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THE FREMANTLE HARBOUR TRUST ACT, 1902, AND AMENDMENT ACT, 1906.

613/1907.

Colonial Secretary's Office,
Perth, 13th September, 1907.

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

F. D. NORTH,
Under Secretary.

FREMANTLE HARBOUR TRUST.

REGULATIONS

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THE FREMANTLE HARBOUR TRUST.

COMMISSIONERS

(Appointed 1st January, 1906, for three years).

The Hon. ROBERT LAURIE, M.L.C., Chairman.

A. G. LEEDS,	FRANK VILES,
E. ALLNUTT,	THOMAS EYRES.

OFFICERS.

Secretary:

F. W. B. STEVENS.

Harbour Master:

Captain C. J. IRVINE.

Deputy Harbour Master, Berthing Master, and Surveyor:

Captain J. F. MORRISON.

Accountant:

S. S. GLYDE.

Consulting Engineer:

JAMES THOMPSON, M.Inst.C.E. (Engineer-in-Chief).

Maintenance Engineer:

E. H. CARLIN.

Wharf Manager:

J. STRATFORD.

SOLICITORS.

MOSS & BARSDEN.

OFFICES CLIFF STREET, FREMANTLE.

(Telephone, Nos. 545, 431, "Fremantle.")

Offices open Mondays to Fridays, inclusive, from 9 a.m. to 5 p.m.; Saturdays, from 9 a.m. to 12 o'clock, noon.

Ordinary meetings of Commissioners are held on Tuesday and Friday of each week.

THE FREMANTLE HARBOUR TRUST.

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

INTERPRETATION.

1. In the construction of these Regulations, each of the following expressions shall have the meaning hereby assigned to it, unless such meaning be inconsistent with the subject matter or context in which the expression occurs:—

"State" means the State of Western Australia.

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

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

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

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

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

"Berth," "Berthing" means a position alongside any wharf or jetty or any vessel fastened to any wharf or jetty or to the shore; or at any mooring buoy or anchorage; and any vessel fastened to any wharf or jetty or shore or to any other vessel, or moored to any buoy or fixture, or anchored within the harbour, shall be held and deemed to be occupying a berth.

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

"Master" includes every person having the command, charge, or management of a vessel for the time being.

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

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

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

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

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

"Outer Harbour" shall mean all that portion of the Harbour of Fremantle as is contained within the

boundaries described in the schedule to the Act, other than the "Inner Harbour."

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

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

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

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

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

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

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

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

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

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

"Wharf Manager" means the person appointed to the charge of any wharf or jetty, and shall include the Secretary, any night or day watchman, special or other constable, or any foreman crane-man or tally clerk, or any other person appointed by or acting for the Wharf Manager.

"Consignee" shall mean the person to whom any goods are consigned, and shall include the owner of such goods, the agent for such owner, the agent for the sale or custody of such goods, the holder of any bill of lading or other document representing such goods, and any other person having any right, title, or interest in such goods.

"Consignor" shall mean the person consigning any goods, and shall include the owner, shipper, agent for the owner or shipper, and any other person having any right, title, or interest in such goods.

"Tons," "Tonnage," and words of the like import having reference to a vessel's tonnage, shall mean or refer to the net register number of tons or tonnage.

"Week," "Day," "Hour," shall be taken to mean and include a portion of week, day, or hour, when a whole week, day, or hour has not been required or used.

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

Words importing the masculine gender shall include the feminine.

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

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

"Inter-State Steamer," "Inter-State Vessel" means every steamer or vessel owned or registered within the Australian Commonwealth, and trading between any Australian State, or New Zealand,

and this State, as also any steamer trading between Singapore as a terminal port and this State *via* the North-West Ports of Western Australia.

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

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

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

“Explosives” means explosives as defined by “The Explosives Act, 1895.” Whenever in these Regulations any explosive is distinguished as belonging to a particular class, or division of a class, reference is made to the classification of explosives in pursuance of “The Explosives Act, 1895.”

PART I.

Section I.

CONDUCT OF BUSINESS.

No. 2.

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

No. 3.

Office Hours.—The offices of the Trust shall be open for the transaction of business between the hours of 9 a.m. and 5 p.m. from Monday to Friday, both inclusive, and between 9 a.m. and 12 o'clock, noon, on Saturday.

CONTROL AND GUIDANCE OF OFFICERS; AND THE TIME AND MODE OF ACCOUNTING BY OFFICERS FOR MONEYS COMING INTO THEIR HANDS.

No. 4.

Receipt of Accountant to Collectors to be a sufficient discharge.—Every Collector, and every Officer, Clerk, or Servant of the Trust, who shall collect or receive any moneys for or on behalf of the Trust, shall daily pay over same to the Accountant of the Trust, and the receipt of such Accountant for the moneys so paid shall be a sufficient discharge to said Collector, Officer, Clerk, or Servant.

No. 5.

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

No. 6.

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

No. 7.

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

No. 8.

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

No. 9.

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

No. 10.

Conduct of Officers.—Should any Officer of the Trust divulge to any person not in the service of the Trust any particulars contained in any ship's manifest furnished to the Trust, or should any officer divulge any information of a confidential nature, or knowingly be a party to any act or procedure or conspiracy to defraud the general revenue, he shall be liable to be dismissed from the service of the Trust.

Section II.

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

No. 11.

General conduct of business.—In all cases occurring in connection with this section which are not herein provided for, resort shall be had to the rules, forms, and usages of the Legislature of Western Australia, which shall be followed as far as the same are applicable to the proceedings of the Commissioners.

No. 12.

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

No. 13.

Order of Business at Ordinary Meetings.—After the signing of the Minutes, as aforesaid, the order of business of an ordinary meeting shall be as follows, or as near thereto as may be practicable, but for the greater convenience of the Commissioners at any particular meeting thereof, it may be altered by resolution to that effect:—

- (a.) Reading of copies of letters sent by the authority of the Commissioners.
- (b.) Reading letters received, and considering and ordering thereon.
- (c.) Reception and reading of petitions and memorials.
- (d.) Receiving deputations.

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

No. 14.

Order of Business at Special Meetings.—The order of business at special meetings shall be the order in which such business stands in the notice thereof.

No. 15.

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

No. 16.

No Motion to be proceeded with in absence of Commissioner giving notice of same, except by his authority.—No motion entered in the Notice of Motion Book shall be proceeded with in the absence of the Commissioner who gave notice of the same, unless by some other Commissioner having authority from him to that effect.

No. 17.

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

No. 18.

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

No. 19.

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

No. 20.

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

No. 21.

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

No. 22.

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

No. 23.

Points of Order.—The Chairman, when called upon to decide on points of order or practice, shall state the provision, rule, or practice which he deems applicable to the case, without discussing or commenting on the same; and his decision as to order or explanation in each case shall be final.

No. 24.

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

No. 25.

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

No. 26.

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

No. 27.

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

No. 28.

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

No. 29.

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

No. 30.

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

No. 31.

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

No. 32.

Protests.—Any Commissioner may protest against any resolution of the Commissioners, and notice of intention to protest shall in every case be given forthwith on the adoption of the resolution protested against; and the pro-

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

No. 33.

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

No. 34.

Meetings of Committees.—The Secretary shall convene every Committee within ten days of its first appointment, or at any other time thereafter, on the order of the Chairman of the Committee or of any two members of the Committee.

No. 35.

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

No. 36.

To be signed by Petitioners.—Every petition shall be signed by the persons whose names are appended thereto, by their names or marks, and by no one else, except in case of incapacity by sickness.

No. 37.

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

Section III.

PAYMENT OF REVENUE.

No. 38.

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

No. 39.

Officer may enter vessel, etc.—The Secretary or other officer authorised by him for the collection of dues shall have the power, either alone or with other persons, to enter any vessel in order to ascertain the dues payable in respect of the vessel or of goods therein, and no person shall hinder or molest the said Secretary or other officer or persons as aforesaid, or refuse to allow him or them to enter or search any such vessel.

No. 40.

Charges to be paid before clearance.—All tolls, rates, or charges due under these Regulations, or imposed by the Act, in respect of any vessel, shall be paid before such

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

No. 41.

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

No. 42.

Liability of consignee and consignor.—Without in any way limiting Sections 48 and 49 of the Act, consignees shall be liable for all wharfage and other charges on all inward cargo. Consignors shall be liable for all wharfage and other charges on all outward cargo: Provided, always, that this Regulation shall not limit the right of the Trust to recover such wharfage and other charges from any person (other than the consignee or consignor) who may be liable by law to pay the same.

No. 43.

Dues payable by vessels.—Wherever any tolls, rates, or charges are by these Regulations expressed to be payable by vessels, the same shall be payable by the owners, masters, or agents of such vessels, or other person or persons liable to pay the same.

Section IV.

CONTRACTS.

No. 44.

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

No. 45.

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

No. 46.

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

No. 47.

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

No. 48.

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

PART II.

Section I.

Regulations to be observed within the Port of Fremantle.

SIGNALS.

No. 49.

Signals to be made at Fremantle Signal Staff.—A black ball at mast-head of flagstaff denotes a steamer in sight from Rottneest. A blue flag hoisted at North or South yard-arm denotes whether such steamer is North or South of Rottneest.

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

As soon as the vessel's rig can be determined, the blue flag will be hauled down from the mast-head and the corresponding distinguishing flag hoisted instead.

When the yard-arm flag is hauled down, it denotes that the pilot has boarded.

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

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

When two or more vessels are in sight, the uppermost flag denotes the Northernmost vessel.

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

As soon as the incoming steamer can be identified, the owner's house flag will be hoisted under the ball at mast-head of flagstaff.

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

Second anchor to be let go and cable veered.—Letter "S" International Code, at masthead.

No. 50.

Berthing Signals.—When the blue and white burgee is hoisted under a house flag at Arthur Head flagstaff, it signifies that the vessel denoted is to berth at the Inner Harbour. The Inner Harbour berth which the incoming vessel is to occupy will be indicated by a red burgee, which will be exhibited in the berth by day, and by a red light by night.

No. 51.

Time Ball.—A time ball is dropped daily on the tower of the office of the Trust, Cliff Street (Sundays and holidays not excepted) at

1h. 00m. 00s. West Australian standard time, corresponding to

17h. 00m. 00s. Greenwich mean time.

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

No. 52.

Time Gun.—On weeks days a gun is fired from Arthur Head, coincident with the dropping of the time ball.

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

NIGHT SIGNALS AT ARTHUR HEAD SIGNAL STAFF.

No. 53.

White Light at Mast Head denotes one or more steamers in sight.

Red Light at North Yard Arm denotes mail steamer North.

Two Red Lights at North Yard Arm denotes two mail steamers North.

Green Light at North Yard Arm denotes strange steamer North.

White Light at North Yard Arm denotes interstate steamer North.

Two White Lights at North Yard Arm denotes two interstate steamers North.

Red Light at South Yard Arm denotes mail steamer South.

Two Red Lights at South Yard Arm denotes two mail steamers South.

Green Light at South Yard Arm denotes strange steamer South.

White Light at South Yard Arm denotes interstate steamer South.

Two White Lights at South Yard Arm denotes two interstate steamers South.

SIGNALS ON VESSELS.

No. 54.

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

Customs boat	Union Jack at the peak.
Quarantine	Day signal: International Code "Q" at the foremast head.
	Night signal, a large signal light (bright) at the same mast-head.
Choiera, yellow fever	International Code "L."
or plague	
Harbour pilot	International Code "S" at foremast head.
Sea pilot	Union Jack or other national colour with white border at foremast head, or International Code "P.T."
	Night Signals: A blue light every fifteen minutes, or a bright light flashed at frequent intervals for about a minute at a time.
Medical assistance	International Code "H" at peak.
Water police	Day signal, the Ensign at the mainmast head
	Night signal, two lights vertical at any mast-head or the peak, having five (5) feet between the two.
Tug boat wanted	The flags "P N" International Code.
Mails on board	The flag "T" International Code at the main.
Explosives on board	Flag "B" International Code at the foremast head.
Water boat wanted	International Code letter "W" at mainmast head.
Ash boat wanted	International Code "M" at mainmast head.
Boarding officer wanted	Blue flag at the main.
Lighter wanted	The flags "J F L" International Code.
Pilot exemption flag	White flag at the main

No. 55.

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

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

No. 56.

Night signals of distress.—The following signals, numbered I, II, III, when used or displayed together or separately, shall be deemed to be signals of distress at night:—

- I. A gun fired at intervals of about a minute.
- II. Flames from the ship (as from a burning tar barrel, oil barrel, etc.).
- III. Rockets or shells of any colour or description, fired one at a time at short intervals.

No. 57.

Penalty.—Any master of a vessel who uses or displays, or causes or permits any person under his authority to use or display, any of the signals defined in Regulations Nos. 55 and 56, except in the case of a ship in distress, shall be liable to pay compensation for any labour undertaken, risk incurred, or loss sustained in consequence of such signal having been supposed to be a signal of distress; and such compensation may, without prejudice to any other remedy, be recovered in the same manner in which salvage is recoverable.

No. 58.

EXPLOSIVE FOG SIGNAL ON ROTTNESST ISLAND.

An Explosive Fog Signalling Apparatus is erected about the centre of Rottneest Island in Latitude 32 degs. 00min. S., Longitude 115 degs. 31 E., and a Cotton Powder Fog Signal is, during foggy or hazy weather, exploded therefrom once every 15 minutes.

Charts affected.

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

No. 59.

ELECTRIC CABLE ACROSS ENTRANCE TO INNER HARBOUR.

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

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

No. 60.

ELECTRIC CABLE TO ROTTNESST ISLAND.

Ship masters and others are similarly warned that an Electric Telephone Cable is laid between the mainland and Bickley Bay, at Rottneest, partly within and partly without the jurisdiction of the Commissioners, and the liability of masters, owners, or agents of vessels doing damage thereto shall be the same as in the case of the cable laid across the entrance channel to the Inner Harbour as provided for in Regulation No. 59.

(Note to Regulations Nos. 59 and 60.—Shipmasters and others are referred to Section 38 of the Act dealing with damage to these cables.)

Section II.

HARBOUR DUES.

No. 61.

Vessels of War, etc., exempt.—The following vessels shall be exempt from all Port and Harbour dues whatsoever including Pilotage charges:—

- (1.) All vessels of war.
- (2.) All vessels chartered on behalf of His Majesty.
- (3.) All vessels belonging to the Governments of any of His Majesty's States or Colonies.

PILOTAGE AND CHARGES THEREFOR.

No. 62.

Exemptions from Pilotage.—All coasting and Interstate vessels whose masters hold Exemption from Pilotage Certificates shall be exempt from pilotage.

No. 63.

Inwards Pilotage Compulsory.—Pilotage shall be compulsory upon all vessels entering the Port of Fremantle, whose masters are not exempt, and the charges therefor shall be paid to the Trust.

No. 64.

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

Pilot Ground to Gage Roads:—

Steamers	3d. per ton on their net register tonnage. Minimum £2 10s. Maximum, £21.
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Sailing vessels	4d. per ton on their net register tonnage. Minimum, £2 10s. Maximum, £15.
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Gage Roads to Inner Harbour, or vice versa:—

Steamers, or vessels towed by steam	£2 each way.
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No. 65.

Removals within Inner Harbour.—In all removals within the Inner Harbour, pilotage shall be compulsory on all vessels whose masters are not exempt, and the charge therefor shall be £2 for each service.

No. 66.

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

- (a.) Gage Roads or Owen's Anchorage to Cockburn Sound (Rockingham), or Cockburn Sound to Owen's Anchorage, Gage Roads, or to sea 2d. per ton on their net register tonnage Minimum, £4; Maximum, £8.
- (b.) Gage Roads to Owen's Anchorage and vice versa £2 each way.

No. 67.

Special Pilotage Rates.—All steamers arriving in the Port, and landing and/or shipping cargo less in extent than one-fourth of their net registered tonnage, or landing and/or embarking passengers exceeding ten in number, either or both, shall, except where otherwise specially provided, pay the usual pilotage charges, including removals into and out of Inner Harbour, up to a maximum of £20, but shall pay the usual charges for all other pilotage removals incurred, as well as all other Port charges provided for in these Regulations.

No. 68.

Outwards Pilotage.—Except in the case of the Challenger passage, and out of Inner Harbour, outward pilotage shall not be compulsory, and shall only be charged in

case the master of a vessel shall require the services of a pilot. Outward Pilotage rates shall be the same as those for Inward Pilotage.

No. 69.

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

No. 70.

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

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

No. 71.

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

No. 72.

Pilot Ground.—The Pilot Boarding Ground is situated five miles East of Bathurst Point, Rottneest Island.

No. 73.

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

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

No. 74.

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

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

No. 75.

Penalty.—If a master of a vessel uses or displays, or causes or permits any person under his authority to use or display, any of the pilot signals for any other purpose than that of summoning a pilot, or uses, or causes or permits any person under his authority to use, any other

signal for a pilot, he shall, for each offence, be liable to a fine not exceeding Twenty pounds (£20). ("Merchant Shipping Act, 1894," Part X., Clause 615.)

No. 76.

Tugs under Pilot's Orders.—All steamers or vessels employed to tow or in any way move or assist any vessel in charge of a licensed pilot shall be (whilst employed on such service) under the orders of such pilot in all matters connected with the navigation of such ship.

No. 77.

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

No. 78.

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

No. 79.

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

No. 80.

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

No. 81.

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

No. 82.

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

No. 83.

Pilot detained or carried to Sea, or into Quarantine.—A pilot, except under circumstances of unavoidable necessity, shall not, without his consent, be detained on board any vessel, or be taken to sea or beyond the limits for which he is licensed, or into quarantine, in any vessel whatever; and if he is so detained or taken under circumstances of unavoidable necessity or without his consent, he shall be entitled to the sum of One pound (£1) per day, and a free passage back to the Port, all of which shall be paid by the said vessel in addition to the pilotage charges.

No. 84.

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

EXEMPTION CERTIFICATES.

No. 85.

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

No. 86.

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

No. 87.

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

No. 88.

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

No. 89.

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

No. 90.

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

No. 91.

Revocation of Exemption Certificates.—Upon conviction of any holder of an Exemption from Pilotage Certificate of incompetency to safely navigate a vessel into or out of the Port of Fremantle, the Commissioners may revoke and cancel such certificate of exemption.

No. 92.

Exemption from Pilotage Certificates to whom issued, and how operative.—Exemption certificates will only be issued to British or duly naturalised British subjects; are not transferable, and are only operative while the holder thereof is the master of a vessel owned or registered in one of the Australian States, and trading only as an interstate or coasting vessel, and no holder of a certificate of exemption from pilotage shall pilot, bring, take, or lead any such vessel into or out of the Port of Fremantle in so far as pilotage is by these regulations made compulsory, unless he is then the actual master thereof.

No such holder of a certificate shall be deemed to be the master unless, in the case of an inward-bound vessel, he has been in charge of such vessel and his name inscribed as master on the ship's register previously to its departure from the last port of call and until after its arrival at its berthing place at the Port of Fremantle; and in the case of an outward-bound vessel, previously to departure from such berthing place and until arrival at its next port of call.

EXEMPTION FLAG.

No. 93.

Flag to be hoisted.—All vessels, the masters whereof hold an Exemption Certificate, shall, when within five miles of the Port of Fremantle, hoist at the main mast-head a white flag, not less than eight feet by six feet, and shall keep the same flying until the vessel be berthed within the harbour; such flag shall be recognised as the exemption flag.

No. 94.

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

TONNAGE DUES.

No. 95.

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

No. 96.

Foreign-going Vessels.—All vessels, except where otherwise specially provided by these Regulations, discharging at the port cargo beyond one-fourth in extent of their net registered tonnage, shall pay threepence (3d.) per ton on their net registered tonnage.

No. 97.

All vessels, except where otherwise specially provided by these Regulations, discharging at the port cargo less than one-fourth in extent of their net registered tonnage shall pay threepence (3d.) per ton on all cargo landed.

No. 98.

All vessels, except where otherwise specially provided by these Regulations, loading from the port cargo beyond one-fourth in extent of their net registered tonnage shall pay threepence (3d.) per ton on their net registered tonnage.

No. 99.

All vessels, except where otherwise specially provided by these Regulations, loading from the port cargo less than one-fourth in extent of their net registered tonnage shall pay threepence (3d.) per ton on all cargo taken away.

No. 100.

Tonnage Dues payable by vessels loading full cargoes at different Western Australian ports.—Vessels, not being interstate or coasting vessels, loading part cargo at Fremantle and going to other ports within the State of Western Australia to complete their loading for parts beyond the Commonwealth of Australia, or vessels with part cargo loaded at other ports within the State calling at Fremantle to complete their loading for parts beyond the Commonwealth, shall pay tonnage dues at the rate of threepence (3d.) per ton on the cargo shipped at Fremantle.

No. 101.

Interstate Steamers or Vessels.—Interstate steamers or interstate vessels shall not pay the regular scale of tonnage

dues laid down for foreign-going vessels, but, in lieu thereof, shall pay as for tonnage dues a fixed sum of twopence (2d.) per ton on their net registered tonnage per entry into the Port when coming direct to Fremantle. Such steamers calling at any other port or ports *en route* to Fremantle shall pay a fixed sum of one penny half-penny (1½d.) per ton on their net registered tonnage.

Interstate or coasting vessels making a trip to Bunbury or Geraldton, and returning to the Port of Fremantle shall pay two-thirds of a penny (⅔d.) per ton on their net registered tonnage.

No. 102.

Coastal Trips.—Any vessel making a trip not otherwise provided for on the coast between the Port of Fremantle and any other W.A. coastal port and returning to the Port of Fremantle, shall pay one penny (1d.) per ton on their net registered tonnage.

No. 103.

Coasting Vessels.—Coasting vessels may pay as for tonnage dues one annual payment of one shilling and eightpence (1s. 8d.) per ton on their net registered tonnage. Applicants prior to the 30th June in any year will be required to pay full rates; those subsequent to that date will only be required to pay one-half the amount to the end of that year, viz., the 31st December.

No. 104.

Vessels Calling in Distress, for Orders, Supplies, etc.—Vessels arriving at the Port of Fremantle in the circumstances, and for the purposes set out hereunder in this regulation, shall not pay the Harbour Dues calculated as for ordinary traders, but shall, in lieu thereof pay a special consolidated rate to embrace all Harbour Dues, including Pilotage, but not including Berthing Dues, of one penny half-penny (1½d.) per ton on their net registered tonnage in the case of steamers, and twopence (2d.) per ton on their net registered tonnage in the case of sailing vessels; minimum charge £2 10s., maximum £10 per entry into the Port, viz. :—

- (a.) In distress, for the purpose of being docked or refitted or repaired, or filling up coal bunkers only; or
- (b.) For orders or provisions, or landing and/or embarking passengers not exceeding ten in number without discharging or taking on board any cargo; or
- (c.) Employed solely in mission work in connection with some religious body; or
- (d.) Employed solely as a pleasure yacht, and not engaged in trading or plying for hire.

The above special payment shall also apply to vessels calling at the Port in the course of following their usual trade routes, but not landing or shipping cargo. Where, however, a wharf berth is occupied the minimum berthing dues, provided for in Regulation No. 105, shall be paid as though the vessel had worked cargo.

In order to take advantage of this special payment, the masters or agents of vessels so landing or embarking passengers as herein mentioned shall declare to the Trust on the manifest of the ship the number of passengers so landed or embarked.

Computation of Tonnage Dues.—See Regulation No. 112.

Section III.

BERTHING DUES AND LAY DAYS.

No. 105.

Berthing Dues.—Vessels working cargo in the Port of Fremantle shall pay berthing dues at the following rates :—

All Foreign-going and other vessels not specially provided for	On all cargo shipped and/or unshipped, 2d. per ton on the first 2,400 tons; 1d. per ton on the balance. Minimum, £3.
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All Interstate vessels, and Coasting vessels over 200 tons register	On all cargo shipped and/or unshipped, 2d. per ton on the first 2,400 tons; 1d. per ton on the balance. Minimum, £3.
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Coasting vessels not exceeding 200 tons register	On all cargo shipped and/or unshipped, 2d. per ton. Minimum, 5s.
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Lighters and Harbour or River vessels	On all cargo shipped and/or unshipped from or on to a wharf 2d. per ton. Minimum, 2s. 6d.
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Coal and other hulks	On all cargo shipped and/or unshipped, 2d. per ton. This charge will only be made where the cargo is worked on to or from the wharf, and does not apply to a hulk working bunker coal into a vessel.
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No berthing dues will be charged against a lighter carrying cargo from or to the wharf, to or from a vessel moored at other than a wharf berth, on which cargo the vessel loading or discharging is paying such dues.

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

Licensed launches (50 tons gross measurement and under), lighters, and barges	Each £2 10s. per annum
Tow boats, passenger steamers, and licensed launches, over 50 tons gross measurement	Each £10 per annum.
Coal and other hulks...	Each £10 per annum.

The above fees are payable half-yearly in advance, to be calculated from the 1st days of January and July of each year.

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

No. 106.

Vessels transshipping cargo to pay Berthing Dues.—All vessels lying at, or fastened to the shore or any of the wharves or jetties or alongside any other vessel in the Port, and transshipping cargo to or from lighters or other vessels, shall pay the like berthing dues in respect thereof as if the said cargo had been landed on or taken off the wharves or jetties, or either of them, in place of being taken from or placed in such lighters or vessels as aforesaid.

No. 107.

Vessels anchored or moored in Harbour to pay Mooring Dues.—All vessels moored in the Inner Harbour, and transshipping into or out of lighters or other vessels cargo, whether intended to be landed on any of the wharves or jetties vested in the Trust or not, shall pay to the Trust, as and for a mooring charge, the same berthing dues as though they were occupying a berth at such wharves or jetties. In the case of cargo so lightered such cargo shall not be included in the computation of more than one set of berthing or mooring dues.

No. 108.

Time allowed Ships at Wharves.—The time during which vessels with full general cargoes on board may occupy berths at all wharves or jetties under the control of the Commissioners for the purpose of discharging or loading cargo shall not exceed the following, viz. :—

For vessels under 101 tons register...	2 days
„ from 101 tons to 200 tons register	2 „
„ „ 201 „ 300 „	4 „
„ „ 301 „ 400 „	5 „
„ „ 401 „ 500 „	6 „
„ „ 501 „ 600 „	7 „

and then at the rate of one (1) additional day for every additional 200 tons register. At the expiration of these respective lay days, a rate of one farthing per register ton per day shall become leviable. The time to be allowed to the same proportion to the above number of days as such

cargo bears to the register tonnage. At the expiration of such proportional lay days, a rate of one half-penny per register ton per day shall become leviable; and after the expiration of 25 days, half that rate only shall become leviable. Sundays and holidays are excluded from the above computation.

No. 109.

Timber Ships.—The time during which vessels with full cargoes of timber on board may occupy berths as above shall not exceed the following, viz. :—

For vessels under 151 tons register...	...	3 days
„ from 151 tons to 200 tons register	...	4 „
„ „ 201 „ 250 „	...	5 „
„ „ 251 „ 300 „	...	6 „
„ „ 301 „ 400 „	...	7 „
„ „ 401 „ 500 „	...	8 „

and then at the rate of one (1) additional day for every additional 200 tons register. The time to be allowed to vessels not having full timber cargoes on board shall be in the same proportion to the above number of days as such cargo bears to the register tonnage. At the expiration of these respective lay days, a rate of one farthing per register ton per day shall become leviable. Sundays and holidays are excluded from the above computation.

No. 110.

Vessels loading Sandalwood.—Vessels loading sandalwood will be allowed double the number of lay days provided for other timber ships, but at the expiration of such double number of lay days the same rate shall become leviable as in the case of other timber ships.

No. 111.

To move when directed.—No vessel shall claim to be allowed to keep a berth longer than the prescribed period, although a portion only of her cargo may have been loaded or discharged; she must move or give place to the next in turn when the Harbour Master so directs.

No. 112.

Computation of Berthing and Tonnage Dues.—In the computation of berthing and tonnage 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 :—

Timber at per ton of 40 cubic feet.	
1 bullock, cow, steer, heifer, or such like animal	... 1 ton
3 calves or foals...	... 1 ton
15 sheep, pigs, dogs, goats, or such like animals	... 1 ton
Caneware—	
Chairs	... 8 to the ton
Tables	... 8 „
Lounges	... 4 „
Articles n.o.b.	... 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
Wool in bales	... 5 bales to the ton
„ bags or pockets	... 10 bags or pockets to the ton
Frozen or Chilled Meat—	
Mutton or lamb	... 16 carcasses to the ton
Veal	... 10 „
Pork	... 13 „
Beef, quarters	... 4 quarters to the ton
Beef, buttocks or loins, and rumps	8 to the ton
Ballast, per ton of 2,240lbs.	

Section IV.

REGULATIONS RESPECTING GOODS AND THE CHARGES THEREON.

No. 113.

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, containing the

particulars indicated in the form set forth in Schedule A, and shall also furnish within forty-eight (48) hours two certified statements of all alterations (if any) which may be made in such manifest by reason of re-measurement of goods included therein or otherwise. Such alterations to a manifest shall not be recognised unless supplied prior to the goods affected thereby being removed from the premises of the Trust. Should the master of any such vessel fail to furnish such information within the time specified, or should he furnish the Trust with any information which is inaccurate in any material particular, or is not duly certified to as being true and complete, the said master, or in his absence from the Port, the owner or agent of the vessel, shall be liable to a fine not exceeding One hundred pounds (£100).

No. 114.

Outwards Manifests, etc.—The master of every vessel shall deliver at the office of the Trust, prior to the clearance of the vessel in which outward cargo is shipped, a certified copy of manifest giving true, legible, and complete particulars of such goods, as will enable the amount of outwards wharfage dues payable thereon to be readily computed. No person shall enter upon any wharf with goods for shipment without first delivering to the wharf manager a cart note, boat note, or other written document, as may be required by the Trust, containing full and true account, with gross measurements or weights of such goods then under his immediate control. Any violation or attempted evasion of these provisions shall render the said master or person liable to a fine not exceeding One hundred pounds (£100).

No. 115.

Payment of Wharfage Dues, etc.—All wharfage dues and handling or other charges incurred, payable in respect of cargo discharged or shipped, shall become payable to the Trust on permission being given for the discharge or shipment of the said cargo, and shall be paid to the Trust on demand, and each bill of lading as shown on manifest must be cleared by one payment; no inwards cargo shall be delivered to the consignee or owner thereof, nor outwards cargo to the vessel in which it is intended the same shall be shipped, until the written receipt of the Commissioners shall have been presented to the consignee or owner, or to the shipper or the master of the vessel respectively for the payment of all wharfage dues and charges as aforesaid in respect of such cargo, together with the written authority of the Commissioners for its delivery to such consignee or 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 breach of this Regulation shall render the consignee, owner, or shipper, and also the master or agent aforesaid, liable to a penalty of not exceeding One hundred pounds (£100), which shall be payable in addition to the amount of dues in respect of which such breach has been committed.

No. 116.

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

do not agree with the cart note or pass in the hands of the driver, the vehicle shall return whence it came, and shall

not be allowed to pass out until the discrepancy has been satisfactorily righted.

RATES OF WHARFAGE AND HANDLING CHARGES.

All goods landed from or shipped into any vessel at any of the wharves or jetties vested in the Commissioners shall pay wharfage dues and handling charges as follows:—

No. 117.—INWARDS CARGO.

Goods.	Delivered at wharf-shed berth.		Delivered over wharves or jetties, Trust receiving and delivering.		Delivered direct from ship's slings into railway waggons or other vehicles for consignment off the wharf. Trust supplies labour only.		Delivered overside into a vessel for conveyance up the Swan River.		Transhipment Cargo delivered overside vessel to vessel.		Transhipment Cargo landed on to wharves or jetties for transhipment by a vessel to coastal, interstate, or oversea ports.	
	Wharfage.	Handling charges.	Wharfage.	Handling charges.	Wharfage.	Handling charges.	Wharfage.	Handling charges.	Transhipping dues.	Handling charges.	Transhipping dues.	Handling charges.
	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
Chaff, per ton	6 0	2 6	5 9	2 6	5 9	1 3	5 0	Nil	1 0	Nil	2 0	1 6
Beer, Wines, and Spirits for human consumption, per ton												
Bricks, including Firebricks (per ton of 300 bricks)												
Cement (per ton of 5 casks)												
Fodder in bags, bales, trusses, etc., per ton												
Clay, per ton												
Flour, Bran, and Pollard (per ton of 2,000lbs.)												
Grain (including wheat, oats, maize, barley, rye, but not including rice, linseed, bird seed, grass, or other seeds), per ton of 2,240lbs.	6 0	1 6	5 9	1 6	5 9	0 9	5 0	Nil	1 0	Nil	2 0	1 6
Malt, per ton												
Meats, preserved, of all classes, including ham and bacon, poultry, game, and by-products, per ton												
Oils and Grease (lubricating), per ton												
Sugar, glucose, golden syrup, treacle, and molasses, per ton												
Tobacco, Cigars, and Cigarettes, per ton												
Vehicles and Agricultural Implements, including motor cars, mounted on own wheels	5 9	2 6	5 9	2 6	5 9	2 6	5 0	Nil	1 0	Nil	2 0	2 6
Vehicles and Agricultural Implements (unmounted, and finished parts of same), per ton measurement	p. ton	each	p. ton	each	p. ton	each	p. ton	each	p. ton	each	p. ton	each
Meats, frozen or chilled—												
Beef, per quarter, each	1 6	0 3	1 6	0 3	1 6	0 3	1 6	Nil	0 9	Nil	1 6	0 3
Beef, rump and loin or buttock, each	0 9	0 1½	0 9	0 1½	0 9	0 1½	0 9	Nil	0 4½	Nil	0 9	0 1½
Mutton or Lamb, per carcase	0 4	0 1	0 4	0 1	0 4	0 1	0 4	Nil	0 2	Nil	0 4	0 1
Veal or Pork, per carcase	0 6	0 1½	0 6	0 1½	0 6	0 1½	0 6	Nil	0 3	Nil	0 6	0 1½
Ballast, per ton												
Bullion and Specie, per box or bar	3 0	0 3	3 0	0 3	3 0	0 3	3 0	Nil	1 6	Nil	3 0	0 3
Bicycles, Tricycles, etc., each	1 6	0 3	1 6	0 3	1 6	0 3	1 6	Nil	0 9	Nil	1 6	0 3
Cane-ware—												
Lounges and Settees, each	0 9	0 2	0 9	0 2	0 9	0 2	0 9	Nil	0 4½	Nil	0 9	0 2
Chairs, Tables, etc., each	0 4	0 1	0 4	0 1	0 4	0 1	0 4	Nil	0 1	Nil	0 4	0 1
Coal, per ton	2 0	1 6	2 0	1 6	2 0	0 9	2 0	Nil	1 0	Nil	2 0	1 6
Coal, in lots of 100 tons or over to one consignee												
Coal, put direct from collier overside into bunkers or hulks for bunkering purposes	Free	of wharfage	dues.									
Coke, per ton	1 6	1 6	1 6	1 6	1 6	0 9	1 6	Nil	1 0	Nil	1 6	1 6
Coke, in lots of 100 tons or over to one consignee												
Explosives, per ton measurement												
Empty returns, per ton	0 6	1 6	0 6	1 6	0 6	0 9	0 6	Nil	0 6	Nil	0 6	1 6
Hides (raw and loose), each	0 1½	0 0½	0 1½	0 0½	0 1½	0 0½	0 1½	Nil	0 1½	Nil	0 1½	0 0½
Hides (raw, in bags), per bag	0 4	0 2	0 4	0 2	0 4	0 2	0 4	Nil	0 2	Nil	0 4	0 2
Kapok, Fibre, and like material, per ton measurement	3 0	1 6	2 9	1 6	2 9	0 9	2 0	Nil	1 0	Nil	2 0	1 6
Lead Concentrates, per ton	1 6	1 6	1 6	1 6	1 6	0 9	1 6	Nil	1 0	Nil	1 6	1 6
Lead Concentrates, in lots of 100 tons or over to one consignee, and discharged continuously												
Live Stock, Trust supplies labour only when requested by consignee—												
Bulls, bullocks, cows, steers, heifers, horses, donkeys, each	1 6	1 0	1 6	1 0	1 6	1 0	1 6	Nil	0 9	Nil	1 6	1 0
Calves, foals, and dogs, each	1 0	0 6	1 0	0 6	1 0	0 6	1 0	Nil	0 6	Nil	1 0	0 6
Pigs, each	0 3	0 1	0 3	0 1	0 3	0 1	0 3	Nil	0 1½	Nil	0 3	0 1
Sheep and goats, each	0 1½	0 1	0 1½	0 1	0 1½	0 1	0 1½	Nil	0 1	Nil	0 1½	0 1
Others, each	1 6	1 0	1 6	1 0	1 6	1 0	1 6	Nil	0 9	Nil	1 6	1 0
Animals or poultry in cages or crates, at per ton of 40 c.f. of cage or crate	3 0	1 6	2 9	1 6	2 9	0 9	2 0	Nil	1 0	Nil	2 0	1 6
Manures, per ton	1 0	1 6	1 0	1 6	1 0	0 9	1 0	Nil	1 0	Nil	1 0	1 6
Manures, in lots of 250 tons or over to one consignee, and discharged continuously												
Sandalwood, per ton	2 0	2 0	2 0	2 0	2 0	1 0	2 0	Nil	1 0	Nil	2 0	2 0
Scrap Metal	1 6	1 6	1 6	1 6	1 6	0 9	1 6	Nil	1 0	Nil	1 6	1 6
Skins in bales, per bale	0 6	0 3	0 6	0 3	0 6	0 3	0 6	Nil	0 3	Nil	0 6	0 3
Skins in bundles, per bundle	0 3	0 2	0 3	0 2	0 3	0 2	0 3	Nil	0 1½	Nil	0 3	0 2
Timber, per ton	2 0	1 6	2 0	1 6	2 0	0 9	1 6	Nil	1 0	Nil	2 0	1 6
Timber in lots of 250 tons or over to one consignee, and discharged continuously												
Tiles and Slates, per ton	3 0	2 6	2 9	2 6	2 9	1 6	2 0	Nil	1 0	Nil	2 0	2 6
Wool in bales, per bale	0 6	0 3	0 6	0 3	0 6	0 3	0 6	Nil	0 3	Nil	0 6	0 3
Wool in pockets or bags, per pocket or bag	0 3	0 1½	0 3	0 1½	0 3	0 1½	0 3	Nil	0 1½	Nil	0 3	0 1½
All other goods at per ton (weight or measurement)	3 0	1 6	2 9	1 6	2 9	0 9	2 0	Nil	1 0	Nil	2 0	1 6
Bulk cargoes in lots of 250 tons or over to one consignee, and delivered by the ship continuously direct into Railway waggons or other vehicles						as above						

N.B.—The minimum wharfage due shall be 6d, and the minimum handling charge shall be 3d, per consignment.
 NOTES. 1. Cargo transhipped overside from a vessel in distress to another vessel for convenience or for conveyance to destination or temporarily, 1s. per ton wharfage.
 2. Cargo landed on wharves or jetties from a vessel in distress or for convenience of a vessel and reshipped by same vessel, 2s. per ton wharfage. (This rate includes three days' storage in wharf shed.) Handling charges will be made according as the said cargo is dealt with, on the same scale as other cargo.
 3. Transhipment cargo is cargo appearing upon a vessel's manifest, or declared in writing to the Trust before being landed as intended for transhipment into a vessel.
 4. No wharfage dues will be charged in respect of ballast in the shape of stone, sand, shingle, or such like material transhipped overside vessel to vessel.
 5. The Trust will not supply labour to handle cargo transhipped overside vessel to vessel.
 6. Cargo is allowed 48 hours' free storage in wharf sheds, except transhipment cargo, which is allowed 72 hours.
 7. Grain (as defined above), flour, agricultural and horticultural produce (including fruit), and coal, any of which being the product of the State of Western Australia, when brought to the port of Fremantle for the purpose of transhipment for export beyond the State, shall be free of transhipping dues, but must pay handling charges incurred.
 8. Goods which have already paid a full inwards wharfage at another port in the State of Western Australia shall be exempt from the payment of wharfage dues at Fremantle.
 9. Wharfage dues on bulk kerosene and other like oils will be 2s. 9d. per ton of 250 gallons. Handling charges will be subject to arrangement according as the oils are dealt with.
 10. For extra handling and other charges on goods see Regulations Nos. 121, 137, 138, 139, 140, 150, 151.

No. 118.

OUTWARDS CARGO.

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

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

Labour services, receiving and delivering such goods, shall be charged for at the same rates as inwards cargo of a similar character.

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

Ballast.—Wharfage, 6d. per ton; handling charges 7d. per ton if worked direct out of trucks into ship's slings.

Bunker Coal.—Where worked out of trucks or other vehicles or off wharves into ship's bunkers or slings, wharfage nil; handling charges 7d. per ton for each handling incurred.

Timber.—Wharfage 1s. 6d. per ton of 40 cubic feet; handling charges on bulk consignments of 250 tons or over, shipped by one consignor, 7d. per ton for each of the following services:—

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

Scrap Metal.—Wharfage (same as inward rates); handling charges 1s. per ton for handling out of trucks or other vehicles into ship's slings.

Frozen Lamb.—Wharfage free; handling charges 1d. per carcass.

Sandalwood.—Wharfage (same as inward cargo rates); handling charges 1s. per ton weight for each service incurred, and the Commissioners shall have the right of increasing this rate if the methods required by the ship or the owner of the sandalwood render same necessary.

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

No. 119.

Definition of "Handling Charges."—Handling charges on inwards cargo shall (except where otherwise specifically provided) include receiving from ship's slings, tallying (which tallying shall be done in conjunction with and in the presence of any tallying which may be done by the ship), and delivering to the tail or side of vehicle, but not loading the vehicle. Inwards cargo shall not, for any purpose whatever, be deemed to be in the custody of the Trust until the sling is released, by the ship's representative or servant, from the ship's tackles, or deposited on the wharf or conveyance provided by the Trust to receive the same.

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

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

No. 120.

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

In those cases where the permission of the Trust has been obtained by the master or owners of a vessel to handle cargo from or to the said vessel across the wharf, the master or owner shall be entitled to charge the owner of the cargo handling charges not exceeding 9d. per ton for each distinct handling service incurred, dead weight or measurement as per manifest, Bills of Lading, or shipping notes.

No. 121.

Cargo consigned from Ship's Slings in Railway Waggon.—Consignees desiring that cargo consigned to them shall be loaded direct from the ship's slings into railway waggons, shall give notice to the Wharf Manager of their desire before noon of the day upon which such cargo is to be discharged, and shall at the same time satisfy the Wharf Manager that they have completed arrangements with the ship to have the cargo so discharged. Consignees shall also indemnify the Commissioners against loss or damage to cargo so handled, before the work is undertaken. In the event of such cargo being discharged before the waggons have been run alongside the ship for the purpose of such direct loading, or in absence of any indemnity against loss or damage to such cargo, the said cargo will be run into and stacked in the wharf sheds, or otherwise dealt with according to the berth occupied by the ship, and if the said cargo is afterwards required to be loaded into the said waggons, an extra labour charge shall be paid by the consignee for conveying the said cargo to the side of the waggons. 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. The Commissioners shall, notwithstanding the giving of the herein above-mentioned indemnity, have the right of refusing to handle cargo direct from ship's slings into railway waggons in cases where, owing to the character of the ship's gear, or any other reason, the work is, in the opinion of the Wharf Manager, dangerous; and in all cases where the cargo is for any reason handled into sheds, or on to the wharf, the wharfage dues and handling charges properly applying to that method shall be paid.

No. 122.

Receipts for Cargo landed into Railway Waggon.—In the case of cargo landed direct into railway trucks or delivered to railway trucks on the wharf or at wharf sheds, where such cargo has passed into the custody of the Trust owing to the Trust having given receipts to the ship for same, the consignee of such cargo must give receipts to the Trust for such cargo before the truck or trucks containing such cargo is or are permitted to be removed, and the Trust shall not be held responsible for the safe custody of such cargo after the said truck or trucks have been loaded and ready for removal.

No. 123.

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

No. 124.

Computation of Wharfage Dues and Handling Charges.—Wharfage dues and handling charges on cargo shall, except where otherwise provided, be computed on the weights or measurements or weights and measurements given in the ship's manifest, bill of lading, or other shipping document for such cargo, but it shall be competent for the Trust, at its own option, to proceed on a weight

basis of 2,000lbs. or 2,240lbs to the ton (according to trade usage) or on a measurement basis of 40 cubic feet to the ton. A fraction of a ton weight or measurement shall be charged for on a *pro rata* basis. In all cases the gross weight or measurement is required, and the Commissioners reserve the right to at any time demand that goods shall be reweighed or remeasured in the presence of an officer of the Trust and at the expense of the owner of the cargo.

No. 125.

Receipts, etc., for Inwards Cargo.—The receipts of the Commissioners to a ship for cargo landed (in cases where under these Regulations cargo passes into the custody of the Commissioners as wharfingers) shall be based upon the outward appearance of the packages only, and shall bear the following endorsement:—"Received in apparent good order and condition; weight, contents, and value unknown, except where otherwise stated," and if during the progress of discharge of cargo doubt shall be expressed by the Wharf Manager as to the condition of any package or packages, such package or packages shall be placed in a situation apart from other cargo, pending examination, and the Trust's tally of and receipt for such package or packages shall be that of a doubtful or damaged package, as circumstances and appearances dictate. Such package or packages shall be opened and examined by the consignee, 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.

No. 126.

General Responsibility of Commissioners.—No goods, for which receipts have not been given by the Commissioners, shall be deemed for any purpose to be in the custody of the Commissioners as wharfingers, nor shall the Commissioners be responsible for their safe custody, or for any loss or damage that may accrue to the same, in any manner whatsoever. In no case shall the Commissioners be responsible for the weight, size, character, or condition of the contents of packages, and generally the Commissioners shall in no case whatsoever be liable for a greater value in regard to any goods than is stated upon the ship's receipts, bills of lading, manifests, or other documents as regards declarations of values, and for this purpose the Commissioners may rely upon, and the owners of the goods shall be bound by all statements, exceptions, and conditions endorsed upon such ship's documents as aforesaid.

No. 127.

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

No. 128.

Wrong Delivery.—The Commissioners will not be responsible for the wrong or non-delivery of goods to persons other than the consignee, or of goods which are not marked or are erroneously or deficiently marked, or which have numerous old or imperfectly erased marks thereon, nor in cases where more than one consignment of goods of apparently similar character or appearance, in the same ship, bear the same or similar marks.

No. 129.

Goods not to be moved.—No person shall remove from one vessel to another, or from any part of the wharf to any

other part thereof, any goods or luggage without the authority of the Wharf Manager first had and obtained.

No. 130.

Goods not to be handled in wet weather.—No goods shall be landed or shipped in wet weather without the permission, in writing, of the Wharf Manager at the request of the master or agent of the discharging or loading vessel; but the giving of such permission shall not throw upon the Trust any liability for damage to such goods caused by being so landed or shipped or handled in wet weather. The determination of the Wharf Manager that the weather is wet shall be conclusive.

No. 131.

Goods specially treated by Government or other Authorities.—The Commissioners shall not be liable for goods which are required by Government or other recognised authorities to undergo special treatment, such as fumigation, dipping, steaming, opening, destroying, or otherwise.

No. 132.

Responsibility in case of fire, etc.—The Trust shall not be responsible for loss or damage to goods, while in their custody, by fire, water used in extinguishing fire, or vermin, nor for loss or damage to ironwork or such character of goods in an unprotected state which may be stacked on the wharves, and any action of the Commissioners in endeavouring to temporarily cover or protect such goods shall not be held to cast upon them any liability for loss or damage as aforesaid.

No. 133.

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

No. 134.

Mode of discharging or loading.—The master of every vessel shall give notice to the Wharf Manager of his intention to discharge or load before such work is commenced. No goods, live stock, or other material of any sort whatsoever shall be discharged or shipped, except at such times and places, and in such order and mode as may be directed and deemed expedient by the Wharf Manager for the proper working of any wharf or jetty. Cargo discharged without permission of the Wharf Manager being first obtained, shall not be deemed to be in the custody of the Trust, nor shall the Trust be held responsible for any loss or damage that may accrue to such cargo from any cause whatever.

No. 135.

Contents of Packages.—Notwithstanding the nature of the receipt given by the Wharf Manager for any goods passing into the custody of the Commissioners, the Commissioners shall in no way be liable for the contents of packages which are so packed or secured that the contents are not plainly visible or the character thereof not plainly discernible at the time of receiving the goods without the packages being unpacked or opened.

No. 136.

Goods handled out of the ordinary working hours of the Port.—Notwithstanding the nature of any receipt given by the Wharf Manager for goods passing into the custody of the Commissioners at times other than within the hours which are fixed in these Regulations as the ordinary daily working hours of the Port, the Commissioners shall not be liable for the condition of goods so handled.

No. 137.

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.

No. 138.

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, and the Commissioners shall in no case be liable for damage to goods caused by or contributed to by insufficient packing or protection.

No. 139.

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 from that in which they may have been received from the ship, and where, in the opinion of the Wharf Manager, such delivery involves special sorting or handling, the consignee shall pay to the Trust 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.

No. 140.

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.

No. 141.

Discharge or Loading to be continuous, or as directed.—The master of any vessel berthed at any wharf or jetty shall cause the discharge or loading of such vessel to be commenced and continued till completed, by working at such hours as the Harbour Master or Wharf Manager shall direct, provided that such direction shall not be in contravention of any Customs Law or Regulation.

No. 142.

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

No. 143.

Passengers' Luggage.—Passengers' luggage, not appearing on the manifest of the ship, shall, except where carried by passengers, pay, before entering or leaving the premises of the Trust, a fixed sum of one penny per package to cover all wharfage and handling charges, but all luggage appearing on the manifest shall pay wharfage dues at the rate of 1s. per ton weight or measurement and handling charges as ordinary cargo. The term luggage shall not include commercial travellers' sample packages, theatrical companies' scenery and properties, furniture or merchandise. The same charges shall apply to outwards-bound

luggage. Free storage will be given for forty-eight hours after luggage is landed, but if luggage is left on the premises of the Trust for a longer time than forty-eight hours the same storage rates as for ordinary cargo shall be charged.

The same limitations in regard to value of ordinary cargo as set out in these Regulations shall apply to packages of passengers' luggage or effects passing into the custody of the Commissioners.

No. 144.

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

No. 145.

Kerosene, etc., Hulks.—No hulk having kerosene, naphtha, petrol, benzine, turpentine, or other inflammable oils or spirits in any form of packing on board shall lie at any wharf without express permission from the Harbour Master or Wharf Manager.

No. 146.

Noxious or Dangerous Goods.—No goods or articles of any description which, in the opinion of the Wharf Manager, are noxious or likely to occasion damage to any wharf or shed shall be discharged or landed on any such wharf or placed in any such shed without the special permission, in writing, and under the direction of the Wharf Manager. And all goods of a dangerous, noxious, or inflammable nature which shall have been so landed shall be removed by the owner, agent, or consignee immediately upon being so landed, and such owner, agent, or consignee failing to do so will be held responsible for any damage or loss that may accrue from any accident arising therefrom in addition to being liable to the penalty provided for breach of the Regulations of the Trust, and the Trust shall not be responsible for any damage or loss which may accrue to such goods.

No. 147.

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

No. 148.

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

No. 149.

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.

No. 150.

Vessels working overtime.—The master of a vessel desiring to work any hours, not being working hours as defined

above, shall give to the Wharf Manager two hours' notice, and on holidays twelve hours' notice of his desire so to do.

The cost over and above the ordinary cost of day work, of all labour and supervision, etc., employed by the Trust during any hours not being working hours as defined in the preceding Regulation, or on holidays, shall be paid for by the master or owners of the vessel or the agent therefor, in addition to the usual charges. The extra cost of lighting shed or berth to enable a vessel to work during any hours not being working hours, or on holidays as aforesaid, shall also be paid by the said master, owners, or agent.

No. 151.

Delays caused by ships to be paid for.—The loss in wages paid by the Trust due to delays caused by ships during the course of handling cargo, owing to breakdown of gear, or the time occupied in the rigging of gear, or more than average time occupied in handling cargo to the Trust, shall be paid to the Trust by the master or owners of the said ship.

No. 152.

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

No. 153.

Master responsible for proper slinging of goods.—Every master of a ship shall be responsible for the proper slinging of all goods discharged on to any wharf or jetty, and for any damage that may occur either from the breakage of slings or from the goods being imperfectly slung.

No. 154.

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

No. 155.

Machinery and drivers to be certificated.—The owner or lessee of any such machinery, being steam machinery, so placed on any such wharf or jetty, must produce to the Commissioners when required a certificate from the State Inspector of Machinery that such machinery is in good order. The person in charge of such machinery must be duly qualified, either by being the holder of an engine-driver's certificate of competency issued by some recognised competent authority, or by obtaining a certificate of competency after examination by the Engineer Inspector appointed by the Commissioners. The fee to be charged for every such examination and certificate shall be £1 1s., payable before such certificate is issued.

No. 156.

Sorting or Packing on Wharves.—No person shall sort any timber, or pack or repack or repair any goods, or screen any coal or other bulk goods on any wharf or in any store, without permission from the Wharf Manager, except as is provided for in the statutes relating to His Majesty's Customs.

No. 157.

No Goods allowed on Roadways.—No goods shall be placed on any roadway or other land adjoining a wharf

or jetty without the permission of the Wharf Manager having first been obtained.

No. 158.

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

No. 159.

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

No. 160.

Trust not bound to find storage accommodation.—The Trust shall not be bound to find storage room for any goods, either in any shed or on any wharf. After notification to the owners, shippers, or consignees of any goods, or to the vessel's agent, that room is not available for the storage of such goods within a shed, or that such goods are, owing to their character, not permitted by some other authority than the Trust to be stored in a shed, the Trust shall not be held responsible for any loss or damage that may accrue to the goods, by the elements or otherwise, during the time they remain on the Trust's premises.

No. 161.

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

No. 162.

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

No. 163.

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.

No. 164.

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

No. 165.

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.

No. 166.

Goods left on Wharf may be opened, etc.—If any free goods shall, without permission from the Wharf Manager, remain upon any wharf, or on the approaches thereto, or in any shed in which goods may be placed, for a longer time than shall be allowed by these Regulations, it shall be lawful for the Wharf Manager to open and examine the same, before the goods are dealt with under the provisions of Section 29 of the Act, or otherwise according to law.

No. 167.

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

No. 168.

Limitation of value of Goods lost or damaged.—All claims for goods lost, damaged, or destroyed shall be restricted to the cash value of the same at Fremantle, provided such value does not exceed the cash value at the port

of shipment at date of shipment with actual freight insurance duty (if any) and shipping charges added.

No. 169.

Limitation of value of goods where not declared.—The Commissioners shall not be liable for gold, silver, bullion, specie, watches, clocks, jewellery, precious stones, silk goods, quinine, precious metals, opium, bank notes, bonds or securities for money, paintings, sculpturing, or other works of art, beyond the sum of £10, nor beyond that amount for each package or parcel of any other kind of property (no matter what may be the contents thereof) unless the consignor or consignee of such article or articles or such package or parcel shall, in the case of outwards cargo or goods, before handing same to the custody of the Commissioners, and in the case of inwards cargo or goods, after arrival of the ship at the port, and before the discharge of the cargo or goods is commenced, declare the nature and value of such article or package.

No. 170.

Limitation of value of goods.—Without affecting, restricting, or limiting any other of these regulations, the Commissioners' liability for each package of goods coming into their custody shall be limited to the amount of any declaration of value made by a consignor or consignee of such goods, and the Commissioners may rely upon and the owner of such goods shall be bound by all statements, exceptions, and conditions endorsed on ships' receipts, bills of lading, and ships' manifest as to the value of such goods.

No. 171.

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

No. 172.

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

No. 173.

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

Section V.**REGULATIONS AND CHARGES FOR THE HIRE OF CRANES.**

No. 174.

All requisitions for the hire of steam or electric wharf cranes shall be made at the office of the Trust on the forms provided for the purpose, and the order in which cranes are used shall be in the order of the written applications, and as near to the time mentioned in such applications as can be arranged.

No. 175.

In the event of an applicant for hire of any crane not being ready to make use thereof at the time mentioned in his application, he shall lose his turn if another applicant is waiting for or ready to use the crane.

No. 176.

The Commissioners shall not be liable for any loss or expense incurred by applicants for cranes owing to the cranes not being available for hire at the time appointed.

No. 177.

Any expense incurred through the failure of an applicant to make use of cranes at the time appointed shall be paid by the applicant.

No. 178.

Hirers of cranes shall be responsible for, and indemnify the Commissioners against any loss or damage whatsoever that may arise or be caused to or suffered by the Commissioners by reason of any wrongful or negligent act, or any omission, or wrong information made or given by the said hirers or anyone acting on their behalf, including all damage done to the cranes or the gear or purchases used in connection therewith whilst being used by them, reasonable wear and tear excepted.

No. 179.

The Commissioners will work the cranes, but will not be responsible for any loss, damage, or accident which may occur either to goods being landed or shipped, or to the vessel from or into which such goods may be landed or shipped, nor to any vehicle out of or into which goods are being lifted, or to the goods being so dealt with.

No. 180.

The Commissioners will not supply slings for lifting cargo out of or into ships.

No. 181.

Hirers of cranes shall pay for the same in advance the fees laid down by the Commissioners from time to time. The time during which a crane shall be considered to have been in use shall be computed from the time the crane is required, as stated in the application, until the officer in charge of the crane be informed by the hirer that it is no longer required by him.

No. 182.

The cost, over and above the ordinary cost of day work, of all labour and supervision employed by the Trust in connection with the working of cranes, during hours other than working hours of the port, as defined by these Regulations, whether in continuous work, or when dealing with casual or special lifts, as per scale hereunder, shall be paid to the Trust by the hirer in addition to the amount set down for the hire of the crane or cranes employed.

No. 183.

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

No. 184.

In all cases where steam has to be raised upon a steam crane to perform any service the minimum charge shall be £1, and in cases where the ten-ton electric crane has to be shifted to another berth to perform any work, the minimum charge shall be £2, which charge shall cover the cost of continuous service for the first hour.

No. 185.

No person shall tamper with any crane or any of the electric mains or connections or other portions of the electrical equipment, or climb about any crane.

No. 186.

No crane shall be used without permission of the Commissioners.

No. 187.

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

1. Continuous work, between the hours 8 a.m. to 5 p.m., Monday to Friday; and 8 a.m. to 1 p.m., Saturday:—

	s.	d.
(a.) In loading or unloading vessels, to include all lifts up to computed 3 tons weight. Minimum, 4 hours. Per hour or portion of an hour ...	5	0
(b.) In handling goods on wharves or into or out of vehicles, to include all lifts up to 1½ tons weight. Minimum, 4 hours. Per hour or portion of an hour ...	5	0

Note.—A reduction of 20 per cent. will be allowed for each four hours' work after the first eight hours.

2. Scale for casual or special lifts:—

(a.) For lifts computed to weigh not exceeding 1½ tons, per lift ...	2	6
(b.) For lifts computed to weigh more than 1½ and up to 10 tons, fraction of tons over one quarter ton to be taken as one ton, per ton ...	5	0

No. 188.

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

No. 189.

Hand Cranes.—Applications for the use of such hand cranes as may be, or become, the property of the Commissioners, must be made to the Wharf Manager, who may grant permission for same to be used on payment of the fees specified in the scale of charges for such service laid down from time to time. The time during which a crane shall be considered to have been in use shall be computed from the time mutually arranged between the hirer and the Wharf Manager until intimation is given to the latter that such is not further required.

No. 190.

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

Section VI.**NAVIGATION.**

No. 191.

Masters' and Owners' Responsibility for Observance of Regulations.—The master and owner of every vessel shall

severally be responsible for the due performance and observance of such of the Regulations of the Trust as apply to such vessel at any time; and when any vessel is under the direction of a pilot, the said pilot shall be also responsible for the due performance and observance of the Regulations; but the responsibility of the pilot shall in no wise relieve the master and the owner of the vessel of their responsibility.

No. 192.

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

No. 193.

Speed of Vessels in Harbour.—The speed of any vessel navigating the Inner Harbour shall not exceed the rate of five knots per hour, and shall be still further reduced while passing any works in progress, or any dredge or other vessels employed in the execution of such works, so that such works or dredge or other vessel shall not be interrupted or damaged.

No. 194.

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

No. 195.

Stranded Vessels or other Impediments to Navigation.—If any vessel be sunk or stranded within the Port, or if any obstruction be found to impede the navigation and use of the Port or any part thereof, the master or the owner or agent of such vessel, or the owner of the property by which such obstruction is caused, shall immediately notify the Harbour Master of the position of such obstruction, and shall exhibit on or near such vessel or obstruction such flags, masts, or lights, or other marks as the Harbour Master may direct, and all sunken or stranded vessels or other objects shall be removed by the owner or owners thereof when called upon to do so by the Harbour Master.

No. 196.

Rafts not allowed in the Fairway.—No rafts of timber shall lie in the fairway or be moored or anchored in any spot not pointed out by the Harbour Master.

No. 197.

Rafts in the Harbour.—Rafts lying in the harbour shall, between sunset and sunrise, exhibit a proper light on a pole twelve (12) feet high, fitted properly on one end or part of such raft. In any case in which the raft is over one hundred (100) feet in length, lights of the description above mentioned must be fitted and exhibited on each end thereof.

No. 198.

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

No. 199.

Anchor Lights.—All vessels at anchor, or fastened to a mooring buoy or other fixture, shall, from sunset to sunrise, exhibit a bright white light in a globular lantern, of not less than eight inches in diameter, and so placed as to show a clear, uniform, and unbroken light visible all

round the horizon, and at a distance of at least one mile. In cases of vessels over 100 feet in length, a second light shall be exhibited, and the two lights shall be so located as to indicate the extremities of the vessel. This Regulation shall not apply to vessels moored to the shore or any wharf, such vessels being provided for elsewhere in these Regulations.

BERTHING.

No. 200.

Harbour Master to have entire control of Anchoring and Berthing, and can remove Vessels.—The Harbour Master or his deputy, or other officer acting for such Harbour Master, shall have the entire control of anchoring, berthing, and removing all vessels, lighters, boats, etc., coming to the wharves, and shall appoint the place where all such vessels, lighters, boats, etc., shall lie or take up anchorage within the harbour, and no vessel shall be so anchored or brought, or placed alongside of any wharf without his authority or contrary to his directions. He shall also appoint the berth which each vessel shall occupy, and shall have power to remove any vessel from a berth or alter the berth of any vessel whenever he may deem it necessary and shall think fit, and upon his giving notice to the master or owner of any such vessel that he may require to so remove, such master or owner shall make all arrangements for such removal accordingly. Failing compliance with the directions of the Harbour Master, the Harbour Master is empowered to forthwith remove the vessel at the risk and expense of the master or agents or owners of such vessel.

No. 201.

General Berthing Regulations.—The following Regulations shall be enforced at all times :—

- (a.) No vessel shall be moored or fastened to any part of any wharves or jetties except to such bollards or other fastening as are or may be provided for the purpose; and no vessel shall lie alongside such wharves or jetties unless properly moored or fastened. All vessels so moored or fastened shall also be anchored or moored in such a manner as to relieve such wharves or jetties as much as possible from the weight of such craft.
- (b.) No vessel shall be moored or so fastened as aforesaid except for the purpose of loading or unloading, nor for any longer period during the authorised hours than shall be reasonably required for such purpose.
- (c.) Passenger boats may lie alongside the steps at any such wharves or jetties for such time as may be necessary to embark or disembark passengers.
- (d.) All vessels lying alongside any such wharves or jetties shall, on the approach thereto of a passenger steamer, be hauled off, if required, to a sufficient distance to enable such passenger steamer to disembark or embark passengers.
- (e.) Any vessel may be permitted to lie alongside any wharf or jetty for the purpose of discharging and taking in cargo at all hours of the day and night consistent with these Regulations.
- (f.) In no case shall more than one tier of vessels lie alongside or be moored or fastened to any wharf or jetty or to any other vessel lying alongside moored or fastened to any wharf or jetty, without the special permission of the Harbour Master, except in the case of passenger vessels, steam tugs, hulks, and lighters engaged or about to engage in towing or the loading or unloading of passengers or cargo or stores, and in respect of which a general or special permission so to do shall have been obtained from the Trust.

- (g.) The Trust may, from time to time, give such general or special permission as aforesaid and revoke the same.
- (h.) All vessels lying alongside any of the wharves or jetties shall provide and use suitable fenders, and shall likewise take such precaution as may be necessary, or directed, to prevent injury to the structure.
- (i.) All vessels shall be moored alongside the wharves and jetties in such position as may be indicated by the Harbour Master, who may, if necessary, direct the removal of other craft for that purpose.
- (j.) Such portions of the wharves as may from time to time be decided upon by the Harbour Master shall be allotted respectively to all vessels.
- (k.) When the Harbour Master may deem it unsafe through stress of weather, for a vessel to remain alongside any wharf or jetty, he shall direct the immediate removal of such vessel, and the master or other person in charge of such vessel shall remove such vessel accordingly.
- (l.) The Harbour Master shall have full power at any time to reserve any berth he may consider most suitable at the wharves for any man-of-war, or for any British or foreign mail steamer or for any other vessel or purpose.

No. 202.

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

• VESSELS IN PORT.

No. 203.

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

No. 204.

Naked Lights prohibited in vessels' holds.—The use of flare-up lamps or naked lights of any sort or design whatsoever, in the holds of vessels lying at any of the wharves or jetties of the Port, whether for the purpose of working cargo, or for any other purpose, is prohibited.

No. 205.

Lights on vessels when lying in tier at wharves.—Every ship, lighter, barge, boat, raft, or craft of any description whatsoever which shall, between the hours of sunset and sunrise, lie in tier outside of any ship or other craft moored to the shore or to any wharf or mooring buoy or at anchor in the harbour, shall, during those hours, exhibit on the side farthest from such ship or other craft, at the widest part of such ship, lighter, barge, boat, raft, or other craft as aforesaid, a bright light so placed as to show a clear and unbroken light completely round her off side from right ahead to right astern.

No. 206.

Safety Nets.—Every vessel lying at any wharf or jetty shall have such a safety net suspended beneath the gangway or other appliance that may be rigged for the purpose of facilitating ingress and egress to the said vessel as will, in the opinion of the Harbour Master, prevent persons falling in the water in the event of their slipping off the

said gangway or other appliance that may be rigged for the aforesaid purpose. All vessels shall also, while discharging or loading cargo at any wharf or jetty, suspend and keep suspended to the satisfaction of the Harbour Master a safety net or saveall of size, character, and so placed as to prevent the material (including coal, coke, ballast, refuse, or ashes) being dealt with falling into the water. In the absence of such net or saveall, or in the event of any appliance used not proving efficient, the ship shall, in addition to committing a breach of these Regulations, be liable for all loss or damage caused by such absence or want of efficiency.

No. 207.

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

No. 208.

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

No. 209.

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

No. 210.

No Work to be permitted on Sundays.—With the exception of special cases wherein the Customs authorities have given special permission to work, no work of any description shall be done or carried out on any ship in the Port on Sundays, except such as may be necessary for the safety and cleanliness of the ship. No cargo shall be handled between the ships and the wharves with the exception of passengers' personal luggage. Live stock in limited quantities may be landed at wharves on Sundays from vessels arriving, but only upon special permission of the Wharf Manager, and then only at the berths and times stated in such permission. Such permission shall not be given unless proper provision has been made for removal of the stock immediately upon landing.

No. 211.

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

No. 212.

Combustible Matter to be heated in a Boat.—No fire shall be lighted in or upon, under, over, or near any wharf, jetty, or shed, nor, without permission of the Harbour Master, upon any portion of the foreshore, and no combustible matter, such as pitch, tar, resin, or oil, shall be

heated on board any ship or vessel lying at any wharf or jetty, or at anchor in the harbour; and all combustible matter shall be heated in a boat astern at a proper distance from such ship or vessel: Provided that no combustible matter shall be heated while such ship or vessel is lying alongside any wharf or jetty.

No. 213.

No Combustible Liquid to be pumped into the Water.—No oil, spirit, or inflammable liquid shall be pumped or discharged from any vessel or tank into the waters of the Port.

No. 214.

Vessels to clean up Wharf.—The master of any vessel moored to or lying alongside of any wharf, jetty, or landing stage shall not remove his vessel therefrom until the portion of the wharf opposite to or required for the use of such vessel or her cargo has been thoroughly cleared of all rubbish and swept clean, and all such rubbish and sweepings deposited in the receptacles provided for the purpose, to the satisfaction of the Harbour Master and Wharf Manager, by some person belonging to such vessel or hired for the purpose by the master or owner thereof. All stays, planks, gangways, horseboxes, or other articles used for the loading or unloading of such vessel shall be taken on board such vessel, or be removed to such place as the Harbour Master or Wharf Manager may direct, before such vessel is removed as aforesaid.

No. 215.

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

No. 216.

Mooring Appliances and Fireplugs to be kept clear.—All goods or other articles landed or brought on or into any wharf, jetty, or shed shall be placed as the Wharf Manager shall direct, so as to keep the mooring posts or rings and all other appliances free. All fire alarms, fire-plugs, and electric connections shall be left clear, with a space of three (3) feet all round each, and there shall be left a passage of three (3) feet wide leading up thereto.

No. 217.

Vessels at Owners' Risk.—The Trust takes no charge of vessels lying within the Port. The safety of all such vessels, whether at an anchorage or moored alongside any wharf or jetty, or at any mooring buoy, is at all times at the sole risk of the masters or owners thereof. No instruction or direction given by the Harbour Master or other officer of the Trust to the master of any vessel, and no act performed by the Harbour Master or other officer of the Trust in respect of any vessel, shall place any responsibility for the security or safety of any such vessel upon the Trust.

No. 218.

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

No. 219.

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

No. 220.

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

vessel which shall take ground or be stranded, from accident or stress of weather, or any other cause, shall be removed by the owner when called upon to do so by the Harbour Master.

No. 221.

Water Police may Board Vessels.—For the purpose of seeing that all or any of these Regulations are properly carried out, the Water Police, in uniform, shall have access to any vessel at any hour of the day or night, and shall be allowed and authorised to ask any reasonable question of the master of the vessel, or of any officer thereof, and any information required shall in all cases be furnished.

No. 222.

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

No. 223.

Power of Harbour Master.—In case of non-compliance with any of these Regulations regulating the mode and place of mooring and anchoring vessels, and their position and government in the harbour, and their unmooring and removed within or to without the harbour, the Harbour Master is hereby empowered to insure the observance of such Regulations, and for that purpose may moor, unmoor, place, or remove any vessel.

No. 224.

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

No. 225.

Harbour Master may make fast and loose ropes, etc.—And, in effecting any such service, or any other service in the execution of his duty, the Harbour Master is hereby empowered to make fast and attach any rope or other tackle to any vessel, and to cast off or loose any warp or rope, or unshackle or loose any chain by which any vessel is moored or fastened.

No. 226.

Harbour Master may employ assistance.—And, if there is no crew on board of any vessel to be moved, placed, moored, or unmoored, or the crew thereof refuse or fail to aid and assist as aforesaid, or if the crew, or tackle, or quantity of ballast on board such vessel is not sufficient to enable the Harbour Master to effect such removal, he is empowered to hire and employ such other assistance and other quantity of ballast as to him seems requisite, at the cost and charges of the master, agent, or owner of such vessel.

No. 227.

Expenses recoverable.—And such costs and charges, and all other costs, charges, and expenses incurred by the Harbour Master or the Trust in or about insuring the due compliance with these By-laws, or any of them, shall be paid, on demand, by such master, agent, or owner to the Trust.

No. 228.

Interference with Harbour Master.—No person shall without the consent or authority of the Harbour Master, cut or cast off any such rope or tackle so made fast and attached to any vessel as aforesaid, nor refuse to assist the Harbour Master, or interfere with him in the performance of his duty, or otherwise or in any other manner infringe these Regulations.

No. 229.

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

No. 230.

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

No. 231.

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

No. 232.

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

No. 233.

Securing.—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.

No. 234.

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

No. 235.

Pipes shall not discharge on to wharves.—The master of any vessel shall not allow any refuse, filth, or excreta to be emptied from any discharge pipe, or from any water closet or latrine on such vessel, upon any portion of a wharf or jetty or steps belonging thereto, and all steam pipes shall be effectively screened. No water shall be allowed to be discharged from the scuppers of any vessel upon any portion of any such wharf or jetty or steps belonging thereto.

No. 236.

Fire.—In the event of fire occurring on board of any vessel in port the alarm must be at once given if possible by means of the nearest electric signal alarm, and the Harbour Master or his deputy and the Wharf Manager must be sent for immediately, and all persons in charge of or otherwise belonging to any such vessel shall afford such assistance towards extinguishing such fire, and towards the protection of neighbouring vessels, as the Harbour Master shall demand or direct.

No. 237.

Fire Alarms.—No person shall break, sound, or in any other manner interfere with any electric or other fire alarms on the premises of the Trust, except in order to give notice of an outbreak of fire.

No. 238.

General Order.—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.

No. 239.

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

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

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

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

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

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

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

The barometer is a certain indicator of the weather, as a general rule rising with Southerly and falling with Northerly winds, and should be strictly attended to. It invariably gives several hours' notice of the approach of bad weather.

No. 240.

Coal and other Hulks to be surveyed annually.—All hulks anchored or moored within the limits of the port shall be subject to an annual hull survey, to be conducted by such surveyor or surveyors as the Commissioners may appoint, on or before the 31st day of January of each year; and the Commissioners may, on the recommendation of the surveyor or surveyors appointed, continue to permit the hulk therein named to be used within the port, subject to the conditions stated in writing from time to time, till the 31st day of December next ensuing, and no longer. The Commissioners may at any time demand a survey on any hulk, and, on the recommendation of the surveyor, suspend or cancel the permission granted to such hulk to be used within the harbour or any portion thereof. The fee for every such survey shall be £3 3s., and shall be paid by the owner or owners to the Commissioners; such fee to be paid in advance, and in no case will any portion thereof be returned in case of failure to pass such survey. Owners and keepers of hulks shall immediately report to the Harbour Master any casualty or unusual occurrence, such as collision, unusual leakage, loss of moorings, etc.

Section VII.

DANGEROUS MATERIALS, EXPLOSIVES, ETC.

No. 241.

Inflammable or dangerous matter not to be placed in any shed or on any wharf.—Gasoline, benzine, naphtha, petroleum, kerosene, turpentine, casks containing oils, and castor oil in cases, inflammable acids of any description, and vitriol in packages of any description, or any other matter or thing which may, in the opinion of the Wharf Manager,

of an inflammable or dangerous nature shall not, except as may be otherwise in these Regulations expressly provided, be placed on any wharf or jetty or in any shed within the Port other than those allotted for the purpose.

No. 242.

Vessels not obliged to carry dangerous goods.—The master or owner of any vessel shall not be obliged to carry therein any aqua fortis, oil of vitriol, any explosive as defined by "The Explosives Act, 1895," or any other goods which are of a dangerous nature; and no person shall carry or send by any vessel any goods of a dangerous nature without distinctly marking their nature on the outside of the packages containing the same, and giving notice in writing to the master or owner at or before the time of carrying or sending the same to be shipped; and the master or owner of any ship may refuse to take on board any parcel or package that he suspects contains goods of a dangerous nature, and may, to satisfy himself of the contents thereof, require such parcel or package to be opened in his presence.

No. 243.

Nothing in these Regulations shall apply to any ship having on board exclusively explosives of the following kind or kinds, or to the loading or unloading into or out of, or conveyance to or from any such ship of the same (that is to say):—

- (a.) Explosives belonging to the first division of the sixth (ammunition) class.
- (b.) The following explosives of the second division of fireworks class, namely:—
Squibs, crackers, serpents, rockets (other than war rockets), maroons, stars, lances, wheels, Roman candles.
- (c.) Other explosives; and in such quantities and under such authorities as may be from time to time approved by the Inspector.
- (d.) Explosives on any ships of war.
- (e.) Explosives carried for a ship's own use, and in such quantities as are necessary to meet the law's requirements for signalling purposes, and provided that the explosives are kept, while the ship is in port, in a magazine of copper or other suitable material, and that if two or more of the following explosives be in the ship they shall be kept in separate and completely inclosed receptacles in the magazine:—

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

No. 244.

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

No. 245.

The master or person in charge of every ship having explosives on board shall keep conspicuously exhibited at the foremast head, from sunrise to sunset, the Red burgee, being letter "B" of the Universal Code, and from sunset to sunrise, in addition to the lights ordinarily required for navigation purposes, a red light in such a position as to be above such ordinary lights, and to show a clear, uniform, and unbroken light all round the horizon, visible on a clear night at a distance of half a mile from such light; and every person in charge of a vessel shall observe due caution when approaching any ship having the gunpowder flag or pennant hoisted, and shall not approach any ship nearer than 200 yards, unless duly authorised by an officer of the Trust.

No. 246.

No explosives shall be shipped on board any ship as cargo, except in the quantities and according to the manner approved of or prescribed by the Inspector.

No. 247.

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

No. 248.

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

No. 249.

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

No. 250.

No explosive of the 5th (Fulminate) Class, and no explosive of the 6th (Ammunition) Class, which contains its own means of ignition, and no explosive of the 7th (Firework) Class shall be conveyed in the same ship or licensed powder lighter with any explosive not of the class and division to which it belongs, unless it be sufficiently separated therefrom to prevent any fire or explosion which may take place in one such explosive being communicated to another.

No. 251.

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

No. 252.

There shall not be any iron or steel in the interior of the portion of the ship or licensed powder lighter where the explosive is deposited, unless the same be covered, either permanently or temporarily, with leather, wool, cloth, or lead, or other suitable material.

No. 253.

In any licensed powder lighter containing explosives, no matches, other than safety matches, shall be carried for the use of such boat, and such safety matches shall be kept in a safe place apart from the explosive, and shall be prescribed in the license.

No. 254.

In the stowing of explosives in any ship or licensed powder lighter, due precaution shall be taken, by means of a partition or otherwise, and by careful stowing, to secure such explosive from being brought into contact with, or endangered by, any other article or substance conveyed in such a boat which is liable to cause fire or explosion.

No. 255.

No person whilst on, in, or attending any licensed powder lighter containing any explosive shall smoke, except in a place (if any) prescribed in the license.

No. 256.

No person in charge of any ship or licensed powder lighter containing explosives shall conduct the same in a dangerous or reckless manner; and no person who is intoxicated shall be permitted to be or continue in charge of any ship or licensed powder lighter, nor shall any such person last mentioned be permitted to be in, on, or attending the same.

No. 257.

While the loading, unloading, or conveyance of explosives is going on, all persons engaged in such loading, unloading, or conveyance shall observe all due precautions for the prevention of accidents by fire or explosion, and from preventing unauthorised persons having access to the explosive so being loaded, unloaded, or conveyed, and shall abstain from any act whatever which tends to cause fire or explosion, and is not reasonably necessary for the purpose of the loading, unloading, or conveyance of such explosive, or of any other article carried therewith, and for preventing any other person from committing any such act.

No. 258.

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

No. 259.

No explosive shall be loaded or unloaded from any ship or licensed powder lighter in or upon any public highway, street, road, thoroughfare, or public place, or at any public wharf or landing place, except with the consent of and under conditions approved of by the Inspector.

No. 260.

Explosives shall not be conveyed in a ship which is carrying as merchandise any article liable to cause fire or explosion, or to communicate fire, such as charcoal, lucifer matches, articles for striking a light, or petroleum.

No. 261.

No person in charge of any ship conveying explosive shall delay for a longer time than may be necessary, nor stop unnecessarily at any place where such stopping would be attended with special public danger.

No. 262.

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

No. 263.

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

No. 264.

Each licensed powder lighter conveying explosives shall be in the exclusive charge of, and constantly attended by, some competent person; and such person shall not have charge of more than one boat.

No. 265.

The quantity of explosives to be conveyed in any one licensed powder lighter shall not exceed such quantity as may be allowed by the license, except under special conditions when authorised by the Inspector.

No. 266.

When two or more ships or licensed powder lighters are conveying explosives, or are travelling together, a space of at least 50 yards shall be kept between them unless circumstances render it impracticable.

No. 267.

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

- (a.) An officer of the ship shall be constantly and exclusively in charge of the shipment, stowage, or discharge of such explosives.
- (b.) All fires and lights shall be completely put out (except engine-room fires, which must be carefully banked with damp ashes). No smoking shall be allowed on board. This rule will apply to every ship alongside of or attached to any ship or licensed powder lighter loading or discharging any kind of explosive.
- (c.) Men selected to work in the magazine of the ship or boat must not have any matches, fuses, or knives about their persons, nor wear boots or shoes with any iron or steel on them.
- (d.) All exposed iron or steel in or near the place where any explosive is being passed or handled must be covered over with tarpaulins or other suitable covering.
- (e.) All explosives must be passed from man to man, or rolled, and on no account shall any explosives be pitched, thrown, slung, or slid.
- (f.) No person shall be allowed to work aloft or in those parts of the rigging which may be near to the magazine.
- (g.) Special care must be exercised in selecting the men to work the explosives, to see that they are perfectly sober.
- (h.) In the event of any necessity arising for the stoppage of the loading or discharging of any kind of explosive for any purpose or from any cause whatever, it will devolve upon the officer in charge to take precautions that the hatches of the ship, as well as those of the licensed powder lighter delivering or receiving, are put on and covered with tarpaulins, and that no person is allowed to remain below in the magazines or hold during such stoppage.
- (i.) Paraffin, naphtha, petroleum, or other volatile oil must not be used for any purpose or upon any pretence whatever on board a ship after such ship has on board more than 1,000lbs. of any explosives other than of ammunition whilst the ship is within the limits of the Port of Fremantle.

No. 268.

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

No. 269.

No explosive shall be landed within the limits of the Port of Fremantle unless such explosive shall have been

previously inspected by the explosives Inspector, or unless permission shall have been given by such officer.

No. 270.

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

No. 271.

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

Section VIII.**WATERMEN AND BOATMEN.**

No. 272.

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

No. 273.

License fee.—The annual fee for a license shall be five shillings (5s.), and such license shall cover the period from the first day of March to the last day of February.

No. 274.

Form of Application.—Every application shall be made in writing, addressed to the Secretary, and shall be accompanied by letters from reputable and competent persons, testifying to the sobriety and efficiency of the applicant.

No. 275.

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

No. 276.

Boat to be marked.—Every waterman shall have his name in full, the number of his boat, and the number of passengers he is authorised to carry, corresponding with his license, painted in letters one (1) inch long on a conspicuous part of his boat.

No. 277.

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

No. 278.

Boat and Landing Place to be kept Clean.—Watermen shall keep their boats and equipments clean and serviceable, and shall keep clean the landing place from which they ply, and every waterman shall, while afloat or on duty at any wharf or stairs, obey any direction given by the Harbour Master.

No. 279.

Schedule of Fares.—A licensed waterman shall not demand a higher charge or fare than is prescribed by Schedule B; and every waterman shall have a copy of Fares and Regulations, and shall produce the same, on demand, to any person hiring his boat.

No. 280.

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

No. 281.

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

No. 282.

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

No. 283.

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

No. 284.

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

No. 285.

Penalty.—For the violation or infringement of any Regulation in this section, or for the neglect of any duty or obligation imposed thereby, the offender may be deprived of his license by the Commissioners, in addition to any penalty which may be adjudged against him in consequence thereof.

BAGGAGE PORTERS, DRIVERS, AND CARRIERS.

No. 286.

Porters' Licenses required, and conditions thereof.—No person shall ply or tout for hire as a porter at or on any wharf or jetty or upon any ship within the harbour unless duly licensed by the Trust for that purpose, the issuing of such license to be in the entire discretion of the Commissioners; and every porter shall, when so plying for hire, wear a badge of the pattern approved by the Commissioners, specifying his number, in such a position that the same may be easily seen and recognised. No licensed porter shall transfer or lend his license or badge to any person whomsoever.

No. 287.

Conduct of Porters.—No porter shall proceed on board any vessel to tout, solicit, or ply for hire until called on board by some person wishing to engage him, excepting with the consent of the master or agents of the vessel. When a vessel just arrived in port shall come to on the outside of another vessel lying at any wharf, porters shall arrange themselves in the middle of the inner vessel. But if the vessel just arrived shall occupy an inside berth, they shall then arrange themselves on the wharf, at least five (5) feet from the edge thereof, and

at all times at least six feet from the foot of the gangways, until regularly called and passed on board by an officer of the vessel. And no porter, on being engaged to carry luggage, shall attempt to transfer it to another, but shall himself accompany his employer agreeably to his engagement.

No. 288.

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

No. 289.

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

No. 290.

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

No. 291.

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

No. 292.

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

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

No. 293.

Drivers' and Carriers' permits required.—No person shall enter upon the premises of the Trust with a vehicle to ply for hire therewith for passengers or for goods or luggage, either or all, unless he is the holder of a permit and numbered badge issued by the Commissioners for the purpose, and no permit and badge shall be issued to any person other than the holder of a driver's license issued by some municipal or other authority, entitling him to ply similarly in the town of Fremantle, or some other municipality, and unless the vehicle of which he is in charge is also a vehicle properly licensed and permitted to be used for the purposes of hire in the town of Fremantle, or other municipality.

No. 294.

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

No. 295.

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

No. 296.

Permit deposit.—No charge will be made for the permit and badge issued to carriers and drivers, beyond a sum not exceeding two shillings and sixpence (2s. 6d.), which will represent the value of the badge, and shall be lodged with the Commissioners as a deposit to be returned to the carrier or driver upon the return of his badge.

No. 297.

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

No. 298.

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

No. 299.

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

No. 300.

Driver's permits and badges not transferable.—No permit and badge holder shall transfer or lend his permit and badge to any other person.

No. 301.

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

No. 302.

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

No. 303.

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

No. 304.

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

No. 305.

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

No. 306.

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

No. 307.

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

No. 308.

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

No. 309.

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

No. 310.

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

No. 311.

Scale of Charges for Passenger Vehicles.—The driver of a passenger vehicle shall be entitled to charge, for the conveyance of passengers between any wharf and the boundary of the harbour, the sum of sixpence (6d.) for one,

or two passengers, and an additional threepence (3d.) for each passenger, over two, and no more. An extra charge may also be made for the carriage, within the harbour, of luggage when accompanied by the owner or owners, of one penny (1d.) per package, and no more.

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

No. 312.

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

No. 313.

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

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

No. 314.

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

No. 315.

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

No. 316.

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

Section IX.**BATHING.**

No. 317.

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

No. 318.

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

No. 319.

Depth of Water.—The lessees, owners, or occupiers of public baths shall take soundings of the depth of water in different portions of the baths, and shall properly and plainly show or mark such depths at such places.

No. 320.

Life-saving Appliances.—The lessees, owners, or occupiers of public baths shall provide proper and sufficient life-saving appliances, and shall keep the same in good order and condition, and readily available for use when required.

No. 321.

Experienced Attendant required.—The lessees, owners, or occupiers of public baths shall have in attendance a person or persons expert in the art of natation.

No. 322.

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

Section X.**GENERAL.**

No. 323.

Touting.—No person shall, upon any wharf, or roadway within the harbour, tout for or solicit anyone to proceed as a passenger by any steamer, or to take up his or her residence at or to proceed to any boarding-house or hotel, or to entrust the landing or portage of luggage or goods to any one person or firm.

No. 324.

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

No. 325.

Rubbish or offensive matter, etc., shall not be put into water—Penalty.—Every person who unloads, puts, or throws into any part of the harbour, or any shore or ground in the harbour below high-water mark at ordinary tides, any rubbish, earth, ashes, dirt, mud, or other matter,

or allows any offensive matter to flow into the harbour, shall forfeit for every such offence any sum not exceeding One hundred pounds (£100).

No. 326.

Dead Animals.—Every person who shall throw, place, or leave any dead animal or putrifying matter into or on any part of the harbour, shall forfeit for every such offence any sum not exceeding One hundred pounds (£100).

No. 327.

Interference with Notice Boards.—No person shall take down or injure any board put up for the purpose of publishing any regulation, notice, or penalty, or obliterate any of the letters or figures thereon.

No. 328.

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

No. 329.

Life-saving Appliances.—No person shall interfere with any life-saving gear, boat-hook, drag, grapple, life-buoy, or other apparatus placed within the harbour, and intended to be used for the purpose of saving life from drowning, unless such interference be for the purpose of saving life, or by the police in dragging for drowned persons.

No. 330.

Dragging or Grappling in the Harbour.—No person shall, without the written permission of the Harbour Master, use drags or grapplings within the harbour for the purpose of lifting articles or things from the bed thereof, or which shall disturb the bed of the harbour.

No. 331.

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

No. 332.

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

No. 333.

Riding and Driving upon Wharves or Approach Roads.—No person shall ride any horse or other animal, or drive or impel any machine, including a bicycle, tricycle, velocipede, perambulator, hand-cart, or motor-car on to or upon any wharf except with the permission of the Wharf Manager: Provided, however, that such machine may be taken across any such wharf to or from any ship moored thereto for the purpose of being loaded or unloaded thereat. And no bullock or horse teams, or any wheeled vehicle drawn by any quadruped or quadrupeds shall, except with the permission of the Wharf Manager, be driven on to or permitted to go on to any wharf, and no

person shall furiously or negligently ride or drive along any approach thereto, nor shall drive on the wrong side of the road, nor be away from his horse or cattle so as to be unable to have the full control of such horse or cattle.

No. 334.

Disorderly persons.—No drunken, idle, or disorderly persons shall be allowed to be in or upon or under any wharf or shed within the harbour.

No. 335.

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

No. 336.

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

No. 337.

Boat Races.—No boat race, or procession of boats, will be permitted to take place in the Inner Harbour without the permission of the Harbour Master, who may impose such conditions as he may see fit for the safety of the public and the convenient navigation of the harbour; nor will any steamer be allowed to accompany any race unless the master or owner has previously obtained the written consent of the Harbour Master; but not more than two steamers, in addition to the Harbour Trust launch, will be permitted to take part in or follow any race, one to carry the umpire of the race, and the other to carry passengers or spectators.

No. 338.

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

No. 339.

Removal of Material.—No person shall remove any ballast, rock, stone, slate, shingle, gravel, sand, earth, or other substance or thing from any tidal land or water, or from the seashore below high-water mark in any part of the harbour without the permission of the Harbour Master.

No. 340.

Unserviceable Vessels to be removed.—In case there should be in the port any vessel which is not ordinarily used for sea service, and which the Harbour Master may have reason to believe is unsound or unsafe and likely to prove an obstruction to the navigation of the Port, it shall be lawful for the Harbour Master, accompanied by such persons as may be appointed for that purpose, to visit, board, survey, and inspect the same at reasonable times in the daytime, and the master or other persons in charge thereof shall do all such acts as may reasonably be deemed necessary to enable the Harbour Master and such person or persons as may accompany him to ascertain the state and condition of such vessel; and if the Harbour Master and the majority of the persons accompanying him as aforesaid shall, after such survey and inspection, consider the said vessel in an unfit state for sea and likely to prove an obstruction to the navigation of the Port, the Harbour Master shall give notice, in writing, to the master or owner thereof to remove the said vessel to such place as shall be named in the notice; and if, within seven (7) days of such notice being given to such master or owner, such vessel be not dealt with in accordance with the terms of the said notice, the Harbour Master may cause such

vessel to be dealt with as he shall think fit, and for that purpose the Harbour Master may cast off, unloose, or cut the rope, or unshackle or break the chain by which any vessel is moored or fastened; and all expenses thereof shall be paid to the Trust by the master of such vessel, and in default of payment thereof the same may be recovered at law as a penalty, and such Harbour Master may detain such vessel for securing the expenses; and, on non-payment thereof on demand, may sell the same, and out of the proceeds of such sale pay such expenses: Provided that the Harbour Master shall in no case unloose or cut any rope, or unshackle or break any chain by which any vessel is moored or fastened, unless there be a sufficient number of persons on board to protect the same: Provided also that in no such case as aforesaid shall the Harbour Master order any such vessel as aforesaid to be taken to any place outside the Port or Harbour unless, in the judgment of such Harbour Master, there is no place within the Port or Harbour where she might lie without prejudice or risk of prejudice to the navigation and use thereof (37 Vict., No. 14, Section 6).

No. 341.

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

No. 342.

Fire Alarms and Appliances.—Any person breaking, sounding, opening, or in any way interfering with any electric or other fire alarm apparatus, or using without permission, or in any way interfering with, any apparatus for the suppression of fire, shall be liable to a penalty and for any loss or damage caused to the Commissioners thereby.

No. 343.

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

No. 344.

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

No. 345.

Public Demonstration on Wharves.—No person shall ring any bell or gong, play any musical instrument, or walk or take part in any demonstration or procession of any kind, or make or deliver any speech or address, or sing any song or hymn likely to attract a crowd or assemblage of persons upon any wharf, without first having obtained permission from the Wharf Manager, and any persons so assembled or gathered, or standing together on the said wharf, shall, immediately upon being required so to do by the Wharf Manager, disperse, quit, and leave the said wharf and its approaches.

No. 346.

Children not allowed on Wharves.—No child of tender years shall be allowed on any wharf or jetty.

No. 347.

Cargo not to be Shipped at Landing Steps.—No person shall land or ship any goods, except passengers' luggage of a portable nature, at or from any steps or landing-place for passengers.

No. 348.

Fishing.—No person shall fish from any wharf or jetty without the permission of the Wharf Manager first had and obtained. No person shall fish with rod, line, or otherwise from any public landing steps or place for landing passengers, nor shall place or use any fishing nets or other fishing gear thereat or thereon, or upon or under any wharf, jetty, or shed.

No. 349.

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

No. 350.

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

No. 351.

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

No. 352.

Tampering with Cranes, etc.—No person shall play or tamper with any crane or hoist, or make use thereof, without the permission of the Wharf Manager.

No. 353.

Tampering with Water Appliances.—No person shall turn any valve or cock, or open or shut any fire-plug or hydrant, unless authorised by the Wharf Manager so to do.

No. 354.

Tampering with Electric Light or power mains, etc.—No person shall play, tamper, or in any way interfere with any electric lights or fittings or any electric light or power mains within the Harbour.

No. 355.

Tugs, Lighters, and other Vessels to be Licensed.—No person shall within the Port ply for hire or reward with a steamer, vessel, or boat of any description or hold or let the same for hire or reward for towing, conveyance of passengers, goods, water, ballast, refuse, or any other commodity or thing, or for any other purpose, unless and until a license for that purpose has been issued by the Fremantle Boat Licensing Board, and even then only while such license remains in full force.

No. 356.

Complaints.—All complaints against the Harbour Master or Wharf Manager, or any person under their direction, shall be made in writing to the Secretary.

No. 357.

Where stock to be landed.—All consignments of live stock must be landed or shipped at the Owen Anchorage Stock Jetty. Live stock in limited quantities may, however, be landed or shipped at the Inner Harbour wharves, by permission being obtained from the Wharf Manager, and under the terms and conditions imposed by such authority. Application for such permission must be made at least 24 hours prior to the arrival of the vessel carrying the stock sought to be landed. No cattle shall be landed as aforesaid until all necessary precautions have been taken to insure their being at all times properly tended and under control. No stock, however, shall be landed

before the Master has made the declaration to the Customs authorities, and submitted the stock to inspection in terms of the "Stock Diseases Act, 1895," and any master neglecting to comply with the restrictions imposed by the said Act is liable under that Act to a fine not exceeding £200 and imprisonment for a term not exceeding six months.

No. 358.

Stock Vessels to clean up.—Every vessel after having discharged her consignment of live stock, either at the Owen Anchorage Stock Jetty or at any other wharf or jetty, in accordance with the last preceding Regulation, shall at once proceed to the ballast ground, and there clean up; and no refuse of any kind whatsoever shall be put overboard into the waters of the Port except within the limits of the said ballast ground. The Harbour Master may, in his discretion, allow a vessel which has been permitted to land a limited quantity of live stock at the Inner Harbour wharves, to clean up her cattle decks while lying at such wharves, provided the work of cleaning up is commenced immediately the said stock are landed, and is carried on rapidly and continuously, and that all refuse is put into barges in such a manner that none of it is allowed to find its way into the waters of the Inner Harbour, and that such barges are, as soon as filled, taken to the ballast ground, and there discharged and properly cleaned. Such permission shall not, however, relieve the master or owner of such vessel as aforesaid from any action that may be taken by the health authorities.

No. 359.

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

No. 360.

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

No. 361.

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

No. 362.

Decaying Goods or Material not to be placed or left on Wharves, etc.—No person shall place or leave, or cause to be placed or left, upon any wharf or jetty, or in any shed, any vegetable or animal matters, or goods, or other things whatsoever, which are in a state of decay or putrefaction. Any goods or other things whatsoever which are, in the opinion of the Wharf Manager, unfit to remain on any wharf or jetty, or in any shed, or harmful to other goods stored on or in such wharf, jetty, or shed, may be removed by the Wharf Manager, and the consignee and owner of such goods or other things shall, upon demand, repay the Commissioners the cost of such removal.

Section XI.

No. 363.

ROUS HEAD SLIP.

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

1. All vessels belonging to the Imperial or any of the Colonial Governments will be permitted to use the Slip free of rates and dues; but they will be required to pay all actual expenditure for wages, stores, and material.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

		Per ton per diem.
1,500 tons gross register	... ..	6d.
1,450 tons and under 1,500	... ..	6 $\frac{1}{2}$ d.
1,400 " " 1,450	... ..	6 $\frac{1}{4}$ d.
1,350 " " 1,400	... ..	6 $\frac{3}{8}$ d.
1,300 " " 1,350	... ..	6 $\frac{1}{2}$ d.
1,250 " " 1,300	... ..	6 $\frac{3}{4}$ d.
1,200 " " 1,250	... ..	6 $\frac{3}{8}$ d.
1,150 " " 1,200	... ..	6 $\frac{1}{4}$ d.
1,100 " " 1,150	... ..	7d.
1,050 " " 1,100	... ..	7 $\frac{1}{2}$ d.
1,000 " " 1,050	... ..	7 $\frac{3}{4}$ d.
950 " " 1,000	... ..	7 $\frac{1}{2}$ d.
900 " " 950	... ..	7 $\frac{1}{4}$ d.
850 " " 900	... ..	7 $\frac{3}{8}$ d.
800 " " 850	... ..	7 $\frac{1}{2}$ d.
750 " " 800	... ..	7 $\frac{3}{4}$ d.
700 " " 750	... ..	8d.
650 " " 700	... ..	8 $\frac{1}{4}$ d.
600 " " 650	... ..	8 $\frac{1}{2}$ d.
550 " " 600	... ..	8 $\frac{3}{4}$ d.
500 " " 550	... ..	8 $\frac{1}{2}$ d.
450 " " 500	... ..	8 $\frac{3}{8}$ d.
400 " " 450	... ..	8 $\frac{1}{4}$ d.
350 " " 400	... ..	8 $\frac{3}{4}$ d.
300 " " 350	... ..	9d.

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

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

Section XII.

PENALTIES.

No. 364.

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

Section XIII.

No. 365.

These Regulations shall come into force on the First day of October, 1907.

Made, adopted, and passed by the FREMANTLE HARBOUR TRUST COMMISSIONERS at a Special Meeting of the said COMMISSIONERS, held this Sixth day of September, 1907.

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



A. G. LEEDS, Acting Chairman.

FRANK VILES, }
THOMAS EYRES, } Commissioners.

F. STEVENS, Secretary.

SCHEDULE A.
FREMANTLE HARBOUR TRUST.
INWARD MANIFEST.

Vessel....., Master....., from.....
Entered at Customs House.....
Trip..... Vessel berthed at..... Wharf.....

Marks and Nos.	Consignee.	No.	Packages.	Description.	Weight.		Measurement.	Remarks.
					tons.	cwt. qrs.		

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

(Master or Agent.)

Fremantle....., 190 ..

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

SCHEDULE B.

FREMANTLE HARBOUR TRUST.
WATERMEN'S FARES.

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

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

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

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

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

For Places not mentioned in the Schedule.

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

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

BAGGAGE RATES.

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