

Supplement to Government Gazette

PERTH: FRIDAY, DECEMBER 23.

[1898.

No. 7902.—C.S.O.

PROCLAMATION

Western Australia, } By His Excellency Lieut.-Colonel
to wit. } Sir GERARD SMITH, Knight Com-
mander of the Most Distinguished
Order of Saint Michael and Saint
George, Governor and Commander-
in-Chief in and over the Colony of
Western Australia and its De-
pendencies, &c., &c., &c.

GERARD SMITH.
(L.S.)

BY virtue of the Ordinance 18 Victoria, No. 15, and of the Act 37 Victoria, No. 14, and of all other Acts in force referring to Harbours, I do hereby proclaim the Rules and Regulations hereunder, which have been framed by me in pursuance of the said Ordinance and of the said Acts, with the advice of the Executive Council, and which are to be observed in all Ports and Harbours of the Colony by all manner of persons, under the penalties provided by the said Ordinance and the said Acts; to take effect from the first day of February, 1899.

Given under my hand and the Public Seal of the said Colony, at Perth, this 21st day of December, 1898.

By His Excellency's Command,
G. RANDELL,
Colonial Secretary.

GOD SAVE THE QUEEN !!!

PORT REGULATIONS.

To come into force 1st February, 1899.

INTERPRETATION.

1. In the construction of the following Rules and Regulations (unless the context requires a different meaning) the expression—

“Master,” when used in relation to any vessel, means the person having the command, or charge, custody, or control of such vessel for the time being.

“Harbour Master” includes the deputy of such Harbour Master, the Resident Magistrate or Police Magistrate for the port or district where the Harbour Master discharges his functions; but only in case of the absence from such port, or inability from any cause whatever of such Harbour Master to perform his functions; and also, in case there shall be no such Harbour Master in any port or district, then such words shall

include the Resident Magistrate or Police Magistrate for such port or district; and in the case of the absence of such Resident or Police Magistrate, any two Justices of the Peace of the Colony.

“Vessel” includes ship, hulk, boat, barge, lighter, flat, and craft of whatever kind or description, and howsoever propelled.

“Coasting Vessel” means any vessel whose trade is exclusively confined to the ports of Western Australia.

“Intercolonial Steamer” means every steamer trading between any Australian Colony, Tasmania, or New Zealand and this Colony, as also any steamer trading between Singapore and this Colony.

SHIPPING SIGNALS AT PORTS OF WESTERN AUSTRALIA.

SIGNAL STATIONS.

2. Lloyd's Signal Station has been established at the following place, viz.:—

Breaksea Island, King George's Sound: Any vessel may be reported to Lloyd's, London, by signalling its number to the light-house.

3. Whenever a signal is made from the Flagstaff, on Arthur Head, Fremantle, by hoisting letter “S,” the master of every vessel shall let go a second anchor and veer cable.

4. Every vessel anchoring in Gage Roads shall have a second anchor ready to let go.

5. SIGNALS AT FREMANTLE LIGHTHOUSE FLAG- STAFF.

[See Coloured Plans—pages 3845-6.]

REMARKS ON SIGNALS AT FREMANTLE LIGHTHOUSE FLAGSTAFF.

6. A black ball at mast head of flagstaff denotes a steamer in sight from Rottnest. A blue flag hoisted at North or South yard-arm denotes whether such steamer is North or South of Rottnest.

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

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

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

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

11. When two or more vessels are in sight, the upper flag denotes the Northern-most vessel.

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

13. As soon as an incoming steamer can be identified, the owner's house flag will be hoisted under the ball at mast head of flagstaff. When the blue and white burgee is hoisted under a house flag, it signifies that steamer denoted is to berth in the river.

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

BERTHS AT FREMANTLE MAIN JETTY.

15. When a steamer is to berth at the main jetty, one of the four flags numbered 1, 2, 3, and 4 will be hoisted under the house flag at the North yard-arm for the North side of jetty, at the South yard-arm for the South side.

16. No. 1 flag denotes the outer berth, No. 2 the next inner berth thereto, and so on.

GENERAL SIGNALS WITHIN PORTS.

17. The following Signals are to be used when requisite within the Ports of Western Australia:—

<i>Any Vessel in Quarantine</i>	... shall display letter Q., the Yellow flag, at the foremast head.
<i>Pilot required</i>	... The Pilot Jack at the foremast head, or the flags P.T.
<i>Water Police wanted</i>	... Day signal: The flags D.R.M., International code. Night signal: Two lights vertical at any mast-head or the peak, having five (5) feet between the two.
<i>Customs Boat wanted</i>	... The flags C.M.S., International code.
<i>Tug Boat wanted</i>	... The flags P.N., International code.
<i>Explosives on Board</i>	... Letter B. at the foremast head.
<i>Second Anchor to be let go, and Cable veered</i>	... Letter S. hoisted at the Light-house flagstaff.
<i>Lighter wanted</i>	... The flags J.F.L., International code.

ALBANY.

NIGHT SIGNALS.

For Guidance of Coasting Steamers.

SHOWN AT PILOT STATION FLAGSTAFF, NORTH SIDE OF CHANNEL, ENTERING PRINCESS ROYAL HARBOUR.

Lights.	Denoting
<i>One Green</i>	... Town Jetty all clear.
<i>White over Green</i>	... East side Town Jetty clear.
<i>Green over White</i>	... West side Town Jetty clear.
<i>One White</i>	... Town Jetty, both sides blocked.
<i>Red over White</i>	... Go to Deep Water Jetty.
<i>White over Red</i>	... Go to Coal Hulk.
<i>Two White</i>	... Go to Anchor in Harbour.

SIGNALS OF DISTRESS.

IN THE DAY TIME.

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

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

AT NIGHT.

19. 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 on 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;

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

HARBOUR DUES.

VESSELS EXEMPT FROM ALL PORT AND HARBOUR DUES WHATSOEVER.

Vessels of War, etc.

20. The following vessels shall be exempt from all Port and Harbour dues whatsoever:—

- (1.) All vessels of war;
- (2.) All vessels chartered on behalf of Her Majesty;
- (3.) All vessels belonging to the Government of any of Her Majesty's Colonies;
- (4.) All private yachts, and all vessels belonging to any recognised Yacht Club in any part of Her Majesty's Dominions;

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

PILOTAGE AND CHARGES THEREFOR.

21. Pilotage, save as in these Regulations is otherwise provided, shall be compulsory upon all Masters of vessels entering any Port in Western Australia where a Pilot is provided, and the charges therefor shall be in accordance with the Regulated Scale.

22. Pilotage Charges, except where otherwise provided by these Regulations, shall be at the rate of twopence per ton inwards and twopence per ton outwards, on the net registered tonnage of each vessel, but the maximum charge each way shall not exceed the sum of Twelve pounds.

23. Until completion of the River Harbour at Fremantle, Pilotage inwards thereto and outwards therefrom shall be compulsory upon all vessels, and the charge therefor shall be in addition to the Pilotage charged under Regulation No. 27. The Pilotage, however, referred to in this Regulation shall only be counted as a Removal, and shall be charged at the following rates:—

Gage Roads to River or Owen Anchorage and <i>vice versa</i>	... £2 each way.
Gage Roads or River to Rockingham or Careening Bay and <i>vice versa</i>	... £5 each way.
At Albany 1,000 tons or under, Net Register	... £2 each removal.
Over 1,000 tons Net Register	... £3 each removal.

24. At the Port of Fremantle, except the River and the Challenger Passage, outward pilotage shall only be charged in case the Master of a vessel shall require the services of a Pilot.

25. In the event of the charges prescribed by these Regulations for Pilotage and Removals exceeding those prescribed by Schedules A and B of the Act 18 Vict., No. 15, the rates in said Act shall be only levied.

EXEMPTIONS.

26. All Coasting Vessels shall be exempt from pilotage.

Exemption Certificates: How and by whom obtained.

27. To enable the Master of a vessel to pass for an Exemption Certificate the vessel must be owned or registered in one of the Australasian colonies.

28. A Master of a vessel desiring to pass for exemption from pilotage at any port of the Colony shall, by himself or his agent, give at least one week's notice in writing to the Chief Harbour Master, Fremantle, of such his desire.

29. All candidates for exemption must have made two trips as Master, or three as Mate, into and out of every Port for which they desire an Exemption Certificate.

30. A Certificate of Exemption from pilotage for the Port of Fremantle will be granted to a Master of any intercolonial vessel upon his passing the requisite examination therefor. Fee for every such examination, £5; no part of which shall be returned in case of failure to pass such examination. No candidate shall be eligible for re-examination until he has once more, as Master or Mate, been in and out of the Port for which he desires an Exemption Certificate.

31. Exemption Certificates are not transferable; and are only operative while the holder thereof is master of a vessel owned or registered in one of the Australasian Colonies.

32. The holder of any Exemption Certificate for the Port of Fremantle will also be entitled to have indorsed on such Pilotage Exemption Certificate a further exemption for any of the Ports of the Colony at the option of the holder, provided such holder do pass the requisite examination therefor at the Port so selected by him. Fee for every such examination and indorsement, 10s. 6d.

Exemption Flag.

33. All coasting vessels, and all vessels the Masters whereof hold an Exemption Certificate, shall, when within five miles of any Port in Western Australia where a Pilot is provided, hoist at the main-mast head a white flag, not less than 8ft. by 6ft., having in the centre a black ball; such flag shall be recognised as the exemption flag.

34. All coasting vessels, and all vessels the Masters whereof hold Exemption Certificates, neglecting, when within five miles of any Port in Western Australia where a Pilot is provided, to hoist the Exemption flag at the main as above described, shall be liable to pay pilotage charges like non-exempts.

Penalty on Pilot.

35. A qualified Pilot shall not demand or receive, and a Master shall not offer or pay to any Pilot, any other rate in respect of pilotage services, whether greater or less, than the rate which may be demanded by law, and if a Pilot or Master acts in contravention of this enactment he shall, for each offence, be liable to a fine not exceeding £10.

Pilot leading a Vessel.

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

Pilot carried to Sea.

37. A Pilot, except under circumstances of unavoidable necessity, shall not, without his consent, be taken to sea or beyond the limits for which he is licensed, in any ship whatever, and if he is so taken under circumstances of unavoidable necessity or without his consent, he shall be entitled, over and above the pilotage dues, to the sum of 8s. per day, and a free passage back to the Port whence he was taken.

Declaration of Draught.

38. The Master of a ship, on being requested by any qualified Pilot having charge of his ship, shall declare her draught of water.

39. If a Master refuses so to declare the draught of water, or himself makes, or is privy to any other person making a false declaration to the Pilot in relation thereto, he shall, for each offence, be liable to a fine not exceeding double the amount of Pilotage Dues which would have been payable.

TONNAGE DUES.

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

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

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

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

44. Owners of coasting vessels may compound for all tonnage dues throughout the Colony by availing themselves of the rights conferred by Regulation 57.

Ocean-going Mail Steamers.

45. All Mail steamers, recognised as such by the Government of Western Australia, whether such Mail steamers be British or Foreign, trading between the Australasian Colonies and Europe or America, shall pay, in lieu of Tonnage Dues, Light Dues, and Pilotage, a fixed charge of £30 per steamer per entry into the Colony, such payment to cover all Port Dues wheresoever and whatsoever, except berthing dues at River Wharves at Fremantle.

Intercolonial Steamers.

46. Intercolonial Steamers shall not pay the regular scale of Tonnage and Light Dues laid down for foreign-going vessels, but in lieu thereof

shall pay a fixed sum of threepence (3d.) per ton on their net registered tonnage per entry into the Colony, such payment to cover all Port dues where-soever and whatsoever, except Berthing dues.

Vessels calling for Shelter or in Distress.

47. No charge will be made upon any vessel using, for the purpose of shelter only, and not taking a Pilot, any of the outer anchorages of any port or harbour in the Colony.

Vessels in Ballast.

48. All vessels arriving in ballast shall be exempt from inward Tonnage Dues, but shall pay outward Tonnage Dues upon all cargo taken away, as provided by Regulations 47 and 48.

Vessels calling for Supplies.

49. All vessels calling at any Port in Western Australia for coal or supplies (but not broaching or shipping cargo, or landing or embarking passengers), shall be charged a fixed sum of Five pounds (£5) only. Such charge to cover all Tonnage, Light, and Pilotage Dues, both inwards and outwards. Such vessels desirous of embarking passengers will be permitted to do so on payment of £1 for each passenger, the minimum payment therefor being £5.

LIGHT DUES.

50. All vessels, except where otherwise specially provided by these Regulations, arriving from beyond seas shall be chargeable with Light Dues at all ports in Western Australia at the rate of twopence per ton inwards and twopence per ton outwards, on their net registered tonnage.

51. The Master of any vessel who has paid Light Dues at any one port in Western Australia, and who may desire to visit other ports in the Colony for the purpose of loading or unloading thereat, may obtain from the Collector of Customs at the port where he shall have so paid such Light Dues as aforesaid a Certificate to that effect, and such Certificate shall free him from payment of Light Dues at any other port in Western Australia for a period of three months from the date thereof, provided that no voyage shall have been made to any place outside the Colony within such three months.

52. Owners of coasting vessels may compound the payment of all Tonnage and all Light Dues exigible in any port of the Colony by one annual payment, on or before the 1st day of February in each year, of two shillings and sixpence per ton on their net registered tonnage.

53. Owners of coasting vessels compounding, as provided in Regulation 57, may obtain from the Collector of Customs a certificate to the effect that the vessel therein named is free from payment of all Tonnage and all Light Dues throughout the Colony up to the 31st day of December then next ensuing, and no longer.

54. Applicants prior to the 30th June in any year will be required to pay full rates; those subsequent to that date will only be required to pay one-half the amount.

55. Masters of Coasting Vessels not availing themselves of the right granted by Regulation 57, will be required to pay Light and Tonnage Dues at the ordinary rate.

GENERAL REGULATIONS.

56. The following Regulations shall be enforced and observed in Fremantle, and, as far as practicable, in all other ports of the Colony.

SHIP'S NUMBER TO BE HOISTED.

57. The master of any vessel, on approaching any port in Western Australia, shall hoist the ship's number on the code list, and the number of the port she is from. At Fremantle the rendezvous flag should be hoisted at the main.

NATIONAL COLOURS.

58. Every ship shall, between sunrise and sunset, hoist and keep flying her national colours under the following circumstances:—

- (a.) When entering any port;
- (b.) On Sundays and public holidays, weather permitting;
- (c.) On leaving any port.

59. Such flags as are referred to in the two next preceding Regulations shall be kept flying until the vessel has been given pratique.

VESSELS TO BE CLEARED BY HEALTH OFFICER.

60. No person except the Pilot or Health Officer, and boatmen employed to convey them, shall, with any boat or ship whatever, go alongside of, nor shall any person except the Pilot and such officers board any ship from other than an Australian port when entering or within any port in West Australia before she has been cleared by the Health Officer; nor shall any person on board leave such ship before she has been so cleared by the Health Officer and Customs Officer.

61. The Harbour Master or his deputy, or other officer acting for such Harbour Master, shall have the entire control of berthing and removing all vessels coming to the River wharves or the Fremantle jetties. 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. The following regulations shall be enforced:—

- (a.) No vessel shall be fastened to any part of such wharves or jetties, except to such bollards or other fastenings as are or may be provided for the purpose; and no vessel shall lie alongside such wharves or jetties unless properly moored. All vessels so fastened shall also be anchored or moored in such a manner as to relieve such wharves or jetties as much as possible from the weight of such craft, and in no case shall more than one tier of such vessels lie alongside or be fastened to any such wharves or jetties or be moored or fastened to other vessels lying alongside any such wharves or jetties, except by special permission of the Harbour Master.
- (b.) Such vessels shall not be moored or so fastened as aforesaid, except for the purpose of loading or unloading, nor for any longer period during the authorised hours than shall be reasonably required for such purpose.

- (c.) Passenger boats may lie alongside the steps at any such wharves or jetties, for such time as may be necessary to embark or disembark passengers.
- (d.) All such vessels lying alongside any such wharves or jetties shall, on the approach thereto of a passenger steamer, be hauled off, if required, to a sufficient distance to enable such passenger steamer to disembark or embark passengers.
- (e.) Any steam vessel plying on the coast of this Colony shall be permitted to lie alongside any wharf or jetty for the purpose of discharging and taking in cargo at all hours of the day and night consistent with these Regulations.
- (f.) All vessels lying alongside any of the wharves or jetties shall, if required by the Harbour Master to do so, provide and use suitable fenders, and shall likewise take such precautions as may be necessary to prevent injury to the structure.
- (g.) All foreign-going vessels shall be moored alongside the wharves or jetties in such position as may be indicated by the Harbour Master, who may, if necessary, direct the removal of other craft for that purpose.
- (h.) Berths at the River wharves shall, as far as is practicable, be allotted to Foreign-going and Intercolonial Steamers in the order in which they arrive in Gage Roads.

Such portions of the River wharves as may from time to time be decided upon by the Harbour Master shall be allotted respectively to all vessels. A list shall be kept by the Harbour Master, and applications to be placed in turn on such lists according to date of the arrival of the vessel in port must be made at his office. If such application be not made, the next vessel on the list shall have precedence, but the vessel forfeiting her turn may be placed next in succession.

- (i.) Vessels arriving from or bound to Foreign or Intercolonial Ports shall, as a rule, have precedence over all other vessels.
- (j.) In the event of any vessel or vessels being moored alongside any of the wharves or jetties in such a way as to exclude any other vessel or vessels whose owners or masters wish also to moor her or them alongside, consistently with the Regulations, the Harbour Master may order the removal of such vessel or vessels to another berth or berths, and such vessel or vessels shall forthwith be removed accordingly.

Double Banking.

- (k.) No vessel shall double bank alongside the jetty, or at any of the river wharves, without the special permission of the Harbour Master.
- (l.) When the Harbour Master may deem it unsafe, through stress of weather, for a vessel to remain alongside any wharf or jetty, he shall direct the immediate removal of such vessel, and the master or other person in charge of such vessel shall remove such vessel accordingly.

- (m.) The Harbour Master shall have full power at any time to reserve any berth he may consider most suitable at the river wharves for any man-of-war, or for any British or foreign mail steamer trading between Europe or America and the Australasian Colonies.

62. Any person (or persons) violating the above Regulations is liable, on conviction, to forfeit and pay any sum not exceeding Twenty pounds.

MISCELLANEOUS REGULATIONS.

63. In every case where, by these Regulations, any act is forbidden or required to be done in relation to any vessel, the duty of performing such act, or of seeing that such act is not done or committed, shall rest upon the Master of such vessel, unless where otherwise expressly directed to the contrary.

VESSELS NOT TO BE ANCHORED IN FAIRWAY.

64. No vessel shall be anchored in or near the middle of any fairway, channel, or river; and any vessel detained in the fairway, channel, or river shall lie close on one side of such fairway, channel, or river; nor shall any cable, chain, hawser, or rope be placed across any such fairway, channel, or river without permission from the Harbour Master.

FAIRWAY TO BE KEPT CLEAR.

65. The Master of any vessel compelled by unavoidable circumstances to let go any anchor in any fairway, channel, or river shall, as soon as possible, lift the same, and place it in such a situation as not to interrupt or interfere with the free passage of other vessels.

66. In all rivers or narrow channels of the Colony, every steamship shall, when it is safe and practicable, keep to that side of the fairway or mid-channel which lies on the starboard side of such ship.

VESSELS AT OWNER'S RISK.

67. The Government take no charge of vessels lying within any harbour or port. The safety of all such, whether at an anchorage or moored alongside of any jetty or wharf or at any mooring buoy, is at all times at the sole risk of the masters or owners thereof.

GOVERNMENT NOT RESPONSIBLE FOR DEFECTIVE MOORINGS.

68. The Government will not be responsible for any damage done to any vessel arising from the defective condition of any mooring or moorings provided by the said Government.

VESSELS TO BE ANCHORED, ETC., AS DIRECTED.

69. The master of every vessel shall, if required by the Harbour Master, moor or cast anchor in the place pointed out by him, and shall, whenever ordered so to do by the Harbour Master, slacken the ropes and chains, or any particular rope or chain, of such ship in such manner as he shall be ordered.

70. For the purpose of these Regulations, the Port of Fremantle shall be deemed to include all waters on the Coast within 15 miles of Arthur Head, and within the Swan River from the mouth thereof as far as the Causeway Bridge Eastward of Perth Water.

MASTER TO MOVE VESSEL.

71. Every master or owner of a vessel lying within the limits of any port or harbour shall, whenever required so to do by the Harbour Master, move the vessel (which must always be kept in a movable condition by means of ballast or cargo) to such other berth or place as he may appoint for that purpose.

72. The master of every vessel shall occupy the berth assigned to such vessel, and change the berth as directed; in default whereof the removal may be effected by the Harbour Master at the risk and expense of such vessel and the owners thereof.

NOTICE TO BE GIVEN BEFORE REMOVAL.

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

SECURING VESSELS.

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

HARBOUR MASTER'S ORDERS TO BE OBEYED.

75. Every master of a vessel shall act under the directions of, and obey and carry into effect, any orders given by the Harbour Master in relation to the place and manner of bringing the vessel to anchorage, coming alongside and leaving any wharf or jetty, and securing and mooring such vessel.

LOADING BALLAST, ETC.

76. Every master of a vessel previously to loading or discharging ballast, coal, cinders, ashes, stones, bricks, tiles, dung, or any loose matter or thing shall fasten canvas, cloth, or a shoot between the vessel and the wharf, or vessel to or from which such ballast, coal, cinders, ashes, stones, bricks, tiles, dung, or other loose matter is intended to be conveyed, so as to prevent any part thereof from dropping into the port; and in discharging shall place such ballast, coal, cinders, ashes, stones, bricks, tiles, dung, and other loose matter at a distance of six feet at the least from the edge of every wharf or jetty on which the same shall be landed.

ANCHORS LET GO IN PORT TO BE BUOYED.

77. No master of any vessel shall let go in any port 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.

BOATS AT PUBLIC STEPS.

78. No vessel, or any obstruction shall be fastened to or near any public steps or landing place for passengers in such a manner as to impede free access to such public steps or landing places.

GANGWAYS ALONGSIDE WHARF.

79. All ships lying alongside of any wharf or jetty shall have and use a good and sufficient gangway not less than 2ft. 6in. in width, with 2in. battens nailed thereon, such battens to be not less than 18in. apart, and such gangway shall be protected by a man rope, and also with a good and sufficient net, placed underneath the gangway to prevent accidents, of not less than the following dimensions, viz.:—Length 18ft. breadth 8ft., to be made of 1½in. rope, to be 7½in. from seizing to seizing, so as to form 15in. meshes. At night a good and sufficient light shall be provided for every such gangway.

80. No vessel, while lying alongside any wharf or jetty shall deposit or place any rubbish or *débris* of any kind on such wharf or jetty, and any mess, or litter, or dirt, caused or made by any vessel, shall, in every case, be cleared up by such vessel, and that portion of the wharf or jetty alongside which such vessel has been berthed shall be left in a clean and orderly condition.

81. No stones or other kind of substance whatever shall be thrown into the water from vessels moored alongside such jetties or wharves.

82. No dead animal shall be thrown overboard from any vessel while lying alongside any wharf or jetty, nor any refuse likely to become a nuisance.

83. Any vessel infringing the above Regulation shall, for every such offence, be liable to a penalty of £5.

84. No vessel, while lying alongside any wharf or jetty, shall allow any discharge pipe from any W.C. to empty itself upon any portion of such wharf or jetty, or steps belonging thereto, under a penalty of £5 for every such offence.

85. 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.

86. No vessel shall be removed from a wharf or jetty until the portion of such wharf or jetty opposite to or which has been required for the use of such vessel has been thoroughly cleaned of all rubbish, and swept clean, to the satisfaction of the Harbour Master, Pier Master, or Wharf Manager, by some person or persons belonging to such vessel, or hired by the master or owner thereof.

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

88. 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.

89. In all ports or harbours of the Colony the Board of Trade Regulations as to the lights to be displayed by all vessels under weigh, or at anchor, are to be strictly adhered to.

90. In the Swan River all steam launches and steam lighters under weigh shall carry the proper lights according to the Board of Trade Regulations.

91. The master of every vessel shall immediately after arrival at and previous to the departure from any port, deliver to the Water Police a true list in writing, containing the names of the crew, the place where the same were engaged, the names of the passengers, and all other persons on board such ship or vessel at the time of such arrival.

NIGHT WATCHMAN.

92. All ships above 350 tons register shall have a watchman on deck from sunset to sunrise, and all ships under 350 tons register shall have at least one man on board during the night.

FIRE.

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

JURISDICTION OF HARBOUR MASTER.

94. It is the duty of every Harbour Master to see that these By-laws and Regulations are observed and carried into effect within the proclaimed limits of the port of which he is the duly appointed Harbour Master. (18 Vict., No. 15.)

Berthing Vessels.

95. The Harbour Master, or a person deputed by him, shall appoint the places where all vessels shall lie within any port, and no moorings shall be laid in any port for coal hulks, lighters, or other craft without the special permission first had and obtained in writing from the Harbour Master of such port.

Beaching Vessels.

96. No vessel shall be beached or grounded in any port, harbour, estuary, roadstead, or river of the Colony without permission being first had and obtained from the Harbour Master; and any such vessel, which shall take the ground or be stranded as aforesaid from accident, or stress of weather, or any other cause, shall be removed by the owner when called upon to do so by the Harbour Master.

General Order.

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

Harbour Master may appoint Place of Moorage of Vessels.

98. The Harbour Master may, whenever it appears necessary to such Harbour Master, appoint the place of moorage or anchorage of all coasting vessels, cargo and other boats entering any of the ports or harbours in this Colony, and from time to time, when necessary, to direct the removal of any such coasting vessel, cargo or other boat therefrom to some other place of moorage or anchorage. (34 Vict., No. 22.)

No Vessel to moor or anchor within 150 yards of Public Jetty without permission.

99. No vessel shall moor or anchor within one hundred and fifty yards of any public wharf or jetty, unless for the purpose of mooring thereto, in order to take in or discharge cargo, without the special permission of the Harbour Master.

Penalties.

100. Any master in charge of any such vessel, acting in contravention of the next preceding Regulation, shall be liable to a penalty of Twenty pounds, and any person who shall oppose or obstruct the Harbour Master in the performance of his duty shall be liable to a penalty of Twenty pounds. (34 Vict., No. 22.)

Obstruction to Boats.

101. Any person who shall moor or anchor, or shall wilfully or by culpable negligence ground, sink, or set adrift in any of the fair channels or passages of any navigable river or water within the territory of Western Australia any substance or article liable to obstruct the passage of boats or crafts by coming in contact with them, shall, on conviction thereof, forfeit any sum not exceeding Twenty pounds. (17 Vict., No. 4.)

102. If the owner or some person on behalf of the owner of any vessel sunk, stranded or run on shore in any harbour, port, roadstead, channel, or navigable river within the said territory, shall not weigh, raise, or otherwise remove such vessel within ten days next after the same shall have been so sunk, stranded, or run on shore, the Harbour Master of such harbour, port, or roadstead in which such vessel shall lie, may take and use all necessary ways and means for clearing such harbour, port, roadstead, channel, or river of such vessel (17 Vict., No. 4.)

Harbour Master to board Vessels.

103. Whenever any vessel (not being *bonâ fide* engaged in the coasting trade of this Colony) shall arrive in any of the ports or harbours aforesaid, the Harbour Master of such port shall repair on board such vessel, and shall appoint the place where every such vessel shall moor or cast anchor (18 Vict., No. 15.)

Harbour Master may order Master of Vessel to shift Berth.

104. The Harbour Master of any port or harbour may order the master of any vessel within such harbour to shift the berth of such vessel to any part of such port or harbour. The master of any vessel who shall neglect to comply therewith, with all convenient speed, shall be liable to a penalty not exceeding Twenty pounds. (37 Vict., No. 14.)

Harbour Master to remove Wrecks.

105. The Harbour Master may remove any wreck or any other substance which impedes or tends to impede the navigation thereof or access thereto, or which shall be a nuisance or inconvenience in or to any harbour; and the expense of such removal shall be repaid by the owner of such wreck or other substance to such Harbour Master, or, in default of payment thereof on demand, the said Harbour Master may recover the same as a penalty. (37 Vict., No. 14, Section 5.)

Unserviceable Vessels to be removed from Harbours.

106. In case there should be in any port or harbour in this Colony any vessel which is not ordinarily used for sea service, and which the Harbour Master of such port or harbour may have reason to believe is unsound or unsafe, and likely to prove an obstruction to the navigation of such port or harbour, it shall be lawful for the Harbour Master of such port or harbour, accompanied by such persons as may be appointed for that purpose by the Governor, to visit, board, survey, and inspect the same at reasonable times in the day time, and the master or other persons in charge thereof shall do all such acts as may reasonably be deemed necessary to enable the Harbour Master and such person or persons as may accompany him, to ascertain the state and condition of such vessel; and if the said 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 or harbour, the said 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 said 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 such vessel is moored or fastened; and all expenses thereof shall be paid to the Harbour Master 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.)

Penalty for wilfully cutting Moorings, etc.

107. Every person other than the Harbour Master who shall wilfully let go, cut, break, or destroy the moorings or fastenings of any vessel lying in a harbour or dock at or near a wharf, shall for every such offence be liable to a penalty not exceeding Five pounds in addition to any liability he may incur by proceedings at the suit of or for the benefit of any person damnified thereby. (37 Vict., No. 14.)

Mooring and removing of Vessels.

108. If the master, owner, or person in charge of any vessel in or at any port shall not moor, unmoor, place, or remove such vessel according to the directions of the Harbour Master, or if there be no person on board such vessel to attend to such directions, the Harbour Master may cause such vessel to be moored, unmoored, placed, or removed as he shall think fit, and for that purpose may unloose or cut any rope, or unshackle or break any chain by which such vessel is moored or fastened, and may obtain such assistance and do all such acts as may be necessary to enable him to carry out this purpose; and all expenses attending the mooring, unmooring, placing, or removing of such vessel shall be paid to the Harbour Master by the master or owner of such vessel, and the Harbour Master may recover such expenses from such master or owner by action in any Court of competent jurisdiction.

Any such master, owner, or person who shall refuse or neglect to carry out the reasonable directions of the Harbour Master shall be liable to a penalty of £20.

Anchors lost in any of the Harbours.

109. Any vessel losing or slipping an anchor in any of the roadsteads or ports of the Colony shall, as soon as possible, report the circumstance to the Harbour Master's Office in Fremantle, as well as to the Resident Magistrate or Harbour Master of the port.

110. All expenses connected with the recovery of such anchor shall be payable by the owner or owners, and the same may be recovered against them as a penalty.

111. No owner of an anchor either lost or slipped as above mentioned shall sell the same without first having reported it as above, and made arrangements for its recovery.

Removing or disfiguring Buoys, etc.

112. Any person who shall wilfully injure or remove any buoy, beacon, or sea-mark used for the convenience of navigation or security of shipping shall be liable to a penalty of Fifty pounds. (18 Vict., No. 15, Sec. 15.)

Fastening Ship to Buoys.

113. Any person who shall, without permission from the Harbour Master, make fast any vessel or any other article to any such buoy, beacon, or sea-mark as aforesaid shall be liable to a penalty of Ten pounds. (18 Vict., No. 15, Sec. 16.)

Impeding Harbour Master.

114. If any master of any vessel shall interfere with any Harbour Master or Pilot in the execution of his duty in regard to such vessel, such master shall be liable, for every such offence, to a penalty of Twenty pounds. (18 Vict., No. 15, Sec. 21.)

Throwing Carcasses overboard in any Harbour.

115. No person shall throw from any vessel within the limits of any Port in Western Australia the carcass of any animal, or leave any dead animal within the boundaries of any Port or on the shores thereof, and the person in charge of any such vessel from which any such carcass may have been thrown or left as aforesaid shall, on conviction thereof, be liable, for every such offence, to a penalty of Five pounds for every carcass.

Life-saving Gear.

116. No person shall improperly interfere with any life-saving gear, life-buoy, or other apparatus placed within the port for the purpose of saving life from drowning.

117. All cases of sudden, violent, or apparently not natural death on board any vessel shall be reported to the police or a Justice of the Peace.

BUNBURY MOORINGS.

118. Heavy moorings have been laid in Bunbury, the ground chains of which consist of 75 fathoms of 3-in. Kangaroo chain to the North-West, and 45 fathoms to the South-East, the anchors being each of one fluke and weighing approximately four tons. The bridle consists of 60 fathoms of 2½-in. chain, which is rove up through the buoy and shackled into a large ring. Vessels using these moorings are cautioned that on bad weather setting in from the North-West they should not ride too short, but veer at least 75 fathoms of their own cable.

BALLAST.

Tarpaulins to be used.

119. Proper tarpaulins or shoots shall be used in discharging or taking in ballast, coal, rubbish, gravel, earth, or filth, so as to effectually prevent any part thereof falling overboard; and no ballast shall be taken on board or discharged from any vessel after dark without the special permission of the Harbour Master of the port.

Ballast grounds.

120. Ballast shall only be discharged from any vessel within the limits of the ballast ground. The limits can be obtained by application to the Harbour Master of the port.

Sand, ballast, and stone.

121. If any person throw or cause to be thrown out of any vessel into the navigable part of any river, creek, or water, below high-water mark, any sand, ballast, stone, or rubbish, or who shall remove or take away from any bank of the same above high-water mark, not being private property, any sand, ballast, or stone, without having first obtained the consent of the Harbour Master of the port, shall on conviction for every such offence forfeit any sum not less than Ten shillings nor more than Five pounds. (17 Vict., No. 4.)

No ballast to be shipped if disapproved by the Harbour Master.

122. No ballast disapproved by any Harbour Master as being of an unsafe or dangerous nature shall be put on board any vessel. Any master of a vessel continuing to ship such ballast, or any person continuing to supply such ballast, or both of them, after any Harbour Master shall have, in writing, expressed his disapproval of the same, shall forfeit any sum not exceeding Fifty pounds. (37 Vict., No. 14.)

Penalty for non-observance of Rules and Regulations.

123. If any master of any vessel shall fail to observe the Port Rules and Regulations he shall, for every such offence, forfeit any sum not exceeding Twenty pounds (£20): Provided that no master of any vessel shall be liable to a fine for any breach of such Rules and Regulations unless a copy thereof shall have been previously delivered to him, or left on board his vessel. (18 Vict., No. 15.)

MERCHANT SHIPPING ACT, 1894.

PART XI.—LIGHTHOUSES.

*Offences in connection with Lighthouses, etc.**Injury to Lighthouses.*

124. (1.) A person shall not wilfully or negligently:—

- (a.) Injure any lighthouse or the lights exhibited therein, or any buoy, or beacon;
- (b.) Remove, alter, or destroy any lightship, buoy, or beacon; or
- (c.) Ride by, make fast to, or run foul of any lightship or buoy.

(2.) If any person acts in contravention of this section, he shall, in addition to the expenses of making good any damage so occasioned, be liable for each offence to a fine not exceeding Fifty pounds.

Prevention of False Lights.

125. (1.) Whenever any fire or light is burnt or exhibited at such place or in such manner as to be liable to be mistaken for a light proceeding from a lighthouse, the general lighthouse authority within whose area the place is situate may serve a notice upon the owner of the place where the fire or light is burnt or exhibited, or on the person having the charge of the fire or light, directing that owner or person within a reasonable time, to be specified in the notice, to take effectual means for extinguishing or effectually screening the fire or light, and for preventing for the future any similar fire or light.

(2.) The notice may be served either personally or by delivery of the same at the place of abode of the person to be served, or by affixing the same in some conspicuous spot near to the fire or light to which the notice relates.

(3.) If any owner or person on whom a notice is served under this section fails, without reasonable cause, to comply with the directions contained in the notice, he shall be guilty of a common nuisance, and, in addition to any other penalties or liabilities he may incur, shall for each offence be liable to a fine not exceeding One hundred pounds.

(4.) If any owner or person on whom a notice under this Section is served neglects for a period of seven days to extinguish or effectually screen the fire or light mentioned in the notice, the general lighthouse authority may, by their servants or workmen, enter upon the place where the fire or light is and forthwith extinguish the same, doing no unnecessary damage, and may recover the expenses incurred by them in so doing from the owner or person on whom the notice has been served, in the same manner as fines may be recovered under this Act.

PILOTAGE.

APPLICATION FOR PILOT'S SERVICES.

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

CHARACTERISTICS OF PILOT BOATS.

Merchant Shipping Act, 1894, Part X., 612.

127. When afloat a flag (called a pilot flag) of large dimensions compared with the size of the pilot boat, and of two colours, the upper horizontal half white and the lower horizontal half red, will be flown at the mast head, or on a sprit or staff, or in some equally conspicuous situation.

SIGNALS FOR A PILOT.

In the Day Time.

128. The following signals, numbered 1 and 2, when used or displayed together or separately, shall be deemed to be signals for a pilot in the day time, viz.:—

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

At Night.

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

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

Merchant Shipping Act, 1894, Part X., 615.

130. 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.

Signal for Pilots.

131. The master of every ship on entering any port in Western Australia for which a pilot or pilots is or are licensed, unless such ship or such master is exempt from pilotage by law, or unless there be a licensed pilot on board such ship, shall, until a licensed pilot has come on board, display and keep flying the usual sign for a pilot; and such master shall, by every means in his power consistent with the safety of his ship, facilitate such pilot getting on board, and shall not enter such port without a pilot being on board and in charge of such ship.

Tugs under Pilot's orders.

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

Government boats.

133. All boats alongside of ships or wharfs shall give way to Government boats on duty.

To receive allowance on board over 48 hours (18 Vict., No. 15).

134. Every pilot in charge of any vessel in, or entering, or proceeding from, any such port or harbour as aforesaid, who shall be detained on board such ship or vessel for a period exceeding forty-eight (48) hours, either on account of stress of weather, or under quarantine, or by any act of the master thereof, shall be entitled to demand and receive over and above lawful pilotage such daily sum, not exceeding eight shillings (8s.), as may be appointed by any Rules and Regulations made and promulgated as aforesaid.

C. R. RUSSELL,

Chief Harbour Master.

Approved,

JOHN FORREST,

Colonial Treasurer.



Commissioner of Railways Office,

Perth, 21st December, 1898.

HIS Excellency the Governor in Council has been pleased to approve of the following Regulations for the working of Fremantle River Wharves and such of the Sea Jetties of the Colony as are under the control of the Commissioner of Railways, to come into force on the 1st January, 1899.

A. F. THOMSON,

Under Secretary for Railways.

The Commissioner of Railways does hereby declare that the following Regulations, having been approved by the Governor in Executive Council, on Wednesday, the 21st December, 1898, are the Regulations for regulating the use of all Wharves and Jetties under his control or management, pursuant to "The Railways Act, 1878," and all other the Acts amending the said Act, the Act 42 Victoria, No. 18, and every other Act enabling him thereto.

Regulations for the Working of Fremantle River Wharves, and such of the Sea Jetties of the Colony as are under the control of the Commissioner of Railways.

(To come into force on 1st January, 1899.)

1. From and after the 31st December, 1898, all Jetty Regulations heretofore made for the management and use of the Fremantle River Wharves, and such of the Sea Jetties as are under the control of the Commissioner of Railways, shall be cancelled, and, in lieu thereof, the following Regulations shall come into force on the 1st of January, 1899:—

BERTHING DUES AT FREMANTLE RIVER WHARVES.

2. *All Vessels* using any of the River Wharves at Fremantle for loading or discharging cargo shall pay Berthing Dues at the following rates, *i.e.*:—

All ocean going Mail Steamers	2d. per ton on all cargo landed or shipped. Minimum, £5; maximum, £20 per entry into the Colony.
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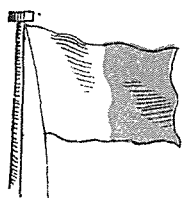
All other Vessels per one week, or any part of a week, Sundays included	2d. per ton on all cargo landed or shipped. Minimum, £3; maximum £20 per entry into the Colony
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After the first week, for a week or any part of a subsequent week ...	2½d. per ton on all cargo landed or shipped.
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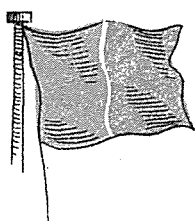
NOTE.—All Vessels discharging or shipping 100 tons of cargo or over, per day, will be exempt from the additional ½d. per ton.

DISTINGUISHING FLAGS

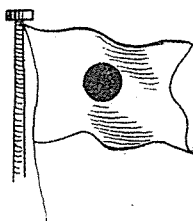
Ship



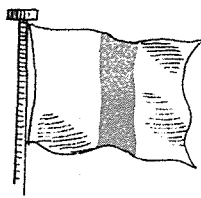
Barque



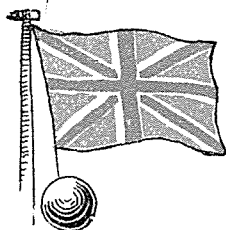
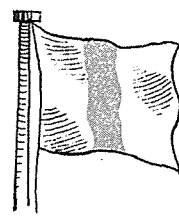
Exemption



Schooner

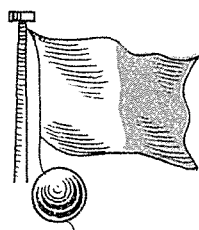


Brig



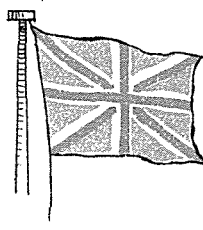
British

Man of War



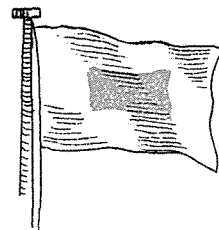
Foreign

Man of War



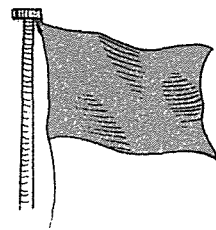
Governor

in Town



Bad Weather

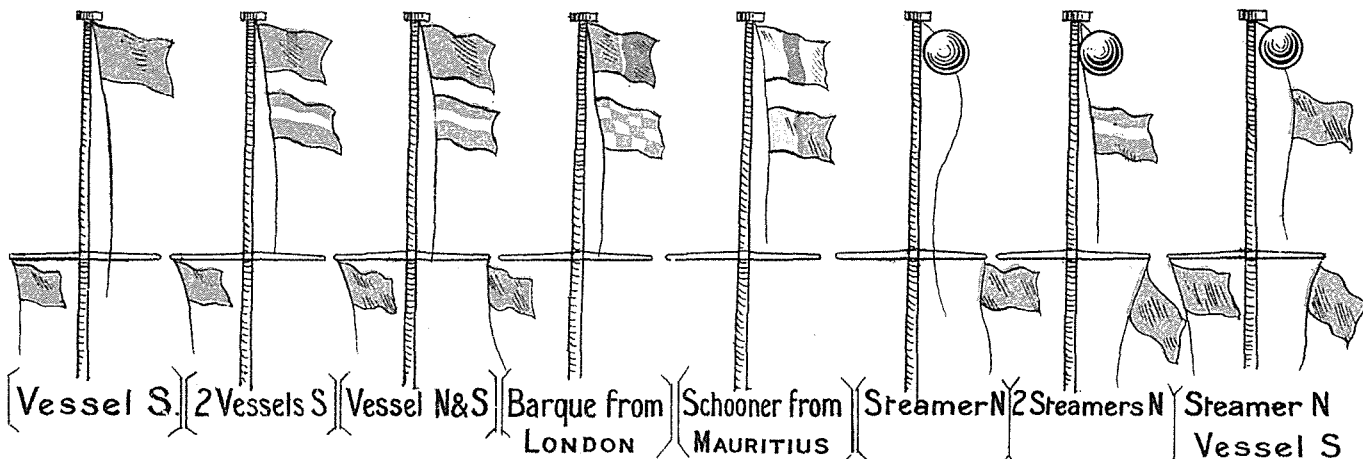
Warning



Firing

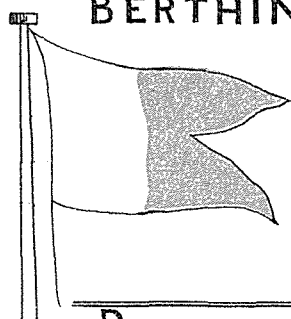
Flag

EXAMPLES OF DISTINGUISHING & RENDEZVOUS FLAGS

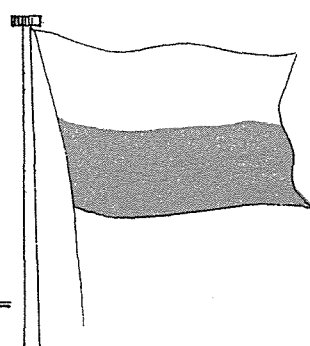


BERTHING SIGNALS

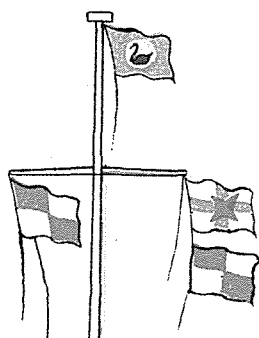
In the River



Will Send You A Pilot

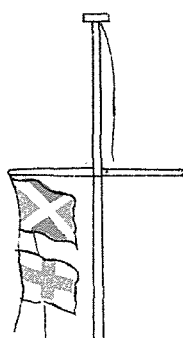


BERTHS AT MAIN JETTY

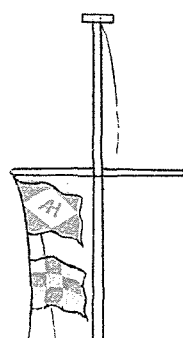


Adelaide S.S. Co
No 1 North

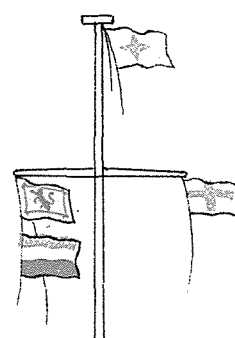
W.A.S.N & Co
No 1 South



A.U.S.N. Co
No 2 South



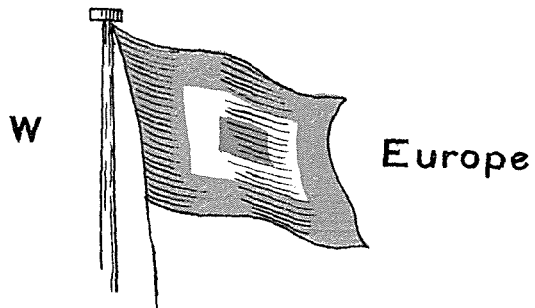
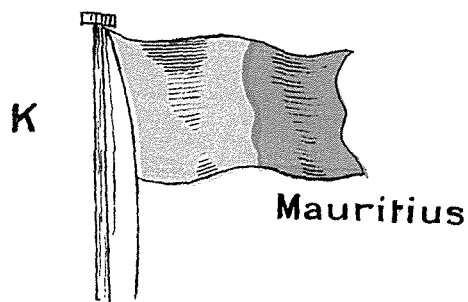
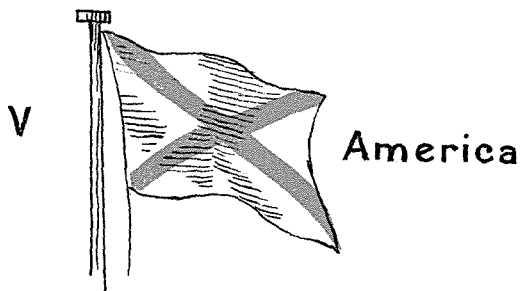
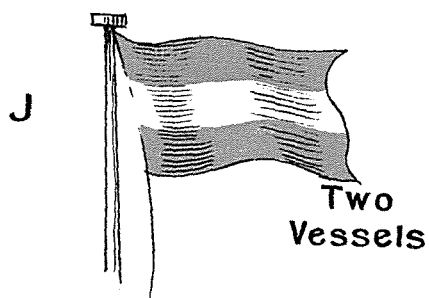
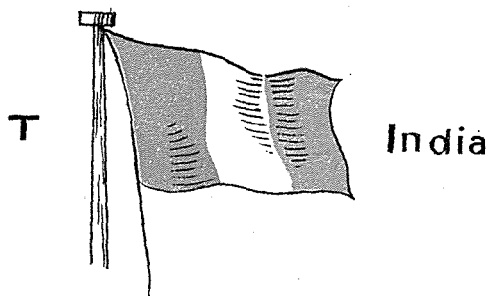
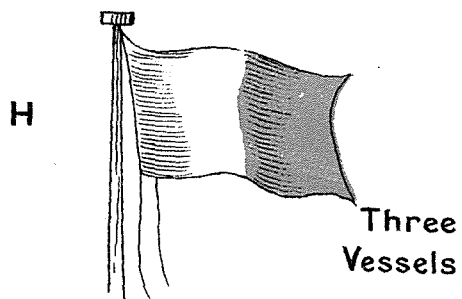
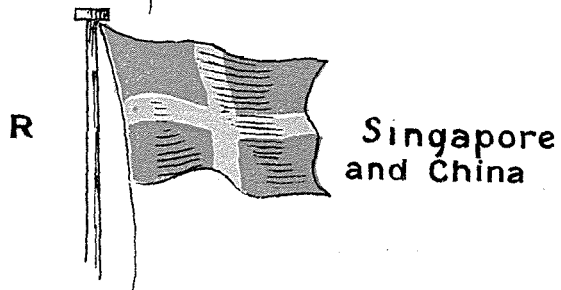
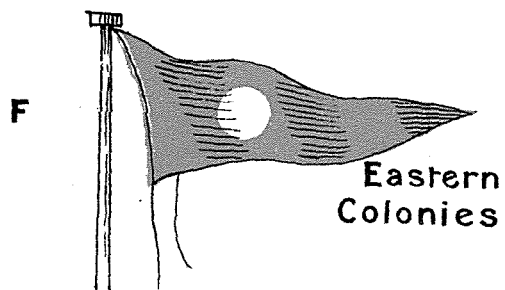
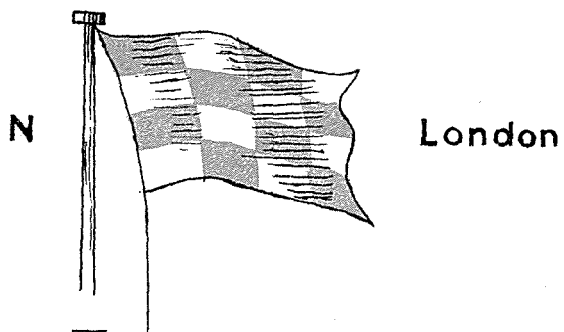
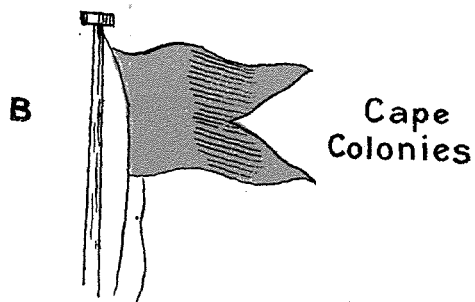
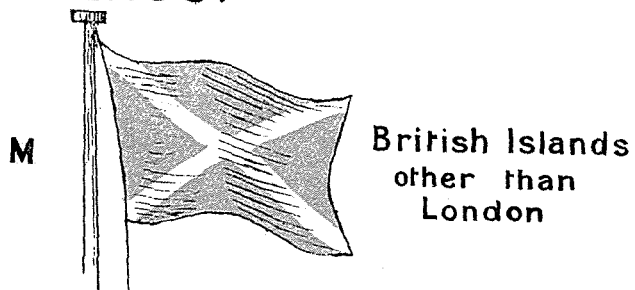
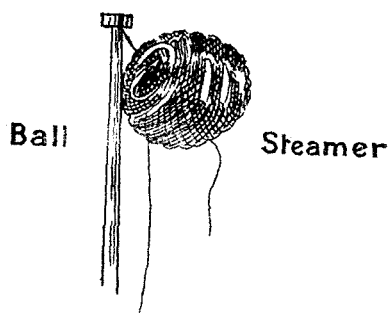
Alfred Holt
No 3 South



McIlwraith & Co
No 4 South

Blue Star line
No 2 North

RENDEZVOUS FLAGS.



Berthing Dues at all the Sea Jetties of the Colony.

3. All Vessels using any of the Sea Jetties of the Colony under the control of the Commissioner of Railways for loading or discharging cargo shall pay Berthing dues at the following rates, *i.e.* :—

For the first week or any part of two (2) weeks, Sundays included 1d. per ton on all cargo landed or shipped; minimum, 10s.; maximum, £12.

For any subsequent week or part of such week 1½d. per ton on all cargo landed or shipped.

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

Coal Hulks, each, per annum ... £10, payable half-yearly in advance, on the first day of January and the first day of July in every year; provided that Coal Hulks shall not be allowed to occupy berthage accommodation when vessels with cargo or passengers require the same.

4. All Vessels lying alongside the River Wharves or Jetties, and transshipping cargo to or from lighters or other vessels, shall pay the like berthage dues in respect thereof as if the said cargo had been landed on or taken off the wharves or jetties, or either of them, in place of being taken from or placed in such lighters or vessels as aforesaid.

5. The time during which a vessel may occupy any berth at any wharf or jetty for the purpose of discharging or loading cargo shall not exceed the following, *viz.* :—

For sailing ships under	30 tons	1 day.
" "	from 30 tons to 60 tons	2 days.
" "	60 "	100 "	3 "	
" "	100 "	150 "	4 "	
" "	150 "	200 "	5 "	
" "	200 "	250 "	6 "	
" "	250 "	300 "	7 "	
" "	300 "	350 "	8 "	
" "	350 "	400 "	9 "	
" "	400 "	450 "	10 "	
" "	450 "	500 "	11 "	

And so on at the rate of one (1) additional day for every additional fifty tons register. The time to be allowed to a vessel not having a full cargo on board shall be in proportion to the above. Sundays and holidays are excluded from the above computation of time.

To move when directed.

6. No vessel shall be allowed to keep a berth longer than the prescribed period named in Regulation 5, although a portion only of her cargo may have been loaded or discharged, but she must give place to the next in turn when the Harbour Master so directs.

Taking in Cargo.

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

WHARFAGE AND OTHER CHARGES.

8. Consignees and shippers shall pay a charge of two shillings per ton on all goods landed or shipped at the Fremantle River Wharves (except as provided by Clause 9), or at any of the Sea Jetties of the Colony, such charge to include all labour in trucking on such wharves and jetties; the charges to be levied on ship's measurement, weight, or at under-

mentioned scale, at the option of the Pier Master or officer in charge:—

Bone dust (in bags), per ton of 2,240lbs.
Ballast, per ton of 2,240lbs.
Bullion or Specie, 2s. per box.
Bran (in bags), per ton of 2,000lbs.
Barley (in bags), per ton of 11 bags (of 4 bushels).
Bales (undescribed cargo), per ton of 40 cubic feet.
Beef (in tierces), per ton of 6 tierces.
Beef (in barrels), per ton of 8 barrels.
Beer (bottled), 4 doz., per ton of 8 cases.
" " 4 doz., per ton of 8 casks.
" " 3 doz., per ton of 10 cases.
" (in barrels), per ton of 6 barrels.
" (in hhds.), per ton of 4 hhds.
Cases (undescribed cargo), per ton of 40 cubic ft.
Coal, per ton of 2,240lbs.
Chaff (in bales or bags), per ton of 2,240lbs.
Chairs (cane), 3d. each.
Flour (in bags), per ton of 11 bags 200lbs. each.
Hay (in pressed bales), per ton of 2,240lbs.
Hides (loose or in bags), 1d. each.
Hogsheads (empty), 3d. each.
Ironware (not in cases), per ton of 2,240lbs.
Lead Ore, per ton of 2,240lbs.
Lime (in bags) per ton of 10 bags.
Lounges (cane), 6d. each.
Maize (in bags), per ton of 10 bags.
Oats (in bags), per ton of 13 bags (of 4 bushels).
Potatoes (in bags), per ton of 2,240lbs.
Pollard (in bags), per ton of 12 bags.
Pork (in barrels), per ton of 8 barrels.
" (in tierces), per ton of 6 tierces.
Salt, per ton of 2,240lbs.
Sandalwood, per ton of 2,240lbs.
" if loaded and discharged by shippers, a rebate of 1s. per ton.
Timber, per ton of 40 cubic feet.
Timber, if loaded and discharged by shippers, a rebate of 1s. per ton.
Wheat (in bags), per ton of 10 bags.
Wines and spirits (in ¼-casks), per ton of 8 ¼-casks.
Wool (in bales), per ton of 5 bales.
Minimum charge, 6d. per consignment.

EXPLOSIVES.

Dynamite, etc. (in cases), 5s. per ton of 20 cases not exceeding 2,240lbs. in weight.
Powder (in ¼-kegs), 5s. per ton of 40 ¼-kegs not exceeding 2,240lbs. in weight.
Powder (in ¼-kegs), 5s. per ton of 80 ¼-kegs not exceeding 2,240lbs. in weight.
Powder (in cases), 5s. per ton of 20 cases not exceeding 2,240lbs. in weight.
Minimum charge, 2s. 6d. per consignment.

LIVE STOCK.

Bulls and bullocks, 9d. each.
Cows and heifers, 9d. each.
Horses, 9d. each.
Pigs, 1d. each, minimum 6d.
Dogs, 1d. each do.
Sheep, ½d. each do.

VEHICLES.

Carriages, 6s. each.
Buggies and dog-carts, 4s. each.
Two-wheeled vehicles, 4s. each.
Drays (two-wheeled), 4s. each.
Drays (four-wheeled), 6s. each.

All goods not enumerated in the foregoing scale, per ton of 40 cubic feet, or dead weight per ton of 2,240lbs., at the Pier Master's option.

9. Consignees and shippers shall pay a charge of 1s. per ton on all goods discharged from or shipped into lighters to or from the Fremantle River wharves (excepting goods loaded into or discharged from railway trucks, which shall pay 2s. per ton): Provided that such consignees and shippers shall provide and pay for all labour required therefor.

10. Jetty dues on all goods must be prepaid to the Pier Master or officer in charge, unless the consignee or consignor has a duly authorised ledger account with the Railway Department.

11. Before commencing to discharge inward cargoes, ship masters or their agents shall hand to the Pier Master or officer in charge a freight list of the cargo, which shall include mark, number, shipper, consignee, weight or measurement.

12. Inward cargoes shall be delivered into railway trucks or trollies, and as far as it is practicable, ship masters shall deliver cargoes according to the entries on bills of lading or manifests.

13. To insure prompt and correct deliveries to consignees, special efforts shall be made by ship masters to deliver goods of the same nature and brand together, *i.e.*, where bag stuffs are available they shall be delivered together, where cases are available they shall be delivered together, etc.

14. Outward cargoes to be delivered in the same order as inward cargoes. Goods for different ports to be kept separately.

15. No goods shall be landed or placed on the wharves or jetties without the written authority of the Pier Master or officer in charge.

16. If it shall appear that goods are being landed, and cannot, in the opinion of the Pier Master or officer in charge be removed in time to prevent a "block," the Pier Master or officer in charge may give notice, in writing, to the masters or persons in charge of vessels or lighters from which goods are being discharged to stop discharging cargo, and, upon such notice being given, no further cargo shall be discharged until such time as the Pier Master or officer in charge may direct.

17. The official hours for trucking will be from 8 a.m. to 6 p.m. between the 1st of October and the 30th of April (1st Oct. to 30th April), with an interval of one hour for dinner. On Saturdays the hours will be from 8 a.m. to 1 p.m. From the 1st of May to the 30th of September the hours will be from 8 a.m. to 5.30 p.m., with an interval of one hour for dinner. Saturdays, 8 a.m. to 1 p.m.

18. On all goods trucked after hours, on holidays, or on Sundays, at the request of shipping agents or others, the Pier Master or officer in charge will levy, in addition to the ordinary rates, the amount of overtime charges incurred.

19. Cargoes which are partly free and partly for bond shall be taken to the receiving warehouses, where they will be tallied by officers representing respectively the Customs and Railway Departments.

20. If free goods are not removed from the receiving warehouses within 48 hours from the time they are placed therein, a storage charge of 1s. per ton or 2d. per package per day will be made.

21. Goods not cleared at the Customs House will be kept in the receiving warehouses for 24 consecutive hours after delivery ex ship to enable the consignees to clear same or enter them for bond. If at the end of 24 hours goods are uncleared they will be delivered to Customs, and a charge of 1s. per ton (minimum 3d.) per consignment will be made for haulage from the receiving warehouses to Customs.

22. Cargoes going direct into bond shall be tallied by railway and ship's officers. The railway officer shall, if requested, give receipts for all deliveries ex ship during official working hours.

23. The Railway Department will deliver bonded goods to Customs between 8 a.m. and 6 p.m. from October 1st to 30th April, and from 8 a.m. to 5 p.m. from May 1st to September 30th. On Saturday, work shall cease at 1 p.m.

24. HIRE OF CRANES.—10-ton steam cranes, 10s. per hour, minimum £2; 5-ton steam cranes, 5s. per hour, minimum £1; donkey engines, 4s. per hour, minimum £1; hand cranes, 2s. 6d. per hour. The foregoing charges are for the use of cranes at hirer's risk only, but the Commissioner of Railways will take the risk on payment of 2½ per cent. on value of goods to be lifted in addition to ordinary crane charges. Application for the use of cranes must be made on the prescribed forms.

25. No person shall fish on any wharf or jetty.

26. Stones, bricks, clay, sand, lime, coals, coke, or other fuel shall not be landed or placed on the floor of the wharves or jetties. Firewood for the use of passenger steamers and other vessels or boats shall be taken direct from the truck to the vessel. No goods shall be handed over the rails of the wharves or jetties.

27. No person shall make fast any tackle, purchase, or other gear, to any part of the crane, or place or use any private derrick, crane, or other lifting machine without special permission obtained from the Pier Master or officer in charge.

28. No bullock or horse teams, or any wheeled vehicle, other than a railway truck, drawn by any quadruped or quadrupeds, shall be driven on to, or permitted to go on, the jetties or wharves, and no riding on horseback will be permitted thereon.

29. No person shall land or place or cause to be landed or placed upon any wharf or jetty, or upon the approach to any wharf or jetty, any decayed or decaying vegetables or other thing whatsoever likely to become a nuisance.

30. All consignments of live stock must be landed at the Owen Anchorage Stock Jetty. Live stock in limited quantities may, however, be landed at the river wharves by permission being obtained from the Commissioner of Railways, and under the terms and conditions imposed by such authority.

31. Any person violating any of the above Regulations is liable, on conviction, to a fine of £10.

F. H. PIESSE,
Commissioner of Railways.

*The Treasury,
Perth, 21st December, 1898.*

HIS Excellency the Governor in Council has been pleased to approve of the following Jetty Regulations for all Sea Jetties other than those under the control of the Honourable the Commissioner of Railways, to come into force on the 1st day of January, 1899.

L. S. ELIOT,
Under Treasurer.

JETTY REGULATIONS FOR ALL SEA JETTIES OTHER THAN THOSE UNDER THE CONTROL OF THE HON. COMMISSIONER OF RAILWAYS.

To come into force on 1st January, 1899.

1. The Regulations for the management and use of the Sea Jetties of the Colony under the control of the Commissioner of Railways, approved by His Excellency the Governor in Council on the 21st December, 1898, to come into force on the 1st January, 1899, shall apply, in so far as they are applicable, to all other Sea Jetties, and such Jetties shall be under the control and management of the Collector of Customs, and all previous Regulations are cancelled from that date.

2. All vessels using any of the Sea Jetties for delivering or receiving cargoes shall pay to the officer in charge, in respect of berthing dues, one penny per ton on all cargo landed or shipped. Minimum, Ten shillings.

3. Vessels lying alongside any of the Sea Jetties, and transshipping cargo to or from lighters or other vessels shall pay one penny per ton berthage dues on all such cargo.

4. Any steam vessel plying on the coast of this Colony shall be permitted to lie alongside the jetty for the purpose of discharging and taking in cargo at all hours of the day and night, consistently with the Regulations.

5. In cases where special permission is granted by the Collector or other principal officer of Customs for the landing of goods from beyond the seas on the beach, no wharfage charges will be levied such as are chargeable on goods landed at the jetty.

6. Not more than one ton shall be lifted with single half-inch chain, or two tons with a single block added. On a single five-eighths chain not more than 33cwt. shall be lifted, or 66cwt. with one single block added. For heavier weights the number of parts of the chain shall be increased in proportion to the weights to be lifted; but not more than five tons shall be put upon any crane without special arrangements with the officer in charge of the jetty.

7. Any person (or persons) violating the above Regulations is liable, on conviction, to forfeit and pay any sum not exceeding Twenty pounds.

CLAYTON T. MASON,
Collector of Customs.

Approved,

JOHN FORREST,
Colonial Treasurer.

*The Treasury,
Perth, 21st December, 1898.*

HIS Excellency the Governor in Council, under the powers conferred upon him by the Explosives Act, 1895, has been pleased to approve of the following Regulations to come into force on the 1st of January, 1899.

L. S. ELIOT,
Under Treasurer.

EXPLOSIVES REGULATIONS

To come into force on 1st January, 1899.

Made pursuant to the Explosives Act, 1895, and in accord with the Order in Council of the 11th November, 1896, classifying and defining Explosives.

1. No vessel having more than twenty pounds of explosives on board, arriving in or off, or being or remaining in, any of the undermentioned ports or harbours of Western Australia, shall be permitted to anchor within the limits hereinafter specified, viz.:—

Port of Fremantle	} Within a quarter of a mile of any ship, or within one mile of any public wharf or landing place.
Port of Albany	
Port of Geraldton	
Port of Esperance	
Port of Carnarvon	
Port of Cossack	
Port of Wyndham	

2. The master or person in charge of every ship having explosives on board shall keep conspicuously exhibited at the foremast head, from sunrise to sunset, the Red burgee, being letter "B" of the Universa

Code, and from sunset to sunrise, in addition to the lights ordinarily required, 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 vessels shall not approach any such vessel having explosives on board nearer than 200 yards, unless duly authorised, and every person in charge of a vessel shall observe due caution when approaching any vessel or craft having the gunpowder flag or lamp hoisted.

3. All explosives retained on board any vessel as stores shall, during the time such vessel is in port, be securely kept in a suitable magazine to be approved by the Inspector of Explosives.

4. No explosives shall be shipped on board any vessel as cargo within any port in Western Australia (unless such vessel shall be lying within the anchorage provided for incoming vessels having more than twenty pounds of explosives on board), and no explosives shall be shipped on any vessel as stores within the limits of any port in Western Australia, except in the quantities and according to the manner approved of or prescribed by the Inspector of Explosives, and all explosives shipped as stores shall be placed in properly constructed magazines to be approved of by the Inspector of Explosives.

5. All boats conveying explosives either to or from ships, wharves, or other places shall be duly licensed as floating magazines, 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, as regards the wearing inflammable clothing by those on board, and the precautions to be observed to prevent accident by fire or explosion.

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

7. All boats used in the conveyance of explosives in or upon any public river, harbour, or public place, and containing more than 100lbs. of gunpowder, or more than 100lbs. of fireworks, or more than 25lbs. of explosives, other than gunpowder and fireworks, shall be of good and substantial construction, roofed with wood or other material approved of by the Inspector of Explosives, and capable of being closed by means of doors and locks, and shall have the word "Explosive" painted in plain and conspicuous characters on both sides thereof, and no explosives shall be conveyed in or upon any public river, harbour, or any public place after sunset or before sunrise.

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

9. No explosive of the 5th (Fulminate) Class, and no explosive of the 6th (Ammunition) Class, which contains its own means of ignition, and no explosive of the 7th (Firework) Class, shall be conveyed in the same boat 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.

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

11. There shall not be any iron or steel in the interior of the portion of the boat where the explosive is deposited, unless the same be covered, either permanently or temporarily, with leather, wool, cloth, or wadmilt-tilts, or other suitable material.

12. In any boat 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.

13. In the stowing of explosives in any boat, 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.

14. No person whilst on, in, or attending any boat containing any explosive shall smoke.

15. No person in charge of any boat 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 boat, nor shall any such person last-mentioned be permitted to be in, on, or attending the same.

16. 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.

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

18. No explosive shall be loaded or unloaded from any boat 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 of Explosives.

19. Explosives shall not be conveyed in a boat 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.

20. No person in charge of any boat 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.

21. In the case of a boat 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 boat 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.

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

23. Each boat 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.

24. The quantity of explosives to be conveyed in any one boat shall not exceed 2,000lbs., unless the boat have a close deck so closed as effectually to protect the explosives against accident by fire from without, in which case the amount of explosives conveyed shall not exceed the following:—

In any one boat ...	{ Such quantity as may be allowed by the Inspector of Explosives.
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25. When two or more boats are conveying explosives, or are travelling together, a space of at least 50 yards shall be kept between each boat and every boat, unless circumstances render it impracticable.

26. Nothing in Clauses 142 to 166 hereof, inclusive, shall apply to any explosive of the first division of the 6th (Ammunition) Class, provided all due precautions are taken for the prevention of accidents, and any explosive of the 1st division of the 6th (Ammunition) Class, shall be a prescribed explosive under Section 33, Sub-section 9, of "The Explosives Act, 1895."

27. In the case of every vessel loading or discharging explosives within any port in Western Australia:—

- (a.) An officer of the vessel 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 vessel alongside of or attached to any ship or boat loading or discharging any kind of explosive.
- (c.) Men selected to work in the magazine of the ship or boat must not have any matches, fuses, or knives about their persons, nor wear boots or shoes with any iron or steel on them.
- (d.) All exposed iron or steel in or near the place where any explosive is being passed or handled must be covered over with tarpaulins or other suitable covering.

- (e.) All explosives must be passed from man to man, or rolled, but on no account shall any explosives be pitched, thrown, slung, or slid.
- (f.) No person shall be allowed to work aloft, or in those parts of the rigging which may be near to the magazine.
- (g.) Special care must be exercised in selecting the men to work the explosives to see that they are perfectly sober.
- (h.) In the event of any necessity arising for the stoppage of the loading or discharging of any kind of explosive for any purpose or from any cause whatever, it will devolve upon the officer in charge to take precautions that the hatches of the vessel, as well as those of the licensed boat delivering or receiving, are put on and covered with tarpaulins, and that no person is allowed to remain below in the magazines or hold during such stoppage.
- (i.) Paraffin, naphtha, petroleum, or other volatile oil must not be used for any purpose or upon any pretence whatever on board a vessel after such vessel has on board more than 1,000lbs. of any explosives other than of ammunition whilst the ship is within the limits of any port in Western Australia.

28. Every case containing explosives imported into Western Australia shall be marked in legible and indelible characters showing the date of its manufac-

ture, the name of the explosive, and the word "Explosive."

29. No explosive shall be landed in any port in Western Australia unless such explosive shall have been previously inspected by the Inspector of Explosives, or unless permission shall have been given by the Inspector.

30. Explosives in course of transit by a boat may, by permission of the Inspector of Explosives, be stored temporarily only upon a hulk approved by him, and all such explosives shall be removed from any such hulk, with all due diligence, to some duly licensed magazine or other place where the same may be legally kept.

31. The provisions of these Regulations shall be observed by persons in the employment of the Government in the same manner as by persons not so employed, and the officers of the Customs Department or harbour authority shall endeavour, as far as practicable, to see that these Regulations are observed on board the ship or boat of which they may be in charge, and no explosives shall be discharged from any vessel unless such officer shall be present.

32. No explosives shall be put on board of or discharged from any boat, or ship, or placed in or removed from any magazine, except between the hours of sunrise and sunset.

CLAYTON T. MASON,
Collector of Customs.

Approved,
JOHN FORREST,
Colonial Treasurer.