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## THE FREMANTLE HARBOUR TRUST.

Colonial Secretary's Office,  
Perth, 30th November, 1923.

HIS Excellency the Governor in Council has been pleased to approve the following regulations made by the Fremantle Harbour Trust Commissioners.

G. DIBDIN,  
Acting Under Secretary.

### FREMANTLE HARBOUR TRUST REGULATIONS.

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 thirtieth day of November, 1923, and in lieu thereof do hereby make the following Regulations in accordance with the provisions of that Act and "The Fremantle Harbour Trust Amendment Acts, 1906 and 1911," 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.
- "The 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 Chief Inspector, or any Sub-Inspector of Explosives under "The Explosives Act, 1895."

"Interstate Steamer," "Interstate 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" or as amended from time to time as prescribed by the Act.

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

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

"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.

"Ship's Stores" mean and include materials and equipment required to be used in the Port of Fremantle in repairs to a ship or her machinery or equipment; consumable stores for the ship's own use; also fittings, ballast, or dunnage required by a ship to enable her to ply her trade and on which she earns no freight or reward.

"Shore" means shore so far as the tide flows and re-flows 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, except where otherwise stated.

"Treasurer" means the officer appointed to the position of Treasurer, and includes the Accountant and any officer deputed by the Commissioners to carry out the duties of Treasurer.

"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.*—An Ordinary Meeting of the Commissioners shall be held on 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.

(Came into operation 21st January, 1921.)

*Presents or Sales to Officers or Servants of the Trust prohibited.*—No officer or servant of the Trust shall take or accept any gratuity or present in money or kind from any person having business with the Trust, and no person shall offer or agree to give to any officer or servant any gratuity or present in money or kind.

No owner of any goods in the custody or on the premises of the Trust shall sell or give or agree to sell or give to any officer or servant of the Trust any of such goods, and no officer or servant shall buy, take, ask for, or receive any such goods, even though such goods may appear to be only waste material. Any breach of this Regulation in letter or spirit shall render the offending officer or servant liable to immediate dismissal, and all offending parties other than officers or servants of the Trust to a penalty not exceeding One hundred pounds (£100) or to imprisonment for not exceeding twelve calendar months with or without hard labour.

## No. 12.

## 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, Subsection (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, Anzac Day, the Anniversary of the Birthday of the Sovereign, Foundation Day, Labour Day.

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. 13.

*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. 14.

*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. 15.

*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. 16.

*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. 17.

*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. 18.

*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. 19.

*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. 20.

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

#### No. 21.

*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. 22.

*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. 23.

*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. 24.

*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. 25.

*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. 26.

*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. 27.

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

## No. 28.

*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. 29.

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

## No. 30.

*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. 31.

*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. 32.

*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. 33.

*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. 34.

*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 pro-

test 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. 35.

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

## No. 36.

*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. 37.

*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. 38.

*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. 39.

*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. 40.

*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. 41.

*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. 42.

*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. 43.

*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. 44.

*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 45.

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. 46.

*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. 47.

*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. 48.

*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. 49.

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

## No. 50.

*Acceptance of Tender.*—Upon the acceptance of the tender, the Secretary shall notify the 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. 51.

(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 letter "N" in red, followed by numerals "1" to "9" indicating the berth.
- 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 Rottneest Island respectively.

2. A white light at South or North Yard Arm denotes an Interstate 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 Interstate 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 Rottneest 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. 52.

(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. 53.

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 masthead 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.

3. International Code Flag "A" will be the signal for a vessel to come into the Inner Harbour.

No. 54.

*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. 55.

*Time Gun.*—On week days a gun is fired at the same point and 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. 56.

*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.)

No. 57.

(Came into operation 16th March, 1923.)

*Signals on Vessels.*—The following signals are to be used on vessels in the port when requisite, viz.:—

*Sea Pilot.*—The following signals used or displayed together or separately—

*In daylight:*

1. To be hoisted at the fore masthead, the Union Jack or other National Colour having round it a white border one-fifth of the breadth of the flag;

2. The International Code Pilotage Signal indicated by "P.T.";

3. The International Code Flag "S" with or without the code pennant over it;

4. The distant signal, consisting of a cone, point upwards, having above it two balls or shapes resembling balls.

*At Night:*

1. The pyrotechnic light commonly known as a blue light shown every fifteen minutes;

2. A bright white light flashed or shown at short or frequent intervals just above the bulwarks for about a minute at a time.

*Note.*—Pilots at the Port of Fremantle leave the Inner Harbour when vessels are sighted by Rottneest Island Signal Station and proceed at once to the Pilots' Boarding Ground six miles East of Bathurst Point Light, and all vessels subject to pilotage must make for the Boarding Ground and there wait till picked up by pilot, taking care to keep well clear of the shoals off the Island.

*Quarantine.*—The sea Quarantine Regulations are made by the Commonwealth Government of Australia under the Quarantine Act, 1908-15. The signals are:—

(1) In daylight:

- (a) By oversea vessels requiring pratique, Commercial Code Flag "Q" (being a yellow flag of six breadths of bunting) hoisted at the mainmast head.
- (b) By vessels having or suspected of having a quarantine disease on board or actually performing quarantine, Commercial Code Flag "L" (being a large flag of yellow and black borne quarterly) hoisted at the mainmast head.

(2) At night:

Three lights (two red and one white, each being not less than eight inches in diameter) of such a character as to be visible on a clear night all round the horizon for a distance of two miles and placed as nearly as practicable amidships at distances of six feet apart in the form of an equilateral triangle with the apex (the white light) above.

*Note.*—The Quarantine Act prescribes heavy penalties against the shipmaster who fails to display these signals within three miles of a port or while entering or within a port, and keeping them displayed until authorised by a quarantine officer to take them in. No boats other than those containing port officials or quarantine officers may be allowed in close vicinity of a ship awaiting pratique or performing quarantine, under heavy penalties.

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

*Customs Officer Wanted.*—International Code Flags "K.G.W." at peak or other prominent place.

*Medical Assistance Wanted Immediately.*—International Code Flags "Y.L." at peak or other prominent place.

*Police (Water, River, or Harbour) Wanted.*—

- (a) In daylight: International Code Flags "Y.V.X." at mainmast head.
- (b) At night: Two white lights shown vertically five feet apart from peak or other prominent place.

*Tug Boat Wanted.*—(1) In daylight—(a) International Code Flags "Y.P." (if more than one wanted indicate number by International Code Flags); or (b) Two blasts on whistle, one prolonged and one short.

(2) At night—Two blasts on whistle, one prolonged and one short.

*Water Boat or Waterman Wanted.*—International Code Flags "G.U.J." at mainmast head or other prominent position.

*Ash Boat Wanted.*—International Code Flag "M" at mainmast head or other prominent position.

*Lighter Wanted.*—International Code Flags "Y.M." at mainmast head or other prominent position. (If more than one wanted indicate number by International Code.)

*Mails on Board.*—International Code Flags "R.E.W." at mainmast head or other prominent position.

*Explosives and Inflammable Cargo on Board.*—(a) In daylight—International Code Flag "B" at foremast head or other prominent position.

(b) At night—A red light of such a character as to be visible all round the horizon for a distance of one mile, shown from a prominent position clear of all other lights on the vessel.

*Boarding Officer Wanted.*—International Code Flags "S.P.I." at mainmast head or other prominent position.

*Sound Signals.*—Steamers or other vessels fitted with sound whistles, sirens or horns are not permitted to use these in the Inner Harbour except for navigational or manœuvring purposes, as set out in these regulations.

*Steering Sound Signals Day or Night.*—When vessels are in sight of one another, a steam vessel under way, in taking any course authorised by the steering and sailing rules for preventing collisions embodied in regulations made under "The Merchant Shipping Act, 1894," shall indicate that course by the following signals on her whistle, siren, or horn, viz.:—

- (a) One short blast to mean, "I am directing my course to starboard."
- (b) Two short blasts to mean, "I am directing my course to port."
- (c) Three short blasts to mean, "My engines are going full speed astern."
- (d) Four short blasts to mean, "My ship is out of control, keep clear."

No. 58.

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

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

No. 59.

*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. 60.

*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. 61.

EXPLOSIVE FOG SIGNAL ON ROTTNEEST ISLAND.

An Explosive Fog Signalling Apparatus is erected about the centre of Rottneest 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.—Rottneest Island to Warnbro' Sound.  
No. 1033.—Champion Bay to Cape Naturaliste.

No. 62.

ELECTRIC CABLE TO ROTTNEEST ISLAND.

Shipmasters and others are warned that an Electric Telephone Cable is laid between the mainland and Bickley

Bay, at Rottneest, within the jurisdiction of the Commissioners. Shipmasters and others having charge of vessels of any class are hereby warned against dropping anchors in the vicinity of the cable 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.

(Note to Regulation No. 62.—Shipmasters and others are referred to Section 38 of the Act dealing with damage to this cable.)

No. 62A.

NOTICES TO MARINERS.

a. (Dated 13th July, 1921.)

*Entrance to Gage Roads, East of Rottneest Island.*

*Alteration in Sectors of Woodman's Point Lighthouse and new position of Aga Occulting Light, Fairway Buoy.*

The Fremantle Harbour Trust Commissioners hereby give notice that on and after 1st November, 1921, the Sectors of Woodman's Point Occulting Light will show over the following bearings, reading from seaward, viz.:

Red as covering the sector between 132deg. 25min. and 145deg. 25min. (S. 47deg. 35min. E. and S. 34deg. 35min. E.).

White as covering the sector between 145deg. 25min. and 150deg. 00min. (S. 34deg. 35min. E. and S. 30deg. 00min. E.).

Green as covering the sector between 150deg. 00min. and 160deg. 25min. (S. 30deg. 00min. E. and S. 19deg. 35min. E.).

All bearings true.

On the same date the white occulting Aga Light Fairway Buoy will be moved to a new position distant approximately one (1) mile six and a-half (6½) cables on a true bearing 40 deg. 30min. from its present position. The position of this buoy will then be:—

Lat. 31deg. 58min. 43sec. S.

Lon. 115deg. 40min. 48sec. E.

and bearing 155deg. true (S. 25deg. E.) to the North Mole Lighthouse.

The character of the Woodman's Point Light and of the buoy will be unchanged.

The position of the Pilot's Boarding Ground will be approximately one mile North-West of the buoy in its new position.

Vessels requiring more than six fathoms of water in which to navigate should pass to the Eastward of the buoy.

*Charts affected.*

No. 1033.—Champion Bay to Cape Naturaliste.

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

b. (Dated 8th September, 1921).

*Removal of Mark Buoys.*

*Notice to Mariners.*

Notice to Mariners and others using the Port of Fremantle, Western Australia, is hereby given by the Fremantle Harbour Trust Commissioners that it is their intention to remove the mark buoys within the port particularised hereunder, on or about 28th day of February, 1922, and to discontinue them thereafter, as follows, viz.:

*Hall's Bank.*—To replace the present Black Cask Buoy with a Black Perch Staff and Cage Buoy.

*Beagle Rocks.*—To remove the Black Perch Buoy marking the Southern end of the Beagle Rocks. The Red Cask Buoy marking the Northern end of these rocks will be retained.

*Minden Reefs.*—To remove the Red Cask Buoy marking the North end of the Minden Reefs.

Mariners are warned not to pass to the Southward of the Red Cask Buoy on the Beagle Rocks.

*Challenger Passage between Garden and Carnac Islands.*—To remove all buoys marking this passage, namely, the buoys marking the following dangers:—Challenger Rock, Stag Rock, Three-fathom Bank, and Inside Rock.

It is hereby declared that the Challenger Passage aforesaid will, on the removal of these buoys as stated, become closed to traffic using the port of Fremantle.

*Garden Island (East Coast).*—To remove the buoys marking (a) North-East Spit, (b) Harding Rock, and (c) Sulphur Rock.

*Southern Flats, South of Garden Island.*—It is proposed to remove at a later date, of which due notice will be given, the two buoys marking the Northern and Eastern edges of this shoal, and to replace same by one concrete pile beacon.

*Owen Anchorage.*—It is proposed to remove at a future date, of which due notice will be given, all mark buoys marking the various dangers in Owen Anchorage, and to replace same with concrete pile beacons.

*Charts affected.*

No. 1033.—Champion Bay to Cape Naturaliste.

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

c. (Dated 9th June, 1922).

*Navigation of Inner Harbour Basin, Fremantle Harbour. Passing Dredges in the Fairway.*

*Notice to Mariners.*

Mariners and all persons navigating the Inner Harbour Basin at Fremantle, Western Australia, are hereby notified that dredges are engaged in deepening operations in the basin, and mariners approaching these dredges must use the whistle (sound) signals laid down in Article No. 28 of the Board of Trade Regulations for preventing collisions, viz.:

One short blast—"I am directing my course to starboard."

Two short blasts—"I am directing my course to port."

Upon which the dredge will (provided she is not showing by day a red flag or by night two vertical red lights as provided for hereunder) haul over as far as possible in the direction opposite to the side which the approaching vessel has indicated as above that she desires to use. Approaching mariners must be careful in using these sound signals to give sufficient time for the dredge to move as indicated.

If the approaching vessel makes no signal the dredge will remain stationary.

The signals exhibited by dredges working in the fairway are as follows:—

(1) When dredge exhibits a Black Ball shape by day or a Green Light under a White Light, four feet apart by night—Vessels coming in must leave dredge on their own starboard hands, and outgoing vessels must leave dredge on their own port hands.

- (2) When dredge exhibits a Black Diamond shape by day or a Red Light under a White Light, four feet apart, by night—Vessels coming in must leave the dredge on their own port hands, and outgoing vessels must leave dredge on their own starboard hands.
- (3) When dredge exhibits a Red Flag by day or two Red Lights vertically four feet apart by night, this denotes that dredge cannot be moved from her position, and if sufficient room exists for vessels to pass, the side on which they are to pass will be indicated by one of the signals detailed under No. 1 and 2 above being also shown. If, however, neither of these latter signals is shown, the dredge must not be passed till either daylight appears or definite orders have been received from the Harbour Master.

*Charts affected.*

- No. 1058.—Rottneest Island to Warnbro' Sound.
- No. 1700.—Fremantle Inner Harbour and Gage Roads.

d. (Dated 9th February, 1923).

*Removal of Mark Buoys from Southern Flats and Reinstatement of Collie Ledge Buoy.*

*Notice to Mariners.*

Notice to mariners and others using the Port of Fremantle, Western Australia, is hereby given by the Fremantle Harbour Trust Commissioners that the two buoys previously marking the Northern and Eastern, respectively, limits of the shoal water on the Southern Flats South-East of Garden Island have been removed and their places taken by a concrete pile beacon which has been driven on the Eastern edge of the shoal.

This beacon which is surmounted by a circular iron disc, is placed in—

Latitude 32deg. 14min. 55sec. South.

Longitude 115deg. 43min. 20sec. East.

Vessels bound Southward towards Rockingham jetties will, by keeping the said jetties open East of the pile beacon, clear the Eastern edge of the shoal water of the Southern Flats.

*College Ledge Buoy.*—The black iron buoy which was some time ago swept away from its position at the Collie Ledge, South of Garden Island, has been replaced in its charted position.

*Charts affected.*

- No. 1033—Champion Bay to Cape Naturaliste.
- No. 1058—Rottneest Island to Warnbro' Sound.

e. (Dated 18th October, 1923).

*Navigation of Channel to Inner Harbour, Fremantle Harbour.*

*Notice to Mariners.*

Notice to mariners and others using the port of Fremantle, Western Australia, is hereby given by the Fremantle Harbour Trust Commissioners that the North and South dolphin lights marking the Channel to the Inner Harbour will be changed in character, on and after 22nd October, 1923, as follows:—

Outer and Middle red lights to be flashing and Inner red light fixed—these lights marking Northern edge of Channel. Outer green light fixed and Middle and Inner green lights flashing—these marking Southern edge of Channel.

Description of flashing lights:—1 second flash, 4 seconds eclipse.

*Chart affected:*—No. 1700—Gage Roads and Inner Harbour.

Section II.

HARBOUR DUES.

(Plus Special War Surtax, *vide* Regulation No. 114.)

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; also 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.

A vessel shall be considered as being engaged in trade when carrying any trade commodity which would pay freight if carried by a privately owned vessel, even though such commodity may be the property of or to be used exclusively by or for the purposes of the Government which owned the vessel in question.

The above regulation shall not apply to Government dredges, barges, tow-boats, launches, etc., which are not actually engaged in work connected with the Fremantle Inner Harbour, but these shall pay the charges laid down for vessels of similar capacity in Regulation No. 104.

PILOTAGE AND CHARGES THEREFOR.

(Plus Special War Surtax, *vide* Regulation No. 114.)

No. 64.

*Exemptions from Pilotage.*—All coasting vessels and all whale-killing vessels not exceeding one hundred tons gross register, and also all coasting and Interstate 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.

(Came into operation 1st July, 1920.)

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

Pilot Ground to Gage Roads—

Steamers—3d. per ton on their gross tonnage; minimum, £2 10s.; maximum, £21.

Sailing vessels—4d. per ton on their gross tonnage; minimum, £2 10s.; maximum, £15.

Gage Roads to Inner Harbour, or *vice versa*—

All vessels including steamers, or vessels towed by steam as under, viz.:—

	each way
	£ s. d.
Vessels under 500 tons gross .. .. .	2 0 0
Vessels of 500 tons and under 1,000 tons gross .. .. .	2 10 0
Vessels of 1,000 tons and under 2,000 tons gross .. .. .	3 0 0
Vessels of 2,000 tons and under 3,000 tons gross .. .. .	3 10 0
Vessels of 3,000 tons and under 5,000 tons gross .. .. .	4 0 0
Vessels of 5,000 tons and under 7,500 tons gross .. .. .	4 10 0
Vessels of 7,500 tons and under 10,000 tons gross .. .. .	5 10 0
Vessels of over 10,000 tons gross .. .. .	7 0 0

No. 67.

(Came into operation 1st July, 1920.)

*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 as follows, viz:—

	each service
	£ s. d.
Vessels under 500 tons gross .. .. .	2 0 0
Vessels of 500 tons and under 1,000 tons gross .. .. .	2 10 0
Vessels of 1,000 tons and under 2,000 tons gross .. .. .	3 0 0
Vessels of 2,000 tons and under 3,000 tons gross .. .. .	3 10 0
Vessels of 3,000 tons and under 5,000 tons gross .. .. .	4 0 0
Vessels of 5,000 tons and under 7,500 tons gross .. .. .	4 10 0
Vessels of 7,500 tons and under 10,000 tons gross .. .. .	5 10 0
Vessels of over 10,000 tons gross .. .. .	7 0 0

After the second removal, half-rates.

Swinging or manœuvring ships for compass adjustment or other purposes, £2 for each service.

No. 68.

(Came into operation 1st July, 1920.)

*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:—

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 gross tonnage; minimum, £5; maximum, £10.

Gage Roads to Owen's Anchorage and *vice versa*—£5 each way.

Removals not otherwise provided for—£5 each way.

Swinging or manœuvring ships for compass adjustment or other purposes, where pilot employed, £5 for each service.

No. 69.

*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. 70.

*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. 71.

*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 be payable, even though the services of the pilot may not have been utilised.

No. 72.

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

No. 73.

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

No. 74.

*Day Signal 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 daytime, 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. 75.

*Night Signals.*—The following signals, numbered I., II., and III., 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; or
- III. A stated request for a pilot made by morse code signal light, which should be continued till acknowledged from the look-out stations.

No. 76.

*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. 77.

*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. 78.

*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. 79.

*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. 80.

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

## No. 81.

*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. 82.

*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. 83.

*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. 84.

*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 ashore or afloat, 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 appropriate 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.

Every subsequent ordering and waiting period shall be paid for at the rate of 10s. per hour or part thereof during which such waiting occurs.

## No. 85.

*Production of Register and Declaration of Draught.*—The master of a vessel on being requested by any licensed pilot having charge of his ship shall produce the register of such vessel and declare her draught of water.

## EXEMPTION CERTIFICATES.

## No. 86.

*Coasters or Interstate Vessels.*—A Certificate of Exemption from pilotage for the Port of Fremantle will be granted to a master of any coasting or interstate vessel upon his passing the requisite examination therefor. Fee for every examination, £5; no part of which shall be 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. 87.

*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. 88.

*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. 89.

*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. 90.

*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. 91.

*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 thereof 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. 92.

*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. 93.

*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 interstate 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. 94.

*Flags 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 mainmast head 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. In the absence of a pri-

vate night signal the master must signal the name of his vessel to Rottneest Island look-out station by Morse code light at night time.

## No. 95.

*Penalty.*—All vessels the masters whereof hold Exemption Certificate entering the harbour without the exemption flag or night signal being hoisted or displayed, as before described, or Morse code signal made and acknowledged by the look-out station on Rottneest Island, shall be liable to pay pilotage charges like non-exempts.

## Section III.

## PORT DUES.

(Plus Special War Surtax, *vide* Regulation 114.)

## No. 96.

*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. 97.

*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; 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. 98.

*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.* :—

In respect of each complete hour calculated as laid down in Regulation No. 98, one twenty-fourth of a penny for each ton of the gross registered tonnage of the vessel, and subject to a minimum charge equal to the charge for twelve hours.

## No. 99.

*Vessels anchored in Outer Harbour.*—Vessels other than those included in Regulation No. 103 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. 98, but only for such time as they may be actually engaged discharging or shipping cargo, or embarking or disembarking passengers.

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

## No. 100.

*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.

## No. 101.

*Coasting Vessels.*—Coasting vessels in commission, not exceeding 750 tons gross 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 10s. per week.

## No. 102.

*Vessels calling in distress for Orders, Supplies, etc.*—Vessels arriving at the Port of Fremantle in the circum-

stances, and for the purpose set out hereunder in this Regulation, shall pay as follows:—

(a) In distress, in duress, or for the purpose of being refitted or repaired, or employed solely in mission work in connection with some religious body, or as a pleasure yacht, and not engaged in trade or plying for hire: 25 per cent. of the amount of port dues set out in Regulations Nos. 98, 99, 100, and/or 101, whichever applies.

(b) For orders or supplies, including bunker coal for the vessel's own use: 50 per cent. of the amount of port dues set out in Regulations Nos. 98, 99, 100, and/or 101, whichever applies.

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 this will be permitted without payment of any additional rate of port dues.

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 without payment of any additional rate of port dues.

In cases where vessels, during the course of their work in the Port, find it necessary to effect repairs or replenish their fuel supplies, before proceeding to sea, the Commissioners may, in their discretion, regard such vessels as coming within Subclauses (a) or (b) or both of this regulation during the whole or any portion of the time spent in port after the conclusion of their ordinary work during which repairs are being so effected or fuel supplies replenished.

## No. 103.

*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:—

Tow-boats, lighters and barges (50 tons gross measurement and under)—each £2 10s. per annum.

Tow-boats, 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 day of January and July of each year.

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

## No. 104.

*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. 105.

*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, but even

in the exceptions in cases where the weight is greater than the measurement the weight shall be taken:—

- Timber, at per ton of 40 cubic feet.  
 One 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.  
 Bullion or coin—40 boxes to the 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, loose—24 to the ton.  
 Hides, 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—3 bales to the ton.  
 Skins, in bundles or bags—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.  
 Cornsacks and woolpacks, 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.  
 Bran bags, in bales—18 cubic feet each.  
 Cement—per ton of 2,240 lbs. gross.  
 Sinews or pizzles in bales—5 to the ton.  
 Turtles—20 to the ton.  
 Horns and tips, in bags—15 bags to the ton.  
 Pearl shell, in bags—at weight of 2,240 lbs. to the ton.  
 Tar, oil, grease, etc., in reputed 40-gallon casks—to be taken as 10 feet each.  
 Cylindrical cargo generally—to be taken on square measurement, less one-fifth.

*Notes:—*

(1) In regard to all other goods, dues will be computed on the basis laid down in Regulations Nos. 110 and 112 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 rate 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. 106.

*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, page 130, 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 remeasurement 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. 107.

*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 in the English language of manifest in the form set out in Schedule A, page 130, giving true, legible, and complete particulars of such goods to enable the amount of outward wharfage dues and handling charges payable thereon to be readily computed. Such manifest shall also show the tonnage of coal or oil fuel bunkered. 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. 108.

*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 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. 109.

*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 clerks 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 entrusted 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 clerks must be stowed in such a manner that the said clerks 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.

(Came into operation 1st July, 1921.)

(ALL WHARFAGE PLUS SPECIAL WAR SURTAX, *vide* REGULATION NO. 114.)

All goods discharged from any ship within the Port of Fremantle shall pay Wharfage Dues and Handling Charges as follows:—

No. 110.—*Inwards Cargo.*

[For Outwards Traffic *See* Regulation No. 112.]

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.		Transhipment Cargo. (See Note 2.)	
	Wharf- age.	Handling Charges.	Wharf- age.	Handling Charges.	Wharf- age.	Handling Charges.	Wharf- age.	Handling Charges.	Wharf- age.	Handling Charges.
Asbestos for Manufacturing purposes, per ton ... ..	1 8	3 6	1 8	3 6	1 8	2 0	1 8	<i>Nil</i>	1 0	
Chaff (in bags), per ton ... ..	5 0	4 0	5 0	4 0	5 0	2 6	4 0	<i>Nil</i>	1 0	
Hay and Straw (in bales, not compressed), per ton ... ..										
Vehicles (horse, or internal combustion motor driven) and parts of same, landed uncased and set up on own wheels, capable of being run on same (tonnage to be on measurement basis) ... ..	per ton	each	per ton	each	per ton	each	per ton	<i>Nil</i>	per ton	
Agricultural and Horticultural Machinery and Implements landed uncased and set up on own wheels, and capable of being run on same ... ..	5 0	4 0	5 0	4 0	5 0	3 0	4 0	<i>Nil</i>	1 0	
Ballast, per ton ... ..	...	...	...	...	1 8	1 6	...	...	...	
Bronze Coins (in boxes), each ... ..	0 1	0 6	0 1	0 6	0 1	0 6	0 1	<i>Nil</i>	0 1	
Bullion, Specie, and Banknotes, per box or bar ... ..	3 0	0 6	3 0	0 6	3 0	0 6	3 0	<i>Nil</i>	3 0	
Clay, for manufacture of Pottery per ton	1 8	3 6	1 8	3 6	1 8	2 0	1 8	<i>Nil</i>	1 0	
Cycles of all classes, with side cars (uncased and set up on own wheels, and capable of being run on same), each ...	2 0	0 4	2 0	0 4	2 0	0 4	2 0	<i>Nil</i>	2 0	
Caneware—										
Lounges and Settees, each ... ..	1 0	0 4	1 0	0 4	1 0	0 2	1 0	<i>Nil</i>	0 4	
Chairs, Tables, etc., each ... ..	0 6	0 3	0 6	0 3	0 6	0 2	0 6	<i>Nil</i>	0 2	
Coal (in bags), per ton ... ..	2 8	3 6	2 8	3 6	2 8	2 0	2 8	<i>Nil</i>	1 0	
Coal, loose—										
(a) If landed by tram, per ton ... ..	...	...	...	...	2 8	0 6	...	...	...	
(b) If landed by basket under special permission from Wharf Manager, per ton ... ..	...	...	...	...	2 8	0 10	...	...	...	
Coal put direct over side from collier into ship's bunkers or into hulks for bunkering ships in the Port of Fremantle, per ton ... ..	...	...	...	...	0 6	...	...	...	...	
Coke (in bags), per ton ... ..	2 0	4 0	2 0	4 0	2 0	2 6	2 0	<i>Nil</i>	1 0	
Coke (loose), per ton ... ..	...	...	...	...	2 0	2 0	...	...	...	
Explosives, per ton measurement *	...	...	...	...	...	...	...	...	...	
Empty Returns, per ton ... ..	0 10	3 6	0 10	3 6	0 10	2 0	0 10	<i>Nil</i>	0 10	
Flint Stones and Metal Balls, used for Mine Milling purposes, per ton ... ..	1 8	3 6	1 8	3 6	1 8	2 0	1 8	<i>Nil</i>	1 0	
Hides (loose), each ... ..	0 1	0 2	0 1	0 2	0 1	0 1	0 1	<i>Nil</i>	0 1	
Hides (in bags), per bag ... ..	0 3	0 6	0 3	0 6	0 3	0 3	0 3	<i>Nil</i>	0 2	
Hides (in bales), per ton ... ..	5 0	3 6	5 0	3 6	5 0	2 0	5 0	<i>Nil</i>	1 0	
Kapok, Flock, Hair, Fibre, and like material, per ton measurement ... ..	1 8	3 6	1 8	3 6	1 8	2 0	1 8	<i>Nil</i>	1 0	
Live Stock—Trust supplies labour only when requested by Consignee—										
Bulls, Bullocks, Cows, Steers, Heifers, Horses, Donkeys, each ... ..	2 0	1 4	2 0	1 4	2 0	1 4	2 0	<i>Nil</i>	0 8	
Calves, Foals, and Dogs, each ... ..	1 8	0 8	1 8	0 8	1 8	0 8	1 8	<i>Nil</i>	0 6	
Pigs, Sheep, and Goats, each ... ..	0 2	0 1½	0 2	0 1½	0 2	0 1½	0 2	<i>Nil</i>	0 1	
Others, each ... ..	2 0	1 4	2 0	1 4	2 0	1 4	2 0	<i>Nil</i>	1 0	
Animals or Poultry in cages or crates, at per ton measurement ... ..	5 0	3 6	5 0	3 6	5 0	2 0	4 0	<i>Nil</i>	1 0	
Manures (Artificial, in bags), per ton ... ..	1 8	3 6	1 8	3 6	1 8	2 0	1 8	<i>Nil</i>	1 0	
Manures (Artificial, arriving in bulk and landed loose, or in bags filled in ship's hold), per ton ... ..	1 8	3 6	1 8	3 6	1 8	2 0	1 8	<i>Nil</i>	1 0	
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 8	3 6	1 8	3 6	1 8	2 0	1 8	<i>Nil</i>	1 0	
Material for packing Fruit (such as Granulated Cork-dust, Wood-wool, etc.), per ton measurement ... ..	1 8	3 6	1 8	3 6	1 8	2 0	1 8	<i>Nil</i>	1 0	
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 8	3 6	1 8	3 6	1 8	2 0	1 8	<i>Nil</i>	1 0	

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

\* Wharfage, 3s. 4d. per ton. Consignee must find labour for handling. Minimum charge 3s. 4d. per consignment.

RATES OF WHARFAGE AND HANDLING CHARGES—continued.

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. (See Note 2.)	
	Wharf- age.	Handling Charges.	Wharf- age.	Handling Charges.	Wharf- age.	Handling Charges.	Wharf- age.	Handling Charges.	Wharf- age.	Handling Charges.
Material (in crude form for manufacture of Artificial Manures and Acids, such as Rock Phosphate, Phosphatic Guano, Sulphur, and Sulphur Bearing Ores), in full cargoes and landed loose, per ton	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
Material (in crude form for manufacture of Artificial Manures and Acids, such as Rock Phosphate, Phosphatic Guano, Sulphur, and Sulphur Bearing Ores), in bags or mats where not less than 1,000 tons in one consignment and landed continuously, per ton	...	...	...	...	1 8	(a) (b)	...	...	...	...
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, per ton	...	...	...	...	1 8	1 0	...	...	...	...
Oils in Bulk, see Note No. 6.										
Ore, Concentrated—Ore mined in Western Australia, which has gone through some form of concentration, per ton	1 8	3 6	1 8	3 6	1 8	2 0	1 8	Nil	1 0	
Pipes (steel) of an internal diameter, exceeding six (6) inches, and/or material for manufacture of such pipes (such as plates, locking bars, or rivets), 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, per ton	5 0	3 6	5 0	3 6	5 0	1 2	4 0	Nil	1 0	
Railway Track Material, consisting of Rails and Fastenings, 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, per ton	...	...	...	...	5 0	1 2	...	...	...	
Salt (in crude form for refining, or as a manure), per ton	1 8	3 6	1 8	3 6	1 8	2 0	1 8	Nil	1 0	
Sandalwood, per ton	2 6	3 6	2 6	3 6	2 6	3 0	2 6	Nil	1 0	
Scenery and Theatrical Properties (if accompanied by members of a Theatrical Company an allowance of 10 cubic feet per passenger is made), per ton	5 0	4 0	5 0	4 0	5 0	2 6	4 0	Nil	1 0	
Shell Grit, per ton	1 8	3 6	1 8	3 6	1 8	2 0	1 8	Nil	1 0	
Timber, per ton	2 6	5 0	2 6	3 6	2 6	2 0	2 6	Nil	1 0	
Timber, landed from a vessel, Fremantle cargo of which is of this nature not less than 1,000 tons in one consignment, and landed continuously, per ton	...	...	...	...	2 6	1 2	...	...	...	
Timber in shooks, for case-making	1 8	3 6	1 8	3 6	1 8	2 0	1 8	Nil	1 0	
Tobacco, not manufactured, and imported for manufacturing purposes, per ton	1 8	3 6	1 8	3 6	1 8	2 0	1 8	Nil	1 0	
Tiles and Slates, not crated or cased, per ton	5 0	4 6	5 0	4 6	5 0	3 6	4 0	Nil	1 0	
Turtles, each	0 3a	0 2	0 3	0 2	0 3	0 2	0 3	Nil	0 3	
Wool, per single bale or per two pockets, bundles, or bags	0 9	0 7	0 9	0 7	0 9	0 5	0 9	Nil	1 6(c)	
All other cargo not otherwise specially provided for at per ton weight or measurement, at option of Trust	5 0	3 6	5 0	3 6	5 0	2 0	4 0	Nil	1 0	

(a) If landed by tram, per ton 6d.

(b) If landed by basket, per ton 9d.

(c) Per ton of 5 bales.

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

Notes:—

(1) Cargo landed on wharves or jetties from a ship in distress, or for convenience of a ship, and reshipped by same ship, 1s. per ton wharfage. (This rate includes 24 ordinary working hours' storage in the wharf shed.) Handling charges will be made according as the said cargo is dealt with, on the same scale as other cargo.

(2) Transshipment cargo is cargo appearing as such upon a ship's manifest or declared in writing to the Trust before being transhipped direct ship to ship or being landed as being intended to be transhipped in to a ship when landed is not removed from the premises of the Trust, but does not include cargo landed for land transport to another Port. This does not include cargo consigned to Perth.

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

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

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

(5) Cargo is allowed 16 ordinary working hours' free storage in wharf sheds, except transshipment cargo, which is allowed 24 ordinary working hours.

(6) Wharfage dues on bulk kerosene and other like oils will be 5s. per ton of 250 gallons. Handling charges will be subject to arrangements according as the oils are dealt with.

(7) 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 or case containing up to two chassis shall be made for the use of the premises of the Commissioners in effecting the operation.

(8) For the purpose of computing charges on specified rates, see Regulation No. 106.

(9) *Special Note re Handling Charges.*—The scale of handling charges set out in the above schedule are intended to include only normal handling and stacking and delivery of cargo, but occasions arise when the Commissioners are called upon, in order to find storage space or to deal with heavy or special cargoes, to stack cargo higher than under normal conditions. It is, therefore, enacted that in the case of wool, skins, gunnies, or other baled goods of like or heavy or cumbersome character, as well as cased or general goods of a heavy or awkward character, the schedule charge shall apply only to a stacking of one tier high, and if it is desired by the owners or is necessary in the opinion of the Wharf Manager to stack the goods higher than one tier, there shall be paid, in addition to the schedule charge, an extra handling charge of one shilling and eightpence per ton for each tier above the first.

(10) *Harbour Improvement Rate.*—Attention is drawn to Regulation No. 111, 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 ships in the Port only.

(11) Ships' refuse (such as manure from cattle ships in cases where the Commissioners permit it to be landed): Wharfage and Harbour Improvement Rate, nil; handling charges to be as arranged.

(12) Racing yachts and boats when shipped or landed for racing purposes only: Wharfage and Harbour Improvement Rate, nil; handling charges to be as arranged.

(13) Fresh fish imported will be charged wharfage at the rate of 1s. 8d. per ton on weight of fish, but handling charges will be charged on the measurement of the containers.

(14) Cargo shipped from Fremantle wharves to Perth will be treated as coastal cargo.

#### No. 111.

(Plus Special War Surtax, *vide* Regulation No. 114.)

*Harbour Improvement Rate.*—A Harbour Improvement Rate will be levied on all cargo discharged in the Port of Fremantle, with the exception of ballast or 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. 112.

(Plus War Surtax, *vide* Regulation No. 114.)

*Outwards Cargo.*—All goods shipped outwards over wharves or out of ships or lighters shall pay wharfage dues and handling charges at the same rate as inwards cargo of similar character, with the following exceptions:—

Goods wholly manufactured within the State, also products of the soil of the State, such as grain, flour, agricultural, horticultural, and farm produce, and coal (the product of the State) shall be free of wharfage dues on shipment to any port, if declared at time of shipment.

[*Note.*—The term "wholly manufactured within the State" means goods wholly manufactured within the State or Western Australia from articles or ingredients the product of the State, or from raw materials imported which have not gone through any process of manufacture for the particular purpose of the manufacture of the ultimate finished article.]

Live stock shipped to other W.A. ports:—

Bulls and Bullocks.

Cows, steers, and heifers.

Horses and donkeys—wharfage, 1s. 6d. each.

Calves, foals, and dogs—Wharfage, 1s. 3d. each.

Pigs, sheep and goats—wharfage, 1½d. each.

Handling charges on live stock, same as inwards rates.

All other goods shipped to ports within the State of Western Australia shall pay wharfage dues at the rate of 1s. 6d. per ton.

*Timber.*—Wharfage, 1s. 6d. per ton of 40 cubic feet, handling charges for lots of 500 tons and over, 1s. 2d. per ton for railway sleepers and 1s. 9d. for all other classes of timber except paving and other blocks, in respect of each of the following services:—

(a) Unloading and stacking prior to shipping.

(b) Handling from stacks to ship's slings.

(c) Handling in railway wagons at ship's slings.

(d) Any other distinct labour services rendered.

Where consignments are less than 500 tons, general cargo rates will apply.

Paving and other blocks, 3s. 6d. per ton.

*Scrap Metal.*—Wharfage, 1s. 8d. per ton; handling charges, if loose, 3s. 6d. and if crated, cased, or bagged, 2s. per ton for handling out of trucks or other vehicles into ship's slings.

*Frozen or Chilled 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, 3s. 6d. per ton.

(b) Where worked direct from railway wagons into ship's slings, 2s. 3d. per ton.

*Sandalwood.*—Wharfage, same as inward rates; handling charges, if loose, 3s. 6d., or if crated, cased, bagged or bundled, 2s. 3d. 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.

*Flour.*—Wharfage, nil; handling charges:—

(a) If stacked prior to shipment, 2s. 3d. per ton of 2,000 lbs.

(b) If handled direct from railway wagons to ship's slings, 1s. 2d. per ton of 2,000 lbs.

Where the wheat-loading gantries are used to load flour into ships, gantry hire at the rate of 11s. per hour shall be charged additional to the rates hereinbefore set out.

Where flour 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 flour brought down by land will apply.

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

Handling charges on consignments less than 5 tons, same as for general cargo.

*Concentrated Ore.*—Ore mined in Western Australia which has gone through some form of concentration, including treated asbestos and graphite, wharfage, 1s. 8d. per ton; handling charges as on inwards cargo of like nature.

Ore brought alongside a ship in receptacles capable of being tipped into the holds: where tipped by ship's labour, handling charges 7d. per ton; where brought alongside loose and requiring to be shovelled, handling charges, 2s. 6d. per ton.

*Bark for Tanning Purposes.*—Wharfage, 2s. 6d. per ton. Handling charges same as for ordinary general cargo.

*Explosives.*—Where shipped to other Western Australian ports—wharfage 1s. 6d. per ton. Minimum charge, 1s. 6d.

*Discharging from Vehicles.*—In all cases where the Trust provides labour to discharge cargo from vehicles into sheds or stacks for subsequent shipment, a charge of 6d. per ton will be made on goods handled additional to all other charges applicable at schedule rates.

*General Minimum.*—The minimum wharfage due shall be 6d., and the minimum handling charge 6d. 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 truck (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 will be tared only where the owner of the wheat has made the necessary arrangements for haulage.

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 weight 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 be allowed to remain on the premises of the Trust for a period of 48 hours after being unloaded, at the termination of which period they must be removed at the entire risk and expense of the owners.

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 shipowners 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 removing 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 merchants 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 2.275d.
- (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, 1¼d.
- (c) Slings or working bags on to elevators at railway wagons, where ship loading from wagons, and bags, not stacked, per bag, .750d.
- (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, 1¾d. If the service herein described does not involve the transferring of bags beyond an adjoining berth, the special charge for the service shall be 1¼d. 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, 1½d.
- (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) Where delivered between 1st December and 31st March, for each service performed, such as—
  1. Handling from railway wagons to stack and *vice versa*, each way, per bag, 1½d.
  2. Loading up and stowing railway wagons (but not including crane or elevator hire), per bag, 1¾d.
  3. Turning over, or sorting, or re-stacking, per bag, 1½d.
  4. Handling in railway wagons, where bags not taken out of same, per bag, 1d.
  5. Weighing and (or) marking, same as (f) above, per bag, ¼d.

- (b) Where delivered between the 1st April and 30th November: Full service, *i.e.*, receiving from railway wagons into stack and delivering to railway wagons, including stowing in the wagons, if handled in lots of not less than 600 bags, per bag, 2.65d.

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 time, 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 regard to 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 be as follows, *viz.*:—

- (a) Where stored between 1st December and 31st March—same rates as in Clause 9 above.
- (b) Where stored between 1st April, and 30th November, per week, per bag, one-twelfth of a penny.

The same limits of responsibility as are defined in Clause 9 above will apply to this locally delivered 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 or stevedore for the use of such appliances will be computed at the rate of .518d. per bag, passed over gantry loaders or portable conveyors so used, working 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; this charge to include the use and rigging of all shoots used both ashore and aboard.

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, a rate of 5s. per hour shall become chargeable against the shipowner or stevedore as though the said appliances had been used by her.

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.

Where portable conveyors are used conveying bags to the loading gantries or moving bags from place to place, the first conveyor will be free but all used over the first shall be charged for at the rate of 5s. per hour worked, payable by the ship or shipper according to the orders received by the Trust.

*General.*—Should any of the appliances referred to above be retained at a ship and not worked, a rate of 5s. per hour or portion of an hour shall become chargeable against the shipowner or stevedore for the time during which they are held idle. The right is reserved to the Wharf Manager to remove any appliance from any ship at any time he may consider desirable.

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 or in connection with these appliances, or any of them, or methods of loading, during hours other than the ordinary working hours of the port shall also be paid to the Trust by the shipowner or stevedore, in addition to the charges already stated herein above.

#### No. 113.

*Charges on Coal bunkered or shipped.*—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 5d. per ton of coal handled.
  - (b) Where the above-mentioned boxes or receptacles are tipped by Trust labour, 9d. 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 2s. 6d. 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, 3s. 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. 9d. per ton.
- (2) For each additional 10 feet or portion thereof increase in distance from side of wagon, 1s. 6d. per ton.
- (3) Shovelling from stack into baskets or other receptacles, to be tipped into bunkers by ship's labour, 2s. 6d. per ton.
- (4) Where the baskets or other receptacles mentioned in sub-paragraph (3) above are tipped by Trust labour, 3s. per ton.

Coal landed from a vessel and intended for bunkering purposes shall pay the same wharfage charge as though discharged into hulk and, in addition, the same handling charges as would apply in similar circumstances to coal landed for any other purpose. In like manner, such coal when taken out again shall pay the same handling charges as are specified in this regulation according as it is handled.

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

Where the Commissioners are required to work small quantities of coal into ship's bunkers the schedule rate of handling charge shall be increased by 50 per cent. in all cases where the quantity being worked into any one ship does not exceed 50 tons.

#### No. 114.

### 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 heading 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.

*Re-enactment of Regulation No. 114.*

(Gazetted 28th December, 1917.)

Regulation No. 115, made by the Fremantle Harbour Trust Commissioners, dated the tenth day of August, 1917, imposing a Special War Surtax of 20 per cent. upon the amount of dues or charges which may become payable to the Trust as therein defined, is hereby re-enacted to remain and continue in operation as from the thirty-first day of December, 1917.

#### No. 115.

*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. 116.

*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. 6d. per ton

for each distinct handling service incurred, dead weight or measurement as per manifest, bills of lading, or shipping notes.

## No. 117.

*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 case 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 overtime hours. The Commissioners 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. 118.

*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. 119.

*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. 120.

*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 2,000 lbs or 2,240 lbs. 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 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. 121.

*Receipts, etc., for Inwards Cargo.*—The receipts of the Commissioners to a ship for cargo loaded (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 Customs official if required, as soon as is possible 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. 122.

*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, or better condition of any package, than is stated upon the ship's receipts, bills of lading, manifests, or other documents as regards declarations of values or condition, 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. 123.

*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. 124.

*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. 125.

*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. 126.

*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. 127.

*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. 128.

*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. 129.

*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. 130.

*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. 131.

*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. 132.

*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. 133.

*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. 134.

*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. 135.

*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. 136.

*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 2s. 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 2s. per ton for removal to the next adjoining shed or berth, and 8d. 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. 137.

*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. 138.

*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. 139.

*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. 140.

*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 105deg. 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 oils 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. 141.

*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. 142.

*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. 143.

*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. 144.

*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. 145.

*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. 146.

*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. 147.

*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. 148.

*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. 149.

*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. 150.

*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. 151.

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

## No. 152.

*Sorting or Packing on Wharves.*—No person shall sort any timber, or pack or re-pack 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. 153.

*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. 154.

*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. 155.

*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. 156.

*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. 157.

*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. 158.

*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 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. 159.

*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 threepence (3d.) per ton additional to the amount per ton payable for each immediately preceding week, *i.e.*, one shilling and threepence (1s. 3d.) per ton for the second week, and one shilling and sixpence (1s. 6d.) per ton for the third week, and so on. For the purposes of this Regulation, a fraction of a ton shall be deemed to be a ton, and a part of a week shall be reckoned as one week. Nothing herein contained shall prevent the Wharf Manager 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 await 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.

Wool shall pay a storage rate of sixpence (6d.) per ton per week or portion thereof.

## No. 160.

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

## No. 161.

*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. 162.

*Goods left on Wharf may be opened, etc.*—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. 163.

*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. 164.

*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. 165.

*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. 166.

*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 ship's receipts, bills of lading, and ships' manifest as to the value of such goods.

## No. 167.

*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 satisfactory receipts as aforesaid are refused, the Wharf Manager shall at once remove the whole consignment of which such package or packages are a portion to the King's Warehouse.

## No. 168.

*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. 169.

*Claims in respect of cargo.*—No claim 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. 170.

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. 171.

Hire shall start from the time at which the crane is ordered to be ready for work and shall continue till the time the crane has been finished with. Should a crane require to be shifted for the convenience of the hirer, the hirer shall pay the labour cost of shifting, in addition to the hire rate.

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, with a minimum charge equal to two hours' hire, and shall lose his turn if another applicant is waiting for or ready to use the crane.

## No. 172.

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. 173.

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. 174.

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. 175.

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. 176.

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

## No. 177.

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. 178.

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. 179.

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

## No. 180.

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. 181.

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. 182.

No crane shall be used without permission of the Commissioners.

## No. 183.

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

1. Continuous work between the hours of 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, 8s. 6d.

(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, 8s. 6d. (Minimum, 2 hours.)

2. Scale for casual or special lifts:—

(a) For lifts computed to weigh not exceeding 1½ tons, per lift, 3s.

Over 1½ tons and not exceeding 2 tons, per lift, 6s.

Over 2 tons and not exceeding 2½ tons, per lift, 8s.

Over 2½ tons and not exceeding 3 tons, per lift, 12s.

(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, 6s.

## No. 184.

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. 185.

*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. 186.

*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. 187.

*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. 188.

*Ship's 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. 189.

*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. 190.

*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. 191.

*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. 192.

*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. 193.

*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. 194.

*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. 195.

(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. 196.

*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. 197.

*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.

(m) *Vessels to be granted Pratique before Berthing.*—Under no conditions and in no circumstances whatsoever shall any vessel be allowed to berth at any wharf or pier in the port, until she has been granted full pratique by the properly constituted Health Authorities.

#### No. 198.

*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. 199.

*Lights and Gangways on Vessels alongside Wharves.*—Every vessel lying alongside any wharf or jetty shall, from sunset to sunrise, be provided with proper lights and such appliances in the way of gangways and man-ropes 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. 200.

*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. 201.

*Light 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. 202.

*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. 203.

*Metal disc on Hawsers 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. 204.

*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. 205.

*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. 206.

*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. Livestock 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. 207.

*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, boiler-making, sail-making, or rigging work on or under any wharf or jetty, or in or under any shed, or hang or put up sails, masts, spars, or any other thing to or upon any of the beams or joists 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. 208.

*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. 209.

*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. 210.

*Cleaning of Wharf Berth.*—To cover the cost of cleaning up the berth after her departure, a charge of £1 will be levied against every vessel of over 750 tons gross register, and of 10s. against every vessel of 750 tons gross register or under in every case where a wharf berth has been occupied. Such charge will be made in respect of each berth occupied during a vessel's stay in port and 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, horse-boxes, 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. 211.

*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. 212.

*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. 213.

*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. 214.

*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. 215.

*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. 216.

*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. 217.

*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. 218.

*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. 219.

*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. 220.

*Power of Harbour Master or Berthing Master.*—In case of non-compliance with any of the Regulations regulating the mode and place of mooring and anchoring vessels, and their position and government in the harbour, and their unmooring and removal within or to without the harbour, the Harbour Master 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. 221.

*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. 222.

*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. 223.

*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. 224.

*Expenses recoverable.*—And such costs and charges, and all other costs, charges, and expenses incurred by the Harbour 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. 225.

*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. 226.

*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. 227.

*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. 228.

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

## No. 229.

*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. 230.

*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 direction, additional fastenings to make such vessel secure.

## No. 231.

*Anchor 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. 232.

*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. 233.

*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. 234.

*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. 235.

*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. 236.

*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, the 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. 237.

*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 harbour or any portion thereof. The fee for every such survey shall be £3 3s., and shall be paid by the owner or owners to the 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. 238.

*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. 239.

*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. 240.

*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. 241.

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

## No. 242.

*Control by and power of Inspector.*—The enforcement of the succeeding regulations in this section, as well as the supervision of the work of discharging, or shipping of explosives, within the Port of Fremantle, shall be entirely under the control of the Inspector, who shall have full and sole authority to take whatever action may seem necessary or advisable to him in any circumstances arising out of such shipping or discharging of explosives as aforesaid.

## 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 steamers 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, except under special written permission of the Inspector.

## 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 100 lbs. 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 shall, 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 rope nets of special construction, which must be examined and passed prior to commencing operations at each job by the Inspector, who shall also determine the load to be carried by any one such net. The Inspector 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 rope nets 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 of the Inspector.
- (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 magazine or hold during such stoppage.
- (i) Paraffin, naphtha, petroleum, or other volatile oil must not be used for any purposes or upon any pretence whatever on board a ship after such ship has on board more than 1,000 lbs. 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 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 Commissioners, 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 <i>vice versa</i> ..	0	6
For luggage above 28lbs. and under 56lbs., conveyed from the vehicle to the deck, or <i>vice versa</i> ..	0	9
For luggage above 56lbs. and under 112lbs., conveyed from vehicle to the deck, or <i>vice versa</i> ..	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 drivers' 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 purpose 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.

*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 has 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 Commissioner of Police or 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 Regulation.) ]

## 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 Commissioner of Police or 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 or 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 Vict., 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 persons 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 cork, 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. Applications 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 coastline about two miles North of 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, Foundation of Australia Day, Good Friday, Easter Monday, Sovereign's Birthday, Eight Hours' Day, Christmas Day, Boxing Day, and Waterside Workers' Picnic 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 (commencing with the fourth day) 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. Double rates will be charged on all rates for the first day in cases where the Slip is used for less than two days, and fifty per cent. extra will be charged on all rates for the first day in all other cases.

3. 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.

4. 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. Sundays shall be free days.

5. 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.

6. 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.

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

8. The dues will include and cover the cost of hauling up, shoring, wedging, blocking, and launching, and the cost of all labour incidental to and connected with the hauling up and launching of the vessel, but not of removing and reinstating blocks while vessel is on the cradle, in which cases the applicant will be charged the labour cost and value of blocks injured or destroyed.

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

10. 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.

11. 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.

12. 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.

13. 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.

14. 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.

15. 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.

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

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

18. The cost over and above the ordinary cost of day work of all labour and supervision employed in connection with the preparing cradle, slipping and launching during hours other than the working hours of the Port, as defined by these Regulations, shall be paid to the Trust by applicants for the use of the Slip in addition to the amounts set down in the schedule of charges.

19. *Particulars as to Capacity, etc., of Slip—*

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

20. *Scale of Charges payable for use of Slip—*

	per tons
	per diem.
1,500 tons gross register ... ..	6d.
1,450 tons and under 1,500 ... ..	6½d.
1,400 " " 1,450 ... ..	6¾d.
1,350 " " 1,400 ... ..	6¾d.
1,300 " " 1,350 ... ..	6¾d.
1,250 " " 1,300 ... ..	6¾d.
1,200 " " 1,250 ... ..	6¾d.
1,150 " " 1,200 ... ..	6¾d.
1,100 " " 1,150 ... ..	7d.
1,050 " " 1,100 ... ..	7¼d.
1,000 " " 1,050 ... ..	7¼d.
950 " " 1,000 ... ..	7¾d.
900 " " 950 ... ..	7¾d.
850 " " 900 ... ..	7¾d.
800 " " 850 ... ..	7¾d.
750 " " 800 ... ..	7¾d.
700 " " 750 ... ..	8d.
650 " " 700 ... ..	8¼d.
600 " " 650 ... ..	8¼d.
550 " " 600 ... ..	8¾d.
500 " " 550 ... ..	8¾d.
450 " " 500 ... ..	8¾d.
400 " " 450 ... ..	8¾d.
350 " " 400 ... ..	8¾d.
300 " " 350 ... ..	9d.

(See also Clauses 1 to 18).

21. 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.

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 first day of December, 1923.

Made, adopted, and passed by the FREMANTLE HARBOUR TRUST COMMISSIONERS at a Meeting of the said COMMISSIONERS, held this ninth day of November, 1923.

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.

J. H. G. TAYLOR,  
Commissioner.

F. STEVENS,  
Secretary.

[L.S.]

SCHEDULE A.

SPECIMEN FORM OF INWARD AND OUTWARD MANIFEST.

Manifest of the S.S....., Trip....., Captain.....,  
 from.....to.....

Bill of Lading No.	Shipper.	Consignee.	Marks and Nos.	Packages.		Contents.	Total Gross Weight.				Total Gross Measurement.
				Quantity.	Description		tons.	cwt.	qrs.	lbs.	

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.