway waggons in cases where, owing to the character of the ship's gear, or any other reason, the work is, in the opinion of the Wharf Manager, dangerous; and in all cases where the cargo is for any reason handled into sheds, or on to the wharf, the wharfage dues and handling charges properly applying to that method shall be paid.

Sheeting and Securing Cargo on Railway Waggon.—An extra charge of one penny per ton, over and above the usual handling charges (which are levied for loading the wagons only), shall be made on all cargo which the Board is required to cover with tarpaulins or to rope, chain, or otherwise secure for railway carriage in or on to railway waggons. Such charge shall be for the labour service only, and shall not include the supplying of tarpaulins, ropes, chains, or other appliances which must be supplied by the consignee or the owners of the goods.

No. 108.

Receipts for Cargo landed into Railway Waggon.—In the case of cargo landed direct into railway trucks or delivered to railway trucks on the wharf where such cargo has passed into the custody of the Board owing to the Board having given receipts to the ship for same, the consignee of such cargo must give receipts to the Board for such cargo before the truck or trucks containing such cargo is or are permitted to be removed, and the Board shall not be held responsible for the safe custody of such cargo after the said truck or trucks have been loaded and ready for removal.

No. 109.

Computation of Wharfage Dues and Handling Charges.—Wharfage dues and handling charges on cargo shall, except where otherwise provided, be computed on the weights or measurements or weights and measurements given in the ship's manifest, bill of lading, or other shipping document for such cargo, but it shall be competent for the Board, at its own option, to proceed on a weight basis of 2,000lbs. or 2,240lbs. to the ton (according to trade usage) 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 Members reserve the right to at any time demand that goods shall be reweighed or remeasured in the presence of an officer of the Board, and at the expense of the owner of the cargo.

No. 110.

Receipts, etc., for Inwards Cargo.—The receipts of the Members to a ship for cargo landed (in cases where under these Regulations cargo passes into the custody of the Members as wharfingers) shall be based upon the outward appearance of the packages only, and shall bear the following endorsement:—"Received in apparent good order and condition; weight, contents, and value unknown, except where otherwise stated," and if during the progress of discharge of cargo doubt shall be expressed by the Wharf Manager as to the condition of any package or packages, such package or packages shall be placed in a situation apart from other cargo, pending examination, and the Board's tally of and receipt for such package or packages shall be that of a doubtful or damaged package, as circumstances and appearances dictate. Such package or packages shall be opened and examined by the consignee, but only in the presence of the Wharf Manager and the ship's agent, as soon as it is possible after being landed. The Board will, under no pre-

tence whatsoever, be held responsible for the safe custody or the condition of such package or packages or of its or their contents.

In the event of the ship by its agent refusing to accept a receipt as indicated for such cargo, such cargo must be immediately returned on board by the ship, and shall not be again landed until it has been examined by the consignee, who shall take delivery direct from the ship.

No. 111.

General Responsibility of Members.—No goods, for which receipts have not been given by the Members, shall be deemed for any purpose to be in the custody of the Members as wharfingers, nor shall the Members be responsible for their safe custody, or for any loss or damage that may accrue to the same, in any manner whatsoever. In no case shall the Members be responsible for the weight, size, character, or condition of the contents of packages, and generally the Members shall in no case whatsoever be liable for a greater value in regard to any goods than is stated upon the ship's receipts, bills of lading, manifests, or other documents as regards declarations of values, and for this purpose the Members may rely upon, and the owners of the goods shall be bound by all statements, exceptions, and conditions endorsed upon such ship's documents as aforesaid.

No. 112.

Delay in Delivery of Goods.—The Members will not be responsible for any claim arising from delay in the delivery of goods from any cause whatever.

No. 113.

Wrong Delivery.—The Members will not be responsible for the wrong or non-delivery of goods to persons other than the consignee, or of goods which are not marked or are erroneously or deficiently marked, or which have numerous old or imperfectly erased marks thereon, nor in cases where more than one consignment of goods of apparently similar character or appearance, in the same ship, bear the same or similar marks.

No. 114.

Goods not to be Moved.—No person shall remove from one vessel to another, or from any part of the wharf to any other part thereof, any goods or luggage without the authority of the Wharf Manager first had and obtained.

No. 115.

Goods not to be handled in Wet Weather.—No goods shall be landed or shipped in wet weather without the permission, in writing, of the Wharf Manager, at the request of the master or agent of the discharging or loading vessel; but the giving of such permission shall not throw upon the Board any liability for damage to such goods caused by being so landed or shipped or handled in wet weather. The determination of the Wharf Manager that the weather is wet shall be conclusive.

No. 116.

Goods specially treated by Government or other Authorities.—The Members shall not be liable for goods which are required by Government or other recognised authorities to undergo special treatment, such as fumigation, dipping, steaming, opening, destroying, or otherwise.

No. 117.

Responsibility in case of Fire, etc.—The Board shall not be responsible for loss or damage to goods, while in their custody, by fire, water used in extinguishing fire, or vermin, nor for loss or damage to ironwork or such character of goods in an unprotected state which may be stacked on the

wharves or jetties or any land under the jurisdiction of the Board, and any action of the Members in endeavouring to temporarily cover or protect such goods shall not be held to cast upon them any liability for loss or damage as aforesaid.

No. 118.

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 Board upon demand.

No. 119.

Mode of Discharging or Loading.—The master of every vessel shall give notice to the Wharf Manager of his intention to discharge or load before such work is commenced. No goods, live stock, or other material of any sort whatsoever shall be discharged or shipped, except at such times and places, and in such order and mode as may be directed and deemed expedient by the Wharf Manager for the proper working of any wharf or jetty. Cargo discharged without permission of the Wharf Manager being first obtained shall not be deemed to be in the custody of the Board, nor shall the Board be held responsible for any loss or damage that may accrue to such cargo from any cause whatever.

No. 120.

Contents of Packages.—Notwithstanding the nature of the receipt given by the Wharf Manager for any goods passing into the custody of the Members, the Members shall in no way be liable for the contents of packages which are so packed or secured that the contents are not plainly visible or the character thereof not plainly discernible at the time of receiving the goods without the packages being unpacked or opened.

No. 121.

Goods handled out of the ordinary working hours of the Port.—Notwithstanding the nature of any receipt given by the Wharf Manager for goods passing into the custody of the Members at times other than within the hours which are fixed in these Regulations as the ordinary daily working hours of the Port, the Members shall not be liable for the condition of goods so handled.

No. 122.

Extra Charges.—Extra charges in all cases, except where otherwise specifically stated, shall be at the rate of one shilling (1s.) per ton.

The Wharf Manager may make extra charges for handling packages over one ton in weight, or of an exceptional shape, or where labour is required or unusual risk is involved.

No. 123.

Goods insufficiently packed.—Whenever in the opinion of the Wharf Manager goods are wholly unprotected, or insufficiently protected or packed, so as, in his opinion, to require additional labour in handling, or to involve the Board in additional risk in handling, an additional charge for labour shall be imposed on such goods of two shillings per ton on inwards and transshipment goods, and of one shilling per ton on outwards goods, and the Members shall in no case be liable for damage to goods caused by or contributed to by insufficient packing or protection.

No. 124.

Goods delivered in special manner.—Where the consignee of any goods requires that they be delivered to him or to his order in a different manner from that in which they may have been received from the ship, and where, in the opinion of the Wharf Manager, such delivery involves

special sorting or handling, the consignee shall pay to the Board the sum of one shilling per ton on the goods so actually sorted or handled, to cover any extra labour involved in such sorting or handling.

No. 125.

Vessel not ready for Cargo.—Where a vessel is not ready to receive goods that have been brought down for direct shipment, and such goods have consequently to be stored in a shed, or for the convenience of the ship, or on account of doubtful weather or other cause are placed in any such shed, a charge of one shilling and sixpence per ton shall be made to the ship to cover the cost of the additional labour involved, the cost of so conveying such goods shall also be paid by such ship. The usual storage rates will also be charged against the aforesaid ship.

No. 126.

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. 127.

Passengers' Luggage.—Passengers' luggage not appearing on the manifest of the ship, shall, except where carried by passengers, pay before entering or leaving the premises of the Board a fixed sum of twopence per package to cover all wharfage and handling charges, but all luggage appearing on the manifest shall pay wharfage dues at the rate of one shilling per ton weight or measurement and handling charges as ordinary cargo.

The term luggage shall not include commercial travellers' sample packages, theatrical companies' scenery and properties, furniture, or merchandise. The same charges shall apply to outwards-bound luggage. Free storage will be given for forty-eight hours after luggage is landed, but if luggage is left on the premises of the Board for a longer time than forty-eight hours, the same storage rates as for ordinary cargo shall be charged.

The same limitations in regard to value of ordinary cargo as set out in these Regulations shall apply to packages of passengers' luggage or effects passing into the custody of the Members.

No. 128.

Kerosene, etc., Hulks.—No hulk having kerosene, naphtha, petrol, benzine, turpentine, or other inflammable oils or spirits in any form of packing on board shall lie at any wharf without expressed permission from the Harbour Master or Secretary.

No. 129.

Noxious or Dangerous Goods.—No goods or articles of any description which, in the opinion of the Wharf Manager, are noxious or likely to occasion damage to any wharf or shed shall be discharged or landed on any such wharf or placed in any such shed without the special permission, in writing, and under the direction of the Wharf Manager. And all goods of a dangerous, noxious, or inflammable nature which shall have been so landed shall be removed by the owner, agent, or consignee immediately upon being so landed, and such owner, agent, or consignee failing to do so will be held responsible for any damage or loss that may accrue from any accident arising therefrom in addition to being liable to the penalty provided for breach of the Regulations of the Board, and the Board shall not be responsible for any damage or loss which may accrue to such goods.

No. 130.

Cargo deposited on Wharf.—No ballast, stone, coal, coke, timber, sand, or any goods or other materials in bulk shall be deposited on any wharf or jetty without special permission of the Secretary.

No. 131.

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 Board for that purpose without the consent in writing of the Secretary of the Board, 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.

No. 132.

Working Hours.—The working hours of the wharf shall be and include the hours from 8 a.m. till 12 noon, and from 1 p.m. till 5 p.m. on week days other than Saturdays, and on Saturdays the hours from 8 a.m. till noon.

No. 133.

Vessels working Overtime.—The master of a vessel desiring to work any hours not being working hours as defined above, shall give to the Wharf Manager two hours' notice, and on holidays twelve hours' notice of his desire so to do.

The cost over and above the ordinary cost of day work, or of labour and supervision, etc., employed by the Board during any hours not being working hours as defined in the preceding Regulation, or on holidays, shall be paid for by the master or owners of the vessel, or the agent therefor, in addition to the usual charges. The extra cost of lighting to enable a vessel to work during any hours not being working hours, or on holidays as aforesaid, shall also be paid by the said master, owners, or agent.

No. 134.

Delays caused by ships to be paid for.—The loss in wages, if paid by the Board, due to delays caused by ships during the course of handling cargo, owing to breakdown of gear, or the time occupied in the rigging of gear, or more than average time occupied in handling cargo to the Board, shall be paid to the Board by the master or owners of the said ship.

No. 135.

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 or from any vessel on to any wharf, jetty, or conveyance, 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. 136.

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

No. 137.

Cargo hoisting machinery not allowed on Wharves.—No machinery for the purpose of hoisting cargo shall be placed upon or conveyed over any wharf or jetty, vested in the Members, without the permission of the Board.

No. 138.

Machinery and Drivers to be certificated.—The owner or lessee of any machinery, being steam machinery, used on any vessel within the limits of the Harbour, must produce to the Secretary when required a certificate from the State Inspector of Machinery that such machinery is in good order. The person in charge of such machinery must be duly qualified and be the holder of an Engine-driver's Certificate of competency issued by the State Inspector of Machinery, and must produce such certificate when required by the Secretary.

No. 139.

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. 140.

No Goods allowed on Roadways.—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. 141.

Goods falling overboard.—If any cargo or other material is by accident or otherwise dropped or let fall overboard, the master or agent or other officer of the vessel 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 Board 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. 142.

Board not bound to find storage accommodation.—The Board shall not be bound to find storage room for any goods, either in any shed or on any wharf or jetty. After notification to the owners, shippers, or consignees of any goods, or to the vessel's agent, that room is not available for the storage of such goods within a shed, or that such goods are, owing to their character, not permitted by some other authority than the Board to be stored in a shed, the Board shall not be held responsible for any loss or damage that may accrue to the goods by the elements or otherwise during the time they remain on the Board's premises.

No. 143.

Goods to be removed from sheds within 48 hours.—Except where otherwise provided, all inwards goods placed in any shed, as well as all goods placed therein for the purpose of shipment, shall be removed therefrom within forty-eight (48) hours after having been so placed therein.

No. 144.

Goods to be removed, or may be sold.—The Wharf Manager is empowered to take charge of and store cargo and goods if not removed from any jetty or shed by the consignee within the time or respective times limited for that purpose, or to cause the same to be conveyed to the King's warehouse or delivered to the consignee at his expense and risk, or to remove the same to any of the premises of the Board or other convenient place, and to keep the same until payment to the Board of the expenses of such removal and of the keeping of the goods, and of all other charges due to the Board thereupon; and, in default of payment, on behalf

of the Board to sell the same in the manner and at the time and in accordance with the powers provided by Section 48 of the Act.

No. 145.

Storage on free goods.—If free goods are not moved from the shed within 48 hours from the time they are placed therein, a storage charge of 1s. per ton or part thereof or 2d. per package per day will be made.

No. 146.

Storage on dutiable goods.—Goods not cleared at the Customs House will be kept in the shed for 48 consecutive hours after delivery ex ship, to enable consignees to clear same or enter them for bond. If at the end of 48 hours goods are uncleared they will be delivered to Customs, and a charge of 1s. per ton (minimum 3d.) per consignment will be made.

No. 147.

Limitation of value of goods where not declared.—The members shall not be liable for gold, silver, bullion, specie, watches, clocks, jewellery, precious stones, silk goods, quinine, precious metals, opium, bank notes, bonds or securities for money, paintings, sculpturing, or other works of art, beyond the sum of £10, nor beyond that amount for each package or parcel of any other kind of property (no matter what may be the contents thereof) unless the consignor or consignee of such article or articles or such package or parcel shall, in the case of outwards cargo or goods, before handing same to the custody of the members, and in the case of inwards cargo or goods, after arrival of the ship at the port, and before the discharge of the cargo or goods is commenced, declare the nature and value of such article or package.

No. 148.

Limitation of value of goods.—Without affecting, restricting, or limiting any other of these regulations, the members' liability for each package of goods coming into their custody shall be limited to the amount of any declaration of value made by a consignor or consignee of such goods, and the members may rely upon and the owner of such goods shall be bound by all statements, exceptions, and conditions endorsed on ships' receipts, bills of lading, and ships' manifest as to the value of such goods.

No. 149.

Goods held for examination by the Customs.—Goods on prime entry, which are detained for examination by the 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. Satisfactory receipts must be given to the Board for packages of goods which are in the custody of the Board before they are opened for examination. The Board shall not, on any pretence whatever, be held responsible for the safe custody of the contents of the packages of goods so opened or repacked. In case satisfactory receipts as aforesaid are refused, the Wharf Manager shall at once remove the whole consignment of which such package or packages are a portion to the King's warehouse.

No. 150.

Persons receiving or retaining goods not their own property.—No person shall take delivery from the Board or retain possession after delivery of any packages or goods of any description not his own property.

No. 151.

Claims in respect of Cargo.—No claims will be entertained by the Board in respect of goods landed, or alleged to be landed, unless such claim has been received by the Secretary in writing before the vessels (in the case of sailing vessels) leave the harbour, or in the case of steamers within four days of the steamer leaving the Port, nor in respect of outwards goods unless received by the Secretary within twenty-four (24) hours after the vessel in which it was intended to ship such goods leaves the port. Each claim must be rendered on the form recognised by the Board, which form will be supplied on application.

SECTION V.**REGULATIONS AND CHARGES FOR THE HIRE OF CRANES.**

No. 152.

All requisitions for the hire of steam or electric wharf cranes shall be made at the office of the Board on the forms provided for the purpose, and the order in which cranes are used shall be in the order of the written applications, and as near to the time mentioned in such applications as can be arranged.

No. 153.

In the event of an applicant for hire of any crane not being ready to make use thereof at the time mentioned in his application, he shall lose his turn if another applicant is waiting for or ready to use the crane.

No. 154.

The Members shall not be liable for any loss or expense incurred by applicants for cranes owing to the cranes not being available for hire at the time appointed.

No. 155.

Any expense incurred through the failure of an applicant to make use of cranes at the time appointed shall be paid by the applicant.

No. 156.

Hirers of cranes shall be responsible for, and indemnify the Members against any loss or damage whatsoever that may arise or be caused to or suffered by the Members by reason of any wrongful or negligent act, or any omission, or wrong information made or given by the said hirers or anyone acting on their behalf, including all damage done to the cranes or the gear or purchases used in connection therewith whilst being used by them, reasonable wear and tear excepted.

No. 157.

The Members will work the cranes but will not supply slings for lifting cargo out of or into ships.

No. 158.

Hirers of cranes shall pay for the same in advance the fees laid down by the Members from time to time. The time during which a crane shall be considered to have been in use shall be computed from the time the crane is required, as stated in the application, until the officer in charge of the crane be informed by the hirer that it is no longer required by him.

No. 159.

The cost, over and above the ordinary cost of day work, of all labour and supervision employed by the Board in connection with the working of cranes, during hours other

than working hours of the Port, as defined by these Regulations, whether in continuous work, or when dealing with casual or special lifts, as per scale hereunder, may be charged by the Board to the hirer in addition to the amount set down for the hire of the crane or cranes employed.

No. 160.

The use of cranes shall not be permitted on Sundays, Christmas Day, or Good Friday, except under special or urgent circumstances.

No. 161.

In all cases where steam has to be raised upon a steam crane to perform any service the minimum charge shall be £1.

No. 162.

No person shall tamper with any crane or any of the electric mains or connections, or other portions of the electrical equipment, or climb about any crane.

No. 163.

No crane shall be used without permission of the Members.

No. 164.

SCALE OF CHARGES FOR HIRE OF CRANES, INCLUDING DRIVER AND POWER.

Continuous work, between the hours 8 a.m. to 5 p.m., Monday to Friday; and 8 a.m. to noon, Saturday:—

s. d.

(a.) In loading or unloading vessels, to include all lifts up to computed 3 tons weight. Minimum, 4 hours. Per hour or portion of an hour 5 0

No. 165.

Hand Cranes.—Applications for the use of such hand cranes as may be, or become, the property of the Members, 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 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. 166.

Inspection of Machinery.—All machinery and all appliances used for the hoisting of goods in any building, or upon any land vested in the Board shall be open to the inspection of the Engineer to the Board, and, if and when called upon to do so by the Board, 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 VI.
NAVIGATION.**

No. 167.

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 Board as apply to such vessel at any time; and when any vessel is under the direction of a pilot, the said pilot shall be also res-

possible for the due performance and observance of the Regulations; but the responsibility of the pilot shall in nowise relieve the master and the owner of the vessel of their responsibility.

No. 168.

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

No. 169.

Speed of Vessels in Harbour.—The speed of any vessel navigating the Harbour shall not exceed the rate of five knots per hour, and shall be still further 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. 170.

Steam Whistles.—No steam whistle, siren, or horn shall be used on board any vessel within the Harbour, or while moored alongside any wharf, nor whilst swinging in the 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, or as a signal to tugs; but a bell may be rung for a reasonable time previous to the departure of any steamer from the wharf.

No. 171.

Stranded Vessels or other Impediments to Navigation.—If any vessel be sunk or stranded within the Harbour, or if any obstruction be found to impede the navigation and use of the Harbour 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, or other marks as the Harbour Master may direct, and all sunken or stranded vessels or other objects shall be removed by the owner or owners thereof when called upon to do so by the Harbour Master.

No. 172.

Rafts not allowed in the Fairway.—No rafts of timber shall lie in the fairway or be moored or anchored in any spot not pointed out by the Harbour Master.

No. 173.

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. 174.

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 Members.

No. 175.

Anchor Lights.—All vessels at anchor, or fastened to a mooring buoy, or other fixture, 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. In cases of vessels over 100 feet in length, a second light shall

be exhibited, and the two lights shall be so located as to indicate the extremities of the vessel. This Regulation shall not apply to vessels moored to the shore or any wharf, such vessels being provided for elsewhere in these Regulations.

No. 176.

BERTHING.

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. 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. The Berthing Master shall 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 when ever he may deem it necessary, and upon his giving notice to the master or owner or agent of any such vessel that he may require to so remove, such master or owner or agent shall make all arrangements for such removal accordingly.

No. 177.

General Berthing Regulations.—The following Regulations shall be enforced at all times:—

- (a.) No vessel shall be moored or fastened to any part of any wharves or jetties except to such bollards or other fastening as are or may be provided for the purpose; and no vessel shall lie alongside such wharves or jetties unless properly moored or fastened. All vessels so moored or 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.
- (b.) No vessel shall 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 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 vessel may 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.) In no case shall more than one tier of vessels lie alongside or be moored or fastened to any wharf or jetty, or to any other vessel lying alongside moored or fastened to any wharf or jetty, without the special permission of the Harbour Master, except in the case of passenger vessels, steam tugs, hulks, and lighters engaged or about to engage in towing or the loading or unloading of passengers or cargo or stores, and in respect of which a general or special permission so to do shall have been obtained from the Board.
- (g.) The Board may, from time to time, give such general or special permission as aforesaid and revoke the same.

- (h.) 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, or directed, to prevent injury to the structure.
- (i.) All 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.
- (j.) Such portions of the wharves or jetties as may from time to time be decided upon by the Harbour Master shall be allotted respectively to all vessels.
- (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, or for any other vessel or purpose.

REGULATIONS AND CHARGES FOR THE HIRE OF MOORING SPRINGS.

No. 178.

All vessels berthing at any of the jetties or wharves under the control of the members shall for safe berthing use the Mooring Springs provided by the Board.

No. 179.

The Harbour Master shall decide the number of springs to be used by any vessel, and may at any time, should it appear to him necessary, order additional springs to be used.

No. 180.

All applications for springs shall be made in writing to the Wharf Manager, who will allot the springs to be used by each vessel. The springs to be taken from and returned to the storage place by the applicant.

No. 181.

No officer or servant of the Board or other person, unless directed by the Harbour Master, shall be allowed to halt or walk within twelve feet of any bollard, or other place under the jurisdiction of the Board to which any mooring spring or rope may be made fast.

No. 182.

The members will not be responsible in regard to persons or vessels, for any loss, damage, or accident, from whatever cause arising, in consequence of the mooring springs being permitted to lie on the jetty.

No. 183.

The Board will not be responsible for any damage done to any vessel, or damage or loss caused by any vessel, to any other vessel, thing, or person, arising from the defective condition of any spring or springs, or other appliances provided by the Board.

No. 184.

The master, owner, or agent of any vessel using the springs vested in the members shall be responsible:—

- (a.) For the maintenance of such springs while in his or their possession.

(b.) Shall deliver such springs after use to the Board in good order and condition.

(c.) Shall pay for any damage caused to the springs from whatever cause arising.

No. 185.

The following shall be the charges for the use of Mooring Springs:—

Vessels 1,000 tons net register and over—7s. 6d. per spring per day or part of a day.

Vessels over 200 tons net register but under 1,000 tons net register—5s. per spring per day or part of a day.

Vessels 200 tons net register and under—2s. 6d. per spring per day or part of a day.

The charge, however, for Inter-State or Coasting vessels shall not exceed 5s. per spring per day or part of a day.

No. 186.

Every vessel shall when shifting berth, unless otherwise directed by the Wharf Manager, be responsible for shifting the mooring springs then in use to the new berth. Should however this course not be pursued, the vessel in question may be held responsible for replacing the springs in use at the time of shifting berth.

VESSELS IN PORT.

No. 187.

Authority of Water Police on Jetty.—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.

No. 188.

Lights and gangways on vessels alongside Jetty and Wharves.—Every vessel lying alongside any wharf or jetty shall, from sunset until sunrise, be provided with proper light 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. 189.

Naked lights prohibited in vessels' holds.—The use of flare-up lamps or naked lights of any sort or design whatsoever, in the holds of vessels lying at any of the wharves or jetties of the Port, whether for the purpose of working cargo, or for any other purpose, is prohibited.

No. 190.

Lights on vessels when lying in tier at wharves.—Every ship, lighter, barge, boat, raft, or craft of any description whatsoever which shall, between the hours of sunset and sunrise, lie in tier outside of any ship or other craft moored to the shore or to any wharf or mooring buoy or at anchor in the harbour, shall, during those hours, exhibit on the side farthest from such ship or other craft, at the widest part of such ship, lighter, barge, boat, raft, or other craft as aforesaid, a bright light so placed as to show a clear and unbroken light completely round her off side from right ahead to right astern.

No. 191.

Safety Nets.—Every vessel lying at any wharf or jetty shall have such a safety net suspended beneath the gangway 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 gangway or other appliance that may be rigged for the

aforsaid purpose. All vessels shall also, while discharging or loading cargo at any wharf or jetty, suspend and keep suspended to the satisfaction of the Harbour Master a safety net or saveall of size, character, and so placed as to prevent the material (including coal, coke, ballast, refuse, ashes, or other material) being dealt with falling into the water. In the absence of such net or saveall, or in the event of any appliance used not proving efficient, the master or owner of such ship shall, in addition to committing a breach of these Regulations, be liable for all loss or damage caused by such absence or want of efficiency.

No. 192.

Metal Disc on Hawsers, Ropes, and Springs.—Every hawser, rope, or spring 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 or Health authorities, and every such metal disc shall, if not affixed to the satisfaction of the Harbour Master or Health authorities, be removed to a position on the said hawser, rope, or spring pointed out by them.

No. 193.

Openings at 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. 194.

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, jetty, or wharf, and a watch shall be continually set upon the said gangway. If from any cause whatsoever no gangway or other appliance can be provided (if the non-existence of a gangway shall be *prima facie* evidence) then no person shall be allowed on or off the wharf or jetty to or from such vessel.

No. 195.

No work to be permitted on Sundays.—With the exception of special cases wherein the Customs authorities have given special permission to work, 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 cargo shall be handled between the ships and the wharves or jetties with the exception of passengers' personal luggage. Live stock in limited quantities may be landed at wharves or jetties on Sundays from vessels arriving, but only upon special permission of the Wharf Manager, and then only at the berths and times stated in such permission. Such permission shall not be given unless proper provision has been made for removal of the stock immediately upon landing.

No. 196.

No shipwright's work permitted on Board property.—No person shall make, repair, dress, or scrape spars or masts or do any kind of carpentry, smithwork, boilermaking, sailmaking, 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 or any other part of any wharf or jetty, or shed, without the permission of the Harbour Master and Wharf Manager in writing.

No. 197.

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 any wharf or jetty, or 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. 198.

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. 199.

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 or her cargo 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 stages, planks, gangways, horse-boxes, 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. 200.

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

No. 201.

Mooring appliances and fire-plugs to be kept clear.—All goods or other articles landed or brought 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 fire alarms, fire-plugs, and electric connections 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. 202.

Vessels at owner's risk.—The Board takes no charge of vessels lying within the Port. The safety of all such vessels, whether at an anchorage or moored alongside any wharf or 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 Board to the master of any vessel, and no act performed by the Harbour Master or other officer of the Board in respect of any vessel, shall place any responsibility for the security or safety of any such vessel upon the Board.

No. 203.

Defective moorings.—The Board 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 Board.

No. 204.

Night watchman.—All ships above 75 tons register shall have a watchman on deck from sunset to sunrise, and all ships under 75 tons register shall have at least one man on board during the night.

No. 205.

Beaching vessels.—No vessel shall be beached or grounded in the Harbour without permission being first had and obtained from the Harbour Master; and any such vessel which shall take ground or be stranded, 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. 206.

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. 207.

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 other shipping.

No. 208.

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 to without 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. 209.

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. 210.

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. 211.

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, 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 other quantity of ballast as to him seems requisite, at the cost and charges of the master, agent, or owner of such vessel.

No. 212.

Expenses recoverable.—And such costs and charges, and all other costs, charges, and expenses incurred by the Harbour Master or the Board 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 Board.

No. 213.

Interference with Harbour Master.—No person shall without the consent or authority of the Harbour Master cut or cast off any such rope or tackle so made fast and attached to any vessel as aforesaid, nor refuse to assist the Harbour

Master, or interfere with him in the performance of his duty, or otherwise or in any other manner infringe these Regulations.

No. 214.

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 Board for the purpose of heaving down or careening such boat or vessel.

No. 215.

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. 216.

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

No. 217.

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. 218.

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. 219.

Anchor let go in Harbour 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. 220.

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. 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. 221.

Fire.—In the event of fire occurring on board of any vessel in port the alarm must be at once given if possible by means of the nearest electrical signal alarm, and the Harbour Master or his deputy and the Wharf Manager must 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. 222.

Fire Alarms.—No person shall break, sound, or in any other manner interfere with any electric or other fire alarms on the premises of the Board, except in order to give notice of an outbreak of fire.

No. 223.

Vessel and Gear to be kept free and clear of Cranes, etc.—The master of every vessel shall keep the same and every part thereof, and all boats, rigging, ropes, hawsers, and other equipment or apparel thereof, and all gangways be-

longing thereto, or used or intended to be used in connection with his vessel at all times free and clear of and from all cranes, running cranes, railway lines, engines, trucks, gear and plant or other things on the wharves and jetties within the Harbour, or forming part thereof respectively, and that whether the said cranes, running cranes, engines, trucks, gear and plant are stationary or in use.

No. 224.

General Order.—All masters in charge of vessels shall, when called upon by the Harbour Master, immediately strike their top-gallant 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. 225.

INSTRUCTIONS TO MASTERS OF VESSELS
ANCHORED DURING WINTER MONTHS.DIRECTIONS TO MASTERS AND OFFICERS OF
VESSELS DURING WINTER MONTHS—MAY
TO OCTOBER.

1. With Northerly winds and falling barometer a good look-out should be kept for bad weather, the second anchor should be let go, and starboard cable veered to bare end.

2. With falling barometer and winds veering West of North, bad weather is certain.

3. On winds veering to North-West, barometer still falling, gale will have commenced. Vessels should ride as before with all cable paid out on starboard anchor; and 60 fathoms on port cable.

4. When the wind veers to West and West-South-West it generally increases. Care should be taken not to ride with too short a scope on port cable.

5. As the wind veers round 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 returning to North-East quarter, when the former precautions should be taken, having about 45 fathoms out on starboard cable.

6. Should the wind, after veering to South-West, shift back to West and North-West, the gale is not over, but will probably blow harder than before, the barometer keeping below 30.

7. All vessels arriving at Bunbury between the months of May and October shall send royal and top-gallant yards on deck.

8. Whilst moored at jetty during winter months it is recommended to always have some of the crew on board and one officer to attend to vessel in event of accident to springs, etc.

9. 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.

10. Heavy moorings have been laid for the use of vessels using the port, and vessels are cautioned that when using these moorings and bad weather setting in from the North-West they should not ride too short, but veer at least 75 fathoms of their own cable.

No. 226.

Coal and other Hulks to be surveyed annually.—All hulks anchored or moored within the limits of the Harbour shall

be subject to an annual hull survey, to be conducted by such surveyor or surveyors as the Members may appoint, on or before the 31st day of January of each year; and the Members may, on the recommendation of the surveyor or surveyors appointed, continue to permit the hulk therein named to be used within the Harbour, subject to the conditions stated in writing from time to time, till the 31st day of December next ensuing, and no longer. The Members may at any time demand a survey on any hulk, and, on the recommendation of the surveyor, suspend or cancel the permission granted to each hulk to be used within the harbour or any portion thereof. The fee for every such survey shall be £3 3s., and shall be paid by the owner or owners to the Members; such fee to be paid in advance, and in no case will any portion thereof be returned in case of failure to pass such survey. Owners and keepers of hulks shall immediately report to the Harbour Master any casualty or unusual occurrence, such as collision, unusual leakage, loss of moorings, etc.

SECTION VII.

DANGEROUS MATERIALS, EXPLOSIVES, ETC.

No. 227.

Inflammable or dangerous matter not to be placed in any Shed, Jetty, or on 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. 228.

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. 229.

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

No. 230.

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

No. 231.

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 ship nearer than 200 yards, unless duly authorised by an officer of the Board.

No. 232.

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. 233.

All lighters conveying explosives either to or from saips, wharves, or other places, shall be duly licensed by the Board 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. 234.

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 tow-line between her and the steamer than 60ft.

No. 235.

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. 236.

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. 237.

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. 238.

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. 239.

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. 240.

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. 241.

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. 242.

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. 243.

While the loading, unloading, or conveyance of explosives is 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 explosives 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. 244.

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. 245.

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. 246.

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. 247.

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. 248.

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 precaution 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. 249.

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. 250.

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. 251.

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. 252.

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. 253.

In the case of every ship loading or discharging explosives within the Harbour of Bunbury:—

- (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 Harbour of Bunbury.

No. 254.

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

No. 255.

No explosive shall be landed within the limits of the Harbour of Bunbury unless such explosive shall have been previously inspected by the Explosives Inspector, or unless permission shall have been given by such officer.

No. 256.

Explosives in course of transit by a licensed powder lighter may, by permission in writing from the Board, 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. 257.

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

SECTION VIII.

WATERMEN AND BOATMEN.

No. 258.

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

No. 259.

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. 260.

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. 261.

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 Board on payment of the prescribed fee.

No. 262.

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. 263.

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 members 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. 264.

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. 265.

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. 266.

Badge to be worn.—Every licensed waterman shall wear a badge, of a pattern approved by the members, 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. 267.

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

No. 268.

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

No. 269.

License may be temporarily transferred.—Any waterman who by sickness may be prevented from plying, may, on depositing with the members 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 members.

No. 270.

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

No. 271.

Penalty.—For the violation or infringement of any Regulation in this section, or for the neglect of any duty or obligation imposed thereby, the offender may be deprived of his license by the members, in addition to any penalty which may be adjudged against him in consequence thereof.

SECTION IX.

BATHING.

No. 272.

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

No. 273.

Public Baths.—The lessees, owners, or occupiers of public baths, wholly or partly within the boundaries of the area vested in the members, 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 members.

No. 274.

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. 275.

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. 276.

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. 277.

Private Baths.—The owners or occupiers of private bath-houses extending into the water of the Harbour shall, if and when called upon to do so by the Members, carry out and effect any alterations or additions to such bath-houses which, in the opinion of the said Members, 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 coming into operation of the "Bunbury Harbour Board Act, 1909."

SECTION X.

GENERAL.

No. 278.

Touting.—No person shall, upon any wharf, or roadway 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, or to entrust the landing or portage of luggage or goods to any one person or firm.

No. 279.

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

No. 280.

Rubbish or offensive matter, etc., shall not be put into water.—*Penalty.*—Every person who unloads, puts, 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. 281.

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

No. 282.

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. 283.

Defacement and Bill-posting Prohibited.—No person shall soil, deface, mark, or injure, or, without the consent of the Members, write or paint, or place any placard or other document upon any shed, waiting-room, barricade, railing, fence, wharf, jetty, post, or plant; 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. 284.

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. 285.

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. 286.

Preservation of Order.—For the preservation of good order, and for the convenience of shipping and public generally, all watermen, ferrymen, stevedores, steam-hoist drivers, porters, carters, and others, when on any wharf or jetty, whether 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. 287.

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 or jetty except with the permission of the Wharf Manager: 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.

No. 288.

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. 289.

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 Members, address any assemblage of persons in any shed or on any wharf or jetty or any approach thereto.

No. 290.

Nuisances.—No person shall commit any nuisance either under or upon any wharf or jetty.

No. 291.

Yacht Moorings.—All yachts, motor boats, and other craft of whatsoever nature anchored within the jurisdiction of the Board, and especially in the waters of the Estuary, shall keep clear of the fairway, and shall anchor or moor in such position as the Harbour Master may from time to time appoint.

No. 292.

Moorings Licenses.—It shall be competent for the Board to enact from the owners of all private moorings a license fee of 5s. per annum to be computed as from the 1st July to the 30th June next following, but the Board do not accept any responsibility in regard to such moorings, or for damage which might be caused by or to the same.

No. 293.

Private Jetties.—The Board may permit the erection of private jetties upon such rent, terms, and conditions as may be decided from time to time.

No. 294.

Boat Races.—No boat race, procession of boats, will be permitted to take place in the 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.

No. 295.

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

No. 296.

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. 297.

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 daytime, and the master or other person in charge thereof shall do all such acts as may reasonably be deemed necessary to enable the Harbour Master and such person or persons 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 Board 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. 298.

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

No. 299.

Fire alarms and appliances.—Any person breaking, sounding, opening, or in any way interfering with any electric or other fire alarm apparatus, or using without permission, or in any way interfering with, any apparatus for the suppression of fire, shall be liable to a penalty and for any loss or damage caused to the members thereby.

No. 300.

Wharves may be closed.—The Board shall have power to close the wharves or jetties, 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 Board.

No. 301.

Persons not allowed on wharves or jetties except on business.—No person shall be allowed on any of the wharves vested in the Board 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. 302.

Public demonstration on wharves or jetties.—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. 303.

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

No. 304.

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. 305.

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. 306.

No building allowed on jetty.—No person shall erect, without special permission from the Board, any building, staging, or structure on any jetty, wharf or landing place, and shall strictly abide by all conditions embodied in any such permission.

No. 307.

Climbing about structures not permitted.—No persons 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. 308.

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. 309.

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. 310.

Tampering with electric light or power mains, etc.—No person shall play, tamper, or in any way interfere with any electric lights or fittings or any electric light or power mains within the Harbour.

No. 311.

Tugs, lighters, and other vessels to be licensed.—No person shall within the Harbour ply for hire or reward with a steamer, vessel, or boat of any description, or hold or let the same for hire or reward for towing, conveyance of passengers, goods, water, ballast, refuse, or any other commodity or thing, or for any purpose, unless and until a license for that purpose has been issued by the Bunbury Boat Licensing Board, and even then only while such license remains in full force.

No. 312.

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. 313.

Where stock to be landed.—Live stock may be landed or shipped at wharves or jetties by permission being obtained from the Wharf Manager, 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. 314.

Stock Vessels to clean up.—Every vessel after having discharged her consignment of live stock, 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 Harbour except within the limits of the said ballast ground. The Secretary may in his discretion allow a vessel to clean up her cattle decks at wharves or jetties, within the Harbour, provided the work of cleaning up is commenced immediately the said stock are landed, and is carried on rapidly and continuously, and that all refuse is put into barges in such a manner that none of it is allowed to find its way into the water of the Harbour, and that such barges are, as soon as filled, taken outside the Harbour where directed by the Harbour Master, and there discharged and properly cleaned. Such permission shall not, however, relieve the master or owner of such vessel as aforesaid from any action that may be taken by the health authorities.

No. 315.

Ballast Ground.—The ballast ground is situated four miles North-North-West by North-West of the sea end of the Breakwater.

No. 316.

Ballast.—Ballast shall only be discharged from any vessel within the limits of the ballast ground. Ballast may be discharged into trucks at jetty or outside the limits of the Harbour under the authority of the Harbour Master only.

No. 317.

Wharf Holidays.—The following days shall be observed as holidays:—New Year's Day, Good Friday, Eight Hours' Day (known as "Proclamation Day"), Sovereign's Birthday, Christmas Day, and Boxing Day, and such other days as the Board may from time to time, by special resolution, declare to be holidays. The days on which the above holidays shall be kept or observed shall be determined (if necessary) by the Members. The term "holidays" throughout these Regulations shall mean all such days as aforesaid, whether specially named in this Regulation or declared to be holidays by any such special resolution of the Board as aforesaid.

No. 318.

Decaying Goods or Material not to be placed or left on Wharves, Jetties, etc.—No person shall place or leave, or cause to be placed or left, upon any wharf or jetty, or in any shed, any vegetable or animal matters, or goods, or other things whatsoever, which are in a state of decay or putrefaction. Any goods or other things whatsoever which are, in the opinion of the Wharf Manager, unfit to remain on any wharf or jetty, or in any shed, or harmful to other goods stored on or in such wharf, jetty, or shed, may be removed by the Wharf Manager, and the consignee and owner of such goods or other things shall, upon demand, repay the Members the cost of such removal.

SECTION XI
PENALTIES.

No. 319.

Any person making a breach 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 Members in consequence of the breach of any such Regulation shall be paid by the person or persons committing such breach.

SECTION XII.

No. 320.

These Regulations shall come into force on the 29th day of November, 1909.

Made, adopted, and passed by the Bunbury Harbour Board Members at a Special Meeting of the said Members, held this 1st October, 1909.

The Common Seal of the Bunbury Harbour Board was at the same time affixed and impressed hereto by order, and in the presence of the Members by

H. M. BEIGEL,
Chairman.

J. BOLDEN,
W. BALSTON,
Members.

D. G. HUMPHRIES,
Secretary.

SCHEDULE A.
BUNBURY HARBOUR BOARD.
INWARD MANIFEST.

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

Entered at Customs House.....

Trip..... Vessel berthed at..... Wharf.

| 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).

Bunbury....., 19 .

NOTE.—It shall be open to the Board 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 Board.

SCHEDULE B.
BUNBURY HARBOUR BOARD.

Waterman's Fares.

1. Bringing captain or other person from Bay to Jetty, and taking same back again if service is completed within two hours, 5s.
2. Ballast Ground, 10s. per trip to and fro from starting point.
3. Other services, 2s. 6d. per hour, with a minimum of 2s. 6d. for one person; 2 persons, 2s. each per hour, mini-

mum 4s.; 3 persons or more, 1s. 9d. each per hour, minimum 5s. 3d.

4. Fares from 7 p.m. to 7 a.m. double the foregoing rates.

5. Running steamer's lines, two men in boat, £1.

6. Running sailing vessel's lines, two men in boat, 10s.

All the above services are subject to the weather conditions being satisfactory, of which the Harbour Master shall be sole judge.

Harbour Master's orders are always to be explicitly obeyed.