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[1904.

PORT REGULATIONS

FOR THE STATE OF

WESTERN AUSTRALIA.

Applicable to all Ports other than those under the control of
Harbour Trust Commissioners.

PORT REGULATIONS.

No. 11360.—C.S.O.

2082
1904.

PROCLAMATION

WESTERN AUSTRALIA, } By His Excellency Admiral Sir FREDERICK GEORGE DENHAM BEDFORD, Knight Grand Cross
TO WIT. } of the Most Honourable Order of the Bath, Governor in and over the State of Western
FRED. G. D. BEDFORD, } Australia and its Dependencies, etc., etc., etc.
Governor.

[L.S.]

BY virtue of the Ordinance 18 Victoria, No. 15, and of the Act 37 Victoria, No. 14, 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 Act, with the advice of the Executive Council, and which are to be observed in all Ports and Harbours of the State, except the Harbour of Fremantle so far as the same is under the control of the Fremantle Harbour Trust Commissioners, by all manner of persons, under the penalties provided by the said Ordinance and the said Act; to take effect from the fifth day of December, 1904.

Given under my hand and the Public Seal of the said State, at Perth, this 2nd day of November, 1904.

By His Excellency's Command,

GEORGE TAYLOR,
Colonial Secretary.

GOD SAVE THE KING!!!

INTERPRETATION.

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

“Coasting vessel” means any vessel registered in the Australian Commonwealth, and whose trade is exclusively confined to the ports of Western Australia.

“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.

“Interstate steamer” means any steamer trading exclusively between any Australian State or New Zealand and Western Australia, and includes any steamer trading between Singapore as a terminal port and Western Australia *via* the North-West ports if such vessel is registered in any of the Australian States or New Zealand.

“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.

“Passenger” means and includes any person carried in any vessel, other than the master, seamen, and apprentices duly indentured and registered.

“Tons” or “tonnage” means tons and tonnage as calculated according to British measurement of registered tonnage.

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

“Wharf” or “jetty” includes every structure to which vessels make fast, or on which merchandise is discharged or from which it is loaded.

SHIPPING SIGNALS AT PORTS OF WESTERN AUSTRALIA.

BREAKSEA ISLAND.

2. Lloyd's Signal Station has been established at Breaksea Island, King George's Sound.

Any vessel may be reported to Lloyd's, London, by signalling its number to the lighthouse.

ALBANY.

3. Night Signals for guidance of Interstate Steamers and Coasting Vessels, shown at Pilot Station Flagstaff, entering Princess Royal Harbour:—

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

PORT HEDDLAND.

TIDE SIGNALS.

4. The following Tide Signals are displayed from a mast and yard for the information of mariners when entering Port Hedland:—

A Ball at the Masthead denotes that the tide is rising.

A red flag (letter “B”) at the Masthead warns the observer that the tide is now on the down grade.

The observer's attention should chiefly be directed to the right-hand yard-arm, as viewed from seaward. When this is bare and having no tide-ball shown from it at all, the depth is less than 15 feet. As soon as a Ball is displayed from the right-hand yard-arm, the observer will know that there is at least a depth of 16 feet on the bar.

Signal.	Denoting.
Black Ball at Masthead ...	Tide is rising.
Red Flag (letter “B”) ...	Tide is falling.
1 Ball left Yard-arm ...	12 feet on Bar.
2 Balls left Yard-arm ...	13 feet on Bar.
3 Balls left Yard-arm ...	14 feet on Bar.
4 Balls left Yard-arm ...	15 feet on Bar.
1 Ball on each Yard-arm ...	16 feet on Bar.
1 Ball on left Yard-arm, and } 2 Balls on right Yard-arm }	17 feet on Bar.
1 Ball on left Yard-arm, and } 3 Balls on right Yard-arm }	18 feet on Bar.
1 Ball on left Yard-arm, and } 4 Balls on right Yard-arm }	19 feet or over on Bar.

BUNBURY.

DAY SIGNALS.

5. As soon as a vessel is sighted, the following signals will be displayed from the Flagstaff:—

Signal.	Denoting.
<i>Black Ball at Masthead</i> ...	Steamer in sight.
<i>Blue Flag at Masthead</i> ...	Sailing vessel in sight.
<i>Blue and White Flag (letter "A") at Masthead</i>	Ship in sight.
<i>White Flag and Blue Cross (letter "X")</i>	Barque in sight.
<i>Red Cross and White Quarters (letter "U")</i>	Schooner or Brig in sight.

NIGHT SIGNALS.

6. A red light shown from lighthouse landing denotes a steamer in sight.

A green light shown from the lighthouse landing denotes a sailing vessel in sight.

GENERAL SIGNALS WITHIN PORTS.

7. 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, and at night a bright light at the mainmast 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 Y. N. International code. Night signal: Two lights vertical at any mast-head or the peak, having five feet between the two.
<i>Customs Officer</i> ...	The flags K. G. W.
<i>Tug Boat wanted</i> ...	The flags Y. D. P. 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 flagstaff.
<i>Lighter wanted</i> ...	The flags Y. M. International code.

SIGNALS OF DISTRESS.

IN THE DAYTIME.

8. The following signals, numbered 1, 2, 3, when used or displayed together or separately, shall be deemed to be signals of distress in the daytime:—

- (1.) A gun fired at intervals of about a minute.
- (2.) The International Code Signal of Distress, indicated by N.C.
- (3.) The distant signal, consisting of a square flag having either above or below it a ball, or anything resembling a ball.

AT NIGHT.

9. The following signals, numbered 1, 2, 3, when used or displayed together or separately, shall be deemed to be signals of distress at night:—

- (1.) A gun fired at intervals of about a minute.
- (2.) Flames on the ship (as from a burning tar barrel, oil barrel, etc.).
- (3.) 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.

SIGNALS FOR A PILOT.

IN THE DAYTIME.

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

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

AT NIGHT.

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

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

12. If a Master of a vessel uses or displays, or causes or permits any person under his authority to use or display any of the pilot signals for any other purpose than that of summoning a Pilot, or uses, or causes, or permits any person under his authority to use any other signal for a Pilot, he is liable for every offence to a fine not exceeding Twenty pounds. (*See Merchant Shipping Act, 1894, Part X., Sec. 615.*)

PILOTAGE.

Pilotage compulsory.

13. 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.

Characteristics of Pilot Boats.

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

Signal for Pilot.

15. 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.

Application for Pilot's services.

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

Tugs under Pilot's Orders.

17. 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.

Pilot leading a Vessel.

18. 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.

Declaration of Draught.

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

20. 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.

Allowance for Detention.

21. 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 hours, either on account of stress of weather, or under quarantine, or by any act of the Master thereof, shall be entitled to demand and receive over and above lawful pilotage such daily sum, not exceeding eight shillings, as may be appointed by any rules and regulations made and promulgated as aforesaid (18 Vict., No. 15).

Pilot carried to Sea.

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

Penalty for demanding Unauthorised Rates.

23. 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 Regulation he shall, for each offence, be liable to a fine not exceeding Ten pounds.

Vessels calling for shelter or in distress.

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

HARBOUR DUES.

VESSELS EXEMPT FROM ALL PORT AND HARBOUR DUES WHATSOEVER.

Vessels of War, etc.

25. 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 His Majesty;
- (3.) All vessels belonging to the Government of any of His Majesty's States or Colonies;

(4.) All private yachts, and all vessels belonging to any recognised Yacht Club in any part of His Majesty's dominions.

(5.) Mission vessels.

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

PILOTAGE CHARGES.

26. 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.

Pilotage

(under Schedule B of 18 Victoria, No. 15).

27. Into King George's Sound, from the sea, and *vice versa*:—

	£	s.	d.
Under 10ft.	2	0	0
10ft. and under 11ft.	2	4	0
11ft. " 12ft.	2	8	0
12ft. " 13ft.	2	15	0
13ft. " 14ft.	3	0	0
14ft. " 15ft.	3	5	0
15ft. " 16ft.	3	10	0
16ft. " 17ft.	3	15	0
17ft. " 18ft.	4	0	0
18ft. " 19ft.	4	5	0
19ft. " 20ft.	4	10	0
20ft. " 21ft.	4	15	0
21ft. and upwards	5	0	0

28. Into Princess Royal Harbour, including the navigation of the Sound, and *vice versa*:—

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

29. Into the Port of Bunbury, and *vice versa*:—

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

30. Into the Port of Geraldton, and *vice versa*:—

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

31. Removals at Princess Royal Harbour, Bunbury or Geraldton, shall be as follows:—

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

Vessels over 1,000 tons net register, £3 each removal.

Exemption Certificates: How and by whom obtained.

32. To enable the Master of a vessel to pass for an Exemption Certificate the vessel must be owned or registered in one of the States of the Commonwealth or in New Zealand.

33. A Master of a vessel desiring to pass for exemption from pilotage at any port of the State shall, by himself or his agent, give at least twenty-four hours' notice in writing to the Harbour Master of the port.

34. 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.

35. A Certificate of Exemption from pilotage will be granted to a Master of any vessel registered as provided in Regulation 33, upon his passing the requisite examination therefor. The fee for every such examination shall be, for vessels under 100 tons, £1, and over 100 tons £2, 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.

36. Exemption Certificates will only be issued to British or duly naturalised British subjects, are not transferable, and are only operative while the holder thereof is Master of a vessel registered in one of the States of the Commonwealth, or in New Zealand.

Exemption Flag.

37. 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 mainmast head a white flag, and shall keep the same flying till arrival; such flag shall be recognised as the Exemption flag.

Penalty.

38. 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, and to keep the same flying till arrival, shall be liable to pay pilotage charges like non-exempts.

TONNAGE AND LIGHT DUES.

39. 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 tonnage dues at the rate of threepence per ton on their net registered tonnage.

40. 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 tonnage dues at the rate of threepence per ton on all cargo landed.

41. 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 tonnage dues at the rate of threepence per ton on their net registered tonnage.

42. 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 tonnage dues at the rate of threepence per ton on all cargo taken away.

Coasting Vessels.

43. Owners of coasting vessels having compounded their dues as laid down in Regulation 59 will be exempt from payment of tonnage dues at all ports other than the Port of Fremantle.

Ocean-going Mail Steamers.

44. All mail steamers, recognised as such by the Government of Western Australia, whether such mail steamers be British or Foreign, trading between Australia or New Zealand, and Europe or America, shall pay in lieu of tonnage dues, light dues, and pilotage, a fixed sum of Thirty pounds per entry into any one port of the State other than the Port of Fremantle, and upon entry into the Port of Fremantle shall pay the sum of Ten pounds in payment of light dues only.

Interstate Steamers.

45. Interstate steamers shall pay in lieu of the ordinary scale of port dues prescribed for foreign going vessels a fixed sum of threepence per ton on their net registered tonnage per entry into the State, provided they do not extend their trip to Fremantle; such payment to cover tonnage and light dues.

46. Interstate steamers bound to Fremantle shall not pay port dues at any port called at *en route*, but upon each entry at the port of Fremantle shall pay to the Chief Harbour Master the following dues:—

Fremantle direct—One penny per ton on their net registered tonnage.

Fremantle *via* W.A. Ports—One penny halfpenny per ton on their net registered tonnage.

47. Interstate steamers extending their trips to Bunbury or Geraldton, and returning to the Port of Fremantle, shall pay one-third of a penny per ton on their net registered tonnage extra per trip.

48. Any such vessel making either of the above-mentioned trips, and not returning to the Port of Fremantle, shall pay one penny per ton on their net registered tonnage extra per trip.

49. Any vessel making an intermediate trip or trips on the coast between the Port of Fremantle and the North-West Cape, or between Fremantle and Eucla, shall pay one half-penny per ton on their net registered tonnage per trip; or between Fremantle and any port North of the North-West Cape, twopence per ton on their net registered tonnage per trip; provided always, that such vessel shall return to the Port of Fremantle, at which port such dues shall be made payable.

50. Any vessel making an intermediate trip or trips on the coast, and not returning to the Port of Fremantle, shall pay the following dues:—

(1.) Fremantle to N.W. Cape... .. 1½d.

(2.) „ Eucla 1½d.

(3.) „ Ports North of N.W. Cape 3d.

per ton on their net registered tonnage per trip.

51. Any vessel making a coastal trip or trips not provided for in these Regulations, and returning to the Port of Fremantle, shall pay one-third of a penny per ton; or any vessel making such trips, and not returning to the Port of Fremantle, shall pay one penny per ton on their net registered tonnage per trip.

Interstate Steamers.

52. Interstate steamers calling at any Western Australian port or ports *en route* to the Port of Fremantle, or on their return trip, shall pay upon each entry into the Port of Fremantle a fixed sum of one penny halfpenny per ton on their net registered tonnage; such sum shall also cover light and tonnage dues at the port or ports called at as aforesaid, and shall be made payable at Fremantle.

Vessels in Ballast.

53. 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 these Regulations.

54. All vessels calling at any port in this State, other than the Port of Fremantle, for coal or supplies (but not broaching or shipping cargo or landing or embarking passengers) shall be charged a fixed sum of Five pounds, such charge to cover all tonnage, light, and pilotage dues, both inwards and outwards. Such vessels being desirous of landing or embarking passengers will be permitted to do so on payment of One pound for each passenger, the minimum payment thereof being Five pounds.

Light Dues.

55. All vessels calling at the Port of Fremantle for coal or supplies (but not broaching or shipping cargo or landing or embarking passengers) shall pay to the Chief Harbour Master the sum of Five pounds, such sum being in payment of light dues only.

56. 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.

57. The master of any vessel who has paid light dues at any port in Western Australia, and who may desire to visit other ports in the State for the purpose of loading or unloading thereat, may obtain from the Chief Harbour Master 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; and in the event of such vessel leaving the State, and returning within the period of two months, and loading not more than one quarter her net registered tonnage, such certificate shall also free the said vessel from payment of light dues as above.

58. Owners of coasting vessels shall compound the payment of tonnage and light dues exigible in any port of this State, excepting the Port of Fremantle (on entering which port such vessel shall be free from payment of light dues only), by one quarterly payment of fourpence per ton on their net registered tonnage, such payments to be made as for the first days of January, April, July, and October of each year.

59. All store-ships and other vessels engaged in pearl-fishing North of the North-West Cape shall pay light dues as under:—

1. Store-ships £2 per annum.
2. Pearl vessels £1 per annum.

Such payments to expire on the 31st December, provided that applicants prior to 30th June in any year will be required to pay full rates; those subsequent to that date will only be required to pay half-rates.

(This regulation shall not come into force until the Gantheaum light is erected.)

GENERAL REGULATIONS.

The following Regulations shall be enforced and observed, as far as practicable, in all ports of the State.

SHIP'S NUMBER TO BE HOISTED.

60. The master of any vessel, on approaching any port, shall hoist the ship's number on the code list, and the number of the port she is from.

NATIONAL COLOURS.

61. 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.

And such colours shall be kept flying until the vessel has been given pratique.

VESSELS TO BE CLEARED BY HEALTH OFFICER.

62. No person except the Pilot or Health Officer, and boatman 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 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.

BERTHING AND REMOVAL OF VESSELS.

63. The Harbour Master or his deputy, or other Officer acting for the Harbour Master, shall have the entire control of berthing and removing all vessels coming to any wharf or jetty. He shall also appoint the berth which each vessel shall occupy, and shall have the 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 provisions shall be enforced:—

- (a.) No vessel shall be fastened to any part of a wharf or jetty, except to such bollards or other fastenings as are provided for the purpose; and no vessel shall lie alongside a wharf or jetty unless properly moored. All vessels so fastened shall also be anchored or moored in such manner as to relieve the wharf or jetty 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 wharf or jetty, or be moored or fastened to other vessels lying alongside any such wharf or jetty, 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 wharf or jetty for such time as may be necessary to embark or disembark passengers.
- (d.) All vessels lying alongside any wharf or jetty 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 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 wharf or jetty shall, if required by the Harbour Master so to do, 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 wharf or jetty 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.) Such portions of any jetty or wharf 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 of the arrival of all vessels, and every vessel shall be allotted a berth as far as practicable in the order in which she arrives, provided that at all times such vessel is prepared to at once avail herself of such allotment, otherwise the next vessel in turn shall have the right of vacant berth, but the vessel forfeiting her turn shall be placed next in succession. For the convenience of all concerned, the Harbour Master is empowered to grant permission to the Master of any vessel to transfer his berth or right of berth to another vessel, but in so doing the vessel giving up shall no longer be entitled to a berth.
- Any vessel occupying a berth at a jetty or wharf must complete her loading or discharging before leaving same, unless ordered off by the Harbour Master. Should any vessel leave her berth for purpose of ballast or other reason she shall forfeit same, and shall not again rotate a berth until she is prepared to occupy it.
- (i.) Vessels arriving from or bound to foreign or interstate ports shall, as a rule, have precedence over all other vessels.
- (j.) In the event of any vessel or vessels being moored alongside any wharf or jetty 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.
- (k.) No vessel shall double bank alongside any wharf or jetty 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 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 any jetty or wharf for any man-of-war, or for any British or foreign mail steamer trading between Europe or America and Australia or New Zealand.

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 every steamship shall, when it is safe and practicable, keep to that side of the fairway or midchannel 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 vessels, 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 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.

MASTER TO MOVE VESSEL.

70. 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.

71. 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.

72. 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.

73. 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.

74. All ships moored or anchored within any harbour shall have both cables clear and in readiness to slack away when required.

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.

FIRES ON VESSELS.

77. Fire must not be used on board of any vessel while lying at any wharf, jetty, ship's way, or anchorage for heating pitch, tar, or other inflammable substances, but may be used on floating stages or boats for the purpose of heating such substances for repairing vessels, provided such fire is constantly in charge of a person capable of taking proper care of the same.

78. The Harbour Master shall have a right of entry upon any ships or place within any port or harbours to search for and, if found, to extinguish any fire or light therein contrary to law, and to do all things that, and to give such orders as, he may consider necessary or expedient for the safety and interest of the whole of the shipping and of the port.

ANCHORS LET GO IN PORT TO BE BUOYED.

79. 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.

80. All ships and hulks shall have sufficient buoys and buoy ropes to their anchors to show their position, but such buoy and buoy ropes shall be removed if so ordered by the Harbour Master.

BOATS AT PUBLIC STEPS OR ALONGSIDE VESSELS.

81. 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, and all boats shall give way to Government boats on duty.

GANGWAYS ALONGSIDE WHARF.

82. All ships lying alongside 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 more 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.

NUISANCE.

83. No vessel, while lying alongside any wharf or jetty shall deposit or place any rubbish or *debris* 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.

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

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

86. 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.

87. No water shall be discharged from the scuppers of any vessel upon any portion of any wharf or jetty, or steps belonging thereto.

88. 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.

89. 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 carrying out this Regulation, shall be liable to a fine not exceeding Five pounds for each offence.

90. For the purpose of seeing that all or any of these Regulations are carried out, the water police in uniform shall have access to any vessel at any hour of the day and 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.

91. In all ports or harbours of the State 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, and the rule of the road is to be generally observed.

92. 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 of all other persons on board such ship or vessel at the time of such arrival.

NIGHT WATCHMAN.

93. 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.

94. In the event of a fire occurring on board of any vessel in port, the Harbour Master or his assistants 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 protecting the neighbouring vessels, as the Harbour Master shall demand or direct.

COAL AND OTHER HULKS.

95. All hulks anchored or moored within the limits of any port of this State (exclusive of Fremantle) shall pay an annual license of Ten pounds, by equal half-yearly instalments, in advance, on the 1st day of January and the 1st day of July, and shall be subject to an annual hull survey, to be conducted by such person or persons as the Harbour Master may appoint, on or before the 31st day of January of each year; and the Harbour Master shall, on the recommendation of the surveyor or surveyors appointed, grant the hulk therein named a license to the 31st day of December next ensuing, and no longer.

96. The Harbour Master may at any time demand a survey on any hulk, and is empowered, on the recommendation of the surveyor, to suspend or cancel the license granted to such hulk.

97. The fee for every such survey shall be £3 3s., and shall be paid by the owner or owners to the surveyor appointed by the Harbour Master; such fee to be paid in advance, and in no case will any portion thereof be returned in case of failure to pass such survey.

98. Owners and keepers of hulks shall immediately report to the Harbour Master any casualty or unusual occurrence, such as collision, unusual leakage, loss of moorings, etc.

99. No hulk shall lie at any jetty or wharf, or remove from any anchorage or mooring without the special permission of the Harbour Master.

BERTHING VESSELS.

100. The Harbour Master, or a person deputed by him, shall appoint the places where the 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, in writing, first had and obtained from the Harbour Master of such port.

BEACHING VESSELS.

101. No vessel shall be beached or grounded in any port, harbour, estuary, roadstead, or river of the State 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 so to do by the Harbour Master.

GENERAL ORDER.

102. 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.

103. The Harbour Master may, whenever it appears to him necessary, appoint the place of moorage or anchorage of all coasting vessels, cargo, and other boats entering any of the ports or harbours in the State, and from time to time, when necessary, may direct the removal of any such coasting vessel, cargo, or other boat therefrom to some other place of moorings or anchorage. (See 34 Vict., No. 22, s. 1.)

NO VESSEL TO MOOR OR ANCHOR WITHIN 150 YARDS OF PUBLIC JETTY WITHOUT PERMISSION.

104. No vessel shall moor or anchor within 150 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.

Any Master in charge of such vessel acting in contravention of this Regulation shall be liable to a penalty not exceeding Twenty pounds, and any person who shall oppose or obstruct the Harbour Master in the performance of his duty shall, under this or the last preceding Regulation, be liable to a penalty of Twenty pounds. (See 34 Vict., No. 22, ss. 2 and 3.)

OBSTRUCTION TO BOATS.

105. Any person who moors or anchors, or wilfully or by culpable negligence grounds, sinks, or sets 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, is liable to a penalty not exceeding Twenty pounds. (See 17 Vict., No. 4, s. 1.)

HARBOUR MASTER TO REMOVE WRECKS.

106. The Harbour Master may remove any wreck or any other substance which impedes, or tends to impede, the navigation of or access to any harbour, 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. (See 37 Vict., No. 14, s. 5.)

107. 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, 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.

UNSERVICEABLE VESSELS TO BE REMOVED FROM HARBOURS.

108. In case there should be in any port or harbour 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 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 by the Master or owner 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. (See 37 Vict., No. 14, s. 6.)

HARBOUR MASTER TO BOARD VESSELS.

109. Whenever any vessel (not being *bona fide* engaged in the coasting trade of Western Australia) shall arrive in any of the ports or harbours of the State, 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. (See 18 Vict., No. 15, s. 11.)

HARBOUR MASTER MAY ORDER MASTER OF VESSEL TO SHIFT BERTH.

110. 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. (See 37 Vict., No. 14, s. 4.)

PENALTY FOR WILFULLY CUTTING MOORINGS, ETC.

111. Every person other than the Harbour Master who wilfully lets go, cuts, breaks, or destroys the moorings or fastenings of any vessel lying in a harbour or dock at or near a wharf is liable for every such offence 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 damaged thereby. (See 37 Vict., No. 14, s. 8.)

MOORING AND REMOVING OF VESSELS.

112. 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 master, owner, or other person who shall refuse or neglect to carry out the reasonable directions of the Harbour Master shall be liable to a penalty of Twenty pounds.

ANCHORS LOST IN ANY OF THE HARBOURS.

113. Any vessel losing or slipping an anchor in any of the roadsteads or ports of the State shall, as soon as possible, report the circumstances to the Harbour Master of the port.

114. 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.

115. 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.

116. Any person who wilfully injures or removes any buoy, beacon, or sea-mark used for the convenience of navigation or security of shipping is liable to a penalty of Fifty pounds. (18 Vict., No. 15, s. 15.)

FASTENING SHIP TO BUOYS.

117. Any person who, without permission from the Harbour Master, makes fast any ship, vessel, boat, raft, timber, or any other article to any such buoy, beacon, or sea-mark as aforesaid, is liable to a penalty not exceeding Ten pounds. (18 Vict., No. 15, s. 16.)

IMPEDING HARBOUR MASTER.

118. If any master of any vessel interferes with any Harbour Master or Pilot in the execution of his duty in regard to such vessel, so as to resist or impede him in the proper performance thereof, such master is liable, for every such offence, to a penalty not exceeding Twenty pounds. (18 Vict., No. 15, s. 21.)

THROWING CARCASSES OVERBOARD IN ANY HARBOUR.

119. No person shall throw from any vessel within the limits of any Port the carcase of any animal, or leave any dead animal within the limits of any Port or on the shores thereof. Any person offending against this regulation, and the person in charge of any vessel from which any such carcase may have been thrown or left as aforesaid shall be liable, for every such offence, to a penalty of Five pounds for every carcase.

LIFE-SAVING GEAR.

120. 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.

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

BALLAST.

Tarpaulins to be used.

122. Proper tarpaulins and 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.

123. Ballast shall only be discharged from vessels 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.

124. If any person throws or causes 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 removes or takes 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, s. 6.) No ballast to be shipped if disapproved by the Harbour Master.

125. No ballast disapproved of by any Harbour Master as being of an unsafe or dangerous nature may 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 the Harbour Master shall have, in writing, expressed his disapproval of the same, is liable to forfeit and pay any sum not exceeding Fifty pounds. (37 Vict., No. 14, s. 7.)

RESPONSIBILITY OF MASTER.

126. 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.

JETTY REGULATIONS.

127. The Regulations for the management and use of the Sea Jetties under the control of the Commissioner of Railways, approved by His Excellency the Governor in Council on the 4th February, 1903, and set forth in Schedule D, 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 Chief Harbour Master.

128. 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.

129. 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.

130. Any steam vessel plying on the coast of this State 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 and Specification of Lease.

131. In cases where special permission is granted by the Collector of Customs 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, except where otherwise provided for in the Specification of Lease.

132. 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-eighth 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.

PENALTIES.

133. Any person who fails or neglects to observe any of these Regulations shall be liable, except where otherwise expressly provided, to a penalty not exceeding Five pounds. (See 37 Vict., No. 14, s. 3.)

134. If any person being the master or in command of any vessel, or being a Harbour Master, or being duly licensed to act as a pilot in any port or harbour, in any case violates or neglects to observe any of these Regulations he shall, for every such offence, except where otherwise expressly provided, forfeit any sum not exceeding Twenty pounds: Provided that no master or commander of any vessel shall be liable to a fine for any breach of such Regulations unless a copy thereof shall have been previously delivered to him or left on board his vessel. (18 Vict., No. 15, s. 3.)

135. All penalties under these Regulations shall be recoverable on summary conviction before any two Justices in Petty Sessions.