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THE FREMANTLE HARBOUR TRUST.

Colonial Secretary's Office,

2058/14. Perth, 17th August, 1917.

HIS Excellency the Governor in Council has been pleased to approve the following revised By-laws made by the Fremantle Harbour Trust Commissioners on the 10th August, 1917.

F. D. NORTH,
Under Secretary.

The Fremantle Harbour Trust Commissioners, incorporated under and by virtue of "The Fremantle Harbour Trust Act, 1902," do hereby repeal all regulations made by them prior to the tenth day of August, One thousand nine hundred and seventeen, and in lieu thereof do hereby make the following Regulations in accordance with the provisions of that Act and "The Fremantle Harbour Trust Amendment Act, 1906," namely:—

INTERPRETATION.

No. 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:—

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

"Act" means "The Fremantle Harbour Trust Act, 1902," as amended by "The Fremantle Harbour Trust Amendment Act, 1906," printed as directed by Section 21 of such Amendment Act, and any future Act amending the same, respectively.

"Ballast" includes any kind of stone, gravel, sand, soil, or material commonly used for the ballasting of vessels.

"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.

"Berthing Master" means the person appointed to the charge of berthing of vessels, and may include the Wharf Manager, the Harbour Master, Secretary, any day or night watchman, special or other constable, or any foreman or any other person appointed by or acting for the Berthing Master.

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

"Coasting Vessel" means any vessel owned or registered within the Australian Commonwealth whose trade is exclusively confined to the Ports of Western Australia.

"Commissioners."—The Fremantle Harbour Trust Commissioners constituted under the Act in office for the time being.

"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 documents or 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.

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

"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."

"Goods," "Cargo."—All wares and merchandise, and all chattels, live stock, and other things of whatsoever description, but not a ship's own stores or equipment.

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

"Inner Harbour" shall mean all that portion of the Estuary of the Swan River lying between the Western side of the Railway Bridge and a line drawn from the outer extremity of the South Mole in a North-Westerly direction to the outer extremity of the North Mole.

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

"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.

"Master" includes every person having the command, charge, or management of a vessel for the time being, and may include the owners and/or agents for the owners of such vessel.

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

"Outer Harbour" shall mean all that portion of the Harbour of Fremantle as is contained within the boundaries described in the schedule to the Act, other than the "Inner Harbour."

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

"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, and includes also the holder of any Bill of Lading or other document representing such goods, and every person having or claiming any right, title, or interest therein or thereto.

"Owner," when used in relation to a ship or vessel, includes any person and a shareholder in any company or body corporate to whom the whole or part of a ship or vessel belongs, either beneficially or otherwise.

"Pilot" means any person duly licensed and appointed to the Trust to act as pilot for the Port of Fremantle.

"Secretary" means the Secretary to the Commissioners appointed by the Governor, and includes any person empowered to act as Secretary during the temporary absence of such officer.

"Ship" means every description of vessel used in navigation and not propelled exclusively by oars.

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

"Shore" means shore so far as the tide flows and reflows between low and high-water marks.

"State" means the State of Western Australia.

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

"The Harbour," "The Port."—So much of the Harbour of Fremantle as is contained within the boundaries described in the Schedule to the Act, or as altered from time to time by the Governor.

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

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

"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.

"Vessel" means any ship, lighter (not being a licensed powder lighter), barge, boat, raft, or craft of whatever description, and howsoever navigated.

"Week," "Day," "Hour," "Month," "Year," or any other period shall be taken to mean and include a portion of week, day, hour, month, year, or any other period when a whole week, day, hour, month, year, or any other period has not been required or used.

"Wharf" includes pier, jetty, landing stage, quay, dock, slip, and platform over which the Commissioners have jurisdiction, and includes any shed erected thereon.

"Wharf Manager" means the person appointed to the charge of any wharf or jetty, and shall include the Berthing Master, 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.

Words importing the masculine gender shall include the feminine.

Words importing the singular number only shall include the plural number, and words importing the plural number only shall include the singular.

"Wreck" includes jetsam, flotsam, lagan, and derelict.

PART I.

Section I.

CONDUCT OF BUSINESS.

No. 2.

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

No. 3.

Office Hours.—The offices of the Trust shall be open for the transaction of business between the hours of 9 a.m. to 1 p.m. and from 2 p.m. to 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 Trust, who shall collect or receive any moneys for or on behalf of the Trust, shall daily pay over same to the Accountant of the Trust, and the receipt of such Accountant for the moneys so paid shall be a sufficient discharge to said Collector, Officer, Clerk, or Servant.

No. 5.

Duties of Accountant as to making entries and lodgments.

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

No. 6.

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

No. 7.

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

No. 8.

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

No. 9.

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

No. 10.

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

No. 11.

LEAVE REGULATIONS, MADE 21st JULY, 1911,
AND PUBLISHED FOR GENERAL INFORMATION.

The following shall be the leave of absence allowed by the Commissioners—

To officers of the Permanent Salaried Staff, appointed in terms of Section 19, Sub-section (1.) of "The Fremantle Harbour Trust Act, 1902":—

(a.) *Public Holidays.*—New Year's Day, Good Friday, Easter Eve, Easter Monday, Christmas Day, Boxing Day, the Anniversary of the Birthday of the Sovereign, Foundation Day (1st June), the Anniversary of the Proclamation of Responsible Government (21st October).

Also, all other days which the Commissioners shall decide shall be observed as office holidays.

Note.—Whenever any of the above-mentioned holidays are by law observed on a day other than the exact date upon which they fall, such day shall be held to be the holiday indicated.

Should the requirements of the Trust, or the public, necessitate the attendance of any officer on service upon any of the above-mentioned holidays, such officer shall be granted, in lieu thereof, an equivalent holiday, either added to his annual leave or at such other time as the Commissioners may decide.

(b.) *Annual Recreation Leave.*—Every officer shall be granted leave of absence, on full pay, for recreation, for two weeks in each calendar year, exclusive of Public Holidays.

The arranging of this leave shall be by a programme prepared in January of each year.

Every officer must take his annual leave upon the dates arranged, except where the requirements of the Trust or the public render it desirable, in the opinion of the Commissioners, that such leave shall be taken at some date other than those arranged.

The Commissioners may, upon special application, permit any officer to allow his annual recreation leave to accumulate to the extent of six weeks (*i.e.*, for three years), but no longer.

When an officer enters the service of the Trust after 1st January, he may be granted annual leave for that year at the rate of one day for each complete month of service, provided that no annual leave shall accrue until six months' service shall be attained.

(c.) *Long Service Leave.*—The Commissioners may grant Long Service Leave as under, viz.:—

(a.) To any officer who has continued in the service for not less than seven years, three months' leave on full pay, or six months on half pay.

(b.) To any officer who has continued in the service for at least fourteen years, six months' leave on full pay or twelve months on half pay.

Any officer who takes his long service leave at the expiration of seven years cannot be granted the longer term for fourteen years' service, *i.e.*, he may, at the conclusion of the second seven years' service, be granted another fresh term of long service leave, as prescribed for seven years' service.

Long service leave is permissive, and before it is granted, the commission of any offences, and the lack of good and diligent conduct, will be taken into consideration. Long service leave shall be regarded as a special provision for recuperation after a lengthy term of service, with a view of fitting an officer for a further term.

(d.) *Sick Leave.*—An officer who is too unwell to attend to his duties may be granted sick leave, on production of a medical certificate, for a period, and upon the conditions determined by the Commissioners.

Should the sickness be of a contagious or infectious character, the officer shall not be permitted to return to duty without a medical certificate that he may return without danger to others.

No medical certificate will be accepted for any purpose, unless in writing and from a registered medical practitioner.

(e.) *General.*—No officer upon leaving the service, by resignation or otherwise, shall be entitled to any leave which may have accrued to him by reason of any service prior to his leaving the service.

The Commissioners may permit any officer to draw his salary in advance when going on leave, or, if the officer so desires, his salary may be drawn upon its regular due dates during the continuance of such leave.

The Commissioners may grant to any officer, for special purposes, leave without pay for any period not exceeding six months. Such leave may stand alone, or may be added to any period of leave on pay which may have accrued. Such unpaid leave shall not be included when computing, for any purpose, the period of such officer's service.

All periods of leave on pay, as well as all sick leave, shall stand as portions of an officer's period of service, and no officer's service shall be deemed to have been broken by reason of any leave which may be granted to him.

All applications for leave shall be made upon the prescribed form, and shall be addressed to the Secretary.

Section II.

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

No. 12.

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 proceeding of the Commissioners.

No. 13.

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

No. 14.

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, but for the greater convenience of the Commissioners at any particular meeting thereof, it may be altered by resolution to that effect:—

- (a.) Reading of copies of letters sent by the authority of the Commissioners.
- (b.) Reading letters received, and considering and ordering thereon.
- (c.) Reception and reading of petitions and memorials.
- (d.) Receiving deputations.
- (e.) Presentation of schedule of receipts and disbursements. Passing of accounts.
- (f.) Presentation of reports of Chairman and of Committees, and considering and ordering thereon. The postponed items of former reports of Committee shall take precedence of new business brought up by Committees.
- (g.) Orders of the day, including subjects continued from proceedings of former meetings and any business the Chairman may think desirable, with the consent of the Commissioners.
- (h.) Motions of which previous notice has been given.
- (i.) Notices of motion for consideration at following meeting.

No. 15.

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. 16.

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

No. 17.

No Motion to be proceeded with in absence of Commissioner giving notice of same, except by his authority.—No

motion entered in the Notice of Motion Book shall be proceeded with in the absence of the Commissioner who gave notice of the same, unless by some other Commissioner having authority from him to that effect.

No. 18.

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

No. 19.

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

No. 20.

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

No. 21.

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

No. 22.

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

No. 23.

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

No. 24.

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. 25.

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

No. 26.

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

No. 27.

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

No. 28.

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

No. 29.

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

No. 30.

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

No. 31.

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

No. 32.

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

No. 33.

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

No. 34.

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

No. 35.

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. 36.

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

No. 37.

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. 38.

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

Section III.

PAYMENT OF REVENUE.

No. 39.

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

No. 40.

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. 41.

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

No. 42.

Liability for goods consigned from ship.—When goods are discharged out of any vessel into railway wagons, or on to any wharf or jetty, and again loaded on to railway wagons for consignment from such wharf or jetty, the master or agent of the said vessel and other the person upon whose order the said wagons are supplied shall be held responsible for the payment of wharfage and other charges which may be incurred in respect of such goods.

No. 43.

Liability of consignee and consignor.—Without in any way limiting Sections 48 and 49 of the Act, consignees shall be liable for all wharfage and other charges on all

inward cargo. Consignors shall be liable for all wharfage and other charges on all outward cargo: Provided, always, that this Regulation shall not limit the right of the Trust to recover such wharfage and other charges from any person (other than the consignee or consignor) who may be liable by law to pay the same.

No. 44.

Whenever 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.

Note.—Dues payable on goods, *see* Part II., Section IV.
Dues payable on vessels, *see* Part II., Section II.

Section IV.

CONTRACTS.

No. 45.

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

No. 46.

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

No. 47.

Deposit.—Along with his tender, the tenderer shall enclose, in a sealed envelope, a banker's cheque payable to the order of the Trust for the amount required by the conditions of tender as a preliminary deposit; but the Commissioners shall have no liability in the event of the loss of the said cheque before the same shall reach the hands of the Secretary.

No. 48.

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

No. 49.

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

PART II.

Section I.

Regulations to be observed within the Port of Fremantle.

SIGNALS.

No. 50.

(Came into operation on 1st August, 1911.)

Signals to be made at Arthur Head Signal Staff.—The following will be the system of signalling the movements of vessels from the Arthur Head Signal Station:—

(a.) Day Signals.

1. A black ball at South Yard Arm denotes a steamer in sight from South to West of Rottnest Island.

2. A black ball at North Yard Arm denotes a steamer in sight from North to West of Rottnest Island.

3. A black square at South Yard Arm denotes a full-rigged ship in sight from South to West of Rottnest Island.

4. A black square at North Yard Arm denotes a full-rigged ship in sight from North to West of Rottnest Island.

5. A black cross at South Yard Arm denotes a barque in sight from South to West of Rottnest Island.

6. A black cross at North Yard Arm denotes a barque in sight from North to West of Rottnest Island.

7. A black triangle at South Yard Arm denotes a brigantine, schooner, or other fore and aft rigged sailing vessel in sight from South to West of Rottnest Island.

8. A black triangle at North Yard Arm denotes a brigantine, schooner, or other fore and aft rigged sailing vessel in sight from North to West of Rottnest Island.

9. A white flag at South Yard Arm denotes a sailing vessel in sight from South to West of Rottnest Island, rig not yet made out.

10. A white flag at North Yard Arm denotes a sailing vessel in sight from North to West of Rottnest Island, rig not yet made out.

11. When the line to which any vessel which has been sighted is determined, the house or rendezvous flag will be hoisted immediately under the symbol to which it applies.

12. When the vessel being signalled has rounded Rottnest Island, or has been boarded by a pilot (where a pilot is taken), a blue pennant or the pilot flag respectively will be hoisted under the house or rendezvous flag. The pilot flag will be a square flag, the upper half of which is red and the lower half white.

13. When the vessel, being signalled, is coming direct into the Inner Harbour, the berth she is to occupy will be denoted by flags hoisted under the house or rendezvous flag (in place of the blue pennant or pilot flag, as the case may be), as follows, viz.:—

Shed "A"—A white flag, with the letter "A" in red.

Shed "B"—A white flag, with the letter "B" in red, and so on for each shed berth on Victoria Quay.

River buoys.—A white flag with the letters "B1," "B2," or "B3" in red, according as is the buoy to which she will be moored.

North Wharf.—A white flag, with the letters "N.W." in red.

Owen Anchorage Jetty.—A white flag, with the letter "O" in red.

14. The rig symbol, house or rendezvous flag, and berth signal will remain hoisted till the vessel is berthed, when all will be hauled down.

15. Should the vessel be boarded by the Quarantine Officer, a yellow flag will be hoisted under the berth signal and kept flying there until pratique is granted and vessel berthed, when all will be hauled down.

16. Should the vessel being signalled anchor in Gage Roads, the house or rendezvous flag under the symbol denoting the rig will be lowered half-way down, and maintained in that position while the vessel so remains at anchor; the house or rendezvous flag and berth signal being hoisted up to symbol again upon the vessel weighing and standing in for the Inner Harbour; all remaining so hoisted till the berth has been reached.

17. Should the vessel so anchored be in quarantine, the yellow flag will be hoisted under the house or rendezvous

flag. Should she be working explosives in the "Powder Ground" a red flag will be hoisted under the house or rendezvous flag.

18. Should a vessel outward bound come to an anchor outside the Moles, the symbol denoting her rig will be hoisted half-way up and maintained in that position till the vessel weighs and proceeds on her voyage.

(b.) *Night Signals.*

1. A red light at South or North Yard Arm denotes a mail steamer in sight from South to West or North to West of Rottnest Island respectively.

2. A white light at South or North Yard Arm denotes an inter-State or coastal steamer in sight from the directions respectively described in No. 1.

3. A green light at South or North Yard Arm denotes a steamer in sight from the directions respectively described in No. 1, character not made out.

4. Should the steamer sighted, as described in No. 3, prove to be other than a mail or inter-State or coastal steamer, the green light will remain.

5. A white light under any of the lights indicated in Nos. 1 to 4 above denotes that the steamer indicated has rounded Rottnest Island where no pilot is taken or has been boarded by a pilot. These signals will be kept burning till the vessel berths.

6. Should any of the steamers so sighted anchor in Gage Roads, the lower light will be lowered half-way down and maintained in that position till the vessel weighs and stands in for the Inner Harbour, or daylight appears, when they will be replaced by the day signals.

7. Sailing vessels will not be signalled at night.

INNER HARBOUR.

No. 51.

(Came into operation on 1st August, 1911.)

Berthing Signals.—The wharf berth to be taken by any vessel coming into the Inner Harbour will be indicated by signals made in the berth (in addition to the berthing signals made at Arthur Head Signal Staff), as follows:—

1. Where the vessel is in charge of a pilot, a red flag by day and a red light by night will be shown.

2. Where the vessel is not in charge of a pilot, the house or rendezvous flag will be hoisted under the red flag by day, and a red light at night will be shown.

No. 52.

In order to avoid any risk of danger from incoming and outgoing vessels meeting in the Entrance Channel or Inner Harbour, the following Signals will be displayed in daylight from the mast head of the signal staff at the Arthur Head Signal Station, viz.:—

1. Two square blue flags shown one beneath the other will indicate to an incoming vessel that movements are taking place in the Inner Harbour and Entrance Channel, and that the incoming vessel must wait in Gage Roads clear of the mouth of the channel until the flags are lowered.

2. One blue flag will indicate that a vessel is entering the Entrance Channel, and this must be taken as a warning to any vessel about to move in the Inner Harbour that she is to remain in her berth until the incoming vessel has entered the harbour and passed clear of the vessel about to move, so as not to involve any risk of danger.

No. 53.

Time Ball.—A time ball is dropped daily on the tower of the office of the Trust, Cliff Street (Sundays and holidays excepted) at

1h. 00m. 00s. West Australian local Standard time.

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

No. 54.

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

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

No. 55.

Failure of Time Signal.—Should the time ball fail to drop correctly, the ball is lowered slowly to half-mast, kept there one minute, then mast-headed for one minute, then lowered right down slowly by hand. (Note.—This intimation is published for general information, and masters of vessels observing the time ball will take these slow movements as an indication that the signal has failed.)

SIGNALS ON VESSELS.

No. 56.

The following signals are to be used when requisite at the Port:—

Customs Boat—International Code "K.G.W." at the peak, or other prominent place.

Quarantine—Day Signal: International Code "Q" at the mainmast head. Night Signal: A triangle of three red lights spaced as nearly as possible 6ft. apart with apex above, shown amidships.

Cholera, Yellow Fever, or Plague—International Code "L" at the mainmast head.

Harbour Pilot—International Code "S" at foremast head.

Sea Pilot—Union Jack or other national colour with white border at foremast head, or International Code "P.T."

Night Signals: A blue light every fifteen minutes, or a bright light flashed at frequent intervals for about a minute at a time.

Medical Assistance—International Code "Y.L." at peak or other prominent place.

Water Police—Day Signal: International Code "Y.U.X." at the mainmast head.

Night Signal: Two lights vertical at any mast-head or the peak, having five (5) feet between the two.

Tug Boat Wanted—International Code "Y.P."

Mails on Board—International Code "R.E.W." at the mainmast head.

Explosives on Board—International Code "B" at the foremast head.

Water Boat Wanted—International Code "W" at mainmast head.

Ash Boat Wanted—International Code "M" at mainmast head.

Boarding Officer Wanted—Blue flag at the main.

Lighter Wanted—International Code "Y.M."

Pilot Exemption Flag—White flag at the mainmast head.

No. 57.

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. 58.

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. 59.

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. 55 and 56, 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.

No. 60.

EXPLOSIVE FOG SIGNAL ON ROTTNESST ISLAND.

An Explosive Fog Signalling Apparatus is erected about the centre of Rottnest Island in Latitude 32deg. 00min. S., Longitude 115deg. 31 E., and a Cotton Powder Fog Signal is, during foggy or hazy weather, exploded therefrom once every 7½ minutes.

Charts affected.

No. 1058.—Rottnest Island to Warnbro' Sound.

No. 1033.—Champion Bay to Cape Naturaliste.

No. 61.

ELECTRIC CABLE ACROSS ENTRANCE TO INNER HARBOUR.

Shipmasters and others in charge of vessels or boats of any class using the Port of Fremantle Inner Harbour are warned that a Submarine Electric Cable is laid across the Entrance to the Inner Harbour from the Extreme West end of the Victoria Quay at Arthur Head to a point on the North Mole about 900 feet West of Rous Head. Beacons, consisting of a triangular head, painted black with white bars, mounted on posts painted white, are erected at the spots above mentioned as marking the landing places of the cable.

Shipmasters and others having charge of vessels of any class are hereby warned against dropping anchors in the vicinity of the line marked by the beacons above mentioned, and in the event of any damage being done to such cable by any vessel or any part of the equipment of any vessel such damage shall forthwith be made good by and at the expense of the master or owners or agents of such vessel, and in default the Commissioners may cause such repairs to be effected and may recover the expense thereof from such master, owner, or agent in any court of competent jurisdiction.

No. 62.

ELECTRIC CABLE TO ROTTNESST ISLAND.

Shipmasters and others are similarly warned that an Electric Telephone Cable is laid between the mainland and Bickley Bay, at Rottnest, partly within and partly without the jurisdiction of the Commissioners, and the liability of masters, owners, or agents of vessels doing damage thereto shall be the same as in the case of the cable laid across the entrance channel to the Inner Harbour as provided for in Regulation No. 61.

(Note to Regulations Nos. 61 and 62—Shipmasters and others are referred to Section 38 of the Act dealing with damage to these cables.)

No. 62A.

NOTICE TO MARINERS.

(Dated 19th August, 1911.)

Western Australia—West Coast.

Gas and Bell Buoy off Rottnest Island.

The Government of Western Australia gives notice that a Gas Buoy, with Bell attached and painted red, was laid on 24th August, 1911, to mark the Eastern edge of 5-fathom soundings in Fairway leading to Gage Roads, Latitude 32 degrees South, Longitude 115 degrees 40 minutes 36 seconds East, with Bathurst Point Lighthouse bearing North 80 degrees West, distant 6 miles 2 cables; Rottnest Lighthouse bearing North 79 degrees West, distant eight miles, and Woodman's Point Lighthouse bearing South 31 degrees East, distant 9 miles 6 cables. All bearings magnetic.

The light is White Occulting, showing bright for one second and followed by four seconds darkness, and visible in clear weather about eight miles. Care should be taken not to confuse this light with that on Woodman's Point, the occulting periods of which are bright 27 seconds, eclipsed three seconds.

Vessels over 22 feet draught should pass to the Eastward of the buoy.

Charts affected.

No. 1033.—Champion Bay to Cape Naturaliste.

No. 1058.—Rottnest Island to Warnbro' Sound.

Section II.

HARBOUR DUES.

(Plus Special War Surtax, *vide* Regulation No. 115A.)

No. 63.

Dues payable by vessels.—The only vessels which are exempt from the payment of pilotage or Port dues chargeable under these Regulations (in addition to vessels exempt from pilotage charges under these Regulations) are vessels of war of any nationality and vessels owned by the

Government of any of His Britannic Majesty's States or Colonies so long as such vessels are not engaged in trade.

Also vessels under charter to the Government of any of His Britannic Majesty's States or Colonies and using the port at any time His Britannic Majesty is at war, for the purposes of obtaining supplies or for fitting out or taking on and/or landing troops, baggage, equipment, or supplies for troops, and not working cargo or passengers for which freight or passage money is earned.

PILOTAGE AND CHARGES THEREFOR.

(Plus Special War Surtax, vide Regulation No. 115A.)

No. 64.

Exemptions from Pilotage.—All coasting vessels and all whale-killing vessels not exceeding one hundred tons net register, and also all coasting and inter-State vessels whose masters hold Exemption from Pilotage Certificates shall be exempt from pilotage except in cases where pilots are taken, in which case the usual pilotage rates will in all cases apply.

No. 65.

Inwards Pilotage compulsory.—Pilotage shall be compulsory upon all vessels entering the Port of Fremantle, except such as are specifically exempted by these Regulations, and the charges therefor shall be paid to the Trust.

No. 66.

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

Pilot Ground to Gage Roads:—		
Steamers	3d.	per ton on their net register tonnage
		Minimum, £2 10s.
		Maximum £21.
Sailing Vessels	4d.	per ton on their net register tonnage
		Minimum £2 10s.
		Maximum £15.
Gage Roads to Inner Harbour, or vice versa:—		
All vessels, including steamers or vessels towed by steam	£2	each way.

No. 67.

Removals within Inner Harbour.—In all removals within the Inner Harbour, pilotage shall be compulsory on all vessels which are not specifically exempted from pilotage by these Regulations (except in all cases where pilots are taken), and the charge therefor shall be £2 for each service. After the second removal, half-rates.

No. 68.

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

- (a.) Gage Roads or Owen's Anchorage to Cockburn Sound (Rockingham), or Cockburn Sound to Owen's Anchorage, Gage Roads, or to sea.
- 2d. per ton on their net register tonnage
- Minimum, £4; Maximum, £8.
- (b.) Gage Roads to Owen's Anchorage and vice versa.
- £2 each way.
- (c.) Removals not otherwise provided for.
- £2 each way.

No. 69.

Special Pilotage Rates.—To all vessels otherwise due to pay full pilotage rates a rebate of 20 per cent. will be

allowed where the port dues payable under Regulation No. 96 are calculated for a lesser period than 24 hours.

No. 70.

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

No. 71.

Applications for Pilots Outwards.—The master or agent of any ship requiring the services of a pilot shall make application therefor in writing, and such application shall be signed by the said master or agent, and shall intimate the hour when such services will be required, and the nature thereof, and shall also state where the ship in respect of which application is so made will be lying at the time the pilot is required.

No. 72.

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

Should a pilot proceed to meet an incoming vessel which on arrival is found to be in command of a holder of an exemption from Pilotage Certificate, which fact had not been intimated to the Trust prior to the vessel's arrival, the pilotage charges which would have been payable had the vessel not been in command of an exempt master shall still be payable, even though the services of the pilot may not have been utilised.

No. 73.

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 mast-head, or on a sprit or staff, or in some equally conspicuous situation. ("Merchant Shipping Act, 1894," Part X., Clause 612.)

No. 74.

Pilot Ground.—The Pilot Boarding Ground is situated five miles east of Bathurst Point, Rottnest Island.

No. 75.

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

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

No. 76.

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

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

No. 77.

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

No. 78.

Tugs under Pilot's Orders.—All steamers or vessels 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. 79.

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

No. 80.

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

No. 81.

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

No. 82.

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

No. 83.

Penalty on Pilots.—A licensed pilot shall not demand or receive, and a master shall not offer to pay to any pilot, any sum of money in respect of pilotage services; and if a pilot or master acts in contravention of this Regulation, he or they shall, for each offence, be individually and severally liable to a fine not exceeding Ten pounds (£10).

No. 84.

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

No. 85.

Pilot detained or carried to Sea, or into Quarantine.—A pilot except under circumstances of unavoidable necessity, shall not, without his consent, be detained on board any vessel, or be taken to sea or beyond the limits for which he is licensed, or into quarantine, in any vessel whatever; and if he is so detained or taken under circumstances of unavoidable necessity or without his consent, he shall be entitled to the sum of One pound (£1) per day, and a free passage back to the Port, all of which shall be paid by the owners of the said vessel in addition to the pilotage charges. Where also a pilot has been ordered to take a vessel out of the harbour between the hours of 5 p.m. and 8 a.m., and is kept waiting for the vessel to be ready to be removed, a special charge of 10s. per hour or portion thereof after the first hour shall be paid by the owners of the said vessel to the Commissioners for the period during which the said pilot has been so kept waiting.

No. 86.

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

EXEMPTION CERTIFICATES.

No. 87.

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

No. 88.

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

No. 89.

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

No. 90.

Knowledge of Port.—Candidates for exemption must have made two trips as master, or three as mate, into and out of the Port, or the portion thereof for which he desires exemption.

No. 91.

Sight Test.—Candidates for Exemption from Pilotage Certificate shall pass the sight tests for power of vision and the ability to distinguish colours prescribed by the Board of Trade, and a Certificate of Exemption shall not be granted to any candidate failing to satisfactorily pass these tests.

No. 92.

Annual Sight Tests.—Every holder of a certificate of exemption from pilotage shall, in addition to the examination made in regard to his sight at the time of the issue of such certificate, submit himself annually to some competent authority approved by the Commissioners, and have his sight each time properly tested; the result of such test and the date hereof to be endorsed on the said certificate, and the endorsement signed by the competent authority making such examination; and the holder of the certificate shall on his next return to the Port submit his certificate to the Harbour Master as evidence that this condition has been complied with. Any failure to comply with this condition, as well as any failure to satisfactorily pass the requisite tests, shall invalidate the certificate.

No. 93.

Revocation of Exemption Certificates.—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 Fremantle, the Commissioners may revoke and cancel such certificate of exemption.

No. 94.

Exemption from Pilotage Certificates to whom issued, and 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 the master of a vessel owned or registered in one of the Australian States, and trading only as an inter-State or coasting vessel, and no holder of a certificate of exemption from pilotage shall pilot, bring, take, or lead any such vessel into or out of the Port of Fremantle in so far as pilotage is by these regulations made compulsory, unless he is then the actual master thereof. No such holder of a certificate shall be deemed to be the master unless, in the case of an inward-bound vessel, he has been in charge of such vessel and his name inscribed as master on the ship's register previously to its departure from the last port of call and until after its arrival at its berthing place at the Port of Fremantle; and in the case of an outward-bound vessel, previously to departure from such berthing-place and until arrival at its next port of call.

EXEMPTION FLAG AND PRIVATE SIGNALS.

No. 95.

Flag and Signals to be shown.—All vessels, the masters whereof hold an Exemption Certificate, shall, when within five miles of Rottnest Island, hoist in daylight at the main masthead a white flag, not less than eight feet by six feet, and at night shall display the owner's private night signal, and shall keep the same flying or displayed until the vessel be berthed within the harbour; such flag or signal shall be recognised as the exemption flag.

No. 96.

Penalty.—All vessels the masters whereof hold Exemption Certificates, entering the harbour without the Exemption Flag or night signal being hoisted or displayed, as before described, shall be liable to pay pilotage charges like non-exempts.

Section III.

PORT DUES.

(PLUS SPECIAL WAR SURTAX, *vide* REGULATION No. 115A.)

No. 97.

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

No. 98.

Calculation of Time in Berth.—In computing hours during which a berth is occupied by a vessel, the time shall be taken, in the case of a vessel using a wharf berth, or berthing alongside another vessel berthed at a wharf, from the moment when she first rests in such berth with a line out, and the time of leaving shall be taken as the moment when the last line is let go; and in the case of a vessel berthing at a mooring buoy, the time shall be taken from the moment the first line is made fast to the buoy till the moment when the last line is let go from the buoy.

No. 99.

General Dues.—All vessels except where otherwise specially provided for by these Regulations visiting the port of Fremantle shall pay in respect of each entry into the port, port dues as follows, viz.:—

- (a.) In respect of each hour of the first 144 hours exclusive of Sundays and all other days observed as Port Holidays (provided the vessel performs no cargo work on such holidays) calculated from the commencement of the first ordinary working hour or commencement of working cargo, whichever is earliest after the time of berthing, one-twenty-fourth of a penny for each ton of the registered tonnage of the vessel up to 4,000 tons, and one-twenty-fourth of a halfpenny for each such ton over 4,000 tons.
- (b.) For each subsequent hour, one-half of the above rates.

In no case will these dues commence to become chargeable until a vessel has been berthed for one clear hour; and similarly these dues shall cease to operate during the last clear hour the vessel remains in the berth.

The ordinary working hours of the port are as set forth in Regulation No. 146.

To vessels whose dues under this Regulation are calculated on a lesser period than 24 hours a rebate of 20 per cent. will be allowed. Should it so happen that when a vessel is ready for sea, the weather conditions are such as to render it unsafe for the vessel to leave the Inner Harbour, the Commissioners may allow the vessel to remain in the Inner Harbour until the weather conditions sufficiently improve to make it safe for the vessel to leave for the Outer Harbour without payment of dues for the time so delayed.

The Harbour Master shall decide whether it was safe or not for the vessel to leave the Inner Harbour, and a certificate from that officer must accompany any application for exemption under this portion of the Regulation.

No. 100.

Vessels Moored at Buoys.—Vessels other than those included in Regulation No. 104 occupying a berth in

the Inner Harbour other than a wharf berth or in tie with a vessel at a wharf berth shall be entitled to a rebate of 25 per cent. of the port dues provided for in Regulation No. 99, so long as she remains there, but should she be moved to a wharf berth the full port dues shall become payable as for the time she occupies such wharf berth.

No. 101.

Vessels Anchored in Outer Harbour.—Vessels other than those included in Regulation No. 104 occupying a berth in the Outer Harbour other than at Owen Anchorage Jetty, shall pay the same rate of port dues as vessels included in Regulation No. 100, but only for such time as they may be actually engaged discharging or shipping cargo.

This provision shall include vessels discharging explosives or other cargo for their own convenience or otherwise and reshipping same.

No. 102.

Vessels Berthed at Owen Anchorage Stock Jetty.—Vessels berthed at Owen Anchorage Jetty shall pay the same port dues as vessels berthed at a wharf in the Inner Harbour, for the time actually engaged discharging or shipping cargo.

No. 103.

Coasting Vessels.—Coasting vessels in commission not exceeding 100 tons net register shall pay half the rates of port dues provided for other vessels in like circumstances or like positions. Vessels shall be deemed to be in commission until such time as the owners thereof notify the Trust in writing that they intend to lay their vessels up. Vessels so laid up shall pay to the Trust a special lay up fee of 2s. 6d. per week.

No. 104.

Vessels calling in distress, for Orders, Supplies, etc.—Vessels arriving at the Port of Fremantle in the circumstances, and for the purposes set out hereunder in this Regulation, shall not pay the port dues provided for in Regulation No. 99, but shall, in lieu thereof, pay a special consolidated rate to embrace all dues, including pilotage from sea into and out of Inner Harbour (but not including removals from place to place in the Inner Harbour), of twopence per ton on their registered tonnage; minimum charge £2 10s., maximum £8 per entry into the port, viz.:—

- (a.) In distress, in duress, or for the purpose of being refitted or repaired; or
- (b.) For orders or supplies, including bunker coal for the vessel's own use, or landing and/or embarking passengers not exceeding ten in number, and/or discharging or taking on board not more than five tons of cargo; or
- (c.) Employed solely in mission work in connection with some religious body; or
- (d.) Employed solely as a pleasure yacht, and not engaged in trade or plying for hire.

The above special payment shall apply to vessels calling at the port in the course of following their usual trade routes.

In order to take advantage of this special payment, the masters or agents of vessels landing or embarking passengers as herein mentioned shall declare to the Trust

on the manifest of the ship the number of passengers so landed or embarked.

In respect to vessels using the port in the circumstances set out in Subsections (a) and (b) hereinbefore this special payment shall cover a period of seventy-two (72) hours from the time of entering the Inner Harbour, but should that time be exceeded the port dues chargeable under Regulation No. 99 to other vessels occupying the same positions in the port shall apply for the excess time spent in port; in respect to vessels coming under Subsection (a) hereinabove the Commissioners may upon application from the master of the vessel grant a further extension not exceeding fourteen days, at the expiration of which the full port dues shall become payable for the excess time in port.

Should it be found necessary in the case of a vessel arriving in the circumstances indicated in Subsection (a) hereinabove to discharge temporarily or otherwise cargo not originally intended to be discharged at the port, to enable repairs to be effected or to save loss, she shall pay port dues calculated on a basis of fifty per cent. of the dues provided for in Regulation No. 99, the special payment under this Regulation (No. 104) not applying to her case.

Similarly should it be found necessary in the case of a vessel arriving in the circumstances indicated in Subsection (b) hereinabove to discharge and reship cargo in order to comply with any Regulation of the port, such will be permitted under this Regulation.

No. 105.

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

Towboats, lighters, and barges (50 tons gross measurement and under)—Each £2 10s. per annum.

Towboats, passenger steamers, lighters, barges, coal and other hulks, and licensed launches over 50 tons gross measurement—Each £10 per annum.

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-sea-going vessels shall not be allowed to occupy berths when vessels with cargo or passengers require same.

No. 106.

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.

Section IV.

REGULATIONS RESPECTING GOODS AND THE CHARGES THEREON.

No. 107.

Computation of Dues.—In the computation of dues the Commissioners shall have the option of proceeding on a weight basis of 2,000 or 2,240 lbs. to the ton (according to trade usage, or as shown in a vessel's manifest, Bill of Lading or other shipping document), 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 such like animals—1 ton.
- Caneware—
 - Chairs—8 to the ton.
 - Tables—8 to the ton.
 - Lounges—4 to the ton.
 - Articles, N.O.E.—8 to the ton.
- Hides (raw), loose—24 to the ton.
- Hides (raw), in bags or bundles—8 bags or bundles to the ton.
- Hides, in bales—5 bales to the ton.
- Horns and tips, in bales—5 bales to the ton.
- Skins, in bales—4 bales to the ton.
- Skins, in bundles—8 bundles to the ton.
- Wool, in bales—5 bales to the ton.
- Wool, in bags or pockets—10 bags or pockets to the ton.
- Corn sacks and wool packs, ore bags, etc., in bales—15 cubic feet each.
- Beer, in kegs or casks—
 - Reputed 5 gallon kegs—30 to the ton.
 - Reputed 10 gallon kegs or firkins—15 to the ton.
 - Reputed kilderkins—7 to the ton.
 - Reputed half-hogsheads—5 to the ton.
 - Reputed hogsheads—3 to the ton.
- Tar, oil, grease, etc., in reputed 40 gallon casks—To be taken as 11 feet 11 inches each.
- Bran bags, in bales—18 cubic feet each.

Notes—

(1.) In regard to all other goods, dues will be computed on the basis laid down in Regulations Nos. 112 and 114 for wharfage and handling charges.

(2.) The above computation shall apply to dues of all kinds, whether payable by vessels or by consignees, consignors, or owners or agents of goods in every case where such dues are computed on a cargo basis.

(3.) Empty returns in the shape of casks, drums, or cases intact (not knocked down or nested) will be charged half the rates of handling charges that would apply to such articles if full. In all cases, however, the method of computing dues shall be the same, whether the article be empty or full, provided it remains intact.

No. 108.

Inwards Manifests to be supplied and certified to.—The master of every vessel arriving at the Port of Fremantle shall deliver at the office of the Trust, prior to commencing to discharge cargo, two true, legible, and complete copies in the English language 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 two certified statements 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 Trust. In the case of a vessel discharging no cargo, a "Nil" manifest must be furnished. Should the master of any such vessel fail to furnish such information within the time specified, or should he furnish the Trust with any information which is inaccurate in any material particular, or is not duly certified to as being true and complete, the said master, or in his absence from the Port, the owner or agent of the vessel shall be liable to a fine not exceeding One hundred pounds (£100).

No. 109.

Outwards Manifests, etc.—The master of every vessel shall deliver at the office of the Trust, 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 dues payable thereon to be readily computed. In the case of a vessel shipping no cargo a "Nil" manifest must be furnished before clearance will be granted to the vessel. No person shall enter upon any wharf with goods for shipment without first delivering to the wharf manager a cart note, boat note, or other written document, as may be required by the Trust, 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. 110.

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 Trust on permission being given for the discharge or shipment of the said cargo, and shall be paid to the Trust 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 Commissioners shall have been presented to the consignee or owner, or to the shipper or the master of the vessel respectively for the payment of all wharfage dues and charges as aforesaid in respect of such cargo, together with the written authority of the Commissioners for its delivery to such consignee or ship respectively: Provided always, that it shall be competent, but not compulsory (in the case of outwards cargo), for the Trust to accept from the agent of the master a guarantee, in writing, that such dues shall be paid to the Trust within twenty-four hours of the clearance of the vessel. Any breach of this Regulation shall render the consignee, 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.

No. 111.

Goods to be checked by Gate Clerks.—No person shall remove any goods or luggage from any wharf or shed without first satisfying the gate clerk of his right so to do; and shall for that purpose, when leaving the wharf, produce any cart note, delivery receipt, or luggage pass that may have been intrusted to him at the time he received such goods. This provision, however, shall not apply to goods in railway wagons for which satisfactory receipts have already been given to the Trust. All goods on vehicles passing the gate clerk must be stowed in such a manner that the said clerk can readily check the number of the packages; in cases where this is not done the person in charge of the said vehicles may be ordered to discharge and reload. Wherever the goods or luggage upon a vehicle do not agree with the cart note or pass in the hands of the driver, the vehicle shall return whence it came, and shall not be allowed to pass out until the discrepancy has been satisfactorily righted.

RATES OF WHARFAGE AND HANDLING CHARGES.
(ALL WHARFAGES PLUS SPECIAL WAR SURTAX, *vide* REGULATION No. 115A.)

All goods discharged from or shipped into any ship within the Port of Fremantle shall pay wharfage dues and handling charges as follows:—

No. 112.—*Inwards Cargo.*

Description of Goods.	Delivered at wharf-shed berth.		Delivered over wharves or jetties, Trust receiving and delivering.		Delivered direct from ship's slings into rail-way wagons or other vehicles for consignment off the wharf. Trust supplies labour only.		Delivered over side into a vessel for conveyance up the Swan River.		Transshipment Cargo landed on to wharves or jetties for transshipment by a vessel to coastal, inter-state, or over-sea ports.	
	Wharfage.	Handling Charge.	Wharfage.	Handling Charge.	Wharfage.	Handling Charge.	Wharfage.	Handling Charge.	Wharfage.	Handling Charge.
Chaff (in bags), per ton	6/-	3/6	5/9	3/6	5/9	2/-	5/-	Nil	10d.	
Hay and Straw (in bales), per ton										
Beer, Wines, and Spirits for human consumption (not including medicinal preparations containing wine or spirits, nor unfermented wines), per ton										
Bricks (including fire bricks), per ton of 2,240lbs.										
Cement, per ton of five casks, or 16 bags										
Fodder (in bags or compressed bales), per ton										
Flour, Bran or Pollard, per ton of 2,000lbs.										
Grain (including wheat, oats, maize, barley, rye, bird seed, linseed, but not including rice, dressed or undressed, grass or other seeds for seeding purposes), per ton of 2,240lbs.										
Malt, per ton of 2,240lbs.	6/-	2/-	5/9	2/-	5/9	1/2	5/-	Nil	10d.	
Meats of all kinds (fresh, preserved or frozen, including hams, bacon, poultry, and game), and by-products, such as dripping, margarine, etc., but not including essences or extracts, per ton of 40 cubic feet if cased or crated, otherwise per ton of 2,240lbs.										
Oils and Grease (lubricating), per ton										
Rope and Cordage (including agricultural twines), in bales or bundles not cased, per ton of 2,240lbs.										
Sugar, Glucose, Golden Syrup, Treacle, and Molasses, per ton										
Tobacco, Cigars, and Cigarettes, per ton										
Vehicles (horse or internal combustion motor driven) and parts of same, not set up on own wheels and not capable of being run on same, per ton	p. ton	each.	p. ton	each.	p. ton	each.	p. ton		p. ton	
Vehicles (ditto) landed uncased and set up on own wheels, capable of being run on same (tonnage to be on measurement basis)	6/-	3/-	5/9	3/-	5/9	2/-	5/-	Nil	10d.	
Agricultural and Horticultural Machinery and Implements and parts of same not set up on own wheels and not capable of being run on same, per ton	6/-	2/-	5/9	2/-	5/9	1/2	5/-	Nil	10d.	
Agricultural and Horticultural Machinery and Implements, landed uncased and set up on own wheels, and capable of being run on same	p. ton	each.	p. ton	each.	p. ton	each.	p. ton		p. ton	
Air machines of all classes, per ton measurement	6/-	3/-	5/9	3/-	5/9	2/-	5/9	Nil	10d.	
Ballast, per ton	6/-	2/-	5/9	2/-	5/9	1/2	5/-	Nil	10d.	
Bullion and Specie, per box or bar	3/-	3d.	3/-	3d.	3/-	3d.	3/-	Nil	3/-	
Clay for manufacture of pottery	1/-	2/-	1/-	2/-	1/-	1/2	1/-	Nil	10d.	
Cycles of all classes, with side cars (uncased and set up on own wheels and capable of being run on same), each	1/6	3d.	1/6	3d.	1/6	3d.	1/6	Nil	1/6	
Cycles, ditto (cased or crated, and parts of same), per ton	6/-	2/-	5/9	2/-	5/9	1/2	5/-	Nil	10d.	
Caneware—										
Lounges and Settees, each	9d.	3d.	9d.	3d.	9d.	1½d.	9d.	Nil	3d.	
Chairs, Tables, etc., each	4d.	2d.	4d.	2d.	4d.	1d.	4d.	Nil	1½d.	
Coal (in bags), per ton	2/-	2/6	2/-	2/6	2/-	1/2	2/-	Nil	10d.	
Coal, loose—										
(a.) If landed by tram, per ton .. .. .	..	..	..	..	2/-	5d.				
(b.) If landed by basket under special permission from Wharf Manager, per ton .. .. .	..	..	..	..	2/-	9d.				
Coal put direct overside from Collier into bunkers or into hulks for bunkering in the Port of Fremantle	Free	of wharfage	or handling	charges.						
Coke (in bags), per ton	1/6	3/6	1/6	3/6	1/6	2/-	1/6	Nil	10d.	
Coke, loose, per ton .. .. .	..	..	..	..	1/6	1/2				
Explosives, per ton measurement	Wharfage for handling	2/6 per ton	Minimum charge	2/6	Consignee must find labour					
Empty Return, per ton	6d.	2/-	6d.	2/-	6d.	1/2	6d.	Nil	6d.	
Flint stones used for mine milling purposes	1/-	2/-	1/-	2/-	1/-	1/2	1/-	Nil	10d.	
Hides (raw, loose), each	1½d.	1d.	1½d.	1d.	1½d.	1d.	1½d.	Nil	1½d.	
Hides (raw, in bags), per bag	4d.	3d.	4d.	3d.	4d.	1½d.	4d.	Nil	1½d.	
Horns and tips in bales, per ton of 5 bales	3/-	2/-	3/-	2/-	3/-	1/2	3/-	Nil	10d.	
Kapok, flock, hair, fibre, and like material, per ton measurement	1/-	2/-	1/-	2/-	1/-	1/2	1/-	Nil	10d.	

Handling charges as per rates shown for other cargo, according to the service rendered in each case.

Description of Goods.	Delivered at wharf-shed berth.		Delivered over wharves or jetties, Trust receiving and delivering.		Delivered direct from ship's slings into railway wagons or other vehicles for consignment off the wharf. Trust supplies labour only.		Delivered over side into a vessel for conveyance up the Swan River.		Transshipment Cargo landed on to wharves or jetties for transshipment by a vessel to coastal, interstate, or overseas ports.	
	Wharfage.	Handling Charge.	Wharfage.	Handling Charge.	Wharfage.	Handling Charge.	Wharfage.	Handling Charge.	Wharfage.	Handling Charge.
Live Stock—Trust supplies labour only when requested by consignee:—										
Bulls, bullocks, cows, steers, heifers, horses, donkeys, each	1/6	1/-	1/6	1/-	1/6	1/-	1/6	Nil	6d.	
Calves, foals, and dogs, each	1/-	6d.	1/-	6d.	1/-	6d.	1/-	Nil	4d.	
Pigs, each	3d.	1d.	3d.	1d.	3d.	1d.	3d.	Nil	1d.	
Sheep and goats, each	1½d.	1d.	1½d.	1d.	1½d.	1d.	1½d.	Nil	½d.	
Others, each	1/6	1/-	1/6	1/-	1/6	1/-	1/6	Nil	6d.	
Animals or poultry in cages or crates, at per ton 40 c.f. of cage or crate	3/-	2/-	2/9	2/-	2/9	1/2	2/-	Nil	10d.	
Manures (artificial in bags), per ton	1/-	2/-	1/-	2/-	1/-	1/2	1/-	Nil	10d.	
Manures (artificial arriving in bulk and landed loose or in bags filled in ship's hold), per ton	..	..	..	..	1/-	1/2	..	..	..	..
Material for brush and broom manufacture (hair, bristles, broom, and such like material only); also hemp, tow, and such like material for rope making, per ton measurement	1/-	2/-	1/-	2/-	1/-	1/2	1/-	Nil	10d.	
Material for packing fruit (such as granulated corkdust, woodwool, etc.), per ton measurement	1/-	2/-	1/-	2/-	1/-	1/2	1/-	Nil	10d.	
Material (in crude form for manufacture of artificial manures and acids, such as Rock Phosphate, Phosphatic Guano, Sulphur and Sulphur bearing Ores), per ton	1/-	2/-	1/-	2/-	1/-	1/2	1/-	Nil	10d.	
Ditto in full cargoes and landed loose .. .. .	..	..	..	..	1/-	8d.	..	..	..	..
Ditto in bags or mats where not less than 1,000 tons in one consignment and landed continuously	..	..	..	..	1/-	11d.	..	..	..	..
Oils (lighting, lubricating, or volatile) landed from a vessel, the Fremantle cargo of which is of this nature not less than 1,000 tons in one consignment and landed continuously. Wharfage as set out elsewhere in this Schedule; handling charges where delivered direct from ship's slings into vehicles, per ton	..	..	..	..	..	11d.	..	..	..	..
Railway track material, consisting of rails and fastenings, landed from a vessel, the Fremantle cargo of which is of this nature and not less than 1,000 tons in one consignment and landed continuously	..	..	..	..	2/9	10d.	..	..	..	..
Salt (in crude form for refining or as a manure), per ton	1/-	2/-	1/-	2/-	1/-	1/2	1/-	Nil	10d.	
Sandalwood, per ton	2/-	3/-	2/-	3/-	2/-	2/6	2/-	Nil	10d.	
Scenery and Theatrical properties. (If accompanied by members of a theatrical company an allowance of 10 cubic feet per passenger is made)	3/-	2/6	2/9	2/6	2/9	1/6	2/-	Nil	10d.	
Skins, per ton of 4 bales or 8 bundles	3/-	2/-	3/-	2/-	3/-	1/2	3/-	Nil	10d.	
Steel balls for mine milling purposes	1/-	2/-	1/-	2/-	1/-	1/2	1/-	Nil	10d.	
Timber, per ton	2/-	2/6	2/-	2/6	2/-	1/2	2/-	Nil	10d.	
Timber landed from a vessel, the Fremantle cargo of which is of this nature and not less than 1,000 tons in one consignment and landed continuously	..	..	..	..	2/-	11d.	..	..	..	..
Timber in shooks for case making	1/-	2/-	1/-	2/-	1/-	1/2	1/-	Nil	10d.	
Tobacco not manufactured, and imported for manufacturing purposes	1/-	2/-	1/-	2/-	1/-	1/2	1/-	Nil	10d.	
Tiles and Slates, not crated or cased, per ton.. ..	3/-	3/-	2/9	3/-	2/9	2/-	2/-	Nil	10d.	
Wool and Sheepskins, per ton of 5 bales, 10 pockets, bundles or bags, or 4 bales, 8 pockets, bundles or bags respectively	Nil	2/-	Nil	2/-	Nil	1/2	Nil	Nil	10d.	
All other goods at per ton weight or measurement at option of Trust	3/-	2/-	2/9	2/-	2/9	1/2	2/-	Nil	10d.	

Handling charges as per rates shown for other cargo according to the service rendered in each case.

N.B.—The minimum wharfage shall be 6d., and the minimum handling charge shall be 3d. per consignment.

Note.—(1.) Transshipment cargo worked overside from a ship direct to another ship free of wharfage charges.

(2.) Cargo landed on wharves or jetties from a ship in distress, or for convenience of a ship and reshipped by same ship, 10d. per ton wharfage. (This rate includes three days' storage in Wharf Shed.) Handling charges will be made according as the said cargo is dealt with, on the same scale as other cargo.

(3.) Transshipment cargo is cargo appearing as such upon a ship's manifest, or declared in writing to the Trust before being landed as intended for transshipment into a ship, but does not include cargo landed for land transport to another port.

(4.) No wharfage dues will be charged in respect of ballast, in the shape of stone, sand, shingle, or such like material, transhipped overside vessel to ship.

(5.) The Trust will not supply labour to handle cargo transhipped overside ship to ship.

(6.) Cargo is allowed 48 hours' free storage in wharf sheds, except transshipment cargo, which is allowed 72 hours.

(7.) Grain (as defined above), flour, agricultural and horticultural produce (including fruit), and coal, any of which being the product of the State of Western Australia, when brought to the Port of Fremantle for the purpose of transshipment for export beyond the State shall be free of transshipping dues, but must pay handling charges incurred.

(8.) Goods which have already paid a full inwards wharfage at another Port in the State of Western Australia shall on prime entry be exempt from the payment of wharfage dues at Fremantle on production of satisfactory proof of such payment.

(9.) Wharfage dues on bulk kerosene and other like oils will be 2s. 9d. per ton of 250 gallons. Handling charges will be subject to arrangements according as the oils are dealt with.

(10.) Wool, landed for reclassing, scouring, marking, dumping, etc., and reshipped, will be regarded as transshipment cargo on a certificate from the shipper that it was the same wool as originally landed.

(11.) Where consignees or owners of motor cars or their agents desire to open, adjust, and set up for removal such cars, permission may be given by the wharf manager for this to be done if it will not in the opinion of the wharf manager interfere with the convenient working of the wharf, and a charge of Ten shillings (10s.) per car shall be made for the use of the premises of the Commissioners in effecting the operation.

(12.) For the purpose of computing charges on specified rates see Regulation No. 107.

(13.) Harbour Improvement Rate.—Attention is drawn to Regulation No. 113, which provides for a Harbour Improvement Rate on goods discharged in the Port of Fremantle additional to wharfage dues and handling charges. This Harbour Improvement Rate is not levied on transshipment cargo, nor on coal discharged in the Port of Fremantle for bunkering in the port only.

No. 113.

(PLUS SPECIAL WAR SURTAX, *vide* REGULATION No. 115A.)

Harbour Improvement Rate.—A Harbour Improvement Rate will be levied on all cargo discharged in the Port of Fremantle, with the exception of coal to be used for bunkering steamers in the port and cargo transhipped into vessels at Fremantle, as follows:—

On all merchandise: 6d. per ton (weight or measurement) calculated on the basis of 3d. per half-ton or part of half-ton.

Small stock: ½d. per head.

Large stock: 4d. per head.

The minimum charge shall be 3d.

No. 114.

Outwards Cargo.

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

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

Where the Commissioners perform the necessary labour services, receiving and delivering the goods indicated in the two immediately preceding paragraphs, such services shall be charged for at the same rates as inwards cargo of similar character and for like service.

All other goods shipped outwards shall pay wharfage dues and handling charges at the same rates as inward cargo of similar character, with the following exceptions:—

Timber.—Wharfage, 1s. 6d. per ton of 40 cubic feet, handling charge 1s. per ton for railway sleepers, and 2s. per ton for paving and other blocks, and 1s. 6d. per ton for all other classes of timber, in respect of each of the following services:—

- (a.) Unloading and stacking prior to shipping.
- (b.) Handling from stack to ship's slings.
- (c.) Handling in railway wagons at ship's slings.
- (d.) Any other distinct labour service rendered.

Scrap Metal.—Wharfage (same as inward rates); handling charges, if loose 2s. 6d. and if crated, cased, or bagged 1s. 2d. per ton for handling out of trucks or other vehicles into ship's slings.

Frozen or Killed Meat.—Wharfage, free; handling charges, as on inwards cargo of like nature.

Fruit in Cases.—Wharfage, free; handling charges:—

- (a.) Where delivered to ship's slings through shed, 2s. per ton.
- (b.) Where worked direct from railway wagons into ship's slings, 1s. 6d. per ton.

Sandalwood.—Wharfage (same as inward rates); handling charges, if loose 3s., and if crated, cased, bagged, or bundled 2s. per ton weight for each service incurred.

Firewood.—On rough timber exported as firewood.—Wharfage, 1s. per ton weight; handling charges, same as paving blocks.

Wool shipped, not being treated as transshipment cargo, per ton of 5 bales or 10 pockets, bundles, or bags.—Wharfage, 3s.; handling charges as on inwards cargo of like nature.

General Minimums.—The minimum wharfage due shall be 6d., and the minimum handling charge shall be 3d. per consignment.

Wheat for Export.—Wheat in bags brought to the Port of Fremantle for export will be handled by the Commissioners on the following terms:—

1. *Weighing, Marking, etc.*—All weighing which is required to be done on the premises of the Trust will be carried

out by the Trust, as requested from time to time, and (except in special cases where individual bag weights are required and permitted) will be of truck loads, by truck weighbridges. The loaded trucks (whether the wheat is stacked or worked direct from the trucks into the vessels' holds), after having the sheets removed and before the doors are lowered, will be weighed for their "gross" weight, and after the accepted bags have been removed from the trucks and the doors locked up again, the trucks will be again weighed on the same weighbridge (they not having been moved in the meantime) for their "tare" weight.

In the absence of instruction to the contrary, all trucks will be weighed.

Wheat can be worked direct from the trucks into ship's holds from either side of the grain shed; in cases where it is so dealt with, trucks standing on the land side, the shed conveyors will be used, and the weighing will be the same as though the bags were stacked, *i.e.*, the truck will be weighed and tared without moving from the weighbridge. When trucks are put alongside the ship for the wheat to be taken on board by means of portable elevators, cranes, or ship's gear, the weighing will still be in truck loads, but the trucks may not be tared on the same weighbridge, as it may not be convenient to work the empties back over the same bridge that the fulls were weighed upon, though this will be done wherever possible.

Where requested, the Trust will supply a list or note of the weights arrived at, as stated above, for record purposes only, but this list or note of weights will in no sense constitute a receipt for weights, nor be deemed as qualifying or embodying any condition of any receipt.

All weighbridges will be tested each morning and adjusted where necessary, and the weigh clerks have instructions that this should be done in the presence of the merchants' representatives, who should, therefore, make a point of seeing this done, to prevent disputes afterwards. The work cannot be delayed, however, waiting for merchants' representatives to be present.

2. *Receipts.*—The Trust will give receipts, at the Trust's main office, Cliff Street, Fremantle, once daily, for all bags received for storage purposes only, on a special "Fremantle Harbour Trust Wheat Receipt" form only.

Where requested, the Trust will similarly give receipts for rejected bags on a "Fremantle Harbour Trust Rejected Wheat Receipt" form only, but this will be only in special cases where the rejected bags are allowed to remain on the premises of the Trust.

No receipts will be given for bags loaded direct from truck to ship, at any place, whether the bags are passed over the conveyors at the grain shed or worked into the ship from the railway lines alongside the ship, at any berth in the Port.

3. *Rejected Wheat.*—As regards bags rejected at ship, or shed, or other spot where handling is done, these shall not be allowed to remain on the premises of the Trust, but shall be either left in the trucks during the course of handling out the accepted bags, or placed back in the trucks before the trucks are removed.

If, however, it is particularly requested by the shipper that these rejected bags shall remain on the premises of the Trust, they will be allowed to so remain for a period of 48 hours after being unloaded, at the termination of which period they will be loaded into railway trucks and sent to the railway yards, consigned to the merchants on whose account they were originally discharged, and at the entire risk and expense of the said merchants.

4. *Open Air Stacks.*—Should it become necessary to form open air stacks, the Trust will not cover the bags so stacked in the open air, but will, if requested, place over

such stacks such covers as the merchants see fit to provide, but without responsibility on the part of the Trust, and the charge for such services shall be the actual labour cost of the men employed to do the work.

For dunnage, the Trust will, where requested, permit the use, free of rent, of any material which they may have on hand suitable for dunnage, but the merchant must pay all cost of collecting, laying, and returning such material. This special provision shall not throw upon the Trust any onus to supply any dunnage whatever, nor any responsibility in regard to such dunnage as may be supplied.

5. *Wheat received from Coastal Ports by Water.*—Where wheat is brought to the port by water for export, and has to be landed before shipment, the same conditions and charges as are herein set out for wheat brought down by land will apply.

Where such wheat is transhipped to the export vessel overside direct vessel to vessel, and not landed, the Trust will not handle it.

6. *Responsibility.*—In no circumstances will the Trust Commissioners accept responsibility for weight, condition, value, or character of the bags or contents, nor will they accept responsibility for loss or damage to bags or contents, while on their premises, by reason of the ravages of vermin, or from dirt, or fire, or the character of natural deterioration of bags or contents, in the case of shed stored bags, or for loss or damage to bags or contents from vermin, dirt, fire, robbery, character or natural deterioration of bags, or weather, in the case of open air stored bags.

In regard to all rejected bags, as these will be allowed to remain on the premises of the Trust for a limited time, and then only in specially arranged cases (as already set out herein above), for the convenience of merchants, the Trust Commissioners will accept no responsibility regarding them for shortage or loss, or damage, of any sort, from any cause whatsoever.

In regard to wheat worked direct from railway truck to ship, the Trust Commissioners will accept no responsibility for loss or damage from any cause whatsoever. The Trust will require record of the bags so worked to be supplied by the merchants daily, such record to be in agreement as to the number of bags, with the receipt obtained by the merchant from the ship.

The Trust Commissioners will accept no responsibility whatever for any demurrage charges made by the Railway Department or ship owners in respect of any delay in the work from any cause whatsoever.

Insect Pests, etc.—Should any wheat on the premises of the Commissioners be discovered to be affected with weevil or other insect pests, or to have deteriorated or become in such a condition as in the opinion of the Commissioners or the Wharf Manager to involve risk of detrimentally affecting other stacks of grain or any other cargo in the hands of the Commissioners, or any of the premises or property of the Commissioners, the Commissioners may order its removal off their premises, or to some other position on their premises as may be decided by them. In the event of such removal not having been effected to the satisfaction of the Commissioners in the time and in the manner stipulated in each case, the Commissioners may remove such grain at the entire risk and expense of the owner. The cost of such removal and keeping and storing shall be paid by the owner of the grain from which such loss or damage arose.

Shortage in Wagons.—The Trust Commissioners will not accept any responsibility for any number of bags beyond the number for which they have given receipts. Should, however, any surplus bags be found in the stacks, these will become the property of the merchant in whose stacks they are found, up to the total of the shortages notified during the course of the work. All charges upon them must, however, be first paid.

7. *Handling Charges.*—The handling charges on wheat for shipment will be as follows:—

- (a.) Full service, *i.e.*, receiving and delivering, including stacking, where required, Trust giving a receipt for number of bags only, per bag, 1½d.
- (b.) On each or any additional or special handling service required, such as turning over or sorting bags for such purposes as re-sampling, re-weighing, or otherwise; or re-stacking, trucking, etc., as requested or as necessary, per bag, 1d.
- (c.) Slings, or working bags on to elevators at railway wagons, where ship loading from wagons, and bags not stacked, per bag, ¾d.
- (d.) Conveying bags from one berth to any other berth, or from one position to any other position where railway wagons not used for the purpose, all on South, or all on North side of harbour, per bag, 1½d. If the service herein described does not involve the transferring of bags beyond an adjoining berth, the special charge for the service shall be 1d. per bag.
- (e.) Loading up and stowing in railway wagons for transfer from one position to another position on the wharves (but not including crane or elevator hire), per bag, 1¼d.
- (f.) Weighing and (or) marking of weights on bags, including a list of weights, but not a receipt for weight, and not including handling to and from scale, for each time such service is performed, per bag, ¼d.
- (g.) *Weighing.*—Weighbridge weights, including tare of wagons:
 1. Four-wheeled wagons, per wagon, 1s.
 2. Bogie wagons, per wagon, 1s. 6d.

(These charges include a note of weights, where requested, but not a receipt for weight.)

On rejected wheat or wheat delivered locally, and not shipped:

- (a.) For each service performed, such as—
 1. Handling from railway wagons to stack and *vice versa*, each way, per bag, 1¼d.
 2. Loading up and stowing railway wagons (but not including crane or elevator hire), per bag, 1½d.
 3. Turning over, or sorting, or re-stacking, per bag, 1¼d.
 4. Handling in railway wagons, where bags not taken out of same, per bag, ¾d.
- (b.) Weighing and (or) marking, same as (f) above, per bag, ¼d.

8. *Work in Overtime Hours.*—Where the performance of any service causes the work to be done in, or to extend into hours other than the regular working hours of the port, the particular charge laid down for such service will in every instance be increased by the additional amount payable to the men as overtime rates of pay. The Trust reserves to itself the right, at all times, to continue the work beyond the regular working hours of the port, if same be necessary in the opinion of the Wharf Manager, whether from any shortness of labour, or from any other reasons whatsoever, and in such cases the additional charges referred to in this paragraph will become due and payable.

All wagons commenced will be finished within each day, no carry over or part wagons to another day being permitted, unless otherwise decided by the Wharf Manager.

9. *Storage Charges on Wheat.*—The storage charges on wheat shipped will be as follows:—

- (a.) For shed storage, but not to involve responsibility for damage to bags or contents by vermin, dirt, fire, character of bags, or natural deterioration, per week, per bag, one-sixth of a penny.
- (b.) For open air storage space, but not to involve responsibility for damage to bags or contents by vermin, dirt, fire, robbery, character of bags, or natural deterioration or weather, per week, per bag, one-twelfth of a penny.

10. *Storage Charges on Wheat not Shipped.*—In all cases of wheat stored on the premises of the Trust, whether in a shed or the open air, ostensibly for shipment, but eventually not shipped, but taken away by merchants for other purposes, the storage charges will, unless provided for by a special arrangement with the Commissioners, be the same as set out in Fremantle Harbour Trust Regulation No. 160, for ordinary general cargo.

11. *Lay days, etc.*—The scale of berthing dues and lay days in operation in the port for vessels working general cargo will apply to vessels loading wheat.

12. *Use of Elevators and Conveyors loading Ships.*—In all cases where the gantry loaders on the North Quay are available for use at a ship, and also where one or more of the portable elevators are available for use at a ship, at either the North Quay or any other berth, the ship must use such as are available, and, in the opinion of the Wharf Manager, applicable to her loading, and the Harbour Trust charges to be paid by the shipowner for the use of such appliances will be for continuous work between the hours of 8 a.m. to 5 p.m., Monday to Friday, and 8 a.m. to 12 noon, Saturday, in loading vessels, for each gantry loader, crane, or conveyor, per hour, or portion of an hour, 5s. 3d.

The cost over and above the ordinary cost of day work of all labour and supervision employed by the Trust, in connection with the working of these appliances, or any of them, during hours other than the ordinary working hours of the port, shall also be paid to the Trust by the shipowner, in addition to the hire rates already stated herein above.

Continuous work shall be deemed to be the continuous time during which these appliances or any of them are retained at a ship, and not the time during which they are actually working.

The ship that is first ready to use these appliances, or any of them, shall be deemed to have priority of claim to same, and in the event of any such appliances being, in the opinion of the Wharf Manager, available for use, and not used by a ship, the same rates will become chargeable against the ship, as though the said appliances had been used by her.

These charges will include the use of shoots in the vessels' holds, where such are available and, in the opinion of the Wharf Manager, applicable to the ship being loaded, and the Trust will rig these shoots and will keep them rigged and adjusted, and the charge to the shipowner for such rigging service will be at the rate of 12s. per hatch worked per day.

Where it is necessary in the opinion of the Wharf Manager, or required by the exigencies of the work to rig or adjust shoots or other gear on board ships, in hours other than the ordinary working hours of the port, the charge laid down herein for the use of these shoots or other gear shall be increased by the additional amount payable to the men engaged on the work as overtime rates of pay.

No. 115.

Charges on Bunker Coal.—The handling charges on bunker coal worked off wharves into ship's bunkers shall be as follows:—

- (a.) Coal loaded into boxes or other similar receptacles, prior to being brought on to the premises of the Trust for tipping into ship's bunkers, and arriving alongside a ship in railway wagons, being tipped by the ship's labour, shall be 4d. per ton of coal handled.

- (b.) Where the above-mentioned boxes or receptacles are tipped by Trust labour, 7d. per ton of coal handled.

(Note.—The rates charged under (a) and (b) include the shovelling of a reasonable quantity of loose coal which may be in the wagons containing the boxes or other receptacles.)

- (c.) Coal arriving alongside a ship loose in railway wagons, requiring to be shovelled into shoots leading direct from the wagons into ship's bunkers, or into baskets or other receptacles on the wharf, 1s. 3d. per ton of coal handled.

- (d.) Where the loose coal dealt with in sub-paragraph (c) has been shovelled into baskets or other receptacles on the wharf, and is then tipped by Trust labour into ship's bunkers, or shoots, 1s. 6d. per ton of coal handled.

- (e.) Coal arriving at the wharf loose in railway wagons, and permitted by the Trust to be stacked prior to being handled into ship's bunkers, the following handling charges shall apply:—

1. Shovelling out of wagons into stack, and building stack within a radius of 10 feet of side of wagon, 2s. per ton.
2. For each additional 10 feet or portion thereof, increase in distance from side of wagon, 1s. per ton.
3. Shovelling from stack into baskets or other receptacles, to be tipped into bunkers by ship's labour, 1s. 3d. per ton.
4. Where the baskets or other receptacles mentioned in sub-paragraph 3 above are tipped by Trust labour, 1s. 6d. per ton.

None of the above-mentioned services include the cost of any crane or other appliances hired from the Trust to do the work.

115A.

SPECIAL PROVISION OWING TO THE EUROPEAN WAR.

War Surtax of 20 per cent.

Owing to conditions brought about by the European War, all Wharfages, Pilotages, Port Dues, Storage Charges and Harbour Improvement Rate Charges are subject to a Special War Surtax of 20 per cent. upon the amount of the dues or charges which may become payable under the headings mentioned. This surtax shall continue in operation until 31st December, 1917, when it shall be re-enacted or discontinued as circumstances dictate in the discretion of the Commissioners.

Wherever any amount becomes due and payable under this Special War Surtax, the same shall be payable at the same time, in the same manner, and under the same conditions as is provided for the payment of the dues or charges upon which it is calculated.

In computing this Surtax, the calculation shall be made to the nearest penny.

No. 116.

Definition of "Handling Charges."—Handling charges on inwards cargo shall (except where otherwise specifically 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 Trust until the sling is released, by the ship's representative or servant, from the ship's tackles, or deposited on the wharf or conveyance provided by the Trust to receive the same.

Handling charges on outwards cargo shall include the supplying of labour only to convey goods from the vehicle to ship's slings, except where specifically stated to include receiving and delivering.

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

No. 117.

Handling Services at option of Trust.—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 Trust, and in all cases wherein it is not definitely stated in these Regulations that labour will be supplied by the Trust, two hours' notice must be given to the Wharf Manager that it is desired that the Trust shall provide labour.

In those cases where the permission of the Trust has been obtained by the master or owners of a vessel to handle cargo from or to the said vessel across the wharf, the master or owner shall be entitled to charge the owner of the cargo handling charges not exceeding 1s. per ton for each distinct handling service incurred, dead weight or measurement as per manifest, bills of lading, or shipping notes.

No. 118.

Cargo consigned from Ship's Slings in Railway Wagons.—Consignees desiring that cargo consigned to them shall be loaded direct from the ship's slings into railway wagons, 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 Commissioners against loss or damage to cargo so handled, before the work is undertaken. In the event of such cargo being discharged before the wagons 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 wharf sheds, or otherwise dealt with according to the berth occupied by the ship, and if the said cargo is afterwards required to be loaded into the said wagons, an extra labour charge shall be paid by the consignee for conveying the said cargo to the side of the wagons. 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 Trust, the consignee shall also pay the additional cost of labour employed due to the work being performed during such over-time hours. The Com-

missioners 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 wagons 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.

No. 119.

Receipts for Cargo landed into Railway Wagons.—In the case of cargo landed direct into railway trucks or delivered to railway trucks on the wharf or at wharf sheds, where such cargo has passed into the custody of the Trust owing to the Trust having given receipts to the ship for same, the consignee of such cargo must give receipts to the Trust for such cargo before the truck or trucks containing such cargo is or are permitted to be removed, and the Trust 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. 120.

Haulage of Railway Wagons.—The rates of wharfage dues and handling charges set down for cargo landed direct into or shipped out of railway wagons do not include the haulage or other charges imposed by the Railway Department, which must be paid by the person ordering the wagons to the Railway Department direct. The onus of requisitioning the Railway Department for supply of wagons shall rest with the consignee or shipper respectively.

No. 121.

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 Trust, 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 Commissioners reserve the right to at any time demand that goods shall be reweighed or remeasured in the presence of an officer of the Trust and at the expense of the owner of the cargo.

No. 122.

Receipts, etc., for Inwards Cargo.—The receipts of the Commissioners to a ship for cargo landed (in cases where under these Regulations cargo passes into the custody of the Commissioners 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 Trust'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, or ship's agent in the presence of the Wharf Manager and Custom's Official if required, as soon as is pos-

sible after being landed. The Trust will, under no pretence 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. 123.

General Responsibility of Commissioners.—No goods, for which receipts have not been given by the Commissioners, shall be deemed for any purpose to be in the custody of the Commissioners as wharfingers, nor shall the Commissioners 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 Commissioners be responsible for the weight, size, character, or condition of the contents of packages, and generally the Commissioners 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 Commissioners 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. 124.

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

No. 125.

Wrong Delivery.—The Commissioners 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. 126.

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. 127.

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 Trust 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. 128.

Goods specially treated by Government or other Authorities.—The Commissioners 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. 129.

Responsibility in case of fire, etc.—The Trust 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, and any action of the Commissioners 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. 130.

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

No. 131.

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 Trust, nor shall the Trust be held responsible for any loss or damage that may accrue to such cargo from any cause whatever.

No. 132.

Contents of Packages.—Notwithstanding the nature of the receipt given by the Wharf Manager for any goods passing into the custody of the Commissioners, the Commissioners 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. 133.

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 Commissioners at times other than within the hours which are fixed in these Regulations as the ordinary daily working hours of the Port, the Commissioners shall not be liable for the condition of goods so handled.

No. 134.

Extra Charges.—Extra charges in all cases, except where otherwise specifically stated, shall be in each case determined by the Wharf Manager.

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

No. 135.

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 Trust in additional risk in handling, an additional charge for labour shall be imposed on such goods, and the Commissioners shall in no case be liable for damage to goods caused by or contributed to by insufficient packing or protection. The additional charge shall in each case be determined by the Wharf Manager.

No. 136.

Goods delivered in Special Manner.—Where the consignee of any goods requires that they be delivered to him or 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 Trust an extra charge per ton on the goods so actually sorted or handled to cover any extra labour involved in such sorting or handling; such charge shall be determined by the Wharf Manager in each instance.

No. 137.

Goods requiring to be moved.—Where a vessel is not ready to receive goods which have been brought down for direct shipment, and such goods have consequently to be stored on the wharf or in a shed at the berth where the vessel is lying, or if for the convenience of the ship, or on account of doubtful weather or other cause, such goods are placed in such shed, a charge of 1s. 6d. per ton shall be made to the ship to cover the cost of the additional labour involved; and where such or any goods have to be conveyed by the Trust to a ship, shed, or berth beyond the shed or berth where such goods have been deposited or stored, the cost of so conveying such goods shall be paid by the ship or owner of the goods, depending upon which the work is done for. The amount of the charge shall in each case be determined by the Wharf Manager, the minimum charge being 1s. 6d. per ton for removal to the next adjoining shed or berth, and 6d. per ton for each additional berth traversed thereafter. The Wharf Manager shall also have the option of refusing to do the work.

The usual storage rates will also be charged against such ship or owner of the goods, as the case may be.

No. 138.

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. 139.

Ships' Stores, etc.—Materials and equipment required in the repair of vessels or their machinery whilst lying at the wharves or in the harbour; also stores put on board such vessels for use thereon, shall be exempt from outward wharfage dues only, but if handled by the Trust, the owners of the ship shall pay to the Commissioners handling charges as though upon cargo of like character.

No. 140.

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 Trust, a fixed sum of one penny per package to cover all wharfage and handling charges, but all luggage appearing on the manifest shall pay wharfage dues at the rate of 1s. 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 Trust 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 Commissioners.

No. 141.

Kerosene or other Inflammable Oils or Spirits handled on Wharves.—Vessels arriving with kerosene, naphtha, petrol, benzine, turpentine, and other inflammable oils or spirits in cans and cases may be permitted to land it on a wharf for carting or railing to store, or for transshipment provided the same be removed from the wharf before 5 p.m. each day, and no person shall bring such goods for shipment on to any wharf until the vessel about to take the same is prepared to receive it. In no case will such goods be allowed to be stored on any wharf or in any shed, or in any other place within the Trust's boundary without the expressed consent of the Secretary in writing.

A vessel having on board, whether to be landed at Fremantle or not, any oil or spirit of a lower flashing point than 150deg. Fah. may not be allowed to berth at Victoria Quay. Masters of all ships carrying oils or spirits as cargo must declare their cargo to the pilot before entering the Inner Harbour. The Trust Commissioners place watchmen on board all ships with oil or spirits on board, at the expense of the owners of the vessels, and the cost of same must be paid before the vessels are granted clearance.

No. 142.

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 express permission from the Harbour Master or Wharf Manager.

No. 143.

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 Trust, and the Trust shall not be responsible for any damage or loss which may accrue to such goods.

No. 144.

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

No. 145.

Goods not to be Landed or Shipped at other than appointed Places.—No cattle or goods shall be landed on, or shipped from any part of the foreshore of the harbour or any place or places other than the landing places appointed by the Trust for that purpose without the consent in writing of the Secretary of the Trust, and in respect of all cattle or goods landed or shipped in pursuance of such permission the same charges shall be enforced as though the same had been landed or shipped at such landing places as aforesaid.

No. 146.

Working Hours.—The working hours of the Port 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 12 noon.

No. 147.

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, of all labour and supervision, etc., employed by the Trust 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 shed or berth 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. 148.

Delays caused by Ships to be paid for.—The loss in wages paid by the Trust 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 Trust, shall be paid to the Trust by the master or owners of the said ship.

No. 149.

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

No. 150.

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 or jetty, and for any damage that may occur either from the breakage of slings or from the goods being imperfectly slung.

No. 151.

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

No. 152.

Machinery and Drivers to be Certificated.—The owner or lessee of any such machinery, being steam machinery, so placed on any such wharf or jetty, must produce to the Commissioners 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, either by being the holder of an engine-driver's certificate of competency issued by some recognised competent authority, or by obtaining a certificate of competency after examination by the Engineer Inspector ap-

pointed by the Commissioners. The fee to be charged for every such examination and certificate shall be £1 ls., payable before such certificate is issued.

No. 153.

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. 154.

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. 155.

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

No. 156.

Goods falling overboard.—If any cargo or other material is by accident or otherwise dropped or let fall overboard, the master or agent present at the time shall forthwith report the same to the Wharf Manager, and the Wharf Manager shall be at liberty to take such steps as may seem to him advisable to recover and land such cargo or other material; and all expenses of such recovery and landing shall be a debt due to the Trust from the owner, agent, or master of the vessel out of which such goods were being landed or into which they were being shipped, or from any person responsible for letting such goods drop or fall overboard.

No. 157.

Trust not bound to find storage accommodation.—The Trust shall not be bound to find storage room for any goods, either in any shed or on any wharf. 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 Trust to be stored in a shed, the Trust 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 Trust's premises.

No. 158.

Goods to be removed from Sheds within 16 working 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 sixteen (16) working hours after having been so placed therein.

No. 159.

Goods to be removed, or may be sold.—All goods landed on any wharf shall be removed therefrom or placed in a shed within forty-eight hours after being landed. The Wharf Manager is empowered to take charge of and store cargo and goods if not removed from any wharf or shed by the consignee within the time or respective times limited

for that purpose, or to cause the same to be conveyed to 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 Trust or other convenient place, and to keep the same until payment to the Trust of the expenses of such removal and of the keeping of the goods, and of all other charges due to the Trust thereupon; and, in default of payment, on behalf of the Trust to sell the same in the manner and at the time and in accordance with the powers provided by Section 29 of the Act.

No. 160.

Storage Rates for Goods.—Should any goods be not removed from any wharf or jetty or sheds thereon within the time specified in these Regulations, there shall (subject to and as hereunder mentioned) be payable to the Commissioners, as and by way of storage rent in respect thereof, the sum of one shilling (1s.) per ton for the first week, and for every subsequent week the sum of three-pence (3d.) per ton additional to the amount per ton payable for each immediately preceding week, *i.e.*, one shilling and three-pence (1s. 3d.) per ton for the second week, and one shilling and sixpence (1s. 6d.) per ton for the third week, and so on. For the purposes of this Regulation, a fraction of a ton shall be deemed to be a ton, and a part of a week shall be reckoned as one week. Nothing herein contained shall prevent the Wharf Manager from removing or ordering the removal, as provided for in these Regulations, of any such goods at any time after the time hereinbefore appointed for their removal.

The Commissioners may, in their discretion, agree with a consignor or the owner, or agent for the owner thereof, that goods awaiting shipment for export shall pay such an amount for storage as may in each case be determined by the Commissioners, such amount not to exceed the rates hereinbefore referred to.

Cargo for which a through bill of lading has been issued, if landed at Fremantle to wait transshipment by another vessel, will be charged a storage rate of 6d. per ton per week, calculated on weight or measurement at the option of the Commissioners, subject always to all other conditions as hereinafter mentioned.

No. 161.

Storage upon Chaff.—Storage upon chaff in bags shall be charged as upon twice the weight thereof.

No. 162.

Limit of Storage.—No goods shall be allowed to remain in any shed or upon any wharf for a longer period than four weeks. If any goods so remain without the consent of the Trust, the Wharf Manager may remove the same to King's Warehouse (in the case of goods liable to Customs duty), or to any of the premises of the Trust, or other convenient place, and retain the same under the provisions of Section 29 of the Act and for the purposes enumerated in the said section. The charge to be made for such removal only to any premises of the Trust shall be two shillings (2s.) per ton, and the charge for storage of such goods after removal shall continue to be at the same rate as applies to goods left in wharf sheds beyond the specified free storage period.

No. 163.

Goods left on Wharf may be opened, &c.—If any free goods shall, without permission from the Wharf Manager, remain upon any wharf, or on the approaches thereto, or in any shed in which goods may be placed, for a longer time than shall be allowed by these Regulations, it shall

be lawful for the Wharf Manager to open and examine the same, before the goods are dealt with under the provisions of Section 29 of the Act, or otherwise according to law.

No. 164.

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

No. 165.

Limitation of Value of Goods lost or damaged.—All claims for goods lost, damaged, or destroyed shall be restricted to the cash value of the same at Fremantle, provided such value does not exceed the cash value at the port of shipment at date of shipment with actual freight insurance duty (if any) and shipping charges added.

No. 166.

Limitation of value of goods where not declared.—The Commissioners 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 Commissioners, 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. 167.

Limitation of value of goods.—Without affecting, restricting, or limiting any other of these regulations, the Commissioners' 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 Commissioners 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. 168.

Goods held for examination by Customs.—Goods on Prime Entry, which are detained for examination by Customs officials, will be stored free from the time of passing of entry until examination is completed, but such free storage shall not exceed four days in all. Goods on Warehousing Entry, requiring examination and making up for Customs purposes, shall have free storage in the sheds during the time this is done, but not exceeding four days in all. After the expiration of the free storage time, they shall be chargeable with storage at the general rate of storage. Satisfactory receipts must be given to the Trust for packages of goods which are in the custody of the Trust, before they are opened for examination. The Trust shall not, under any pretence whatsoever, be held responsible for the safe custody of the contents of packages of goods so opened or repacked. In case satisfac-

tory 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. 169.

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

No. 170.

Claims in respect of cargo.—No claims will be entertained by the Trust 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 Trust, which form will be supplied on application.

Section V.

REGULATIONS AND CHARGES FOR THE HIRE OF CRANES.

No. 171.

All requisitions for the hire of steam or electric wharf cranes shall be made at the office of the Trust, 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, but the Commissioners shall not be bound to supply any crane at any time to anyone.

No. 172.

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 be liable for half the amount of the hire from the time mentioned in the application, and shall lose his turn if another applicant is waiting for or ready to use the crane.

No. 173.

The Commissioners 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. 174.

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. 175.

Hirers of cranes shall be responsible for, and indemnify the Commissioners against any loss or damage whatsoever that may arise or be caused to or suffered by the Commissioners 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. 176.

The Wharf Manager may at any time re-allocate the cranes, or remove a crane from any hirer if the exigencies of the work on the wharves in his opinion require such action.

No. 177.

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

No. 178.

Hirers of cranes shall pay for the same in advance the fees laid down by the Commissioners 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. 179.

The cost, over and above the ordinary cost of day work, of all labour and supervision employed by the Trust 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, shall be paid to the Trust by the hirer in addition to the amount set down for the hire of the crane or cranes employed.

No. 180.

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

No. 181.

In all cases where steam has to be raised upon a steam crane to perform any service, the minimum charge shall be £1, and in cases where the ten-ton electric crane has to be shifted to another berth to perform any work, the minimum charge shall be £2; which charge shall cover the cost of continuous service for the first hour. The Wharf Manager may also, in his discretion, charge the hirer with the cost of specially moving a crane in special circumstances.

No. 182.

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. 183.

No crane shall be used without permission of the Commissioners.

No. 184.

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

1. Continuous work between the hours 8 a.m. to 5 p.m., Monday to Friday, and 8 a.m. to noon, Saturday:—
 - (a.) In loading or unloading vessels, to include all lifts up to computed 3 tons weight, per hour or portion of an hour, 5s. 3d.
 - (b.) In handling goods on wharves or into or out of vehicles, to include all lifts up to 1½ tons weight, per hour or portion of an hour, 5s. 3d.
 (Minimum, 2 hours.)
2. Scale for casual or special lifts:—
 - (a.) For lifts computed to weigh not exceeding 1½ tons, per lift, 2s. 6d.
 - Over 1½ tons and not exceeding 2 tons, per lift, 5s.
 - Over 2 tons and not exceeding 2½ tons, per lift, 7s. 6d.
 - Over 2½ tons and not exceeding 3 tons, per lift, 10s.
 - (b.) For lifts computed to weigh more than 3 tons and up to 10 tons, fraction of tons over one-quarter ton to be taken as one ton, per ton, 5s.

No. 185.

All lifts of over three tons weight, occurring during the course of ordinary continuous work, in discharging or loading a vessel, will be charged as special lifts, and the time occupied in dealing with same will be deducted from the time of continuous working.

No. 186.

Hand Cranes.—Applications for the use of such hand cranes as may be, or become, the property of the Commissioners, must be made to the Wharf Manager, who may grant permission for same to be used on payment of the fees specified in the scale of charges for such service laid down from time to time. The time during which a crane 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. 187.

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

Section VI.

NAVIGATION.

No. 188.

Masters' and Owners' Responsibility for Observance of Regulations.—The master and owner of every vessel shall severally be responsible for the due performance and observance of such of the Regulations of the Trust as apply to such vessel at any time; and when any vessel is under the direction of a pilot, the said pilot shall be also responsible for the due performance and observance of the Regulations; but the responsibility of the pilot shall in nowise relieve the master and the owner of the vessel of their responsibility.

No. 189.

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

No. 190.

Speed of Vessels in Harbour.—The speed of any vessel navigating the Inner 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. 191.

Steam Whistles.—No steam whistle, siren, or horn shall be used on board any vessel within the Port, or while moored alongside any wharf, nor whilst swinging in the Inner Harbour, whether as a signal of arrival or departure, or for any other purpose whatever, except that laid down in the Admiralty Regulations in connection with fogs, or to avoid collision, 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. 192.

Stranded Vessels or other Impediments to Navigation.—If any vessel be sunk or stranded within the Port, or if any obstruction be found to impede the navigation and use of the Port or any part thereof, the master or the owner or agent of such vessel, or the owner of the property by which such obstruction is caused, shall immediately notify the Harbour Master of the position of such obstruction, and shall exhibit on or near such vessel or obstruction such flags, masts, or lights, 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. 193.

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. 194.

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. 195.

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

LIGHTS TO BE USED.

No. 196.

(a) *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 of 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.

(b) *Lights when under Way.*—Open boats, sailing yachts, and lighters of less than 28 tons net registered tonnage, and all fishing boats, when under way, shall not be obliged to carry the coloured side lights; but every such boat and vessel shall in lieu thereof have ready at hand a lantern with a green glass on one side, and a red glass on the other side, and on approaching to or being approached by another vessel, such lantern shall be exhibited in sufficient time to prevent collision, so that the green light shall not be seen on the port side nor the red light on the starboard side.

A vessel which is being overtaken by another shall show from her stern to such last-mentioned vessel a white light or a flareup light.

BERTHING.

No. 197.

Harbour Master or Berthing Master to have entire control of Anchoring and Berthing, and can remove Vessels.—The Harbour Master or Berthing Master or their deputies, or other officer acting for such Harbour Master or Berthing 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 or their authority or contrary to his or their directions. He shall also appoint the berth which each vessel shall occupy, and shall have power to remove any vessel from a berth or alter the berth of any vessel whenever he may deem it necessary and shall think fit, and upon his giving notice to the master or owner of any such vessel that he may require to so remove, such master or owner shall make all arrangements for such removal accordingly. Failing compliance with the directions so given the Harbour Master or Berthing Master is empowered to forthwith remove the vessel at the risk and expense of the master or agents or owners of such vessel.

No. 198.

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 fastenings 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.
- (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 or Berthing 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 Trust.
- (g.) The Trust 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 or Berthing Master, who may, if necessary, direct the removal of other craft for that purpose.
- (j.) Such portions of the wharves as may from time to time be decided upon by the Harbour Master or Berthing Master shall be allotted respectively to all vessels.
- (k.) When the Harbour Master or Berthing 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 or Berthing 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.

No. 199.

Authority of Water Police on Wharves.—When any vessel is being brought alongside any berth, the water police shall have authority to see that all that part of the wharf or jetty is kept clear for the purpose of working the lines and warps of the vessel with all possible facility.

VESSELS IN PORT.

No. 200.

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

No. 201.

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. 202.

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. 203.

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 or Berthing 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 aforesaid 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 or Berthing Master a safety net or saveall of size, character, and so placed as to prevent the material (including coal, coke, ballast, refuse, or ashes) 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 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. 204.

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

No. 205.

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

No. 206.

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

No. 207.

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 with the exception of passengers' personal luggage. Live stock in limited quantities may be landed at wharves 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. 208.

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

No. 209.

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 or Wharf Manager, 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. 210.

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. 211.

Cleaning of Wharf Berths.—A special charge of £1 will be levied against every vessel which occupies a wharf berth to cover the cost of cleaning up the berth after her departure. Such charge must be paid before clearance is granted. This charge will only apply to cleaning up the rubbish, etc., which naturally collects on the wharf while a vessel is berthed, and does not include the removal of planks, trams, stages, horseboxes, gangways, or other gear used in the loading or unloading of a vessel, which removal must be done to the satisfaction of the wharf manager by the master or agents of the vessel. In the event of such work not being done promptly and to the satisfaction of the wharf manager the Trust will do it at the expense of the owners of the vessel.

No. 212.

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

No. 213.

Mooring Appliances and Fireplugs 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. 214.

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

No. 215.

Vessels 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 belonging 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 or 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. 216.

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

No. 217.

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

No. 218.

Beaching Vessels.—No vessel shall be beached or grounded in the Port without permission being first had and obtained from the Harbour Master; and any such vessel which shall take 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. 219.

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. 220.

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

No. 221.

Power of Harbour Master or Berthing 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 un-mooring and removal within or to without the harbour, the Harbour Master or Berthing Master is hereby empowered to insure the observance of such Regulations, and for that purpose may moor, unmoor, place, or remove any vessel.

No. 222.

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

No. 223.

Harbour Master or Berthing 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 or Berthing 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. 224.

Harbour Master or Berthing Master may employ assistance.—And, if there is no crew on board of any vessel to be moved, placed, moored, or unmoored, or the crew thereof refuse or fail to aid and assist as aforesaid, or if the crew, or tackle, or quantity of ballast on board such vessel is not sufficient to enable the Harbour Master or Berthing 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. 225.

Expenses recoverable.—And such costs and charges, and all other costs, charges, and expenses incurred by the Har-

bour Master or Berthing Master or the Trust in or about insuring the due compliance with these Regulations, or any of them, shall be paid, on demand, by such master, agent, or owner to the Trust.

No. 226.

Interference with Harbour Master or Berthing Master.—No person shall without the consent or authority of the Harbour Master or Berthing 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 Berthing Master, or interfere with him in the performance of his duty, or otherwise or in any other manner infringe these Regulations.

No. 227.

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

No. 228.

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. 229.

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

No. 230.

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 or Berthing Master.

No. 231.

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

No. 232.

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

No. 233.

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. 234.

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 electric 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 or Wharf Manager shall demand or direct.

No. 235.

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 Trust, except in order to give notice of an outbreak of fire.

No. 236.

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. 237.

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

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

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

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

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

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

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

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.

No. 238.

Coal and other Hulks to be surveyed annually.—All hulks anchored or moored within the limits of the port shall be subject to an annual hull survey, to be conducted by such surveyor or surveyors as the Commissioners may appoint, on or before the 31st day of January of each year; and the Commissioners may, on the recommendation of the surveyor or surveyors appointed, continue to permit the hulk therein named to be used within the port, subject to the conditions stated in writing from time to time, till the 31st day of December next ensuing, and no longer. The Commissioners may at any time demand a survey on any hulk, and, on the recommendation of the surveyor, suspend or cancel the permission granted to such hulk to be used within the har-

bour 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 Commissioners; 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. 239.

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

A vessel having on board, whether to be landed at Fremantle or not, any oil or spirit of a lower flashing point than 150deg. Fah. may not be allowed to berth at Victoria Quay. Masters of all ships carrying oils or spirits as cargo must declare their cargo to the pilot before entering the Inner Harbour. The Trust Commissioners place watchmen on board all ships with oil or spirits on board, at the expense of the owners of the vessels, and the cost of same must be paid before the vessel is granted clearance.

No. 240.

Motor Driven Vehicles or Boats.—No person shall hand to the Commissioners for the purpose of being shipped on board any vessel or bring on to any wharf for any purpose, any motor driven vehicle or boat or other contrivance using inflammable oil or spirit until the tanks or other receptacles for holding such oil or spirit (as well as the engines) are emptied and freed from vapours arising from same, and the drain and filling pipes of such tanks or other receptacles are left open, and the openings effectively protected by fine wire gauze. No person shall, without the permission of the Wharf Manager in each case, place any inflammable oils or spirits in the tanks or other receptacles on any motor driven vehicle, boat, or other contrivance while the same is on any wharf or in any shed the property of the Commissioners.

No. 241.

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. 242.

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 enclosed receptacles in the magazine:—

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

No. 243.

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

No. 244.

The master or person in charge of every ship having explosives on board shall keep conspicuously exhibited at the foremast head, from sunset to sunrise, 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 Trust.

No. 245.

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. 246.

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

No. 247.

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 towline between her and the steamer than 60 feet.

No. 248.

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. 249.

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 (Fireworks) 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. 250.

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. 251.

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. 252.

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. 253.

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. 254.

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. 255.

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. 256.

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 explosive so being loaded, unloaded, or conveyed, and shall abstain from any act whatever which tends to cause fire or explosion, and is not reasonably necessary for the purpose of

the loading, unloading, or conveyance of such explosive, or of any other article carried therewith, and for preventing any other person from committing any such act.

No. 257.

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. 258.

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. 259.

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. 260.

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. 261.

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

No. 262.

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. 263.

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. 264.

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. 265.

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. 266.

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

- (a.) An officer of the ship shall be constantly and exclusively in charge of the shipment, stowage, or discharge of such explosives.
- (b.) All fires and lights shall be completely put out (except engine-room fires, which must be carefully banked with damp ashes). No smoking shall be allowed on board. This rule will apply to every ship alongside of or attached to any ship or licensed powder lighter loading or discharging any kind of explosive.
- (c.) Men selected to work in the magazine of the ship or boat must not have any matches, fuses, or knives or hooks about their person, 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, except as is immediately hereinafter stated, be passed by hand from man to man or rolled, and on no account shall any explosives be pitched, thrown, or slid. The exception immediately hereinbefore referred to is that, where special permission is given by the Inspector, explosives may be discharged in canvas parachutes of special construction, which must be examined and passed prior to each job by the Harbour Master. The Harbour Master shall also determine prior to the commencement of or at any time during the course of discharge whether the weather conditions are such as will permit of explosives being discharged or being continued to be discharged by means of parachutes as aforesaid, and the master of the ship and those in charge of the men on the ship, and the licensed lighter as well as those in charge of the lighter shall at once obey the orders or signals of the Harbour Master in this regard.
- (f.) No person shall be allowed to work aloft or in those parts of the rigging which may be near to the magazine.
- (g.) Special care must be exercised in selecting the men to work the explosives, to see that they are perfectly sober.
- (h.) In the event of any necessity arising for the stoppage of the loading, or discharging of any kind of explosive for any purpose or from any cause whatever, it will devolve upon the officer in charge to take precautions that the hatches of the ship, as well as those of the licensed powder lighter delivering or receiving, are put on and covered with tarpaulins, and that no person is allowed to remain below in the magazines or hold during such stoppage.
- (i.) Paraffin, naphtha, petroleum, or other volatile oil must not be used for any purpose or upon any pretence whatever on board a ship after such ship has on board more than 1,000lbs. of any explosives other than of ammunition whilst the ship is within the limits of the Port of Fremantle.

No. 267.

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

No. 268.

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

No. 269.

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

No. 270.

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

Section VIII.

WATERMEN AND BOATMEN.

No. 271.

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

No. 272.

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 July to the last day of June.

No. 273.

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. 274.

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

No. 275.

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. 276.

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

No. 277.

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 directions given by the Harbour Master.

No. 278.

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. 279.

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

No. 280.

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

No. 281.

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

No. 282.

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

No. 283.

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

No. 284.

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 Commissioners, in addition to any penalty which may be adjudged against him in consequence thereof.

BAGGAGE PORTERS, DRIVERS, AND CARRIERS.

No. 285.

Porters' Licenses required, and conditions thereof.—No person shall ply or tout for hire as a porter at or on any wharf or jetty or upon any ship within the harbour unless duly licensed by the Trust for that purpose, the issuing of such license to be in the entire discretion of the Com-

missioners, and every porter shall, when so plying for hire, wear a badge of the pattern approved by the Commissioners, specifying his number, in such a position that the same may be easily seen and recognised. No licensed porter shall transfer or lend his license or badge to any person whomsoever.

No. 286.

Conduct of Porters.—No porter shall proceed on board any vessel to tout, solicit, or ply for hire until called on board by some person wishing to engage him, excepting with the consent of the master or agents of the vessel. When a vessel just arrived in port shall come to on the outside of another vessel lying at any wharf, porters shall arrange themselves in the middle of the inner vessel. But if the vessel just arrived shall occupy an inside berth, they shall then arrange themselves on the wharf, at least five (5) feet from the edge thereof, and at all times at least six feet from the foot of the gangways, until regularly called and passed on board by an officer of the vessel. And no porter, on being engaged to carry luggage, shall attempt to transfer it to another, but shall himself accompany his employer agreeably to his engagement.

No. 287.

Applications.—Applications for porters' licenses shall be addressed to the Secretary, and be accompanied by two written testimonials, and such licenses shall be issued annually, and shall cover the period from the first day of July to the last day of June, or such shorter period as may be necessary.

No. 288.

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

No. 289.

No refunds of license fees to be allowed.—No refund of license fees shall be made for any porter's license suspended or cancelled.

No. 290.

Licenses to be produced.—Every licensed porter, when required to do so by any constable on duty or by any officer of the Trust, or by any person wishing to hire or who may have hired him, shall produce his license for inspection. Upon any failure of a porter to wear his badge or refusal to produce his license, the license may be suspended and badge withdrawn by the Secretary.

No. 291.

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

	s.	d.
For luggage 28lbs. in weight and under, conveyed from the vehicle to the deck or vice versa ..	0	6
For luggage above 28lbs. and under 56lbs. conveyed from the vehicle to the deck, or vice versa ..	0	9
For luggage above 56lbs. and under 112lbs., conveyed from vehicle to the deck, or vice versa ..	1	0
For every additional 56lbs. or part thereof ..	0	6
If hired by time, for first hour ..	1	6
If hired by time, for every extra quarter of an hour	0	6

No. 292.

Drivers' and Carriers' permits required.—No person shall enter upon the premises of the Trust with a vehicle to ply for hire therewith for passengers or for goods or luggage, either or all, unless he is the holder of a permit and numbered badge issued by the Commissioners for the

purpose, and no permit and badge shall be issued to any person other than the holder of a driver's license issued by some municipal or other authority, entitling him to ply similarly in the town of Fremantle, or some other municipality, and unless the vehicle of which he is in charge is also a vehicle properly licensed and permitted to be used for the purposes of hire in the town of Fremantle, or other municipality.

No. 293.

Permits and Badges may be refused.—The Commissioners may refuse to issue permits and badges to persons who are known to have been convicted of felony or misdemeanour, or against whom complaints have been made to the Commissioners, and the Commissioners shall not be compelled to state their reasons for so refusing.

No. 294.

Duration of Permits.—All permits and badges issued shall remain in force for the time specified in such permit, unless sooner suspended, cancelled, or relinquished, as provided for in these Regulations.

No. 295.

CARRIERS AND DRIVERS.

Plying for Hire.

Permits and Badges.

Charge for Permits and deposit for Badges.—A charge of five shillings (5s.) per annum will be made for the permit issued to carriers and drivers of horse drawn or motor driven vehicles in addition to a sum of two shillings and sixpence (2s. 6d.), which will represent the value of the necessary badge and which shall be lodged with the Commissioners as a deposit to be returned to the carrier or driver so depositing it upon return of his badge.

No. 296.

Badges to be worn and permits produced.—Every holder of a carriers' or drivers' permit and badge shall, while within the Trust's boundary, wear such badge in a prominent position, and shall upon demand made by a person engaging such carrier or driver, or any officer of the Trust or police constable in uniform, at once produce his permit for inspection. Upon any refusal or failure to wear the badge or produce the permit as aforesaid being reported the permit may be suspended and the badge withdrawn by the Secretary.

No. 297.

Licensed Porters not to hold drivers' permits.—No person being licensed as a porter shall be granted a carrier or driver's permit and badge, provided always that a person holding and having in force a porter's license, and being desirous of obtaining a driver's permit and badge, may do so on handing over his porter's license and badge to the Secretary, with written notification that he no longer requires such porter's license; the Commissioners may then in their discretion grant to such person a carrier or driver's permit and badge, and thereupon the porter's license shall become void and cease to have any force; and in like manner a carrier or driver may give up his permit and badge and obtain a porter's license, and the said permit and badge so given up shall become void and cease to have any force.

No. 298.

Porter's License and Carrier's or Driver's Permit not to be held by one person.—Under no circumstances shall a carrier or driver's permit and badge and a porter's license be held by one person at one and the same time.

No. 299.

Drivers' Permits and Badges not transferable.—No permit and badge holder shall transfer or lend his permit and badge to any other person.

No. 300.

Drivers to pull up at Gate Office.—The driver of every horse drawn or motor driven vehicle, or person in charge of a handcart or barrow, plying for hire, or engaged in conveying passengers or goods or luggage for reward, shall, when entering at or leaving the premises of the Trust, draw up and stop his vehicle at or near to the office of the Gate Clerk, and shall explain to the Gate Clerk the nature of his business, pay whatever dues are payable in respect of any goods or luggage he may be conveying, and allow his load to be checked and otherwise dealt with according to regulations of the Commissioners.

No. 301.

Vehicles to take up ranks.—Drivers or carriers taking their vehicles to any wharf for the purpose of plying for hire, upon the arrival of a vessel or otherwise, shall take up their positions in order of arrival on the rank allotted for the purpose by the Wharf Manager, and shall remain in their positions on the rank until the first two each of passenger and other vehicles are permitted to leave their ranks and back up to wharf or shed. Upon one of each class of vehicle being engaged and leaving the wharf or shed, the next in turn on the ranks may be permitted to leave the ranks and back up to the wharf or shed.

No. 302.

Limit of number of vehicles allowed at any wharf.—No more than two passenger vehicles and not more than two other vehicles plying for hire or awaiting the arrival of a vessel shall be allowed in any wharf yard or backed up to any wharf or shed at any one time, and no vehicle shall leave the rank and come to any wharf yard, wharf or shed until either called, or until one of the vehicles previously backed up have left such wharf yard, wharf or shed.

No. 303.

Drivers must chain or lock their wheels.—Every driver of a horse drawn vehicle, while standing still on a rank or at a wharf or shed, shall chain or lock the wheels of his vehicle. He shall also remain at his vehicle until such time as being engaged he shall be required to load, or until he shall be required to remove his vehicle.

No. 304.

Drivers can place light luggage on board a vessel.—A driver of a passenger or other vehicle conveying light luggage to a wharf will be permitted to place such luggage on board the vessel for which it is intended, provided he leaves his vehicle in a safe position with (in the case of a horse drawn vehicle) wheels locked or chained, and with some person in charge of his horses. Upon executing his engagement he shall, if not in the meantime re-engaged, at once take his vehicle off to the proper position in the rank, if he be a holder of a permit and badge issued by the Trust, but if he be not a holder of a permit and badge he shall at once leave the premises of the Trust.

No. 305.

Drivers to leave Trust premises when discharge of passengers and luggage completed.—The driver of every passenger or other vehicle awaiting the arrival of a vessel shall leave the wharf rank and the premises of the Trust as soon as, in the opinion of the Wharf Manager or Traffic Inspector, a reasonable time has elapsed after the arrival of such vessel for the discharge of its passengers and their luggage.

No. 306.

Fictitious orders not to be produced.—No driver of any passenger or other vehicle, or person with a handcart, shall produce any fictitious order to meet a vessel, or apply for or obtain permission to come to any wharf or shed out of his turn by means of verbal or written misrepresentation.

No. 307.

Drivers must not loiter.—A carrier or driver on being engaged shall, if requested, at once execute such engagement, and shall not loiter.

No. 308.

Drivers must not refuse engagement.—The driver of a passenger vehicle, and the driver of a cart, shall not refuse to take an engagement when offered unless otherwise engaged (the onus of proof of such other engagement shall be on such driver), provided that his vehicle is capable of executing such engagement.

No. 309.

Drivers must not jostle, or take unfair advantage of others.—No driver shall push with his vehicle in front of another vehicle so as to get out of his turn, or push himself in front to get an engagement from any other driver who would by his position have prior claim.

No. 310.

Scale of Charges for Passenger Vehicles.—The driver of a passenger vehicle shall be entitled to charge, for the conveyance of passengers between any wharf and the boundary of the harbour, the sum of sixpence (6d.) for one or two passengers, and an additional threepence (3d.) for each passenger, over two, and no more. An extra charge may also be made for the carriage, within the harbour, of luggage when accompanied by the owner or owners, of one penny (1d.) per package, and no more.

[*Note.*—The total charges payable from any wharf to destination, or *vice versa*, therefore, are the amounts set down in the table of fares, as published, and in force from time to time by the Municipal Council of Fremantle, and of other municipalities traversed, in addition to the amounts provided for in the above regulation. (This note is published for the information of passengers, but forms no part of the Fremantle Harbour Trust Regulations.)]

No. 311.

Table of fares to be posted in Passenger Vehicle.—The driver of each passenger vehicle shall keep conspicuously posted on the front panel inside such vehicle a table of the fares authorised by the Commissioners to be taken for the hire of such vehicle.

No. 312.

Scale of Charges for Vehicles other than Passenger Vehicles.—The driver of a vehicle, other than a passenger vehicle, shall be entitled to charge for the conveyance of goods or luggage between any wharf and the boundary of the harbour, the sum of threepence (3d.) where the weight of such goods or luggage is under 56lbs., and an additional threepence (3d.) for every 112lbs. or portion thereof over the first 56lbs., and no more.

[*Note.*—The total charges payable from any wharf to destination or *vice versa*, therefore, are the amounts set down in the table of fares for licensed carts, as published, and in force from time to time, by the Municipal Council

of Fremantle, and of other municipalities traversed, in addition to the amount provided for in the above Regulation. (This note is published for the information of passengers, but forms no part of the Fremantle Harbour Trust Regulations.)]

No. 313.

Disorderly Conduct.—Any person in charge of a vehicle, including a handcart or barrow, or any porter, while on the premises of the Trust, being under the influence of intoxicating liquor or using any obscene or disrespectful language to any other person, or refusing to take an engagement he being then disengaged, or refusing or neglecting to carry out his engagement peaceably and with expedition, or refusing to obey the orders of the Wharf Manager or Traffic Inspector, or Police Constable in uniform, or otherwise conducting himself in an unruly or troublesome manner, shall upon demand at once leave the premises of the Trust, and if a repetition of the offence is reported, the Secretary may suspend the license or permit, as the case may be, and withdraw the badge of the offender.

No. 314.

Licenses, Permits, and Badges may be Cancelled.—The Commissioners, in their discretion, may, for any misconduct or breach of these Regulations, cancel the license, permit, and badge held by any porter, driver, or carrier, and upon such cancellation such license, permit, and badge shall become void and cease to have any force. In addition to such cancellation the offender shall be liable to a penalty for breach of these Regulations.

No. 315.

Supervision.—For the better carrying out of these Regulations, any officer of the Trust, or police constable, or member of the public, may proceed against any holder of a porter's license or driver's permit and badge for breaches of these Regulations.

Section IX.

BATHING.

No. 316.

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

No. 317.

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

No. 318.

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. 319.

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. 320.

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. 321.

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

Section X.

GENERAL.

No. 322.

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. 323.

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

No. 324.

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. 325.

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. 326.

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. 327.

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

No. 328.

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. 329.

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. 330.

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

No. 331.

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

No. 332.

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 except with the permission of the Wharf Manager: vehicles may, with the permission of the wharf manager, be taken across a wharf to or from any ship moored thereto for the purpose of being loaded or unloaded thereat. And no bullock or horse teams, or any wheeled vehicle drawn by any quadruped or quadrupeds shall, except with the permission of the Wharf Manager, be driven on to or permitted to go on to any wharf, and no person shall furiously or negligently ride or drive along any approach thereto or on any shore, nor shall drive on the wrong side of the road, nor be away from his horse or cattle so as to be unable to have the full control of such horse or cattle.

No. 333.

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. 334.

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

No. 335.

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

No. 336.

Boat Races.—No boat race, or procession of boats, will be permitted to take place in the Inner Harbour without the permission of the Harbour Master, who may impose such conditions as he may see fit for the safety of the public and the convenient navigation of the harbour; nor

will any steamer be allowed to accompany any race unless the master or owner has previously obtained the written consent of the Harbour Master; but not more than two steamers, in addition to the Harbour Trust launch, will be permitted to take part in or follow any race, one to carry the umpire of the race, and the other to carry passengers or spectators.

No. 337.

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

No. 338.

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. 339.

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

No. 340.

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

No. 341.

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 Commissioners thereby.

No. 342.

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

No. 343.

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

No. 344.

Public Demonstrations on Trust's Premises.—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 portion of the Trust's premises without first having obtained permission from the Wharf Manager, and any person so assembled or gathered, or standing together on the said premises shall, immediately upon being required so to do by the Wharf Manager, disperse, quit, and leave the said premises.

No. 345.

Children not allowed on Wharves.—No child of tender years shall be allowed on any wharf or jetty unless in the care of an adult person.

No. 346.

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. 347.

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. 348.

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

No. 349.

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

No. 350.

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

No. 351.

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. 352.

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. 353.

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. 354.

Tugs, Lighters, and other Vessels to be Licensed.—No person shall within the Port 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 other purpose, unless and until a license for that purpose has been issued by the Fremantle Boat Licensing Board, and even then only while such license remains in full force.

No. 355.

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. 356.

Where Stock to be Landed.—All consignments of live stock must be landed or shipped at the Owen Anchorage Stock Jetty. Live stock in limited quantities may, however, be landed or shipped at the Inner Harbour wharves, by permission being obtained from the 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. 357.

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

may, in his discretion, allow a vessel which has been permitted to land a limited quantity of live stock at the Inner Harbour wharves, to clean up her cattle decks while lying at such wharves, 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 waters of the Inner Harbour, and that such barges are, as soon as filled, taken to the ballast ground, 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. 358.

Ballast Ground.—The ballast ground shall be that portion of the Harbour lying half a mile due East of the Hall Bank Buoy. For vessels working at Rockingham the ballast ground shall be the area within a radius of half a mile of the outward of the two white beacons erected on the coast line about two miles North of the Rockingham Jetty.

No. 359.

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

No stone ballast shall be discharged at the ballast ground or elsewhere without special permission of the Harbour Master.

No. 360.

Wharf Holidays.—The following days shall be observed as wharf 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 Trust may from time to time, by special resolution, declare to be wharf holidays. The days on which the above wharf holidays shall be kept or observed shall be determined (if necessary) by the Commissioners. 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 Trust as aforesaid.

No. 361.

Decaying Goods or Material not to be placed or left on Wharves, 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 Commissioners the cost of such removal.

No. 362.

OWEN ANCHORAGE STOCK JETTY.

Unauthorised Persons not allowed on same while Stock being landed or worked.—No person, not specially authorised by the Wharf Manager, or not connected with the work of landing or working stock on the Owen Anchorage Stock Jetty, shall, while such work is in progress, be on the jetty or on the overhead footway, constructed along the jetty, for any purpose whatsoever.

Section XI.

No. 363.

ROUS HEAD SLIP.

Regulations and Charges for the use of the Patent Slipway at Rous Head.

1. All vessels belonging to the Imperial or any of the Colonial Governments will be permitted to use the Slip free of rates and dues; but they will be required to pay all actual expenditure for wages, stores, and material. This concession shall apply to the first three days only. After the expiration of the aforesaid three days the schedule scale of charges for the use of the Slip as set out in these Regulations shall apply.

2. All other vessels will be liable to a minimum rate of 6d. per ton per diem, if of 1,500 tons gross register, and an additional one-eighth of a penny per ton for every decrease of 50 tons or portion of 50 tons, down to a maximum rate of 9d. per ton for a vessel of 300 tons and all below, as set forth in the scale attached hereto. Fifty per cent. extra will be charged on all rates for the first day.

3. The dues will include and cover the cost of hauling up, shoring, wedging, and blocking, and the cost of all labour incidental to and connected with the hauling up of the vessel.

4. The Trust will not undertake the repairs of vessels; all parties availing themselves of the use of the Slip will be required to make their own arrangements for these, and provide all necessary material.

5. The Trust will not be responsible for, and shall incur no liability in respect of any damage to any vessel while being hauled up, remaining on, or lowered from the Slip, or in any way in connection with the use of the Slip.

6. The captain, master, or pilot of a vessel, after making fast to any buoy or bollard of the slipway for the purpose of entering thereto, will thenceforth be required to attend to the directions of the officer of the Trust superintending the slipping or launching of his vessel.

7. Applications for the use of the Slip will be registered in the order of their receipt, but the Trust reserves to itself the right of determining the order of priority in special cases.

8. Vessels registered for and not arriving at the Slip at the appointed time will be liable to the forfeiture of their turn on the register, and will also be held responsible for any expenditure that may have been incurred on their account.

9. The owner or master of any vessel using the Slip will be held responsible for the payment of all dues and charges.

10. All parties requiring to make use of the Slip shall apply in writing to the Secretary.

11. Government vessels shall, when considered necessary, take precedence of all other craft, notwithstanding any previous application by private owners for the use of the Slip. The Trust reserves to itself the right to refuse any application for the use of the Slip, should it consider such a course advisable.

12. No vessel will be taken on Slip whose gross dead weight when ready to go on Slip exceeds 850 tons.

13. A reduction equal to one-third of the amounts provided for in the scale of charges will be made in respect of each day after the third day the Slip is occupied.

14. The Commissioners may, at their discretion, specially permit more than one vessel to be taken upon the Slip at one time, provided that in no case must the aggregate maximum weight of such vessels exceed the limit of the capacity of the Slip as laid down in these Regulations.

15. In the event of such special permission being granted there may be made a reduction in charges equal to twenty-five per centum from the charges that would be made under these Regulations if the said vessels were dealt with separately.

16. Vessels slipped together must leave the Slip at the same time.

17. For the purpose of these Regulations “a day” shall comprise twenty-four hours from the time the Slip is ordered to be ready to take up any vessel or vessels, and after the first day charges may be computed for each half or fraction of each half of twenty-four hours during which the cradle is occupied.

18. *Particulars as to capacity, etc., of Slip.*

Extreme length	ft.	in.
Length of cradle	660	0
Width of cradle	185	0
Depth of water over keel block } forward	26	0
at high water, ordinary springs } aft ..	10	9
Depth of water over keel blocks } forward..	18	6
at lowest low water (zero on } aft ..	7	9
gauge boards)	15	6
Maximum dead weight of vessel capable of being hauled up	850	tons.

19. *Scale of Charges payable for use of slip*

						per tons	
						per diam.	
1,500	tons gross register	..	..	..	..	..	6d.
1,450	tons and under	1,500	..	..	..	..	6 ¹ / ₈ d.
1,400	"	1,450	..	..	..	..	6 ¹ / ₄ d.
1,350	"	1,400	..	..	..	..	6 ³ / ₈ d.
1,300	"	1,350	..	..	..	..	6 ¹ / ₂ d.
1,250	"	1,300	..	..	..	..	6 ⁵ / ₈ d.
1,200	"	1,250	..	..	..	..	6 ⁷ / ₈ d.
1,150	"	1,200	..	..	..	..	6 ⁷ / ₈ d.
1,100	"	1,150	..	..	..	..	7d.
1,050	"	1,100	..	..	..	..	7 ¹ / ₈ d.
1,000	"	1,050	..	..	..	..	7 ¹ / ₄ d.
950	"	1,000	..	..	..	..	7 ³ / ₈ d.
900	"	950	..	..	..	..	7 ¹ / ₂ d.
850	"	900	..	..	..	..	7 ⁵ / ₈ d.
800	"	850	..	..	..	..	7d.
750	"	800	..	..	..	..	7 ⁷ / ₈ d.
700	"	750	..	..	..	..	8d.
650	"	700	..	..	..	..	8 ¹ / ₈ d.
600	"	650	..	..	..	..	8 ¹ / ₄ d.
550	"	600	..	..	..	..	8 ³ / ₈ d.
500	"	550	..	..	..	..	8 ³ / ₄ d.
450	"	500	..	..	..	..	8 ⁵ / ₈ d.
400	"	450	..	..	..	..	8 ³ / ₄ d.
350	"	400	..	..	..	..	8 ⁷ / ₈ d.
300	"	350	..	..	..	..	9d.

20. Three hundred tons gross register will be the minimum tonnage recognised for vessels using the Slip. All vessels below this will be charged as 300 tons.

21. Fifty per cent. extra will be charged on all rates for the first day.

Section XII.

No. 364.

Penalties.

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

Section XIII.

No. 365.

These Regulations shall come into force on the Twentieth day of August, 1917.

Made, adopted, and passed by the FREMANTLE HARBOUR TRUST COMMISSIONERS at a Meeting of the said COMMISSIONERS, held this Tenth day of August, 1917.

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



TOM CARTER, Chairman.

FRANK NICHOLAS,

J. H. G. TAYLOR,

Commissioners.

F. STEVENS, Secretary.

SCHEDULE A.

FREMANTLE HARBOUR TRUST.

INWARD MANIFEST.

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

VESSEL..... Master..

Entered at Customs House..

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

[illegible]

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

.....
(Master or Agent).

Fremantle....., 19 .

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

SCHEDULE B.

FREMANTLE HARBOUR TRUST.

WATERMAN'S FARES.

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

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

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

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

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

For places not mentioned in the Schedule.

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

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

BAGGAGE RATES.

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