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[1934.

FREMANTLE HARBOUR TRUST ACT.

Amendment of Regulations.

Chief Secretary's Department,
Perth, 24th August, 1934.

1411/27.

HIS Excellency the Lieutenant-Governor in Council has been pleased, in accordance with Section 65 of "The Fremantle Harbour Trust Act, 1902-1906," to approve of the annexed Schedule of amendments and additions to the reprinted Regulations (dated 30th April, 1934) of the Fremantle Harbour Trust, as adopted by the Commissioners of the Fremantle Harbour Trust on the 10th August, 1934.

F. J. HUELIN,
Under Secretary.

FREMANTLE HARBOUR TRUST.

Amendment of Regulations.

The Fremantle Harbour Trust Commissioners hereby make the following amendments and additions to the Regulations made under "The Fremantle Harbour Trust Act, 1902-1906," and its amendments, and as reprinted by the Government Printer up to the thirtieth day of April, 1934, and as amended since the said reprint, namely:—

Regulation No. 1 is deleted, and the following inserted in lieu thereof:—

No. 1.

Interpretations.

In the construction, and for the purposes of these Regulations, the following terms shall, if not inconsistent with the context or subject-matter, have the respective meanings hereby assigned to them:—

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

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

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

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

"Berthing Master" means the person appointed to the charge of berthing of vessels, or any other person acting for the Berthing Master.

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

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

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

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

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

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

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

“Goods,” “Cargo.”—All wares and merchandise, and all chattels, live stock, and other things of whatsoever description, but not a ship's own stores or equipment unless landed to be disposed of.

“Harbour Master” includes any person acting under the instructions of the Harbour Master, and may include the Berthing Master.

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

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

“Interstate Vessel” means a vessel owned or registered in the Commonwealth, which trades only between—

- (a) this State and any other Australian State and/or New Zealand, or
- (b) this State and any port or ports in the Dutch East Indies, the Straits Settlements, the Federated Malay States or Borneo via the North-West ports of Western Australia.

“Manager” means the Manager for the Commissioners and includes any officer acting for, or deputed to carry out any duty on behalf of the Manager.

“Master” includes every person having the command, charge, or management of a vessel for the time being, and includes the owners and/or agents for the owners of such vessel.

“Minister” means the responsible Minister of the Crown charged with the administration of the Act.

“Outer Harbour” shall mean all that portion of the Harbour of Fremantle as is contained within the boundaries described in the Schedule to the Act, other than the “Inner Harbour,” or as amended from time to time as prescribed by the Act.

“Owner,” when used in relation to goods, includes any consignor, consignee, shipper, or agent for the sale or custody, loading or unloading of goods, and includes also the holder of any Bill of Lading or other document representing such goods, and every person having or claiming any right, title, or interest therein or thereto.

“Owner,” when used in relation to a ship or vessel includes the holder of any share or interest in a ship or vessel, whether beneficially or otherwise, and also the agent for such owner.

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

“Secretary” means the Secretary to the Commissioners or any person acting as such under their authority.

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

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

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

“Shore” means shore so far as the tide flows and refluxes between low and high-water marks.

“State” means the State of Western Australia.

“Steamer” includes every motor or power driven vessel.

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

“The Harbour,” “The Port.”—So much of the Harbour of Fremantle as is contained within the boundaries described in the Schedule to the Act, or as amended from time to time as prescribed by the Act.

“The Trust,” “The Fremantle Harbour Trust” shall mean the Fremantle Harbour Trust constituted under the Act.

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

“Tonnage Rates” includes Port Dues.

“Tons,” “Tonnage,” and words of the like import having reference to a vessel's tonnage, shall mean or refer to the gross register number of tons or tonnage, except where otherwise stated.

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

“Week,” “Day,” “Hour,” “Month,” “Year,” or any other period shall be taken to mean and include a portion of week, day, hour, month, year, or any other period when a whole week, day, hour, month, year, or any other period has not been required or used.

“Wharf” includes pier, jetty, landing stage, quay, dock, slip, and platform over which the Commissioners have jurisdiction, and includes any shed erected thereon.

Words importing the masculine gender shall include the feminine.

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

“Wreck” includes jetsam, flotsam, lagan, and derelict.

Regulation No. 2 is deleted, and the following inserted in lieu thereof:—

No. 2.

Ordinary Meetings.—Ordinary meetings of the Commissioners shall be held on Fridays, or upon such other days and at such hour as shall from time to time be decided upon by the Commissioners.

Regulations numbered 4 and 5 are hereby renumbered 31 and 32 respectively.

Regulation No. 6 is deleted, and the following inserted in lieu thereof:—

No. 33.

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

Regulations numbered 7 to 10 inclusive are hereby renumbered 34 to 37 respectively.

Regulation No. 11 is amended by deleting all the words after the figure (£100) in paragraph two, and is hereby renumbered 38.

Regulation No. 12 is deleted, and the following inserted in lieu thereof:—

No. 39.

Leave to Officers.—The following shall be the leave of absence allowed by the Commissioners to officers of the Permanent Salaried Staff, appointed in terms of Section 19, Subsection (1), of “The Fremantle Harbour Trust Act, 1902”:—

(a) Public Holidays.—New Year's Day, Foundation of Australia Day, Good Friday, Easter Eve, Easter Monday, Anzac Day, Labour Day, Foundation Day, Sovereign's Birthday, Christmas Day, Boxing Day, and all other days which the Commissioners shall decide shall be observed as office holidays.

Whenever any of the above-mentioned holidays are by law observed on a day other than the exact date upon which they fall, such day shall be held to be the holiday indicated.

Should the requirements of the Trust, or the public, necessitate the attendance of any officer on service upon any of the above-mentioned holidays, such officer shall be granted, in lieu thereof, an equivalent holiday, either added to his annual leave or at such other time as the Commissioners may decide.

(b) Annual Recreation Leave.—Every officer shall be granted leave of absence, on full pay, for recreation, for two weeks in each calendar year, exclusive of public holidays.

The arranging of this leave shall be by a programme prepared in January of each year.

Every officer must take his annual leave upon the dates arranged, except where the requirements of the Trust or the public render it desirable, in the opinion of the Commissioners, that such leave shall be taken at some date other than those arranged.

The Commissioners may, upon special application, permit any officer to allow his annual recreation leave to accumulate to the extent of six weeks (i.e., for three years), but no longer.

When an officer enters the service of the Trust after 1st January, he may be granted annual leave for that year at the rate of one day for each complete month of service: provided that no annual leave shall accrue until six months' service shall be attained.

(c) Long Service Leave.—The Commissioners may grant long service leave as under, viz. :—

- (1) To any officer who has continued in the service for not less than seven years, three months' leave on full pay, or six months on half-pay.
- (2) To any officer who has continued in the service for at least fourteen years, six months' leave on full pay, or twelve months on half-pay.
- (3) Any officer who takes his long service leave at the expiration of seven years cannot be granted the longer term for fourteen years' service, i.e., he may, at the conclusion of the second seven years' service, be granted another fresh term of long service leave, as prescribed for seven years' service.

(4) Long service leave is permissive, and before it is granted the commission of any offences and the lack of good and diligent conduct will be taken into consideration. Long service leave shall be regarded as a special provision for recuperation after a lengthy term of service, with a view of fitting an officer for a further term.

(d) Payment in lieu of Accrued Leave.—The Commissioners may make payment to dependants of a deceased officer, upon proof of dependency, for any annual leave due to such officer; and for long service leave pro rata: provided that such officer shall have served continuously for at least twelve months prior to his death.

(e) Sick Leave.—An officer who is too unwell to attend to his duties may be granted sick leave, on production of a medical certificate, for a period, and upon the conditions determined by the Commissioners. Prior to resumption such officer may be required to produce a medical certificate stating that he is fit to resume.

Should the sickness be of a contagious or infectious character, the officer shall not return to duty without a medical certificate stating that he may return without danger to others.

No medical certificate will be accepted for any purpose, unless in writing, and from a registered medical practitioner.

(f) General.—The Commissioners may permit any officer to draw his salary in advance when going on leave, or, if the officer so desires, his salary may be drawn upon its regular due dates during the continuance of such leave.

The Commissioners may grant to any officer, for special purposes, leave without pay for any period not exceeding six months. Such leave may stand alone, or may be added to any period of leave on pay which may have accrued. Such unpaid leave shall not be included when computing, for any purpose, the period of such officer's service.

All periods of leave on pay, as well as all sick leave, shall stand as portions of an officer's period of service, and no officer's service shall be deemed to have been broken by reason of any leave which may be granted to him.

All applications for leave shall be made upon the prescribed form, and shall be addressed to the Secretary.

Regulations numbered 13 to 39 inclusive are hereby renumbered 4 to 30 respectively.

Regulation No. 40 is deleted and the following inserted in lieu thereof:—

No. 45.

Mode and Condition of Payment.—No dues, rates or charges payable 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 to the Trust at its office within the ordinary business hours of the Trust.

Regulation numbered 41 is hereby renumbered 46.

Regulation No. 42 is deleted and the following inserted in lieu thereof:—

No. 47.

Charges to be Paid before Vessel leaves Port.—All dues, rates or charges payable under these Regulations or imposed by the Act, in respect of any vessel, shall be paid before such vessel leaves the port: provided that it shall be competent but not compulsory for the Trust to accept from the agent of the master of the said vessel a guarantee, in writing, that such dues shall be paid within twenty-four hours of the departure of the vessel. The master, owner, or agent of such vessel shall obtain a certificate from the Trust that all such dues, rates or charges have been duly paid, or the guarantee to pay as aforesaid has been accepted.

Regulation No. 43 is hereby repealed.

Regulation numbered 44 is hereby renumbered 48.

Regulation No. 45 is deleted and the following inserted in lieu thereof:—

No. 49.

Liability of Masters.—Whenever any dues, 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.

Regulations numbered 46 to 50 inclusive are hereby renumbered 40 to 44 respectively.

Regulation No. 51 is deleted and the following inserted in lieu thereof:—

Signals.

The Signal Station for the Port is situated on the crest of Cantonment Hill: Latitude 32deg. 2min. 40 sec. South and longitude 115deg. 45min. 9 sec. East.

Signals at Signal Station.

No. 51.

(A) Movements of Vessels.—The following will be the system of signalling the movements of vessels arriving at the Port:—

- (1) By day—
 - (a) A black ball will be hoisted at South or North Yard Arm when a steamer is in sight from South to West, or North to West of Rottnest Island, respectively.
 - (b) A black square will be hoisted at South or North Yard Arm when a sailing vessel is in sight from South to West, or North to West of Rottnest Island, respectively.
 - (c) When the line to which any vessel being signalled is determined, the house flag will be hoisted immediately under the symbol.
 - (d) When the vessel has rounded Rottnest Island or has been boarded by a pilot (where a pilot is taken), a blue pennant or the pilot flag, respectively, will be hoisted under the house flag. The pilot flag will be a square flag, the upper half of which is white and the lower half red.
 - (e) When the vessel is about to proceed to the berth appointed, the blue pennant or pilot flag will be replaced by the berth flag, a white flag bearing letters and/or numerals in red as follows, indicating the berth to be occupied:—
 - At Victoria Quay—One of the letters "A" to "H."
 - At North Wharf—The letter "N" and one of the numerals "1" to "10."
 - At River Buoys—The letter "B" and one of the numerals "1" to "3."
 - At Owen Anchorage Jetty—The letter "O."
 - (f) The rig symbol, house flag and berth flag will remain hoisted till the vessel is berthed, when all will be hauled down.

- (g) Should the vessel require to be boarded by the Quarantine Officer, a yellow flag will be hoisted under the house flag and kept flying there until pratique is granted, when berth flag will be hoisted in place of the yellow flag.
- (h) Should the vessel anchor in Gage Roads, the house flag under the rig symbol will be lowered half-way down and maintained in that position while the vessel so remains at anchor. The house flag and berth flag will be hoisted up to the symbol upon the vessel weighing and standing in for the Inner Harbour.
- (i) Should the vessel so anchored be ordered into quarantine, the code flag "L" will be hoisted under the house flag. Should the vessel be working explosives in the "Powder Ground" a red flag will be hoisted under the house flag.
- (j) The code flag "I" will be hoisted at the mast-head when the medical officer has left the Inner Harbour to board the incoming vessel for examination purposes.

(2) By night—

- (a) A red light will be exhibited at South or North Yard Arm when a mail steamer is in sight from South to West or North to West of Rottneest Island respectively.
- (b) A white light will be exhibited at South or North Yard Arm when an interstate or coastal steamer is in sight from the directions respectively described in paragraph (a).
- (c) A green light will be exhibited at South or North Yard Arm when a steamer is in sight from the directions respectively described in paragraph (a), character not made out.
- (d) Should the steamer being signalled as described in paragraph (c) prove to be other than a mail or interstate or coastal steamer, the green light will remain.
- (e) When any of these lights are exhibited on the Yard Arm a white light will also be exhibited at the mast-head so as to enable the North or South Yard Arm to be distinguished.
- (f) A white light will be exhibited under any of the lights indicated in paragraphs (a) to (d) above, when the steamer has rounded Rottneest Island.
- (g) The signals will be kept burning till the vessel berths.
- (h) Sailing vessels will not be signalled at night.

(B) Outbreak of Fire.—The following signals at the mast-head denote an outbreak of fire, and summon the Harbour Trust Fire Brigade to assemble—

(1) By day—A large white flag with the letter "F" in red upon it.

(2) By night—A red light.

Regulation No. 52 is hereby renumbered 54.

Regulation No. 53 is deleted and the following inserted in lieu thereof:—

No. 52.

Safety Signals.—The following signals shall be displayed by day and by night respectively, in order to avoid any risk of danger from incoming and outgoing vessels meeting in the Entrance Channel or Inner Harbour, and shall be observed by all vessels:—

(a) One black ball by day, or one green light by night, six feet from the mast-head, shall be exhibited to indicate that a vessel is entering the Entrance Channel, and that any vessel about to move in the Inner Harbour must remain in her berth until the ball is lowered or the light put out.

(b) Two black balls one beneath the other and six feet apart by day, or two green lights one beneath the other and 12 feet apart by night, shall be exhibited to indicate to an incoming vessel that movements are taking place in the Inner Harbour or the Entrance Channel, and that the incoming vessel must remain in Gage Roads, clear of the mouth of the channel, until the balls are lowered, or the lights put out.

(c) Three black balls by day, or three green lights by night, one below the other and six feet apart, shall be exhibited to indicate to all vessels desiring to pass into or out of the Inner Harbour, that both the Inner Harbour and the Entrance Channel are closed against all movements of vessels.

(d) The balls referred to shall be hoisted up to a bracket 10 feet below the mast-head, pointing North, while the green lights shall start six feet below the mast-head.

(e) When the vertical green lights are used, all other lights on mast or yard shall be put out and a flashing red light shown from the North-West corner of the Signal Station building. Provided that at any time the "fire" signal referred to in Regulation No. 51 may be shown with any other lights.

(f) International Code Flag "A" shall be the signal for a vessel to come into the Inner Harbour.

(g) An enlarged Code Flag "Z" shall be flown from the mast-head by day to indicate that the berth of an incoming vessel has been suddenly altered, and the pilot, or exempt master, as the case may be, must carefully watch the Signal Station for his berthing signals. At night, any such alteration shall be notified by Morse code from the Signal Station mast-head.

The following new regulation is inserted:—

No. 70.

Small Craft.—The master or other person in charge of any small craft, whether self-propelled or being towed, and, in the event of the latter, also the person in charge of the vessel towing, shall take special precautions, while navigating the Inner Harbour and Entrance Channel, to prevent collisions with shipping entering or leaving the harbour. Persons in charge of such small craft must make certain before entering the Entrance Channel that no vessels are in or approaching the channel, and if there should be any vessel in or approaching the channel, the small craft must wait out of the channel till such vessel has passed clear. If, however, they should meet a vessel in the channel, the small craft shall keep as far as possible to that side of the channel which lies on their own starboard hand, taking care at the same time not to foul the mark beacons placed at the sides of the channel.

The following new regulation is inserted:—

No. 53.

Navigation in Hazy or Foggy Weather.—When weather conditions are such as to interfere with a clear view of any day or night signal which may be shown at the mast-head on the staff at the Signal Station, Cantonment Hill, vessels shall not attempt to enter the Inner Harbour without first having received the Harbour Master's permission to do so.

Regulation No. 54 is hereby repealed.

Regulation No. 60 is deleted and the following inserted in lieu thereof:—

No. 60.

Penalty.—Any master of a vessel who uses or displays, or causes or permits any person under his authority to use or display, any of the signals defined in the preceding regulation, 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.

Regulations Nos. 61, 62, 62A and 63 are hereby repealed.

Regulation No. 64 is deleted and the following inserted in lieu thereof:—

No. 103.

Exemptions from Pilotage.—All vessels not exceeding one hundred tons gross register, and all coasting and interstate vessels whose masters hold operative Pilotage Exemption Certificates, shall be exempt from pilotage, and no charge shall be made for such service, excepting where the services of a pilot are utilised, in which case the usual charges for such services shall apply. Vessels of war of any nationality and vessels owned by the Government of any of His Britannic Majesty's States or Dominions, provided such vessels are not engaged in trade, shall be exempt from the payment of pilotage charges.

Regulation No. 65 is deleted and the following inserted in lieu thereof:—

No. 104.

Inwards Pilotage Compulsory.—Inwards pilotage shall be compulsory upon all vessels except such as are specifically exempted by these Regulations: provided that pilotage shall also be compulsory from Gage Roads to Inner Harbour upon any vessel the master whereof, though the holder of a Pilotage Exemption Certificate, has not during the preceding two years entered the Port as a master or mate of any vessel.

Regulation No. 66 is deleted and the following inserted in lieu thereof:—

No. 105.

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

Pilot Boarding Ground to Gage Roads, or vice versa:—

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

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

Gage Roads to Inner Harbour, or vice versa, or any removal within the Inner Harbour:—

All vessels as under:—

	Each Service.		
	£	s.	d.
Under 500 tons gross	2	0	0
500 tons and under 1,000 tons gross ..	2	10	0
1,000 tons and under 2,000 tons gross ..	3	0	0
2,000 tons and under 3,000 tons gross ..	3	10	0
3,000 tons and under 5,000 tons gross ..	4	0	0
5,000 tons and under 7,500 tons gross ..	4	10	0
7,500 tons and under 10,000 tons gross ..	5	10	0
10,000 tons gross and over	7	0	0

Gage Roads to Owen Anchorage, or vice versa, or any other removal within Outer Harbour:—

	£	s.	d.
All vessels	5	0	0

Swinging or manoeuvring vessels for compass adjustment or other purposes:—

	£	s.	d.
Within Inner Harbour	2	0	0
Within Outer Harbour	5	0	0

Regulation No. 67 is deleted and the following inserted in lieu thereof:—

No. 106.

Removals within the Port.—Pilotage shall be compulsory within the Inner and Outer Harbours upon all removals of vessels which are not specifically exempted from pilotage by these Regulations.

Regulation No. 68 is hereby repealed.

Regulation No. 69 is deleted and the following inserted in lieu thereof:—

No. 107.

Outwards Pilotage.—Outwards pilotage shall be compulsory from the Inner Harbour to Gage Roads upon all vessels not specifically exempted from pilotage, but shall not be compulsory from Gage Roads to the Pilot Boarding Ground.

Regulation No. 70 is deleted and the following inserted in lieu thereof:—

No. 108.

Applications for Pilots.—The master or agent of any vessel requiring the services of a pilot outwards or for a removal within the Port shall make application therefor in writing on the form provided, at least one hour before the time at which the pilot is required. Any alteration of the hour fixed in the application shall be made by lodging a fresh application or by notification to the Signal Station (if in hours other than ordinary working hours). Such alteration must be made at least one hour prior to the time the pilot is required if the vessel desires to leave the berth earlier, or one hour prior to the time fixed in the previous application should the vessel desire to leave the berth at a later hour.

Regulation No. 71 is hereby repealed.

Regulation No. 73 is hereby repealed.

Regulation No. 77 is deleted and the following inserted in lieu thereof:—

No. 110.

Tugs under Pilot's Orders.—Any vessel whilst employed in towing or in any way moving or assisting another vessel having in charge a licensed pilot, shall be under the orders of such pilot in all matters connected with the navigation of such vessel.

Regulations numbered 78 to 80 inclusive are hereby renumbered 111 to 113 respectively.

Regulation No. 81 is deleted and the following inserted in lieu thereof:—

No. 114.

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.

Regulations numbered 82 and 83 are hereby renumbered 115 and 116 respectively.

Regulation No. 84 is deleted and the following inserted in lieu thereof:—

No. 117.

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

The following new regulation is added:—

No. 109.

Detention of Pilot—

(a) Where a pilot attends a vessel in accordance with an application as prescribed in the preceding regulation and, his services not then being required, is ordered for a later hour, a special charge of 10s. shall be payable for each attendance.

(b) In the event of a pilot being detained at a vessel until such vessel is ready to leave her berth, a special charge of 10s. per hour or portion thereof, after the first hour, shall be payable.

Regulation No. 85 is deleted and the following inserted in lieu thereof:—

No. 118.

Production of Register, Certificate of Pratique, and Declaration of Draught.—The master of a vessel, on being requested by any licensed pilot having charge of such vessel, shall produce a register of such vessel and the certificate of pratique, and declare her draught of water.

Regulation No. 86 is deleted and the following inserted in lieu thereof:—

No. 119.

Pilotage Exemption Certificates may be Granted.—A Pilotage Exemption Certificate for the Port may be granted to a master or mate of any coasting or interstate vessel, upon his passing the requisite examination therefor: provided that such vessel is owned or registered in one of the States of the Australian Commonwealth and is trading as an interstate or coasting vessel. The fee for every such examination shall be £5, no part of which shall be refunded in case of failure to pass. Any candidate having so failed shall not 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.

Regulation No. 87 is hereby repealed.

Regulation No. 88 is deleted and the following inserted in lieu thereof:—

No. 120.

Procedure of Candidate.—A master of a vessel or other person holding a master's certificate of competency desiring to be examined for exemption from pilotage shall give at least twenty-four hours' notice thereof on the form provided to the Secretary.

Regulation No. 89 is deleted and the following inserted in lieu thereof:—

No. 121.

Knowledge of Port.—Candidates for examination must, within the two years immediately preceding the date of application, have made two trips as master, or three as mate, into and out of the Port or the portion thereof for which exemption is desired.

Regulations numbered 90 and 91 are hereby renumbered 122 and 123 respectively.

Regulation No. 92 is deleted and the following inserted in lieu thereof:—

No. 124.

Revocation, etc., of Exemption Certificates.—Should the holder of a Pilotage Exemption Certificate be convicted of incompetency to navigate a vessel into or out of the Port of Fremantle or fail to conform to any of these Regulations, the Commissioners may, in their discretion, revoke, suspend, or cancel such Certificate of Exemption.

Regulation No. 93 is deleted and the following inserted in lieu thereof:—

No. 125.

Pilotage Exemption Certificates—to whom issued, and how operative.—Pilotage Exemption Certificates will be issued only 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. Such certificate shall not be deemed to be operative from Gage Roads to Inner Harbour, where the holder thereof has not entered the Port as master or mate for a period of two years. No holder of a Pilotage Exemption Certificate 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 holder of such 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 vessel'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.

Regulation No. 94 is deleted and the following inserted in lieu thereof:—

No. 126.

Pilotage Exemption Flag and Signal to be Shown.—Any vessel the master whereof holds a Pilotage Exemption Certificate shall, when within five miles of Rottneest Island, hoist in daylight at the main-mast head a white flag, not less than eight feet by six feet, and at night shall signal the name of such vessel to Rottneest Island Signal Station by Morse Code light. The Exemption Flag shall remain hoisted until the vessel reaches Gage Roads, and the night signal made until acknowledged by the Rottneest Signal Station.

Any such vessel not complying with the foregoing shall be liable to pay full pilotage charges.

Regulation No. 95 is hereby repealed.

Regulations numbered 96 to 103 inclusive are deleted and the following inserted in lieu thereof:—

Tonnage Rates.

No. 127.

Payment of Tonnage Rates.—All vessels entering the Port shall, unless hereinafter exempted, pay the tonnage rates prescribed by these Regulations.

No. 128.

Exemption from Payment.—Vessels of war of any nationality, and vessels owned by the Government of any of His Britannic Majesty's States or Dominions, provided such vessels are not engaged in trade, shall be exempt from the payment of tonnage rates.

No. 129.

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

No. 130.

Computing Time in Berth.—For the purpose of assessing the tonnage rates payable, a vessel shall be deemed to occupy a berth as follows:—

- (a) Where such vessel uses a berth at a wharf or jetty or at a mooring buoy, from the time when the first line is made fast until the last line is let go.
- (b) Where such vessel anchors in the Outer Harbour, for the actual time occupied in shipping and/or discharging cargo, and/or embarking or disembarking passengers.

No. 131.

General Rate Payable:—

(a) The tonnage rates payable shall be assessed at one twenty-fourth of a penny for each ton of the gross registered tonnage of a vessel for each complete hour during which the vessel occupies a berth. The minimum charge for each entry into the Port shall be as for twelve hours, but in the case of a vessel occupying a berth in the Outer Harbour only, other than at a jetty, or as provided in Regulation No. 132, the minimum charge shall be as for three hours.

(b) Should a vessel occupy more than one berth, the tonnage rates shall be assessed on the aggregate of the periods during which berths have been occupied, and where such aggregate is less than twelve hours, a minimum charge as for twelve hours shall be payable.

No. 132.

Vessels for Orders, etc.—Outer Harbour Only.—A vessel which anchors in the Outer Harbour, having entered the Port solely for orders, or supplies (including bunkers) for her own use, or to be refitted or repaired, or being in distress, or under duress, shall be deemed to occupy a berth for a period of three hours, irrespective of the actual time the vessel is so occupied.

No. 133.

Rebates of Tonnage Rates:—

(a) Subject to Clause (e) hereof, any vessel berthing within the Inner Harbour—

- (1) in distress or duress,
- (2) to be refitted or repaired.
- (3) employed solely for mission work in connection with some religious body,
- (4) employed as a pleasure yacht, not engaged in trade or plying for hire,
- (5) for orders or supplies, including bunkers for the vessel's own use,

may, in any of the circumstances (1-4) inclusive, be granted a rebate of 75 per cent., and in the circumstance (5) a rebate of 50 per cent. of the tonnage rates assessed under Regulation No. 131.

(b) Where such distress, duress, refitting or repairs necessitates the replenishment of fuel supplies which otherwise would not have been required, or the discharging temporarily or otherwise of any cargo not originally intended to be discharged at the port, the rebate of 75 per cent., as aforesaid, shall apply throughout the period of such operations.

(c) Should any vessel in the circumstances described in (5) above be required to discharge and reship cargo in order to comply with any regulation of the Trust, the rebate of 50 per cent. as aforesaid shall apply throughout the period of such operation.

(d) Subject to Clause (f) hereof, should any vessel prior to the commencement, or subsequent to the conclusion of her ordinary work in the port, require to effect repairs or replenish fuel supplies, the Commissioners may grant to such vessel the appropriate rebate of tonnage rates prescribed in Clause (a) hereof for the time so occupied only: provided that where the work of the vessel occupies twelve hours or less, the minimum charge as for twelve hours at the maximum rate applicable shall first be assessed.

(e) Subject to Clause (f) hereof, where a vessel occupies a berth within the Inner Harbour for a period in excess of that taken for the handling of cargo and/or the loading of bunkers or supplies, and such excess period is solely for the purpose of extending the tourist faci-

ties of transit passengers, the Commissioners may grant a rebate of 75 per cent. of the tonnage rates assessed under Regulation 131 for such excess period: provided that a minimum charge as for twelve hours at any higher rate applicable shall first be assessed.

(f) The master or agent of any vessel which may, under the preceding clauses of this regulation, be entitled to a rebate of tonnage rates during the whole or any portion of the time in port, shall, prior to or within one hour of the vessel's arrival in port, or within one hour of the commencement of the operations specified in Clause (d), make a declaration in writing to the Secretary setting forth the circumstance applicable and the probable length of time the vessel will be engaged thereon. In the absence of such declaration, full tonnage rates shall be payable.

No. 134.

Vessels Free of Tonnage Rates in Certain Cases—

(a) When exceptional weather conditions render it unsafe for any vessel (being ready for sea) to leave the Inner Harbour, the Commissioners may allow such vessel to be free of tonnage rates during the period of delay: provided that written application is made forthwith by the master or agent of the vessel and such application is certified by the Harbour Master as to the adverse weather conditions.

(b) Where any vessel enters the Port solely for the purpose of landing a sick or injured person, and remains for such time only as may be necessary for that purpose, and provided that the master or agent of such vessel submits a written declaration as to the circumstances, the Commissioners may, in their discretion, allow such vessel to be free of tonnage rates.

No. 135.

Coasting Vessels.—Coasting vessels in commission, not exceeding 750 tons gross register, shall pay half the amount of tonnage rates prescribed for other vessels in like circumstances or like positions. Vessels shall be deemed to be in commission until such time as the owners thereof notify the Trust in writing that they intend to lay their vessels up. Vessels so laid up shall pay to the Trust a special lay-up fee of 10s. per week.

No. 136.

Hulks, Tugs, etc.—Hulks, tugs, passenger steamers, lighters and barges using the wharves or waters of the Port shall pay, as tonnage rates, an annual fee, as follows:—

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

Tugs, passenger steamers, lighters, barges, coal and other hulks, and licensed launches (over 50 tons gross measurement)—each £10 per annum.

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

Regulation No. 104 is hereby repealed.

Regulation No. 105 is deleted and the following inserted in lieu thereof:—

No. 137.

Computation of Dues.—All dues and charges on cargo shall, except as otherwise provided, be computed on the weights and measurements shown in a vessel's manifest, bill of lading, or other shipping document for such cargo, but it shall be competent for the Trust at its own option to proceed on a weight basis of 2,000 lbs. or 2,240 lbs. to the ton (according to trade usage), or on a measurement basis of 40 cubic feet to the ton. A fraction of a ton weight or measurement shall be charged on a pro rata basis, excepting in the case of storage. In all cases, dues and charges shall be calculated on the gross weight or measurement, and the Commissioners reserve the right at any time to 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.

Charges on goods enumerated hereunder shall be computed on the basis shown:—

Beer, in kegs or casks—			
Reputed 5-gallon kegs	... ..	30 to the ton.	
Reputed 10-gallon kegs or firkins	... ..	15 to the ton.	
Reputed kilderkins	... ..	7 to the ton.	
Reputed half-hogsheads	... ..	5 to the ton.	
Reputed hogsheads	... ..	3 to the ton.	
Boats, launches, etc.	... ..	Cubic measurement less 2/5ths.	
Branbags, in bales	... ..	18 cubic feet each.	
Bullion or coin	... ..	40 boxes to the ton.	
Caneware—			
Chairs	... ..	8 to the ton.	
Tables	... ..	8 to the ton.	
Lounges	... ..	4 to the ton.	
Articles N.O.E.	... ..	8 to the ton.	
Cement	... ..	per ton of 2,240lbs.	
Cornsacks, woolpacks, ore-bags, etc., in bales	... ..	15 cubic feet each.	
Cycles of all classes, with or without sidecars attached	... ..	10 cubic feet each.	
Cylindrical cargo, except otherwise stated	... ..	Cubic measurement on external dimensions, less 1/5th, unless weight is then greater.	
Hides (including calf and yearling skins)—			
Loose	... ..	48 to the ton.	
In bags or bundles	... ..	16 to the ton.	
In bales	... ..	5 to the ton.	
Horns and Tips—			
In bags...	... ..	15 to the ton.	
In bales	... ..	5 to the ton.	
Pearlshell, in bags	... ..	per ton of 2,240lbs.	
Rattans	... ..	at 10 cubic feet per cwt.	
Sinews or pizzles, in bales	... ..	5 to the ton.	
Skins (excluding calf and yearling skins)—			
In bundles or bags	... ..	8 to the ton.	
In bales	... ..	3 to the ton.	
Tar, oil, grease, etc., in reputed 40-gallon casks	... ..	10 cubic feet each.	
Timber	... ..	per ton of 40 cubic feet.	

Regulation No. 106 is deleted and the following inserted in lieu thereof:—

No. 138.

Inwards Manifests to be Supplied and Certified to.—The master of every vessel arriving at the Port of Fremantle shall deliver at the office of the Trust, prior to commencing to discharge cargo, two true, legible and complete copies in the English language of the manifest of the said vessel, certified to by himself as being true and complete, containing the particulars indicated in the form set forth in Schedule A, and shall also furnish within forty-eight (48) hours two certified statements of all amendments (if any) which may be made in such manifest by reason of remeasurement of goods included therein or otherwise. Such amendments to a manifest shall not be recognised unless supplied prior to the goods affected thereby being removed from the premises of the Trust. In the case of a vessel not discharging any cargo, a "Nil" manifest must be furnished.

Regulation No. 107 is deleted and the following inserted in lieu thereof:—

No. 139.

Outwards Manifests.—The master of every vessel shall deliver to the office of the Trust, prior to the departure of the vessel in which outward cargo is shipped, a certified copy in the English language of the manifest in the form set out in Schedule A, giving true, legible and complete particulars of such goods to enable the amount of outward wharfage and handling charges payable thereon to be readily computed. In the case of a vessel not shipping any cargo, a "Nil" manifest shall be furnished. All manifests shall also show the tonnage of coal or oil fuel bunkered.

Regulation No. 108 is hereby repealed.

The following new Regulations are added:—

No. 140.

Payment of Wharfage, etc., on Inwards Cargo.—Wharfage, handling and all other charges incurred in respect of cargo discharged out of vessels shall become payable immediately the said cargo has been landed. The consignee or owner of cargo shall, when making payment of all charges due to the Trust, first present an order from the master or agent of the vessel discharging such cargo, requesting the Trust to release all goods described therein. The charges in respect of each bill of lading as shown on the manifest must be cleared by one payment.

Cargo will not be delivered from any shed or wharf to any consignee or owner until the written receipt of the Commissioners for the payment of all charges due thereon (together with the order issued by the master or agent as aforesaid) be produced at the place of delivery. Cargo under Customs control is subject to a further release from that authority.

No. 141.

Payment of Wharfage, etc., on Outwards Cargo.—Wharfage, handling and all other charges in respect of cargo to be shipped shall be paid prior to the said cargo being received by the Trust. The consignor or owner of cargo shall hand to the Trust a cart-note or such other written document as may be required, which shall contain therein a full and accurate description and the gross weights or measurements of all such cargo. The charges on all cargo described in each bill of lading shall be cleared by one payment, for which the official receipt of the Commissioners must be obtained.

Subject as provided elsewhere in these Regulations, cargo will then be received at the shed or wharf where

ever such is arranged to be taken into custody, and the Commissioners will give a receipt to the consignor or owner and subsequently deliver such cargo to the vessel in which it is intended to be shipped.

Regulation No. 109 is deleted and the following inserted in lieu thereof:—

No. 142.

Goods to be Checked by Check Clerks.—No person shall remove any goods or luggage from any wharf or shed without first satisfying the check clerks of his right so to do; and shall for that purpose, when leaving the wharf, produce any cart-note, delivery receipt, or luggage pass that may have been entrusted to him at the time he received such goods. This provision, however, shall not apply to goods in railway wagons for which satisfactory receipts have already been given to the Trust. All goods on vehicles passing the check clerks must be stowed in such a manner that the said clerks can readily check the number of the packages; in cases where this is not done, the person in charge of the said vehicles may be ordered to discharge and reload. Wherever the goods or luggage upon a vehicle do not agree with the cart-note or pass in the hands of the driver, the vehicle shall return whence it came, and shall not be allowed to pass out until the discrepancy has been satisfactorily righted.

Regulations numbered 110 to 113 inclusive are deleted and the following regulations inserted in lieu thereof:—

No. 144.

Inwards Cargo.

The Rates of Wharfage and Handling Charges on Inwards Cargo shall be as under:—

Description of Goods.	WHARFAGE.		HANDLING CHARGES.	
	Delivered over wharves or discharged direct into railway wagons or other vehicles.	Consigned to Perth and discharged direct over side into vessel for conveyance by water.	Delivered over wharves, Trust receiving and delivering.	Discharged direct from ships slings into railway wagons or other vehicles for consignment of the wharves.
	s. d.	s. d.	s. d.	s. d.
All Goods for which other specific rates are not provided—per ton	5 0	4 0	3 6	2 0
Asbestos for manufacturing purposes—per ton	1 8	1 8	3 6	2 0
Ballast, per ton	1 8	...	...	1 6
Bronze Coins (in boxes)—per box	0 1	0 1	0 6	0 6
Bullion, Specie, and Banknotes—per box or bar	3 0	3 0	0 6	0 6
Caneware—Lounges and Settees—each	1 0	1 0	0 4	0 2
Chairs, Tables, etc.—each	0 6	0 6	0 3	0 2
Chaff (in bags), Hay and Straw (in bales, not compressed), per ton	5 0	4 0	4 0	2 6
Clay, for manufacture of Pottery—per ton	1 8	1 8	3 6	2 0
Coal (in bags)—per ton	2 8	2 8	3 6	2 0
Coal (loose)—(a) If landed by tram, per ton	2 8	...	...	0 6
(b) If landed by basket under special permission from Manager—per ton	2 8	...	...	0 10
(c) If landed by grabs when tipping not required—per ton	2 8	...	...	0 6
Coal put direct over side from collier into ship's bunkers or into hulks for bunkering ships in the Port of Fremantle. Wharfage per ton, 6d. Trust does not supply labour for handling.				
Coke (in bags)—per ton	2 0	2 0	4 0	2 6
Coke (loose)—per ton	2 0	...	...	2 0
Cotton Yarn for manufacturing purposes—per ton	1 8	1 8	3 6	2 0
Cycles of all classes, including sidecars attached (uncased and set up on own wheels, and capable of being run on same)—each	2 0	2 0	0 4	0 4
Empty Returns—per ton	0 10	0 10	3 6	2 0
Empty Returns (not knocked down or nested)—per ton	0 10	0 10	1 9	1 0
Explosives—Wharfage 3s. 4d. per ton. Minimum charge 3s. 4d. Consignee must find labour for handling				
Flint Stones and Metal Balls, used for mine milling purposes—per ton	1 8	1 8	3 6	2 0
Fresh Fish—per ton	1 8	...	3 6	...
Hides, the product of the State, loose—each	Nil	Nil	0 2	0 1
in bags—per bag	Nil	Nil	0 6	0 3
in bales—per ton	Nil	Nil	3 6	2 0
Iron and Steel—Bars and Angles—per ton	5 0	4 0	5 0	2 0
Iron and Steel—Bars and Angles—in bundles or pieces exceeding 1 cwt.—per ton	5 0	4 0	3 6	2 0
Kapok, Flock, Hair, Fibre, and like material,—per ton	1 8	1 8	3 6	2 0
Live Stock—Horses, Cattle, and other large stock—each	2 0	2 0	1 4	1 4
Calves, Foals, and Dogs—each	1 8	1 8	0 8	0 8
Pigs, Sheep, and Goats (not caged or crated)—each	0 2	0 2	0 1½	0 1½
Manures (artificial, in bags)—per ton	1 8	1 8	3 6	2 0
Material for the following purposes—				
(a) Brush and broom manufacture (hair, bristles, broom and such like material), per ton				
(b) Rope manufacture (hemp, tow and such like material)—per ton				
(c) Packing for local industry, e.g., Fruit, Biscuit, etc. (such as granulated cork-dust, wood-wool, etc.)—per ton	1 8	1 8	3 6	2 0
(d) Tanning (such as mallet bark, wattle extract, valonia nuts and such like material)—per ton				

INWARDS CARGO—continued.

Description of Goods.	WHARFAGE.		HANDLING CHARGES.	
	Delivered over wharves or discharged direct into railway wagons or other vehicles.	Consigned to Perth and discharged direct over side into vessel for conveyance by water.	Delivered over wharves, Trust receiving and delivering.	Discharged direct from ships' slings into railway wagons or other vehicles for consignment off the wharves.
	s. d.	s. d.	s. d.	s. d.
Material (in crude form for manufacture of artificial manures and acids, such as rock phosphate, phosphatic guano, sulphur and sulphur bearing ores)—				
(a) Not elsewhere included—per ton ...	1 8	1 8	3 6	2 0
(b) In bags or mats where not less than 1,000 tons in one consignment and landed continuously—per ton ...	1 8	...	...	1 0
(c) In full cargoes and landed loose—				
1. If landed by tram—per ton ...	1 8	...	...	0 6
2. If landed by basket or tub—per ton ...	1 8	...	...	0 9
3. If landed by grabs when tipping not required—per ton ...	1 8	...	...	0 6
Minerals, metallic and earthy, and metallurgical products mined in the State—per ton ...	1 8	1 8	3 6	2 0
Oils (lighting, lubricating, or volatile) not less than 1,000 tons in one consignment and landed continuously—per ton ...	5 0	...	...	1 2
Oils and Inflammable Liquids (fuel, lighting and lubricating) pumped ashore in bulk—wharfage 5s. per ton of 250 gallons ...	...	...	...	...
Pipes (steel) of an internal diameter exceeding six (6) inches, and/or material for manufacture of such pipes (such as plates, locking bars, or rivets), not less than 1,000 tons in one consignment and landed continuously—per ton ...	5 0	...	...	1 2
Railway Track Material, consisting of rails and fastenings, not less than 1,000 tons, in one consignment and landed continuously—per ton ...	5 0	...	...	1 2
Rattans, Seagrass for furniture manufacture—per ton ...	1 8	1 8	3 6	2 0
Salt (in crude form for refining or as a manure), per ton ...	1 8	1 8	3 6	2 0
Sandalwood—per ton ...	2 6	2 6	3 6	2 0
Scenery and Theatrical Properties—per ton ...	5 0	4 0	4 0	3 6
Shell Grit—per ton ...	1 8	1 8	3 6	2 0
Shooks, for case-making—per ton ...	2 6	2 6	3 6	2 0
Skins, products of the State—per ton ...	Nil	Nil	3 6	2 0
Soda Ash, for manufacturing purposes—per ton ...	1 8	1 8	3 6	2 0
Sugar, raw, unrefined—per ton ...	1 8	1 8	3 6	2 0
Sugar, raw, unrefined, not less than 1,000 tons in one consignment and landed continuously—per ton ...	1 8	4 0	4 6	3 6
Tiles and Slates, not crated or cased—per ton ...	5 0	2 6	5 0	2 0
Timber—per ton ...	2 6	...	...	1 2
Timber, not less than 1,000 tons in one consignment and landed continuously—per ton ...	2 6	...	...	1 2
Timber, when landed in mark order and when unit size of pieces or bundles is in excess of 2 cubic feet—per ton ...	2 6	...	3 6	...
Tobacco, not manufactured, and imported for manufacturing purposes—per ton ...	1 8	1 8	3 6	2 0
Vehicles, including Agricultural and Horticultural Machinery (uncased and set up on own wheels, and capable of being run on same) ...	Per ton.	Per ton.	Each.	Per ton.
Wool, the product of the State, per single bale or per two pockets, bundles, or bags ...	5 0	4 0	4 0	2 0
Minimum Charges—per consignment ...	0 6	0 6	0 7	0 6

No. 143.

Wharfage and Handling Charges on Cargo.—All goods discharged from, to be shipped on, or transhipped out of any vessel within the Port shall pay the Wharfage and Handling Charges prescribed in Regulations Nos. 144, 145, 146, respectively, and the general provisions enumerated hereunder shall apply unless otherwise specified:—

1. All wharfage is subject to the War Surtax, vide Regulation No. 50.

2. Handling charges are subject to such rebates as may be allowed from time to time under the provisions of Regulation No. 154.

3. Cargo landed on wharves or jetties from a vessel in distress, or for the convenience of a vessel, and subsequently reshipped, shall pay wharfage at the rate of 1s. 0d. per ton and handling charges in accordance with the inwards cargo schedule.

4. Cargo discharged out of railway wagons or other vehicles by Trust labour into sheds or stacks for shipment shall pay a charge of 6d. per ton additional to the scheduled handling charges.

5. Coal landed from a vessel on to wharves for bunkering purposes shall pay the same wharfage as though discharged into hulks.

6. Coal subsequently discharged out of hulks into railway wagons for consignment off the wharves shall pay the same charges as coal discharged direct from vessels into wagons.

7. Extra handling charges will be made in all cases where cargo is subject to more than the ordinary handling as described in Regulation No. 156.

8. Fresh fish will be charged wharfage on the weight of the fish, but handling charges will be made on the measurement of the container.

9. Fuel oil subsequently bunkered for vessels' own use shall be allowed a rebate of 2s. 6d. per ton wharfage.

10. Live Stock—The Trust supplies labour only at the request of the consignee or consignor.

11. Passengers' luggage, when manifested, shall pay wharfage at the rate of 1s. 0d. per ton and handling charges as for ordinary cargo. The term "luggage" shall not include commercial travellers' sample packages, theatrical companies' scenery and properties, furniture or merchandise.

12. "Products of the soil of the State" includes goods such as grain, flour, agricultural, horticultural and farm produce, and coal (the product of the State).

13. Racing yachts and boats (the property of visiting clubs) for regatta purposes only—Wharfage—Nil, handling charges to be as arranged.

14. Ships' refuse (such as manure from cattle ships in cases where the Commissioners permit it to be landed)—Wharfage—Nil, handling charges to be as arranged.

15. Wheat and flour from Coastal Ports shall only be charged those rates which would apply had such goods been brought down by land.

16. The term "gross value" in respect of minerals means the value F.O.B. Fremantle, as declared for export purposes, and such value must be certified in writing under the hand of the actual exporter at the time of shipment.

No. 146.

Transhipment Cargo.

(a) Transhipment cargo means cargo appearing as such upon a vessel's manifest, or of which notice of intention to tranship has been given in writing prior to its being landed, provided that such cargo is not removed from the premises of the Trust whilst awaiting reshipment. Cargo consigned to another port and conveyed by land transport, and cargo consigned to Perth, shall not be deemed to be transhipment cargo.

(b) Wharfage rates on transhipment cargo shall be:—

Empty returns, per ton—10d.

Wool, per ton of 5 bales—1s. 6d.

All other cargo, per ton—1s.

(c) Handling charges on transhipment cargo shall be at the same rates as for Inwards cargo of like nature, according to the service rendered in each case. Should the discharge and reshipping of such cargo take place at two different sheds or berths, two full handling services will be charged.

No. 158.

Unpacking Cases on Wharves.—Permission may be granted, at the discretion of the Manager, for the opening of cases and assembling of motor vehicles upon wharves or in sheds. A charge of 10s. per case shall be payable for the use of the Trust premises for this purpose.

No. 147.

Harbour Improvement Rate.

(See also Regulation No. 50 re War Surtax.)

A Harbour Improvement Rate shall be payable on all cargo discharged in the Port except as provided hereinafter:—

The rate shall be:—

(a) On all merchandise—6d. per ton (weight or measurement), calculated on the basis of 3d. per half-ton or part of half-ton.

(b) On live stock—
Large—4d. per head.
Small—½d. per head.

(c) The minimum charge shall be 3d. per consignment.

The undermentioned cargo shall be exempt from Harbour Improvement Rate:—

Ballast,
Bunker coal,
Cargo landed and reshipped,
Racing yachts and boats for regatta purposes only,
Ships' refuse,
Transhipment cargo,
Wheat, flour, wool, skins and hides, the products of the State.

No. 145.

Outwards Cargo.

The Rates of Wharfage and Handling Charges on Outwards Cargo shall be as under, provided that—

- (a) Goods manufactured within the State, and products of the soil of the State, shall be free of Wharfage on shipment to any Port, if declared as such at the time of shipment; and
(b) The Wharfage on Goods, except Livestock, shipped to Ports within the State shall not exceed 1s. 6d. per ton.

Description of Goods.	WHARFAGE.		HANDLING CHARGES.	
	Shipped over wharves or out of railway wagons or other vehicles.	Consigned from Perth and shipped direct over side from vessel.	Shipped over wharves, Trust receiving and delivering.	Shipped direct ex railway wagons or other vehicles to ship's slings.
	s. d.	s. d.	s. d.	s. d.
All Goods for which other specific rates are not provided—per ton	5 0	4 0	3 6	2 0
Bark for tanning purposes—per ton (weight)	2 6	2 6	3 6	2 0
Bronze Coin (in boxes)—per box	0 1	0 1	0 6	0 6
Bullion, Specie and Banknotes—per box or bar	3 0	3 0	0 6	0 6
Chaff (in bags), Hay and Straw (in bales not compressed) per ton	5 0	4 0	4 0	2 6
Cycles of all classes, including sidecars attached (uncased and set up on own wheels and capable of being run on same)—each	2 0	2 0	0 4	0 4
Empty returns—per ton	0 10	0 10	3 6	2 0
Empty returns (not knocked down or nested)—per ton	0 10	0 10	1 9	1 0
Flour, Bran and Pollard—per ton of 2,000lbs.	5 0	4 0	3 6	2 0
Flour, Bran and Pollard—in consignments of 5 tons or more—per ton of 2,000lbs.	5 0	4 0	2 3	1 2
Fruit, fresh (in cases)—per ton	5 0	4 0	3 6	2 3
Hides (loose)—each	0 1	0 1	0 2	0 1
Hides (in bags)—per bag	0 3	0 3	0 6	0 3
Hides, including hide pieces (in bales)—per ton	5 0	4 0	3 6	2 6
Live Stock (shipped outside the State)— Horses, Cattle, and Other Large Stock—each	2 0	2 0	1 4	1 4
Calves, Foals, and Dogs—each	1 8	1 8	0 8	0 8
Pigs, Sheep, and Goats (not caged or crated)—each	0 2	0 2	0 1½	0 1½
Live Stock (shipped to Ports within the State)— Horses, Cattle, and Other Large Stock—each	1 6	1 6	1 4	1 4
Calves, Foals, and Dogs—each	1 3	1 3	0 8	0 8
Pigs, Sheep, and Goats (not caged or crated)—each	0 1½	0 1½	0 1½	0 1½
Metal, scrap (loose)—per ton	1 8	...	...	3 6
Metal, scrap (bagged, cased, or crated)—per ton	1 8	...	...	2 0
Minerals, metallic and earthy, and metallurgical products, mined in the State—per ton: (a) Of gross value under £10, per ton	<i>Nil</i>	<i>Nil</i>	3 6	2 0
(b) Other	1 8	1 8	3 6	2 0
Sandalwood (loose)—per ton (weight)	2 6	...	...	3 6
Sandalwood (crated, cased, bagged or bundled)—per ton (weight)	2 6	...	...	2 3
Scenery and Theatrical Properties—per ton	5 0	4 0	4 0	2 6
Skins (in bales or bundles)—per ton	5 0	4 0	3 6	2 0
Timber (all classes except firewood, paving, and other blocks)—per ton	1 6	1 6	5 0	2 0
Firewood—per ton	1 0	...	...	3 6
Paving and other blocks—per ton	1 6	...	...	3 6
Railway Sleepers (in lots of 500 tons and over only)—per ton	1 6	...	...	1 2
Other Classes except paving and other blocks (in lots of 500 tons and over only)—per ton	1 6	...	...	1 9
Vehicles, including Agricultural and Horticultural Machinery (uncased and set up on own wheels capable of being run on same)	Per ton. 5 0	Per ton. 4 0	Each. 4 0	Per ton. 2 0
Wheat—see Regulation No. 148.	...	...	...	...
Wool—per single bale, or per two pockets, bundles, or bags	0 9	0 9	0 7	0 5
Minimum Charges—per consignment	0 6	0 6	0 6	0 6

Wheat for Export.

No. 148.

- (a) Handling Charges on Wheat for Export:— Per Bag.
- (1) Full service, i.e., receiving and delivering, including stacking where required, Trust giving receipt for number of bags only 2.275d.
 - (2) Each additional or special service, such as restacking, handling to and from scales for single bag weighing (including the weighing of the bags, together with a list of weights but not a receipt for weight), or handling bags for shipment, subsequently rejected at ship's side ... 1.25d.
 - (3) Discharging bags direct from railway wagons, and slinging or loading on to gantry loaders75d.
 - (4) Conveying bags from one position to another where railway wagons not used, each adjoining position 1.25d.
 - (5) Conveying bags from one position to another where railway wagons used—
 Delivery and receiving service ... 2.275d.
 Stowing in railway wagons ... 1.5d.
 - (6) Handling bags *ex* ships from Coastal Ports—
 Into railway wagons direct from ship's tackle 1.5d.
 Landed at Victoria Quay into sheds 2.275d.
- (b) Handling Charges on Wheat brought down for Export but subsequently delivered locally (including Sweepings):—
- (1) Where delivered between 1st December and 31st March—
 (a) Handling from railway wagons to stack, and *vice versa*, each way 1.5d.
 (b) Loading up and stowing in railway wagons 1.75d.
 (c) Any additional handling service, such as restacking, single bag weighing, as in Clause (a) (2) above 1.5d.
 - (2) Where delivered between 1st April and 30th November—
 (a) Full service, i.e., receiving and delivering, including stowing in railway wagons, if handled in lots of not less than 600 bags per day 2.65d.
 (b) On quantities less than 600 bags, charges shall be as in Clause (b) (1) hereof.

No. 149.

Truck Weighing Charges on Wheat for Export.

- (a) The charge for weighing any class of railway wagon shall be 9d. per wagon.
- (b) All wagons shall, in the absence of instructions to the contrary, be weighed over the Trust weighbridge. All weighing shall be for the gross weight only.
- (c) Where requested, the Trust will supply a list or note of the weights arrived at, for record purposes only; but this list or note of weights will in no sense constitute a receipt for weights, nor be deemed as qualifying or embodying any condition of any receipt.

No. 150.

Storage Charges on Wheat.

(See Regulation No. 50 re War Surtax.)

The storage charges on wheat shall be as follows:—

- (a) For shed storage—one-sixth of a penny per bag per week.
- (b) For open air storage—one-twelfth of a penny per bag per week.

No. 151.

General Provisions relating to the Handling and Storing of Wheat.

- (a) No receipts will be given for bags loaded direct from railway wagons to vessel, but receipts will be given by the Trust for all bags received for storage purposes only.
- (b) When wheat is delivered from stacks or discharged direct from railway wagons to vessels, the owner of the wheat shall supply to the Trust complete records of all such transactions. These records shall be in agreement with the receipt obtained by the owner from the vessel.

(c) All wheat rejected at any vessel, or any shed, or any other place where handling is performed, shall be allowed to remain on the premises of the Trust for a period of 48 hours after being unloaded, at the termination of which period such must be removed at the entire risk and expense of the owners.

(d) (1) The Commissioners will in no circumstances accept responsibility for weight, condition, or character of the bags or contents, nor for any loss or damage to bags or contents by reason of vermin, dirt, fire, or the character or natural deterioration of bags, nor in respect of open-air stacks, for any loss or damage occasioned by weather, but the Trust may, at the expense of the owner and without accepting responsibility thereby, place over wheat stacked in the open air such covers as the owner may provide.

(2) The Commissioners will accept no responsibility whatever for any demurrage charges made by the Railway Department or ship-owners in respect of any delay in the work from any cause whatsoever.

(3) The Commissioners will not accept any responsibility for any number of bags beyond the number for which they have given receipts. Should, however, any surplus bags be found in the stacks, these will become the property of the owner in whose stacks they are found, up to the total of all shortages notified during the course of the work. All charges upon them must, however, be first paid.

(e) Should any wheat on the premises of the Commissioners be discovered to be affected with weevil or other insect pests, or to have deteriorated or become in such a condition as in the opinion of the Commissioners to involve risk of detrimentally affecting other stacks of grain or any other cargo in the hands of the Commissioners, or any of the premises or property of the Commissioners, the Commissioners may order its removal off their premises, or to some other position on their premises as may be decided by them. In the event of such removal not having been effected to the satisfaction of the Commissioners in the time and in the manner stipulated in each case, the Commissioners may remove such grain at the entire risk and expense of the owner. The cost of such removing and keeping and storing shall be paid by the owner of the grain from which such loss or damage arose.

(f) Where the performance of any service causes the work to be done in, or to extend into hours other than the regular working hours of the Port, the particular charge laid down for such service will in every instance be increased by the additional amount payable for overtime rates of pay. The Trust reserves to itself the right, at all time, to continue the work beyond the regular working hours of the Port, if same be necessary in the opinion of the Manager, whether from any shortness of labour or from any other reason whatsoever, and in such cases the additional charges referred to in this paragraph will become due and payable.

No. 152.

Gantry Loaders and Portable Elevators and Conveyors.

(a) Charges Payable.—The charges for the hire of gantry loaders and portable elevators and conveyors shall be as follows:—

	s.	d.
(1) Wheat—per bag loaded	8	818
(2) All other cargo—per hour or portion thereof	11	0
(3) When hatches remain rigged and appliances not used by vessel—for each machine per hour or portion thereof ...	7	6
(4) Extra portable conveyors, each—per hour or portion thereof	5	0

(b) General Provisions:—

(1) The above charges (1) and (2) include the cost of rigging and unrigging of all shoots and gear except in cases where not more than 200 tons are loaded into any one hatch of a vessel by these appliances. Provided that where it is necessary in the opinion of the Manager or required by the exigencies of the work to rig or adjust shoots or other gear in hours other than the ordinary working hours of the Port, the additional amount payable for work in overtime hours shall also be charged.

(2) The vessel that is first ready to use such appliances as are available shall be deemed to have priority of claim to same. The right is reserved to the Manager to remove any appliance from any vessel at any time he may consider desirable.

(3) In the event of any alteration in the method of loading a vessel which causes such appliance to be thrown idle, the hirers shall be charged the above rate (3) unless they shall give notice of the discontinuance of the use of the aforesaid appliances, thus enabling the hatches to be unrigged. Where any hatch requires to be re-rigged, the cost of such will be charged in addition to any charges for use of appliances.

(4) Where more than the average rigging has to be performed upon any vessel, the Manager may charge such vessel the extra cost therefor.

(5) Extra portable conveyors, when used for moving wheat from stacks to gantry loaders or from place to place, will be charged for at the discretion of the Manager.

(6) Rebates in the above charges may be allowed from time to time under the provisions of Regulation No. 154.

(7) The cost over and above the ordinary cost of day work of all labour and supervision employed by the Trust in connection with these appliances or the working of same, or any of them, or methods of loading, during hours other than the ordinary working hours of the Port, shall also be paid by the vessel in addition to the charges already stated herein above.

No. 153.

Handling Charges on Bunker Coal.

The handling charges on bunker coal worked off wharves into ship's bunkers shall be as follows:—

	s.	d.
(a) Coal loaded into boxes or other similar receptacles prior to being brought on to the premises of the Trust for tipping into ship's bunkers, and arriving alongside a ship in railway wagons, being tipped by the ship's labour, per ton	0	5
(b) Where the above-mentioned boxes or receptacles are tipped by Trust labour, per ton	0	9
(c) The rates charged under (a) and (b) include the shovelling of a reasonable quantity of loose coal which may be in the wagons containing the boxes or other receptacles ...		
(d) Coal arriving alongside a ship loose in railway wagons requiring to be shovelled into shoots leading direct from the wagons into ship's bunkers, or into baskets or other receptacles on the wharf, per ton	2	6
(e) The foregoing rates shall be increased by 50 per cent. in all cases where the quantity being worked into any one ship does not exceed 50 tons.		

Regulation numbered 113A is hereby renumbered 154.

Regulation numbered 114 is hereby renumbered 50.

Regulation No. 115 is deleted and the following inserted in lieu thereof:—

No. 159.

Services Covered by "Handling Charges."—Handling charges on inward cargo coming into the custody of the Commissioners as wharfingers shall (except where otherwise specifically provided) include receiving from ship's slings, tallying (which shall be done in conjunction with and in the presence of any shore tallying which may be done by the ship), sorting to marks, stacking and subsequently delivering to tail of consignee's vehicle and there obtaining a receipt.

Inwards cargo shall not for any purpose whatever be deemed to be in the custody of the Trust until such cargo is deposited on the wharf or conveyance provided by the Trust to receive same, and the sling is released by the ship's representative or servant, from the ship's tackle.

Handling charges on outwards cargo coming into the custody of the Commissioners for shipment shall include the checking in, the stowage in port order, and subsequent delivery in sling-loads to ship's side and there obtaining a receipt.

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

Handling charges, whether inward or outward, in respect of cargo consigned directly to or from the ship's side (and not coming into the custody of the Commissioners as wharfingers) shall include the ship's side truck movements, sheeting, chaining, etc., as well

as the labour of making up into sling-loads in the case of ship loading, and the receiving of sling loads and the stowage of trucks in respect of ship discharging.

Regulation No. 116 is deleted and the following regulations inserted in lieu thereof:—

No. 160.

Handling Services at Option of Trust.—The providing of labour for the performance of handling services shall at all times be at the option of the Trust.

No. 161.

Cargo Handled by Master of Vessel.—In those cases where the permission of the Manager has been obtained by the master or owners of a vessel to handle cargo from or to the said vessel across the wharf, the said master or owner shall be entitled to recover from the owner of the cargo handling charges thereon at rates not exceeding those prescribed in these Regulations.

Regulation No. 117 is deleted and the following inserted in lieu thereof:—

No. 162.

Cargo Landed into or Shipped from Railway Wagons.—Consignees or shippers desiring their cargo landed into or shipped from railway wagons or other vehicles alongside vessel shall give reasonable notice to the Manager of such desire and at the same time satisfy the Manager that arrangements for the handling of cargo in this manner have been completed with the vessel, Railway Department, His Majesty's Customs and other interests. The Commissioners shall reserve the right of refusing to handle cargo direct from or to ship's slings into or out of railway wagons or other vehicles where, owing to the character of the ship's gear or any other reason the work is, in the opinion of the Manager, dangerous or likely to prejudice the expeditious handling of the ship's cargo as a whole. In all cases, however, where the cargo is for any reason handled into shed or on to the wharf, the handling charges properly applying to that method shall be paid. A condition precedent to the handling of cargo direct from ship's slings to railway wagons is the surrender to the Trust of the ship's release and the payment of the Trust charges.

Regulation No. 118 is deleted and the following inserted in lieu thereof:—

No. 163.

Receipts for Cargo Landed into Railway Wagons.—In the case of cargo landed direct into railway wagons or delivered to railway wagons 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 wagon or wagons 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 wagon or wagons have been loaded ready for removal.

Regulation No. 119 is deleted and the following inserted in lieu thereof:—

No. 164.

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

Regulation No. 120 is hereby repealed.

Regulation No. 121 is deleted and the following inserted in lieu thereof:—

No. 165.

Receipts, etc., for Inwards Cargo.—The receipts of the Commissioners to a vessel 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 indorsement: "Received in apparent good order and condition; weight, contents and value unknown, except where otherwise stated." During the progress of discharge, cargo landed in manifestly bad condition will be placed in an enclosed position apart from other cargo, pending examination by the interests concerned.

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 unless a Trust officer has been a party to the examination and has agreed as to condition in respect of damage, or quantity of remaining contents in respect of abstraction. In the event of the vessel, or its agent, refusing to accept this condition for such cargo, the package or packages must be immediately returned aboard by the vessel and shall not be again landed until it has been examined by the consignee, who shall take delivery direct from the vessel.

Regulations numbered 122 and 123 are hereby renumbered 166 and 167 respectively.

Regulation No. 124 is amended by substituting the word "vessel" for the word "ship" and is hereby renumbered 168.

Regulation No. 125 is deleted and the following inserted in lieu thereof:—

No. 169.

Goods not to be Moved.—No person shall remove from one vessel to another, or transfer from one hatch to another hatch of a vessel, either along the wharf or by means of a lighter, or remove from any part of the wharf to any other part thereof, any goods or luggage without the authority of the Manager first had and obtained.

Regulation No. 126 is amended by deleting the word "Wharf" before the word "Manager" wherever appearing and is hereby renumbered 170.

Regulation numbered 127 is hereby renumbered 171.

Regulation numbered 128 is hereby renumbered 172.

Regulation No. 129 is hereby repealed.

Regulation No. 130 is deleted and the following inserted in lieu thereof:—

No. 173.

Mode of Discharging or Loading.—The master of every vessel shall give notice to the Manager of his intention to discharge or load before such work is commenced. Such notice in respect to labour or the hire of mechanical appliances must be handed to the Manager at least one clear half-hour before the commencement of the nearest "pick-up" period of watersiders, having regard for the time of commencement of such work.

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 Manager for the proper working of any wharf or jetty.

Cargo discharged without permission of the 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.

Regulations numbered 131 and 132 are amended by deleting the word "Wharf" before the word "Manager" wherever appearing and are hereby renumbered 174 and 175 respectively.

The following new regulation is added:—

No. 155.

Handling Charges in Special Cases.—When any variation occurs in the method of or in the conditions relating to the handling or custody of cargo whereby the complete service as contemplated or defined in these Regulations is not rendered by the Trust, or when any handling service not defined by Regulation is required, the Manager shall determine the appropriate rate or amount of handling charges payable in each case.

Regulation No. 133 is deleted and the following inserted in lieu thereof:—

No. 156.

Extra handling charges and extra charges on special cargo:—

(a) The rates of handling charges prescribed in Regulations Nos. 144 and 145 shall include only the normal receiving, sorting, stacking and delivery of cargo, and the Manager may make extra charges for handling packages over one ton in weight, or of an awkward shape, or where extra labour is required or unusual risk is involved.

(b) In all cases where extra wages are payable by the Trust under an order or award of the Court of Conciliation and Arbitration, a Board of Reference, or any other competent authority, for the handling of any special cargo, the extra cost of such shall be payable by the consignee or the consignor of such cargo.

Regulations numbered 134 and 135 are amended by deleting the word "Wharf" before the word "Manager" wherever appearing and are hereby renumbered 176 and 177 respectively.

Regulation No. 136 is deleted and the following inserted in lieu thereof:—

No. 178.

Goods Requiring to be Moved.—Where a vessel is not ready to receive goods which have been brought down for direct shipment, and such goods have consequently to be stored on the wharf or in a shed at the berth where the vessel is lying, or if, for the convenience of the vessel, or on account of doubtful weather or other cause such goods are placed in such shed, a charge shall be made to the vessel or owner of the goods to cover the cost of the additional labour involved. Where any goods have to be conveyed by the Trust to a vessel, shed, or berth beyond the shed or berth where such goods have been deposited or stored, the cost of so conveying such goods shall be paid by the vessel or owner of the goods, depending upon which the work is done for. The amount of the charge shall in each case be determined by the Manager, who shall also have the option of refusing to do the work.

Regulation No. 137 is amended by deleting the words "Harbour Master or Wharf" on the fifth line, and is hereby renumbered 179.

Regulation No. 138 is deleted and the following inserted in lieu thereof:—

No. 157.

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

Regulation No. 139 is deleted and the following inserted in lieu thereof:—

No. 192.

Passengers' Luggage.—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.

Regulations numbered 140 and 141 are hereby repealed.

Regulation No. 142 is hereby repealed.

The following new regulation is added:—

No. 180.

Weight of Package or Article to be marked thereon.—The master of any vessel shall not discharge, nor shall any consignor deliver for shipment, a package or article of a gross weight of one ton (2,240lbs.) or over unless such package or article shall have the exact weight marked thereon in legible characters not less than one inch in size, provided that where it is not practicable to weigh any package or article the weight of which is more than one ton (2,240lbs.) the gross weight of such package or article may be stated approximately within a limit of one ton, that is to say "over one but under two tons" or as the case may be.

Regulation No. 143 is amended by substituting the word "Secretary" for the word "Manager" and is hereby renumbered 181.

Regulation No. 144 is hereby repealed.

Regulation No. 145 is deleted and the following inserted in lieu thereof:—

No. 182.

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. to 5 p.m. Mondays to Fridays, and from 8 a.m. till 12 noon on Saturdays, except upon such days as may be appointed holidays under Regulation No. 330.

Regulation No. 146 is deleted and the following inserted in lieu thereof:—

No. 183.

Vessels Working Overtime.—The master of a vessel requiring to work any hours, not being working hours as defined in the preceding regulation, shall give the Manager at least one hour's notice thereof, unless such work requires the engagement of fresh labour by the Trust, when notice must be given in accordance with Regulation No. 173.

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, 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 any shed or berth to enable a vessel to work during other than daylight hours shall also be paid by the said master, owners, or agent.

Regulation No. 147 is deleted and the following inserted in lieu thereof:—

No. 184.

Undue Delays in the course of Working Vessels to be Paid for.—The loss in wages paid by the Trust, due to delays during the course of working any vessel and not the fault of the Trust, shall be paid to the Trust by the master or owner of such vessel.

Regulation No. 148 is deleted and the following inserted in lieu thereof:—

No. 185.

Heavy Goods not to be Tilted or Thrown on the Wharves.—Girders, rails, plates, 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.

Regulation No. 149 is deleted and the following inserted in lieu thereof:—

No. 186.

Master responsible for proper Slinging of Goods.—The master of every vessel shall be responsible for the proper slinging of all goods discharged on to any wharf from such vessel, and for any damage that may occur either from the breakage of slings or from the goods being imperfectly slung.

Regulations numbered 150 and 151 are hereby repealed.

Regulation No. 152 is amended by deleting the word "Wharf" before the word "Manager" and is hereby renumbered 187.

Regulations numbered 153 and 154 are hereby repealed.

Regulation No. 155 is amended by deleting the word "Wharf" before the word "Manager" wherever appearing and is hereby renumbered 188.

Regulation numbered 156 is hereby renumbered 195.

Regulation No. 157 is deleted and the following inserted in lieu thereof:—

No. 196.

Storage, Period of.—Except where otherwise provided, all goods landed from any vessel or received for shipment by any vessel, and placed on any wharf or in any shed, shall be removed therefrom within sixteen (16) working hours after having been so placed. Transhipment cargo, or cargo landed from a vessel in distress, or for the convenience of a vessel, and subsequently re-shipped, shall be allowed a free storage period of twenty-four (24) working hours.

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 Customs 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 Manager shall at once remove the whole consignment of which such package or packages are a portion to the King's warehouse.

Regulation No. 158 is deleted and the following inserted in lieu thereof:—

No. 197.

Goods may be Removed or Sold.—The 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 expense of such removal and of keeping of the goods, and of all other charges due to the Trust thereupon; and, in default of payment, on behalf of the Trust to sell the same in the manner and at the time and in accordance with the powers provided by Section 29 of the Act.

Regulation No. 159 is amended by deleting the third and fourth paragraphs and by inserting the following paragraphs in lieu thereof, and is hereby renumbered 198:—

The storage rate on transhipment cargo and cargo landed and reshipped shall be sixpence (6d.) per ton per week.

The storage rate on wool shall be sixpence (6d.) per ton per week.

The storage upon chaff in bags shall be assessed as upon twice the weight thereof.

Regulation No. 160 is hereby repealed.

Regulation No. 161 is amended by deleting the word "Wharf" before the word "Manager" and is hereby renumbered 199.

Regulation No. 162 is amended by deleting the word "Wharf" before the word "Manager" wherever appearing and is hereby renumbered 200.

Regulation numbered 163 is hereby renumbered 201.

Regulations numbered 164, 165, and 166 are hereby renumbered 189, 190, and 191 respectively.

Regulation No. 167 is hereby repealed.

Regulations numbered 168 and 169 are hereby renumbered 193 and 194 respectively.

Regulations numbered 170 to 184 inclusive are deleted and the following inserted in lieu thereof:—

No. 240.

Applications for Cranes.—All applications for the hire of wharf cranes shall be made at the office of the Trust on the form provided, and, as far as possible, cranes shall be available for use in the order of the applications received and as near to the time specified in such application as can be arranged. The Commissioners shall not be bound to supply any crane at any time to any applicant.

All charges for the hire of cranes shall be payable when making application, and shall be at the rates prescribed hereinafter.

The Manager may at any time re-allocate the cranes or remove a crane from any hirer if the exigencies of the working of vessels generally, in his opinion, require such action.

No. 241.

Calculation of Crane Hire.—Crane hire shall be payable from the time at which the crane is ordered to be ready for work and shall continue until the officer in charge of the crane has been informed by the hirer that it is no longer required. Should a crane require to be shifted for the convenience of the hirer the hirer shall pay the labour cost of shifting, in addition to the hire charge.

In the event of an applicant for hire of any crane not being ready to make use thereof at the time mentioned in his application, he shall be liable for half the amount of the hire from the time mentioned in the application until the crane commences work, and shall lose his turn if another applicant is waiting for or ready to use the crane. The minimum charge for continuous work in respect of each application shall be as for two hours' hire.

No. 242.

No Liability for Loss.—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. 243.

Expenses to be Paid.—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. 244.

Responsibility of Hirers.—Hirers of cranes shall not permit the crane fall to be used for the purpose of dragging out cargo unless a pennant is attached, so as to avoid the fall being drawn across any part of a vessel's structure. Hirers 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. 245.

General Responsibility.—The Commissioners will work the cranes, but will not supply nor accept any responsibility for the safety of slings for lifting cargo out of or into vessels. The Commissioners will supply a driver with each crane hired, who will, as far as possible and consistent with safety, be subject to and obey the instructions of the hirer, his stevedore or agent, but the Commissioners shall not be liable for any loss or damage whatever which may occur while such driver is operating the crane during the period of hire, unless such loss or damage is proved to be the direct result of wilful misconduct or wilful disobedience of any reasonable order on the part of the driver.

No. 246.

Work in Overtime Hours.—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. 247.

Tampering with Cranes.—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. 248.

Special Lifts.—All lifts of over three tons weight must be specially arranged for and shall be charged for as special lifts.

No. 249.

Scale of Charges for Hire of Cranes and Hoists, including Driver and Power.

(1) Continuous work in loading or unloading vessels, or in handling goods on wharves, or handling goods into or out of vehicles, to include in each case all lifts up to computed 3 tons weight, per hour or portion thereof, 10s. 6d. (minimum 2 hours).

(2) Casual or special lifts:—

- (a) For lifts computed to weigh not exceeding 10 cwt., per lift, 1s.
- (b) Over 10 cwt. and not exceeding 15 cwt., per lift, 1s. 6d.
- (c) Over 15 cwt. and not exceeding 1 ton, per lift, 2s. 6d.
- (d) Over 1 ton and not exceeding 25 cwt., per lift, 3s. 6d.
- (e) Over 25 cwt. and not exceeding 1½ tons, per lift, 4s. 6d.
- (f) Over 1½ tons and not exceeding 2 tons, per lift, 6s.
- (g) Over 2 tons and not exceeding 2½ tons, per lift, 8s.

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

(i) Over 3 tons and not exceeding 20 tons, fractions of tons over one-quarter ton to be taken as one ton, per ton, 15s.

Regulations numbered 185 and 186 are hereby repealed.

Regulation No. 187 is amended by substituting the word "each" on third line for the word "severally" and is hereby renumbered 61.

Regulation No. 188 is deleted and the following inserted in lieu thereof:—

No. 62.

Guns or Explosives not to be used.—No person shall, without the written authority of Harbour Master, fire any gun or explode any detonator or other signal, excepting as a signal of distress, or use any explosive upon any vessel in the Port.

Regulation numbered 189 is hereby renumbered 63.

Regulation numbered 190 is hereby renumbered 65.

Regulation numbered 190A is hereby renumbered 66.

Regulations numbered 191, 192 and 193 are hereby renumbered 67, 68 and 69 respectively.

Regulation numbered 194 is hereby renumbered 71.

Regulation numbered 194A is hereby renumbered 64.

Regulation No. 195 is deleted and the following inserted in lieu thereof:—

No. 72.

Lights and Signals at Anchor or under Way.—The master of any vessel in the circumstances hereinafter set out shall observe the following provisions:—

(a) Anchor Signals.—A vessel at anchor in or near the fairway or within the Inner Harbour shall, between the hours of sunrise and sunset, have exhibited on the fore part of the vessel where best seen a black ball two feet in diameter.

(b) Anchor Lights.—A vessel at anchor, or fastened to a mooring buoy or other fixture, shall, from sunset to sunrise, have exhibited a bright white light in a globular lantern, of not less than eight inches in diameter, and so placed as to show a clear, uniform, and unbroken light visible all round the horizon, and at a distance of at least one mile. In cases of vessels of over 100 feet in length, a second light shall be exhibited, and the two lights shall be so located as to indicate the extremities of the vessel. This paragraph shall not apply to vessels moored to the shore or any wharf, such vessels being provided for elsewhere in these Regulations.

(c) Lights when under Way.—An open boat, sailing yacht, lighter of less than 28 tons net registered tonnage, or a fishing boat, when under way, shall not be obliged to carry the coloured side lights; but every such boat and vessel shall in lieu thereof have ready at hand a lantern with a green glass on one side and a red glass on the other side, and on approaching to or being approached by another vessel, such lantern shall be exhibited in sufficient time to prevent collision, so that the green light shall not be seen on the port side nor the red light on the starboard side.

A vessel which is being overtaken by another shall show from her stern to such last-mentioned vessel a white light or a flareup light.

Regulation No. 196 is deleted and the following inserted in lieu thereof:—

No. 73.

Berthing Master to have entire control of Berthing and Removing of Vessels.—The Berthing Master shall have entire control of the berthing and removing of all vessels, and shall appoint the place where all such vessels shall berth within the harbour, and no vessel shall be so berthed without his authority or contrary to his directions. He shall have power to remove any vessel from a berth or alter the berth of any vessel whenever he may deem it necessary, notwithstanding that a portion only of a vessel's cargo may have been loaded or discharged, and upon his giving notice to the master, owner or agents of any such vessel that he requires such removal, such master, owner or agents shall make all arrangements therefor. Failing compliance with the notice so given, the Berthing Master is empowered to remove the vessel at the risk and expense of the master, owner or agents thereof.

Regulation No. 197 is deleted and the following inserted in lieu thereof:—

No. 74.

General Berthing Provisions.—The following provisions shall be observed at all times, unless otherwise specified, by the master of a vessel:—

(a) The master or agent of every vessel requiring a berth within the Port shall make application therefor to the Berthing Master on the form provided.

(b) No vessel shall be moored or fastened to any part of any wharf except to such bollards or other fastenings as are or may be provided for the purpose; and no vessel shall lie alongside such wharf unless properly moored or fastened. The Berthing Master shall have power to direct that all vessels so moored or fastened shall also be anchored or moored in such a manner as to relieve such wharf as much as possible from the weight of such craft.

(c) Passenger boats shall lie alongside the steps at any wharf no longer than may be necessary to embark or disembark passengers.

(d) Hulks, lighters, and other non-seagoing vessels shall not occupy berths when vessels with cargo or passengers require same.

(e) In no case shall more than one tier of vessels lie alongside or be moored or fastened to any wharf or to any other vessel lying alongside moored or fastened to any wharf without the special permission of the Berthing Master, except in the case of passenger vessels, steam tugs, hulks, and lighters engaged or about to engage in towing or the loading or unloading of passengers or cargo or stores, and in respect of which a general or special permission so to do shall have been obtained from the Berthing Master.

(f) All vessels lying alongside any wharf shall take such precaution as may be necessary or directed to prevent injury to the structure.

(g) When the Berthing Master may deem it unsafe, through stress of weather, for a vessel to remain alongside any wharf, 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.

(h) Under no condition and in no circumstances whatsoever shall any vessel be allowed to berth at any wharf in the port until she has been granted full pratique.

(i) Subject as aforesaid, and in these Regulations in general, any vessel may be permitted to lie alongside any wharf for the purpose of discharging and taking in cargo at all hours of the day and night.

Regulation No. 198 is amended by deleting the words "or jetty" on the fourth line, and is hereby renumbered 75.

Regulation No. 199 is deleted and the following inserted in lieu thereof:—

No. 76.

Lights and Gangways on Vessels alongside Wharves.—Every vessel lying alongside any wharf shall, from sunset to 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. Every gangway fixed for the purpose of giving access to the ship after dark shall be brightly illuminated as long as such gangway is in communication with the shore, and a watch shall be continually set upon the said gangway.

Regulation No. 200 is amended by deleting the words "or jetties" on the fourth line, and is hereby renumbered 77.

Regulation No. 201 is deleted and the following inserted in lieu thereof:—

No. 78.

Lights on Vessels when Lying in Tier at Wharves.—Any vessel which shall, between the hours of sunset and sunrise, lie in tier outside of any other vessel, moored to the shore or to any wharf or mooring buoy or at anchor in the Harbour shall, during those hours, exhibit at the widest part and on the side furthest from such other vessel, a bright light so placed as to show a clear and unbroken light completely round the off side from right ahead to right astern.

Regulation No. 202 is deleted and the following inserted in lieu thereof:—

No. 79.

Safety Nets.—Every vessel lying at any wharf shall have suspended beneath each gangway provided for the purpose of facilitating ingress and egress to the said vessel a safety net or other appliance of sufficient design and material as will, in the opinion of the Harbour Master or Berthing Master, prevent persons falling in the water in the event of their slipping off the said gangway. All vessels, shall also, while discharging or loading cargo at any wharf, suspend and keep suspended, to the satisfaction of the Harbour Master or Berthing Master, a safety net or saveall so placed and of such size and character as will prevent material (including coal, coke, ballast, refuse, or ashes) falling into the water. In the absence of such net or saveall, or in the event of any appliance used not proving efficient, the master or owners of the vessel 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.

Regulation No. 203 is amended by deleting the word "jetty" on the second line, and is hereby renumbered 80.

Regulations numbered 204 and 205 are hereby repealed.

Regulation No. 206 is deleted and the following inserted in lieu thereof:—

No. 81.

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 vessel in the Port on Sundays, except such as may be necessary for the safety and cleanliness of the vessel. No cargo shall be handled between any vessel and the wharves with the exception of passengers' personal luggage. Livestock in limited quantities may be landed at wharves on Sundays from vessels arriving, but only upon special permission of the 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.

Regulation No. 207 is deleted and the following inserted in lieu thereof:—

No. 82.

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, smith work, boiler-making, sail-making, or rigging work on or under any wharf, 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 shed, without the permission of the Manager in writing.

Regulation No. 208 is deleted and the following inserted in lieu thereof:—

No. 83.

No Fires to be Lighted or Combustible Matter to be Heated.—No fires shall be lighted in or upon, under, over, or near any wharf or shed, nor without permission of the Manager, upon any portion of the foreshore. No combustible matter, such as pitch, tar, resin, or oil, shall be heated on board any vessel lying at any wharf or at anchor in the harbour, but with the permission of the Harbour Master such combustible matter may be heated in a boat at a safe distance from such vessel.

Regulation numbered 209 is hereby renumbered 84. Regulation No. 210 is deleted and the following inserted in lieu thereof:—

No. 85.

Cleaning of Wharf Berth.—A charge of £1 for every vessel exceeding 750 tons gross, and of 10s. for every vessel of 750 tons gross and under, shall be payable for the cleaning of each wharf berth occupied, unless the Manager in his discretion either remits or limits this charge in special circumstances.

Regulation numbered 211 is hereby renumbered 86.

Regulation No. 212 is hereby repealed.

Regulation No. 213 is deleted and the following inserted in lieu thereof:—

No. 87.

Vessels at Owners' Risk.—The Trust shall not accept any responsibility for the safety or otherwise of vessels lying within the Port, and all such vessels, whether at an anchorage or moored alongside any wharf, or at any mooring buoy, are at all times at the sole risk of the master 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.

Regulation No. 214 is amended by deleting the words "or jetties" in the eighth line and is hereby renumbered 88.

Regulation numbered 215 is hereby renumbered 89.

Regulation No. 216 is deleted and the following inserted in lieu thereof:—

No. 90.

Night Watchman.—All vessels exceeding 150 tons gross shall have a watchman on deck from sunset to sunrise, and vessels not exceeding 150 tons gross shall have at least one man on board during the same period.

Regulation numbered 217 is hereby renumbered 91.

Regulation No. 218 is deleted, and the following inserted in lieu thereof:—

No. 92.

Water Police may board Vessels.—For the purpose of seeing that all or any of these Regulations are properly carried out, the Water Police or Harbour Trust Patrolman 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.

Regulation No. 219 is hereby repealed.

Regulations numbered 220 to 225 are deleted, and the following new regulation is inserted in lieu thereof:—

No. 93.

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

(a) In the performance of any such service for or in connection with any vessel, the master of the vessel and the crew thereof are required to give and afford all possible aid and assistance to effect the same. 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 a vessel is not sufficient to enable the Harbour Master or Berthing Master to effect such removal he is empowered to hire and employ such other assistance and other quantity of ballast as to him seems requisite, at the cost and charges of the master, agent, or owner of the vessel.

(b) The Harbour Master or Berthing Master is hereby empowered to make fast and attach any rope or other tackle to any vessel, and to cast off or loose any warp or rope, or unshackle or loose any chain by which any vessel is moored or fastened.

(c) All such costs and charges, and all other costs, charges, and expenses incurred shall be paid, on demand, by such master, agent, or owner to the Trust.

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

Regulation numbered 226 is hereby renumbered 94.

Regulation No. 227 is hereby repealed.

Regulation numbered 228 is hereby renumbered 95.

Regulation No. 229 is hereby repealed.

Regulation No. 230 is deleted, and the following inserted in lieu thereof:—

No. 96.

Securing.—The master of any vessel shall, whenever required so to do by the Harbour Master or Berthing Master, provide, make, and fix, under his direction, additional fastenings to make such vessel secure.

Regulation No. 231 is deleted, and the following inserted in lieu thereof:—

No. 97.

Anchors let go in Port to be Buoyed.—The master of any vessel shall not let go any anchor without a buoy being attached thereto; and such master shall lift such anchor when required to do so by the Harbour Master.

Regulation numbered 232 is amended by deleting the words "or jetty" wherever appearing, and is hereby renumbered 98.

Regulation No. 233 is amended by deleting the word "Wharf" before the word "Manager" wherever appearing, and is hereby renumbered 100.

Regulation No. 234 is hereby repealed.

Regulation No. 235 is deleted, and the following inserted in lieu thereof:—

No. 101.

General Order.—The master of every vessel 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.

Regulation No. 236 is hereby repealed.

Regulation No. 237 is deleted and the following inserted in lieu thereof:—

No. 102.

Hulks to be Surveyed Annually.—All hulks shall be subject to a hull survey during the month of January in each year, and at such other times as the Commissioners may demand. The fee for the survey of any hulk shall be £3 3s., and shall be paid in advance by the owner to the Commissioners. In no case will any portion of such fee be returned in case of failure to pass such survey. The Commissioners shall appoint a surveyor for the purpose, and upon his recommendation, may continue to permit any hulk passing such survey to be used within the port, subject to the conditions stated in writing from time to time, until the 31st day of December next ensuing, or may, at any time, suspend or cancel any permission already granted to such hulk to be used within the harbour or any portion thereof. 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.

Regulation No. 238 is deleted and the following inserted in lieu thereof:—

No. 208.

(a) Noxious or Dangerous Goods.—Except where otherwise specially provided for, the master of any vessel shall not discharge, nor shall any person bring on to any wharf, any noxious or dangerous goods without the permission of the Manager in writing. Containers of noxious or dangerous goods shall be distinctly labelled with the nature of the contents and shall be so constructed as to comply with standards approved by some recognised authority. All goods of a dangerous, noxious, or inflammable character shall be removed from the wharves with all possible despatch after having been placed thereon. The Commissioners shall not be responsible for any loss or damage which may accrue to such goods whilst on their premises, and the master of the vessel from which any such goods have been discharged, or the owner, agent or consignor of such goods shall be held responsible for damage or loss arising directly or indirectly therefrom.

(b) Motor Cars, Motor Boats, etc.—

(1) No person shall ship or send in any vessel any motor driven vehicle, machine or boat using inflammable liquid unless the tanks thereof and all engine connections are empty and free from such liquid and/or vapour.

(2) No such vehicle, machine or boat shall have stored, placed or packed therein any inflammable liquid whether enclosed in a separate container or otherwise.

(3) No master shall knowingly receive or carry on board his vessel any motor driven vehicle, machine or boat, in respect of which the requirements of this Regulation have not been complied with.

Regulation No. 239 is hereby repealed.

Regulation numbered 240 is hereby renumbered 209.

Regulation No. 241 is amended by substituting the words "vessel" and "vessels" for the words "ship" and "ships" wherever appearing, and is hereby renumbered 210.

Regulation numbered 242 is hereby renumbered 211.

Regulation No. 243 is deleted and the following inserted in lieu thereof:—

No. 212.

Where Vessels are to Anchor, etc.—Vessels arriving at the Port with explosives on board, or desiring to load explosives while in the Port, shall anchor in Gage Roads not less than half a mile from any other vessel, or two miles from any wharf or landing place as directed by the Harbour Master. The said explosives shall be discharged into or loaded out of licensed powder lighters, and no such lighter having on board more than 10,000 lbs. of explosives shall be brought within two miles of the coastline North of Owen Anchorage Stock Jetty while proceeding to or from the Woodman Point Explosives Jetty.

Regulation No. 244 is deleted and the following inserted in lieu thereof:—

No. 213.

Signals to be exhibited:—

(a) The master or person in charge of every vessel having explosives on board shall keep conspicuously exhibited at the foremast head, from sunrise to sunset, the red burgee, being letter "B" of the International 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.

(b) The person in charge of any vessel shall observe due caution when approaching another vessel having the aforesaid flag or signal exhibited, and shall not approach any such vessel nearer than 200 yards, unless duly authorised by an officer of the Trust.

Regulation No. 245 is amended by substituting the word "vessel" for the word "ship" and is hereby renumbered 214.

Regulation No. 246 is deleted and the following inserted in lieu thereof:—

No. 215.

Lighters to be Licensed.—All lighters conveying explosives either to or from vessels, or other places, shall be duly licensed by the Fremantle Boat Licensing Board for that purpose, under such conditions as shall be prescribed in the license by the Chief Inspector of Explosives, 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.

Regulation numbered 247 is hereby renumbered 216.

Regulations Nos. 248 to 255 inclusive are amended by substituting the word "vessel" for the word "ship" wherever appearing and are hereby renumbered 217 to 224 respectively.

Regulation No. 256 is deleted and the following inserted in lieu thereof:—

No. 225.

Prevention of Accidents.—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 shall prevent 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 shall prevent any other person from committing any such act.

Regulations Nos. 257 to 262 inclusive are amended by substituting the word "vessel" for the word "ship" wherever appearing and are hereby renumbered 226 to 231 respectively.

Regulation No. 263 is deleted and the following inserted in lieu thereof:—

No. 232.

Lighters to have Person in Charge.—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 lighter. Where more than 5,000 lbs. of explosives are on or are being conveyed in a licensed powder lighter there shall be two persons continuously on board such lighter.

Regulation numbered 264 is hereby renumbered 233.

Regulation No. 265 is amended by substituting the word "Vessels" for the word "ships" in the first line, and is hereby renumbered 234.

Regulation No. 266 is amended by substituting the word "vessel" for the word "ship" wherever appearing and by inserting after the word "whatever" in the third line of paragraph (i) the words "unless approved by the Inspector," and is hereby renumbered 235.

Regulations Nos. 267, 268 and 269 are amended by substituting the word "vessel" for the word "ship" wherever appearing, and are hereby renumbered 236, 237 and 238 respectively.

Regulation No. 270 is deleted and the following inserted in lieu thereof:—

No. 239.

Explosives not to be Handled in other than Daylight Hours.—Excepting in respect of operations at the Explosives Jetty, which shall at all times be under the control of the Inspector, and to ensure that loaded or partly loaded lighters may be taken or returned to the said jetty within daylight hours, no explosives shall be discharged on to or loaded from any vessel or lighter during hours other than between sunrise and one hour before sunset, unless the special permission in writing of the Inspector shall have previously been obtained to enable such discharging or loading to continue until sunset.

Regulation numbered 271 is hereby renumbered 250.

Regulation No. 272 is deleted and the following inserted in lieu thereof:—

No. 251.

License Fee.—The annual fee for a license shall be five shillings (5s.) and such license shall cover the period from the first day of July to the last day of June. An additional sum of two shillings and sixpence (2s. 6d.) shall be lodged as a deposit against the return of the badge.

Regulations numbered 273 to 277 inclusive are hereby renumbered 252 to 256 respectively.

Regulation No. 278 is hereby repealed.

Regulations numbered 279 and 280 are hereby renumbered 257 and 258 respectively.

Regulation No. 281 is deleted and the following inserted in lieu thereof:—

No. 259.

License and Badge not to be Lent.—A waterman shall not lend his license and badge to any other person.

Regulation No. 282 is amended by inserting the words "and badge" after the word "license" wherever appearing, and is hereby renumbered 260.

Regulation numbered 283 is hereby renumbered 261.

Regulation No. 284 is hereby repealed.

Regulation No. 285 is amended by deleting the words "or jetty" on the third line and is hereby renumbered 262.

Regulation No. 286 is deleted and the following inserted in lieu thereof:—

No. 266.

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. Porters shall arrange themselves on the wharf, at least five 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. 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.

Regulations numbered 287, 288 and 289 are hereby renumbered 263, 264 and 265 respectively.

Regulation No. 290 is amended by deleting the words "by the Secretary" in the last line and is hereby renumbered 267.

Regulation No. 291 is hereby repealed.

Regulation No. 292 is deleted and the following inserted in lieu thereof:—

No. 268.

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 for the purpose by the Trust. Applications for such permits shall be made to the Secretary, upon the form provided, and such permits shall be issued annually, and shall cover the period from the first day of July to the last day of June.

Regulations numbered 293, 294 and 295 are hereby renumbered 269, 270 and 271 respectively.

Regulation No. 296 is amended by deleting the words "by the Secretary" in the last line and is hereby renumbered 272.

Regulation No. 297 is deleted and the following inserted in lieu thereof:—

No. 273.

Porter's License and Carrier's or Driver's Permit not to be held by one Person.—Under no circumstances shall a carrier's or driver's permit and badge and a porter's license and badge be held by one person at one and the same time. Any person holding and having in force a porter's license and badge and being desirous of obtaining a carrier's or driver's permit and badge may, by written notification and relinquishing his porter's license and badge, be issued with a carrier's or driver's permit and badge. In like manner, a carrier or driver may be issued with a porter's license and badge. In each case the license or permit and badge previously held shall become void and cease to have any force.

Regulation No. 298 is hereby repealed.

Regulation numbered 299 is hereby renumbered 274.

Regulation No. 300 is deleted, and the following inserted in lieu thereof:—

No. 302.

Drivers to stop at Wharf Entrance or Exit.—The driver of every horse-drawn or motor-driven vehicle 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 Check Clerk at the point of entrance to or exit from the wharf, and shall explain to the Check Clerk the nature of his business, pay whatever dues (if any) 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 the Regulations of the Commissioners. Such driver shall, at all times, while on the premises of the Trust, obey all directions of the Manager.

Regulation No. 301 is deleted, and the following inserted in lieu thereof:—

No. 275.

Vehicles to take up Ranks.—Drivers taking their vehicles on to the premises of the Trust for the purpose of plying for hire, upon the arrival of a vessel or otherwise, shall take up their positions on the rank allotted for the purpose by the Manager, and no driver shall leave his vehicle unattended whilst on such rank or refuse to obey any directions of the Manager.

Regulation No. 302 is hereby repealed.

Regulations numbered 303 and 304 are hereby renumbered 276 and 277, respectively.

Regulations Nos. 305 and 306 are hereby repealed.

Regulations numbered 307, 308, and 309 are hereby renumbered 278, 279, and 280 respectively.

Regulations Nos. 310, 311, and 312 are hereby repealed.

Regulation No. 313 is deleted, and the following inserted in lieu thereof:—

No. 281.

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 Manager or Harbour Trust Patrol Officer 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 Manager may suspend the license or permit, as the case may be, and withdraw the badge of the offender.

Regulation No. 314 is deleted, and the following inserted in lieu thereof:—

No. 282.

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 waterman, 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.

Regulation No. 315 is deleted, and the following inserted in lieu thereof:—

No. 283.

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 waterman's or porter's license or carrier's or driver's permit and badge for breaches of these Regulations.

Regulations numbered 316 to 320, inclusive, are hereby renumbered 284 to 288 respectively.

Regulation No. 321 is deleted, and the following two regulations inserted in lieu thereof:—

No. 289.

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.

No. 290.

Exemption.—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."

Regulations numbered 322 to 330 inclusive are hereby renumbered 291 to 299 respectively.

Regulation No. 331 is deleted and the following inserted in lieu thereof:—

No. 300.

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

Regulation No. 332 is amended by deleting the word "Wharf" before the word "Manager" wherever appearing, and is hereby renumbered 301.

The following two new regulations are added:—

No. 303.

Vehicles at Victoria Quay.—No vehicle shall stand at any place other than the South side of Victoria Quay roadway, except for such time as may be necessary to set down or take up passengers or to load or unload goods, and the driver of every vehicle shall at all times obey the directions of the Manager, as to the manner or place of parking such vehicle.

No. 304.

Vehicles may be Moved.—Where, in the opinion of the Manager, any vehicle should be moved from any stand or place, it shall be lawful for him to direct the driver thereof to remove such vehicle to such place as the Manager shall direct, and any driver who shall refuse to obey such directions shall be guilty of an offence. It shall also be lawful for the Manager or any officer of the Trust to remove any such vehicle, or cause the same to be removed in the absence of the driver thereof, or in case of failure of the driver to remove the said vehicle.

Regulation numbered 333 is hereby renumbered 305.

Regulations Nos. 334 and 335 are amended by deleting the words "or jetty" wherever appearing and are hereby renumbered 306 and 307 respectively.

Regulations numbered 336 to 339 inclusive are hereby renumbered 308 to 311 respectively.

Regulation No. 340 is deleted and the following inserted in lieu thereof:—

No. 99.

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

Regulation No. 341 is deleted and the following inserted in lieu thereof:—

No. 312.

Fire Alarms and Appliances.—Any person breaking, sounding, opening, or in any way interfering with any electric or other fire alarm apparatus on the premises of the Trust, except in order to give notice of an outbreak of fire, 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.

Regulation No. 342 is amended by deleting the words "or jetty" wherever appearing and is hereby renumbered 313.

Regulations Nos. 343 and 344 are amended by deleting the word "Wharf" before the word "Manager" wherever appearing, and are hereby renumbered 314 and 315 respectively.

Regulation No. 345 is amended by deleting the words "or jetty" on the second line and is hereby renumbered 316.

Regulation No. 346 is hereby renumbered 317.

Regulation No. 347 is deleted and the following inserted in lieu thereof:—

No. 318.

Fishing.—No person shall fish from any wharf without the permission of the 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 or shed.

Regulations Nos. 348, 349, 350, and 352, 353, 354, are amended by deleting the word "Wharf" before the word "Manager" wherever appearing and are hereby renumbered 319 to 324 respectively.

Regulation No. 351 is hereby repealed.

Regulation No. 355 is deleted and the following inserted in lieu thereof:—

No. 325.

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

Regulation No. 356 is deleted and the following inserted in lieu thereof:—

No. 326.

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 Manager, and under the terms and conditions imposed by such authority. Applications for such permission must be made at least 24 hours prior to the arrival of the vessel carrying the stock sought to be landed. No

stock shall be landed as aforesaid until all necessary precautions have been taken to insure their being at all times properly tended and under control.

Regulation No. 357 is deleted and the following inserted in lieu thereof:—

No. 327.

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 Manager may, in his discretion, allow a vessel which has been permitted to land a limited quantity of live stock at the Inner Harbour wharves, to clean up her cattle decks while lying at such wharves, provided the work of cleaning up is commenced immediately the said stock have been landed, and is carried on rapidly and continuously, and that all refuse is put into barges, railway wagons or other vehicles 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, and such wagons or other vehicles are forthwith removed from the premises of the Trust. 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.

Regulation No. 358 is deleted and the following inserted in lieu thereof:—

No. 328.

Ballast Ground.—The ballast ground shall be that portion of the Harbour lying half a mile due East of the Hall Bank buoy.

Regulation numbered 359 is hereby renumbered 329.

Regulation No. 360 is deleted and the following inserted in lieu thereof:—

No. 330.

Wharf Holidays.—The following days shall be observed as wharf holidays:—New Year's Day, Foundation of Australia Day, Waterside Workers' Picnic Day, Good Friday, Easter Monday, Anzac Day, Labour Day, Sovereign's Birthday, Christmas Day and Boxing Day, and such other days as may be declared to be wharf holidays.

Regulation No. 361 is deleted and the following inserted in lieu thereof:—

No. 331.

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 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 Manager, unfit to remain on any wharf, or in any shed, or harmful to other goods stored on or in such wharf, or shed, may be removed by the Manager, and the consignee and owner of such goods or other things shall, upon demand, repay the Commissioners the cost of such removal.

Regulation No. 362 is amended by deleting the word "Wharf" before the word "Manager" on the third line, and is hereby renumbered 332.

Regulation No. 362A is hereby repealed.

The following new regulation is added:—

No. 333.

Special Services.—Where any service is undertaken or provided by the Trust, whether generally or at the request or for the convenience of shipping, and such service is not defined in these regulations, the Manager shall determine the rate or charge payable in respect thereof.

Regulation No. 363 is deleted and the following regulations inserted in lieu thereof:—

Rous Head Slipway.

No. 334.

Vessels belonging to any of His Britannic Majesty's States or Dominions using the Slip shall be free of the usual dues for the first three days only, but in lieu

thereof shall pay all expenses incurred by the Trust for wages, stores and material. After the expiration of the aforesaid three days, the scale of charges set out in these Regulations (computed from the fourth day) shall apply.

No. 335.

All other vessels shall pay Slip Dues in accordance with the rates prescribed in the scale of charges, provided that where the Slip is used for less than two days, double rates shall be payable for the first day, and where the Slip is used for two days or more fifty per cent. extra shall be payable for the first day.

No. 336.

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.

No. 337.

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

No. 338.

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.

No. 339.

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.

No. 340.

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

No. 341.

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

No. 342.

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

No. 343.

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 the right to refuse any application for the use of the Slip.

No. 344.

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

No. 345.

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.

No. 346.

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 such repairs and provide all necessary material.

No. 347.

The Trust shall 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.

No. 348.

The 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.

No. 349.

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

No. 350.

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

No. 351.

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

No. 352.

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 ... ..	...	6½d.
1,400 " " 1,450 ... ..	...	6¼d.
1,350 " " 1,400 ... ..	...	6¾d.
1,300 " " 1,350 ... ..	...	6½d.
1,250 " " 1,300 ... ..	...	6½d.
1,200 " " 1,250 ... ..	...	6¾d.
1,150 " " 1,200 ... ..	...	6¾d.
1,100 " " 1,150 ... ..	...	7d.
1,050 " " 1,100 ... ..	...	7½d.
1,000 " " 1,050 ... ..	...	7½d.
950 " " 1,000 ... ..	...	7¾d.
900 " " 950 ... ..	...	7½d.
850 " " 900 ... ..	...	7¾d.
800 " " 850 ... ..	...	7¾d.
750 " " 800 ... ..	...	7¾d.
700 " " 750 ... ..	...	8d.
650 " " 700 ... ..	...	8½d.
600 " " 650 ... ..	...	8½d.
550 " " 600 ... ..	...	8¾d.
500 " " 550 ... ..	...	8½d.
450 " " 500 ... ..	...	8¾d.
400 " " 450 ... ..	...	8¾d.
350 " " 400 ... ..	...	8¾d.
300 " " 350 ... ..	...	9d.

No. 353.

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.

Regulation No. 364 is deleted and the following inserted in lieu thereof:—

No. 354.

Penalties.

Except where specific penalties are imposed, any person committing a breach of any of the foregoing Regulations or any amendment thereof, or any Regulation made in substitution thereof, or any Regulation added thereto, shall be liable to a penalty not exceeding One hundred pounds (£100) in respect of each such breach, and it is expressly declared that the imposition and payment of any penalty shall not affect the liability of any person or vessel to answer in damages for any injury to any property or person arising from such breach as aforesaid.

Regulation No. 365 is hereby repealed.

Schedule B is hereby deleted.

The Regulations made by the Fremantle Harbour Trust Commissioners on the eighth day of July, 1927, for the control and regulation of vessels and persons carrying or handling inflammable liquids within the Port, as reprinted by the Government Printer, with all amendments up to the thirty-first day of March, 1933, are deleted and the following inserted in lieu thereof in the principal Regulations:—

No. 202.

Inflammable Liquids and Oils.

The Regulations in this section shall apply to inflammable liquids and oils, but notwithstanding anything contained therein, the Commissioners, in any case in which, in their opinion, the public safety will not be prejudiced, may, by notice in writing under their hand, grant exemption to any person from compliance with any of the requirements thereof, and such exemption may be for such term, to such extent, and subject to such restrictions, limitations, and conditions as the Commissioners think fit.

No. 203.

Interpretations.

For the purpose of this section of these Regulations, the following additional expressions shall have the meanings hereby assigned to them:—

“Battened down” means and includes all methods of securely closing, to make gas-tight as far as practicable, any hatchway.

“Cargo” includes, *inter alia*, bunker coal.

“Fire” means every description of fire and means of ignition.

“Flashing point” means the true flashing point of a liquid as obtained by Abel’s close test apparatus or by any apparatus which has been established by Act of Parliament for the purpose of determining the true flashing point of inflammable liquid.

“Hatchway” means any hatchway or other opening into a hold not protected to prevent communication of fire.

“Hold” means, when applied to a vessel, any hold between deck, shelter deck, tank or other covered place where cargo may be stowed.

“In bulk” means with respect to oil and inflammable liquids such as are conveyed in quantities exceeding ninety gallons in any one container, and are intended to be transferred by pipe line or hose.

“Inflammable liquid” means and includes any oil, liquid, or spirit having a true flashing point of less than one hundred and fifty degrees Fahrenheit (150° F.), and also any substance which the Governor, by Proclamation in the *Government Gazette*, declares to be inflammable liquid.

“Inflammable liquid, ‘Group A,’” means any inflammable liquid which has a true flashing point of less than seventy-three degrees Fahrenheit (73° F.).

“Inflammable liquid, ‘Group B,’” means any inflammable liquid which has a true flashing point of not less than seventy-three degrees Fahrenheit (73° F.).

“Oil” means oil of any description having a true flashing point of not less than one hundred and fifty degrees Fahrenheit (150° F.).

“Tank ship” means a vessel specially fitted with tanks and used wholly or mainly for the conveyance of oils or inflammable liquids.

“Wire gauze” means a gauze made of copper or brass wire of not less than 0.014 inch diameter (28 Birmingham Wire Gauge) and having not less than 28 meshes to the lineal inch.

No. 204.

General Requirements for all Vessels.

The following provisions shall be observed upon or in respect to all vessels:—

1. The Master, Owner and Agent of a vessel shall each be responsible for the due performance and observance of all Regulations applying to such vessel, and in no case shall the responsibility of either relieve the other or others of his or their responsibility.

2. General Precautions.—All due precautions whether prescribed or not for the prevention of accidents by fire or explosion shall be taken, and no act shall be performed or permitted which tends to cause fire or explosion and is not reasonably necessary.

3. Inspection.—Inspection of the vessel by the Harbour Master shall be facilitated and all inquiries respecting the observance of these Regulations shall be answered correctly. No person shall obstruct or interfere with the Harbour Master in the performance of his duty, who is hereby authorised to inspect and examine at any time any vessel which he has reasonable cause to believe to have inflammable liquid or oil on board or having lately had on board any such liquid or oil.

4. Escape of Oil.—No inflammable liquid or oil or ballast water, or water mixed with any oil or inflammable liquid, shall be permitted to escape from or be discharged from a vessel into any inland or tidal water, and no liquid of any kind shall be discharged into any inland or tidal water from bilges, tanks or other spaces which have contained any oil or any inflammable liquid unless it is proved that the tanks or spaces have been cleaned of oil and inflammable liquid, or that the liquid has been freed from oil or inflammable liquid by means of a separating apparatus.

5. Notice of Loading or Unloading Oil in Bulk or Inflammable Liquid.—No oil in bulk or inflammable liquid of any kind shall be loaded or unloaded at any time unless notice on the prescribed form has been given to the Harbour Master and a permit in writing from the Harbour Master has been obtained. Provided that in lieu of such notice and permit the Harbour Master may issue a permit in writing for a fixed period in respect of intra-harbour traffic.

6. Burning Oil or Inflammable Liquid or Refuse on Board.—Heating, boiling, or burning of any pitch, tar, resin, turpentine, spirits, inflammable liquid, oil, refuse, rubbish or other combustible matter, in or on the vessel is prohibited, and the heating, boiling or burning of any such substance removed from such vessel on any wharf or on any place within fifty feet of any wharf is prohibited, except in such place and in such manner as may be approved of by the Harbour Master.

7. Strong Containers required.—No inflammable liquid shall be conveyed, loaded or unloaded on, into or from the vessel unless such inflammable liquid is contained in tanks, drums, tins or other containers from which, in the opinion of the Harbour Master, the inflammable liquid cannot escape in the form of liquid or vapour.

8. Motor Cars, Motor Boats, etc.:—

(a) No person shall ship or send in any vessel any motor driver vehicle, machine or boat using inflammable liquid unless the tanks thereof and all engine connections are empty and free from such liquid and/or vapor.

(b) No such vehicle, machine or boat shall have stored, placed or packed therein, any inflammable liquid whether enclosed in a separate container or otherwise.

(c) No Master shall knowingly receive or carry on board his vessel any motor driven vehicle, machine or boat, in respect of which the requirements of this Regulation have not been complied with.

Provided, however, that this provision shall not apply to vehicular ferries.

9. Powers of the Harbour Master with respect to Vessels not carrying Inflammable Liquid.—In the event of any vessel being anchored, moored or berthed within one hundred feet of a vessel loading, unloading or carrying inflammable liquid, such of the requirements of these Regulations relating to vessels carrying inflammable liquid as the Harbour Master deems necessary in the interests of safety in the loading or unloading of such inflammable liquid shall be complied with.

Vessels with Oil in Bulk.

No. 205.

The following provisions shall be observed in respect to any vessel conveying, loading or unloading oil in bulk—

1. Previous Regulations to be complied with:—The provisions of Regulation No. 204 (General Requirements for all vessels) shall be complied with.

2. Fires and Lights in Oil Tanks Prohibited.—No fires or lights (other than approved electric filament lamps or approved self-contained electric lamps) shall be permitted in the oil tanks of the vessel except with the written consent of the Harbour Master and subject

to such conditions as may be attached to the consent. In this provision "approved" means approved by the British Board of Trade or the American Bureau of Standards.

3. Pipes, Hoses, etc., to be Free from Leakage.—Pipes, valves, hoses and other appliances used for transferring oil shall be suitable for the work, kept in good condition and free from leakage and all due precautions shall be taken to prevent any oil escaping into inland or tidal water.

Vessels with Inflammable Liquid.

No. 206.

The following Regulations shall be observed in respect to any vessel upon which inflammable liquid in quantity exceeding four hundred gallons (400 gallons) is conveyed, loaded or unloaded:—

(A) General Provisions:—

1. Previous Regulations to be complied with.—The provisions of Regulation No. 204 (General Requirements for all Vessels) and of Regulation No. 205 (Vessels with Oil in Bulk) shall be complied with.
2. Notice of intention to Convey, Load or Unload Inflammable Liquid.—The master, owner or agent of the vessel shall give at least twenty-four hours' notice on the form provided to the Harbour Master before entering harbour of the intention to convey, load or unload inflammable liquid, and of the quantity of inflammable liquid to be conveyed, loaded or unloaded.
3. Red Flag and Red Light.—While within the Port there shall be displayed on the vessel—by day a red flag (known as the International Code Flag "B") and by night a red light, on the foremast head or jumper stay or other conspicuous place, so that the flag or light is clear of all obstructions and clearly visible in all directions.
4. Copy of Regulations to be Displayed.—A copy of these Regulations shall be obtained and placed in a prominent part of the vessel where they can be readily seen by officers and crew.
5. Permit Required to Enter Vessel.—No person other than those actually engaged in the work of loading or unloading inflammable liquid shall be allowed on the vessel without the permission of the master of such vessel.
6. Smoking Prohibited.—No person shall smoke in or on the vessel during the loading or unloading of inflammable liquid.
7. Locomotives not Permitted within Fifty Feet.—No locomotive on which steam is generated by combustion in open fires shall enter or be permitted to enter on railway tracks within fifty feet of any vessel carrying inflammable liquid.
8. Steel Hawasers to be placed over side of Vessel.—Immediately a vessel carrying inflammable liquid has been berthed a steel wire hawser sufficiently strong to enable the vessel to be hauled away from the wharf thereby shall be placed over the fore and aft ends of such vessel, and such hawsers shall so remain during the whole of the time the vessel remains alongside the wharf.
9. Prompt Discharge.—Except with the permission of the Harbour Master no vessel shall be berthed alongside any wharf unless such vessel is ready to discharge and to continue to discharge and arrangements have been made by the consignee to immediately receive the inflammable liquid.
10. Officer to be in Charge.—A responsible officer of the vessel shall be on duty day and night to give effect to these Regulations.
11. Inspections at other than Ordinary Hours.—All inspections necessitated by the requirements of these Regulations during other than the ordinary working hours of the Port, whether carried out aboard the vessel or ashore, shall be payable by the Master or Agent of the vessel.
12. Inflammable Liquid not to be Loaded or Unloaded between Sunset and Sunrise without Permit.—No inflammable liquid shall be loaded or un-

loaded on or from the vessel at any time between sunset and sunrise unless a permit in writing has been obtained in each instance from the Harbour Master to allow such inflammable liquid to be loaded or unloaded on or from such vessel and the conditions of such permission are duly observed.

13. Supply of Fire Extinguishers, etc.—Approved fire extinguishers and other approved material shall be provided and so distributed about the vessel as to be available for throwing on any inflammable liquid which may be spilled or ignited.

14. Chipping, Scraping, Hammering Prohibited.—Iron or steel hammers or other instruments capable of causing a spark shall not be used for the purpose of opening or closing hatches or tank lids of a vessel.

Except with the written approval of the Harbour Master, chipping, scraping, or hammering of iron or steel on the vessel is prohibited when any hold which contains, or has recently contained, inflammable liquid is open, or while there is any inflammable liquid on deck.

15. Towing Vessels.—No vessel (other than a self-propelled vessel) carrying inflammable liquid shall be navigated except in tow of or attended by an efficient tug propelled by steam, electricity, or other mechanical power, and not more than two such vessels shall be towed together at one time, either abreast or in train. No vessel (other than a self-propelled vessel) carrying inflammable liquid shall be towed alongside a tug unless with the permission in writing of, and upon such conditions as shall have been imposed by, the Harbour Master.

16. Tanks.—A tank used for conveyance of inflammable liquid on a vessel shall, as far as practicable and applicable, comply with the following:—

- (a) The tank shall be solidly constructed of steel, and shall not exceed a capacity approved by the Harbour Master.
- (b) The tank shall be firmly attached to strongly constructed supports.
- (c) The tank shall be efficiently screened from any engine on the vessel by a fire resisting shield placed at least six inches from the tank and carried up above the tank and down below it, and the exhaust of the engine shall be wholly in front of this shield if the engine is in front of such tank, or wholly behind this shield if the engine is behind such tank.
- (d) All vent pipes and vacuum relief valves shall be effectively protected by wire gauze as defined.
- (e) Effective earthing shall be provided to prevent accumulation of static electricity.
- (f) The bottom end of each fill pipe shall be carried down to near the bottom of the tank to form a liquid seal.
- (g) All fill pipes and dip pipes and other openings of a tank shall be fitted with screw caps, bolted covers, or other means of closing gas-tight at all times when such fill pipes or dip pipes are not in use for filling or dipping.
- (h) Vent pipes on all tanks shall be properly protected at the outlets by wire gauze as defined, and these outlets shall not be less than twelve feet above deck and made weather-proof.
- (i) No tank shall be filled with inflammable liquid more than 95 per cent. of its capacity, and a mark indicating the level at which 95 per cent. of its capacity will be so occupied shall be permanently fixed in the tank.

17. Watchmen:—

- (a) The Commissioners will supply watchmen, whose duty it shall be to assist in the enforcement of these Regulations, and they shall be empowered to enforce the strict observance of these regulations and all other applicable regulations of the Port, and all other instructions received from the Har-

hour Master to insure general safety and immunity from danger of accident.

- (b) Watchmen shall guard the vessel and the wharf at which she may be moored during the whole time any inflammable liquid shall remain on or at such vessel.
- (c) The Master shall pay or arrange to pay to the Commissioners the full cost of such watching before such vessel leaves the Port.
- (d) The provisions of this clause shall in no way lessen the responsibilities of the Master, Owner or Agents, as provided for in paragraph 1 of Regulation No. 204.

(B) Special Provisions with respect to Vessels with Inflammable Liquid otherwise than in Bulk:—

1. Display of Notices:—Notices, warning the crew and all persons on board or coming on board the vessel that smoking or any practice likely to cause fire is prohibited, shall be displayed in conspicuous positions on the vessel and on the gangways of such vessel.
2. Ventilation of Holds before Unloading:—All holds containing inflammable liquid in drums, tins or other packages, shall be thoroughly ventilated before and during the time such inflammable liquid is being unloaded.
3. Ventilation of Holds after Unloading:—All holds from which inflammable liquid in drums, tins or other packages has been unloaded shall be thoroughly ventilated, and no fire or unauthorised light shall be permitted at or near a hold which recently contained inflammable liquid until such hold has been thoroughly ventilated and made free from inflammable vapour.
4. Stowage:—All inflammable liquid loaded on the vessel shall be properly and securely stowed to the satisfaction of the Harbour Master.
5. Ventilation of Stowage Spaces:—Proper and efficient ventilation for the place of stowage shall be provided, and when required outlet ventilators passing through the deck and terminating just below such deck, and inlet ventilators extending to the bottom of the holds from above the upper deck, shall be fixed. All outlet and inlet ventilators shall be covered with wire gauze as defined.
6. Battening down Holds:—Holds, after inflammable liquid has been stowed in them, shall be securely battened down.
7. Marking of Packages:—All inflammable liquid in packages shall be properly marked or branded to indicate the nature of the inflammable liquid, and all inflammable liquid Group "A" shall be marked "Highly Inflammable."
8. Hatch Coverings:—Sufficient hatch coverings and other coverings as may be required by the Harbour Master shall be provided.
9. Holds to be Closed:—All holds which contain, or have recently contained, inflammable liquid, when inflammable liquid or other article is not being loaded into or unloaded from such holds, or such holds are not being cleaned and ventilated, shall be closed gastight as far as practicable.
10. Loading or Unloading General Cargo at Night:—A permit in writing shall be obtained from the Harbour Master to load or unload general cargo after sunset into or from a vessel carrying inflammable liquid, and the following precautions shall be taken:—
 - (a) Every hold containing inflammable liquid shall be securely battened down.
 - (b) No cargo shall be loaded into or unloaded from any hold unless such hold is separated by watertight and gastight bulkheads, decks, battened down hatchways or other means from all places on such vessel where vapour from inflammable liquid is likely to be.
11. Stowing Inflammable Liquid in Wooden Vessels:—Stowing inflammable liquid below deck in a wooden vessel is prohibited. A limited quan-

tity, however, may be carried as deck cargo on the weather deck of such a vessel, provided the inflammable liquid is stowed at a safe distance from the galley, crew's quarters and openings leading into machinery or boiler spaces.

(C.)—Special Provisions with respect to Tank Ships:—

1. The Master of a tank ship carrying inflammable liquids shall not permit the vessel to enter the harbour until specially authorised in writing by the Harbour Master and not then until the master of the vessel is in possession of a copy of these Regulations.
2. Wharf Barricade.—The loading or unloading of inflammable liquid from a tank ship shall not commence until a barricade efficient to prevent access to the vessel and pipe line hose connections by any unauthorised person has been erected to the satisfaction of the Harbour Master and until provisions satisfactory to the Harbour Master have been made for watchmen to be in attendance to prevent the entrance of any unauthorised person and to take charge of matches from all persons entering the barrier, and to assist generally in the enforcement of these Regulations.
3. Matches, etc., Prohibited.—Before commencing loading or unloading inflammable liquid, all matches shall be collected from members of the crew and other persons on the vessel and no person shall bring matches or other means of making a fire or light on the vessel during such loading or unloading.
4. Engineer to be in Charge.—In addition to having a responsible officer on duty as required by these Regulations, a crew to assist such officer and a competent member of the engine room staff shall be on duty at all times when inflammable liquid is on board to be available in case of emergency to operate the fire pumps or other fire extinguishing appliances.
5. Fires and Lights on Tank Ships:—
 - (a) From the time when the tank or holds of tank ships carrying inflammable liquid are first unsealed or opened for the purpose of loading or unloading inflammable liquid until such tanks or holds have been closed and sealed down, no fires or lights, other than fires or lights approved by the Harbour Master, shall be lit or used, either on board the vessel or on shore, within one hundred feet of any place at which inflammable liquid is being loaded or unloaded. Where, however, the Harbour Master is satisfied that the construction of the vessel and the situation of the fires are such that no serious hazard will be created thereby, the use of boiler fires for the purpose of supplying power necessary for working the machinery or appliances for the unloading of inflammable liquid, and also for heating galley appliances, may be authorised. No fires or lights of any description shall be permitted on any vessel while the tanks are open or unsealed for the purpose of loading inflammable liquid.
 - (b) The Master shall not allow any furnace, galley or other fires to be relighted until he is permitted to do so in writing by the Harbour Master.
 - (c) The Master shall not allow any furnace, galley or other fires to be alight on board his tank ship while running water for ballast or other purposes into any tank, receptacle or enclosure on board which has contained inflammable liquids. No ballasting shall be allowed by the Master until he is so permitted in writing by the Harbour Master, who shall lay down the conditions under which this work shall be carried out.
 - (d) The Master of a motor-driven tank ship shall cause all internal combustion engines on board his ship to be shut down to the satisfaction of the Harbour Master before any connection is made to the shore pipe line, or

- any preparation made to pump inflammable liquids, and such engines shall be kept shut down by the Master until he is permitted in writing by the Harbour Master to put them or any of them in operation.
6. Safety Gauzes on Openings to Tanks:—Except during inspection or when samples or ullage measurements are being taken wire gauze as defined shall be fitted over all openings of tanks that contain, or have recently contained, inflammable liquid in bulk; provided always that the lids, screw caps or other coverings are not removed from tanks or other receptacles containing, or having recently contained, inflammable liquid, in respect of which pumping operations are not in progress.
7. Pipes, Hoses, etc., to be free from Leakage:—Pipes, hoses, pumps and other appliances used for the transferring of inflammable liquid shall be maintained free from leakage and gastight to the satisfaction of the Harbour Master and unless it is otherwise authorised on the completion of loading or unloading all gear shall be thoroughly freed from inflammable liquid and the hoses disconnected from the shore pipe lines.
8. Loading or Unloading in Bulk.—The following precautions in the loading or unloading of inflammable liquid in bulk shall be taken:—
- Hoses, constructed to be resistant to inflammable liquid and maintained in good order, shall be used for connecting from ship to shore installation.
 - A non-return valve shall be placed immediately behind the connection between hose and shore installation pipe and where required by the Harbour Master at the shore end of the wharf also. Pumping operations shall not be commenced before the correct position of all valves has been verified by the Harbour Master.
 - When pumping ceases temporarily valves on ship and shore pipe line shall be closed. All pipe lines under any wharf shall be thoroughly cleared of inflammable liquid by flushing with water and shall be kept full of water.
 - On completion of loading or unloading the connection or connections to the shore pipe line shall not be broken until the pipe line for its whole length has been completely and satisfactorily cleared of all inflammable liquid. The satisfactory condition of the pipe line in this respect shall be verified by the Harbour Master.
 - All openings in the tanks shall be closed gastight immediately on suspension or completion of loading or unloading.
 - The Master of a tank ship shall see that a competent signalling staff is in attendance both at the tank installation and on board the ship and that telephonic communication between the same points is established.
9. Loading or Unloading Inflammable Liquid in Bulk at Night:—Subject to the approval in writing of the Harbour Master inflammable liquid in bulk may be discharged in bulk into a tank ashore after sunset provided that the following conditions and such other conditions as may be prescribed by the Harbour Master in special cases are complied with:—
- All pipe lines, hoses, valves and other appliances shall be coupled up and pumping commenced at least one hour before sunset.
 - Pipe lines and hoses shall not be uncoupled or coupled or otherwise interfered with except in daylight.
 - Sufficient electric flood lighting of approved type shall be provided to give ample light for all operations.
 - Arrangements shall be made by the master of the tank ship to ensure that there will be a sufficient staff of officers and men available at all times to ensure the efficient carrying on of the work or to remove the vessel if so required.

10. Repairs or alterations to Tanks:—Before any repairs or alterations are made to tanks on tank ships in which oil or inflammable liquid is or has been conveyed, involving such operations as welding, cutting, boring, soldering, hammering, which may produce heat or be liable to cause the ignition of inflammable vapours, such measures as are necessary shall be taken to free the tanks from inflammable vapours.

11. Prompt departure of Inflammable Liquid Tank Ships after Completion of Loading or Discharging:—So soon as possible following completion of discharge the inflammable liquid tank ship shall leave the harbour.

12. Bunkering of Inflammable Liquid Tank Ships:—Should it be necessary for an inflammable liquid tank ship to replenish her bunker supplies, this shall not be permitted until the ship has been made gas-free to the satisfaction of the Harbour Master, which operation shall be performed outside the harbour, and the Master shall not allow his ship to again enter the harbour until permitted to do so in writing by the Harbour Master.

No. 207.

Inflammable Liquid on Wharves or in Sheds.

The following provisions shall be observed in respect to the handling of inflammable liquids in containers on wharves or in sheds:—

- The master of every vessel intending to load from or to discharge on to any wharf any quantity of inflammable liquid shall give at least twenty-four hours' notice of such intention on the form provided to the Manager.
- In no case shall any inflammable liquid be placed on any wharf or in any shed or other part of the premises of the Commissioners without the written permission of the Manager.
- Inflammable liquid in containers shall not be discharged from any vessel direct into railway wagons or other vehicles, nor on to any wharf for the subsequent loading up into vehicles, without the permission of the Manager. In the former case, discharging shall not be commenced until the said wagons or other vehicles are alongside the vessel ready to receive such cargo. In the latter case, the discharge of such cargo shall be so regulated that at no time shall a greater quantity be on any wharf than can be removed within one hour with the means of transport available.
- No inflammable liquid shall be discharged from any vessel on to any wharf in hours other than the ordinary working hours, except where such vessel is discharging inflammable liquid directly into railway wagons or other vehicles and the written permission of the Manager has been obtained extending the hours of work and the time for delivery of such inflammable liquid off the premises of the Commissioners to full daylight hours.
- No inflammable liquid shall be received upon any wharf for shipment except during working hours and then only if the vessel about to take the same is prepared to receive it.
- No inflammable liquid shall be handled or deposited upon any wharf or other part of the premises of the Commissioners until notice boards not less than five feet by three feet in size and bearing the words

"THIS VESSEL HANDLING 'INFLAMMABLE LIQUID'—'NO SMOKING'"

have been erected in such conspicuous positions as to be visible from every point of access to such wharf or other part.
- When inflammable liquid is upon any wharf or other part of the premises of the Commissioners, no person shall smoke or have in his possession any fire or means of ignition or light, other than an approved safety lamp, within fifty feet of such inflammable liquid.

(h) The Commissioners will employ such watchmen as may be necessary in the following circumstances to supervise the handling of any inflammable liquid during the whole of the time the same is being handled or remains on any wharf or other part of the premises of the Commissioners, viz.:—

- (1) In the case of a vessel discharging inflammable liquid, when the cost of such watchmen shall be a charge against the master of such vessel or the consignee as the case may be.
- (2) Where the quantity of inflammable liquid to be loaded into any vessel exceeds 400 gallons, and also where the quantity does not exceed 400 gallons, unless such latter quantity upon being brought down for shipment is immediately placed aboard such vessel.
- (3) Where any quantity of inflammable liquid in excess of 40 gallons is permitted by the Manager to accumulate on any wharf for shipment.

The cost of watchmen employed in the circumstances (2) and (3) above shall be a charge against the master of the vessel loading such inflammable liquid.

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Made by the Fremantle Harbour Trust Commissioners at the meeting of the said Commissioners held on the tenth day of August, 1934.

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

(Sgd.) TOM CARTER,
Chairman.

(Sgd.) P. G. McMAHON,
Commissioner.

(l.s.)

(Sgd.) R. J. COX,
Secretary.