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[1904.]

No. 11101.—C.S.O.

FREMANTLE HARBOUR TRUST.

Colonial Secretary's Office, Perth, 13th April, 1904.

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1903

HIS Excellency the Governor in Council has been pleased to approve of the following amended and additional Regulations made by the Fremantle Harbour Trust.

D. B. ORD,
Acting Under Secretary.

FREMANTLE HARBOUR TRUST.

ADDITIONAL REGULATIONS.

The Fremantle Harbour Trust Commissioners, incorporated under and by virtue of "The Fremantle Harbour Trust Act, 1902," do hereby make and pass, for and within the limits of the Port of Fremantle, the following additional Regulations, that is to say:—

The Regulations which came into force on the first day of September, 1903, and amendments, are hereby amended, altered, and extended as follows:—

1st. By repealing Regulation No. 86, and adding the following new Regulation in lieu thereof:—

No. 86.

"Certificates to whom issued are not Transferable.—Exemption Certificates will only be issued to British or duly naturalised British subjects; are not transferable, and are only operative while the holder thereof is master of a vessel owned or registered in one of the Australian States, and trading only as an interstate steamer or coasting vessel."

2nd. By repealing Regulation No. 106, and adding the following new Regulation in lieu thereof:—

No. 106.

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

Hardwood timber, at 33cwt. per load of 50 cubic feet	
1 bullock, cow, steer, heifer, or such like animal	... 1 ton
3 calves or foals	... 1 ton
15 sheep, pigs, dogs, goats, or such like animals	... 1 ton
Caneware—	
Chairs	... 8 to the ton
Tables	... 8 "
Lounges	... 4 "
Articles N.O.E.	... 8 "
Hides (raw), loose	... 24 "
Do. do. (in bags)	... 8 bags to the ton
Skins in bales	... 5 bales to the ton
" bundles	... 10 bundles to the ton
Frozen or Chilled Meat—	
Mutton	... 16 carcasses to the ton
Lamb	... 20 " "
Veal	... 10 " "
Pork	... 13 " "
Beef, quarters	... 4 quarters to the ton
Beef, buttocks, loins, and rumps	8 to the ton

Ballast, per ton of 2,240lbs.

In arriving at the tonnage of cargo landed or shipped for the purpose of computing tonnage dues, the basis shall be the same as that for the computation of Berthing Dues."

3rd. By repealing Regulation No. 107, and adding the following new Regulation in lieu thereof:—

No. 107.

"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 of the manifest of the said vessel, certified to by himself as being true and complete, in accordance with the form set forth in Schedule A, and shall also furnish within forty-eight (48) hours two certified statements of all alterations (if any) which may be made in such manifest by reason of re-measurement of goods

included therein or otherwise. 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).

4th. By repealing Regulation No. 108, and adding the following new Regulation in lieu thereof:—

No. 108.

"Outwards Manifests, etc.—The master of every vessel shall deliver at the office of the Trust, prior to the clearance of the ship in which outward cargo is shipped, a certified copy of manifest giving true, legible, and complete particulars of such goods as will enable the amount of outwards wharfage dues payable thereon to be readily computed. 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)."

5th. By repealing Regulation No. 109, and adding the following new Regulation in lieu thereof:—

No. 109.

"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 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 that same shall be shipped, until the written receipt of the Commissioners shall have been presented to the consignee or owner, or to the shipper or the master of the vessel respectively for the payment of all wharfage dues and charges as aforesaid in respect of such cargo, together with the written authority of the Commissioners for its delivery to such consignee or shipper respectively: Provided always, that it shall be competent, but not compulsory (in the case of outwards cargo), for the Trust to accept from the agent of the master a guarantee, in writing, that such dues shall be paid to the Trust within twenty-four hours of the clearance of the vessel. Any violation or attempted evasion of this Regulation shall render the shipper, and also the master or agent aforesaid, liable to a penalty of One hundred pounds (£100), which shall be payable in addition to the amount of dues in respect of which such violation or attempted evasion has been committed."

6th. By the addition of the following new Regulation:—

No. 109A.

"Goods to be checked by Gate Clerk.—No person shall remove any goods or luggage from any wharf or shed without first satisfying the gate clerk of his right so to do; and shall for that purpose, when leaving the wharf, produce any cart note or luggage pass that may have been intrusted to him at the time he received such goods. This provision, however, shall not apply to goods in railway wagons for which satisfactory receipts have already been given to the

Trust. All goods on vehicles passing the gate clerk must be stowed in such a manner that the said clerk can readily check the number of the packages; in cases where this is not done the person in charge of the said vehicles may be ordered to discharge and reload."

7th. By repealing Regulation No. 110, and adding the following new Regulation in lieu thereof:—

"WHARFAGE DUES AND HANDLING CHARGES ON CARGO. No. 110.

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

	INWARDS.		OUTWARDS.	
	Wharfage Dues.	Handling Charges.	Wharfage Dues.	Handling Charges.
1. Cargo landed from or shipped into vessels berthed at wharf sheds, per ton	2/3	1/6	2/3	1/6
2. (a.) Cargo passed over wharves and taken delivery of by owners direct from the ship, or <i>vice versa</i> where Trust does not handle, receive or deliver same (always at Trust's option), per ton	2/-	...	2/-	...
(b.) Where Trust supplies labour only, per ton	2/-	9d.	2/-	9d.
(c.) Where Trust also receives and delivers, per ton	2/-	1/6	2/-	1/6
3. (a.) Cargo (not being bulk cargo as defined in Clause 4) landed direct into railway wagons for consignment off the wharf, or <i>vice versa</i> , Trust supplies labour only, per ton	2/-	9d.	2/-	9d.
4. Bulk cargo (not less than 250 tons of one line of goods and discharged continuously) landed direct into railway wagons for consignment off the wharf, or <i>vice versa</i> , Trust supplies labour only	2/-	6d.	2/-	9d.
5. Cargo landed direct into railway wagons and delivered by the Commissioner of Railways through railway yards or sheds, or <i>vice versa</i> , per ton	3/6	Nil	3/6	Nil

NOTE.—Handling charges on tiles and slates shall be 2s. 6d. per ton.

The minimum wharfage due shall be sixpence (6d.), and the minimum handling charge threepence (3d.) per consignment.

For the following goods the wharfage dues and handling charges will be computed on the basis prescribed:—

- Animals (in crates), per ton of 40 cubic feet.
- Bran (in bags), per ton of 2,000lbs.
- Grain (in bags), per ton of 2,240lbs.
- Bottles (empty), in bags, per ton of 2,240lbs.
- Flour (in bags), per ton of 2,000lbs.
- Pollard (in bags), per ton of 2,000lbs.
- Poultry (in crates), per ton of 40 cubic feet.
- Wool, per ton of 5 bales, or 10 bags or pockets.
- Bricks, per ton of 300.
- Cement, per ton of 5½ casks.
- Coir Fibre, Kapoc, Flock, and like material, in bales, per ton of 40 cubic feet.

SPECIAL WHARFAGE DUES.

MISCELLANEOUS.

Ballast	1s. per ton.
Coal	1s. 6d. per ton.
Coke	1s. per ton.
Grain (for export beyond the State) ...	1s. per ton.
Lead Concentrates, to be used for smelting purposes as a flux	1s. per ton.
Manures	1s. per ton.
Returned empties	6d. per ton.
Sandalwood	1s. 6d. per ton.
Timber	1s. 6d. per ton.

NOTE.—The above "Special Wharfage Dues" do not include the cost of labour or of receiving and delivering as between the ship and the owner. Handling charges will be made according as the above lines are dealt with on the same scales as other cargo.

LIVE STOCK.

	Inwards and Outwards.	
	Wharfage Dues.	Handling Charges.
Bulls, Bullocks, Cows, and Heifers, each	1 3	1 0
Calves	0 6	0 6
Horses	1 3	1 0
Foals	0 6	0 6
Dogs	0 6	0 1
Pigs	0 2	0 1
Sheep and Goats	0 1	0 1

NOTE.—The above handling charges will be imposed only when Trust is requested to supply labour, and do not include tallying, receiving, or delivering.

EXPLOSIVES.

Net Wharfage Dues.

Dynamite, etc. (in cases) ...	{ 2s. 6d. per ton of 2,240lbs. in weight.
Powder (in half kegs) ...	{ 2s. 6d. per ton of 2,240lbs. in weight.
Powder (in quarter kegs) ...	{ 2s. 6d. per ton of 2,240lbs. in weight.
Powder (in cases) ...	{ 2s. 6d. per ton of 2,240lbs. in weight.
Minimum charge	2s. 6d. per consignment.

NOTE.—Labour for handling explosives will not be supplied by the Trust; all handling and haulage services must be provided by the consignee or consignor at his or their own risk and expense.

SPECIFIC CHARGES.

INWARDS AND OUTWARDS.

	Wharfage Dues.	Handling Charges.
Bicycles or Tricycles ... each	1s.	3d.
Bullion or Specie, per box or bar	2s.	3d.
Caneware—		
Chairs each	3d.	1d.
Tables "	3d.	1d.
Lounges "	6d.	2d.
Articles unenumerated ... "	3d.	1d.
Hides (raw), loose	1d.	1d.
" " in bags, per bag ...	3d.	1d.
Skins—		
Inwards wharfage	6d. per bale	3d. per bale
" " " " " " " "	3d. per bundle	2d. per bundle
Outwards " " " " " "	1s. per bale	3d. per bale
" " " " " " " "	6d. per bundle	2d. per bundle
Vehicles and Agricultural Implements (on measurement) per ton	2s.	2s. 6d. each when mounted on their own wheels; cargo rates when taken down or in packages
Frozen or Chilled Meat—		
Mutton, per carcase ... each	1½d.	1d.
Lamb " " " " " "	1d.	1d.
Veal " " " " " "	2½d.	1½d.
Pork " " " " " "	2d.	1d.
Beef, per quarter	6d.	3d.
" " buttock, loins, and rumps each	3d.	1½d.
Others N.O.E., per ton of 40 cubic feet measurement	2s.	9d.

TRANSHIPMENT RATES.

- (a.) Cargo transhipped overside from vessel to vessel at Inner Harbour Wharves or Jetties, or while moored in Inner Harbour } 1s. per ton.
- (b.) Cargo transhipped overside from vessel to vessel at Outer Harbour Jetty, or while at anchor in Outer Harbour } 6d. per ton.
- (c.) Cargo landed on any of the Wharves or Jetties of the Port includes 3 days storage for transhipment to any vessel } 2s. per ton. This rate includes 3 days storage in wharf shed.

NOTES.—(1.) Transhipment cargo is cargo appearing upon a vessel's manifest, or declared in writing to the Trust before being landed as intended for transhipment for or into a certain port or vessel.

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

(3.) The Trust will not supply labour to handle cargo transhipped overside vessel to vessel.

(4.) Stock landed on any wharf or jetty for transhipment to another vessel shall be charged an inward rate of wharfage due and handling charge only.

(5.) Handling charges on transhipment cargo landed will be made according as the said cargo is dealt with on the same scales as other cargo.

8th. By repealing Regulation No. 111, and adding the following new Regulation in lieu thereof:—

No. 111.

Coal.—Coal required purely for bunkering purposes, and coal the product of Western Australia, will be free of wharfage dues. If handled by labour supplied by the Trust, ordinary cargo labour rates will be charged. Bunker coal, when handled by ship's labour, shall be passed over a wharf only on special permission of the Wharf Manager, and the passage of such coals over the wharf shall be subject to such conditions as may be imposed from time to time by the Trust."

9th. By repealing Regulation No. 112, and adding the following new Regulation in lieu thereof:—

No. 112.

Products of Western Australia.—All goods (except where otherwise specially provided) the product of or manufactured within the State of Western Australia, landed from other ports within the said State, shall pay wharfage dues of one shilling (1s.) per ton. Labour services and receiving and delivering shall be charged for as in the case of other ordinary cargo."

10th. By repealing Regulation No. 113, and adding the following new Regulation in lieu thereof:—

No. 113.

Outwards Wharfage Dues—where free.—All goods, except timber, shipped to ports within the State, shall be free of wharfage dues. No outwards wharfage dues will be charged in respect of goods shipped to ports beyond the State which have already paid an inward wharfage due at Fremantle. In order to obtain this concession consignors must, prior to shipment, make a declaration that the goods in respect of which such concession is sought have paid an inwards wharfage due at Fremantle. Labour services and receiving and delivering shall be charged for as in the case of other ordinary cargo."

11th. By the addition of the following new Regulation:—

No. 113A.

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 vehicles. Inwards cargo shall not, for any purpose whatever, be deemed to be in the custody of the Trust until the sling is released from the ship's crane or hoisting hook, or deposited on the wharf or conveyance provided by the Trust to receive same.

'Handling charges on outwards cargo shall include the supplying of labour only to unload vehicles and convey goods therefrom 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 crane or hoisting hook is inserted in the sling."

12th. By the addition of the following new Regulation:—

No. 113B.

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."

13th. By the addition of the following new Regulation:—

No. 113c.

Cargo consigned from Ship's Slings in Railway Wagons.—Consignees desiring that cargo consigned to them shall be loaded direct from the ship 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. In the event of such cargo being discharged before the wagons have been run alongside the ship for the purpose of such direct loading, 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 such service. In cases of urgency or otherwise where the consignee requires loading up as aforesaid to be done during hours other than the working hours of the Trust, the consignee shall also pay the additional cost of labour employed due to the work being performed during such overtime hours."

14th. By the addition of the following new Regulation:—

No. 113d.

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, which 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"

15th. By the addition of the following new Regulation:—

No. 113E.

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."

16th. By repealing Regulation No. 114, and adding the following new Regulation in lieu thereof:—

No. 114.

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

17th. By the addition of the following new Regulation:—

No. 114A.

Receipts, etc., for Inwards Cargo.—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 appearance dictate. Such package or packages shall be opened and examined by the consignee, but only in the presence of the Wharf Manager and the ship's agent, as soon as 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."

18th. By the addition of the following new Regulation:—

No. 114B.

"*Responsibility of Trust.*—No goods, for which receipts have not been given by the Trust, shall be deemed for any purpose to be in the custody of the Trust as wharfingers, nor shall the Trust be responsible for their safe custody, or for any loss or damage that may accrue to the same, in any manner whatsoever."

19th. By the addition of the following new Regulation:—

No. 114c.

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

20th. By the addition of the following new Regulation:—

No. 114D.

"*Wrong Delivery.*—The Trust will not be responsible for the wrong or non-delivery of goods which are erroneously or deficiently marked, or which have numerous old or imperfectly erased marks thereon."

21st. By the addition of the following new Regulation:—

No. 114E.

"*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."

22nd. By the addition of the following new Regulation:—

No. 114F.

"*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."

23rd. By the addition of the following new Regulation:—

No. 114G.

"*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."

24th. By repealing Regulation No. 116, and adding the following new Regulation in lieu thereof:—

No. 116.

"*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."

25th. By the addition of the following new Regulation:—

No. 116A.

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

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

26th. By the addition of the following new Regulation:—

No. 116B.

"*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 of two shillings (2s.) per ton on inwards and transshipment goods, and of one shilling (1s.) per ton on outwards goods."

27th. By the addition of the following new Regulation:—

No. 116c.

"*Goods delivered in special manner.*—Where the consignee of any goods requires that they be delivered to him or to his order in a different manner to 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 the sum of one shilling (1s.) per ton on the goods so actually sorted or handled to cover any extra labour involved in such sorting or handling."

28th. By the addition of the following new Regulation:—

No. 116D.

"*Vessel not ready for Cargo.*—Where a vessel is not ready to receive goods that have been brought down for direct shipment, and such goods have consequently to be stored on the wharf or in a shed adjacent to the berth at which the vessel is lying, or for the convenience of the ship, or on account of doubtful weather or other cause are placed in any such shed, a charge of one shilling (1s.) per ton shall be made to the ship to cover the cost of the additional labour involved, and where such goods have to be conveyed by the Trust to the receiving ship beyond a berth adjacent to the berth or shed on or in which such goods have been stored, the cost of so conveying such goods shall also be paid by such ship. The usual storage rates will also be charged against the aforesaid ship."

29th. By repealing Regulation No. 119, and adding the following new Regulation in lieu thereof:—

No. 119.

"*Passengers' Luggage.*—Passengers' personal luggage, not requiring to be treated as cargo, and not exceeding half-ton measurements per adult passengers, and handled at the expense of such passenger, shall be exempt from wharfage; but the term 'luggage' shall not include commercial travellers' sample packages, theatrical companies' scenery and properties, furniture, or merchandise. Transshipment luggage not requiring to be treated as cargo shall be exempt from wharfage where the Trust does not supply either labour or shed accommodation, and does not receive or deliver same. The usual storage charges as for cargo shall, however, be imposed.

"Parcels not exceeding two cubic feet in measurement, sent down to vessels for the convenience of passengers, shall be exempt from wharfage dues."

30th. By repealing Regulation No. 124, and adding the following new Regulation in lieu thereof:—

No. 124.

"*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 consignee immediately upon being so landed, and such 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 Regulation of the Trust, and the Trust shall not be responsible for any damage or loss which may accrue to such goods."

31st. By the addition of the following new Regulation:—

No. 824A.

"*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 in writing of the Secretary."

32nd. By the addition of the following new Regulation:—

No. 125A.

"*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."

33rd. By repealing Regulation No. 126, and adding the following new Regulation in lieu thereof:—

No. 126.

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

34th. By the addition of the following new Regulation:—

No. 126A.

"*Goods to be removed, or may be sold.*—All goods landed on any wharf shall be removed therefrom or placed in a shed within forty-eight hours after being landed. The Wharf Manager is empowered to take charge of and store cargo and goods if not removed from any wharf or shed by the consignee within the time or respective times limited for that purpose, or to cause the same to be conveyed to King's Warehouse or delivered to the consignee at his expense and risk, or to remove the same to any of the premises of the Trust or other convenient place, and to keep the same until payment to the Trust of the expenses of such removal and of the keeping of the goods, and of all other charges due to the Trust thereupon; and, in default of payment, on behalf of the Trust to sell the same in the manner and at the time and in accordance with the powers provided by Section 29 of the Act."

35th. By the addition of the following new Regulation:—

No. 127A.

"*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 hereinafter 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.

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

"When 'inward cargo' is landed before noon on a Saturday, the charge for wharfage shall cover free storage until 5 p.m. on the following Monday.

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

"The Commissioners may, in their discretion, agree with a consignor or the owner, or agent for the owner thereof, that bulk 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."

36th. By the addition of the following new Regulation:—

No. 127B.

"*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 for 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."

37th. By the addition of the following new Regulation:—

No. 127c.

"*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."

38th. By repealing Regulation No. 129, and adding the following new Regulation in lieu thereof:—

No. 129.

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

ages 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."

39th. By the addition of the following new Regulation:—

No. 129A.

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

40th. By repealing Regulation No. 183, and adding the following new Regulation in lieu thereof:—

No. 183.

"*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 1 p.m.

"The cost over and above the ordinary cost of day work, of all labour and supervision, etc., employed during any hours not being working hours as above defined, or on holidays, shall be paid for by the vessel 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 vessel.

"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 her desire so to do."

41st. By making the following addition to Regulation No. 302:—

"For vessels working at Rockingham the ballast ground shall be the area within a radius of half a mile of the outward of the two white beacons erected on the coast line about two miles North of the Rockingham Jetty."

42nd. By repealing Regulation No. 304, and adding the following new Regulation in lieu thereof:—

No. 304.

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

These Regulations are incorporated with and are to be read with and interpreted by the Regulations which came into force on the first day of September, 1903, and amendments.

These Regulations shall come into force on the first day of May, 1904.

Adopted and passed by the "FREMANTLE HARBOUR TRUST" at a Special Meeting of the said TRUST, held this eighth day of April, 1904.

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



(Sgd.) ROBERT LAURIE,
Chairman.

(Sgd.) CHAS. HUDSON,
Commissioner

(Sgd.) F. STEVENS,
Secretary.