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WESTERN AUSTRALIAN MARINE ACT, 1948.

Crown Law Department,
Perth, 29th September, 1958.

THE undermentioned Regulations made under the provisions of the Western Australian Marine Act, 1948, are reprinted pursuant to the Reprinting of Regulations Act, 1954.

- (1) Western Australian Marine Act, 1948 (Survey and Equipment) Regulations—
published in the *Government Gazette* on the 15th March, 1950, and incorporating amendments thereto published in the *Gazette* on the 27th June, 1952.
- (2) Western Australian Marine Act, 1948 (Fire Appliances) Regulations—
published in the *Gazette* on the 15th March, 1950.
- (3) Regulations for Life-Saving Appliances—
published in the *Gazette* on the 15th March, 1950.
- (4) Western Australian Marine Act, 1948 (Wireless Telegraphy) Regulations—
published in the *Gazette* on the 15th March, 1950.
- (5) Regulations for Swinging Ships—
published in the *Gazette* on the 15th March, 1950.
- (6) Regulations for the Examination of Applicants for Masters, Mates, Coxswain, Engineers, Marine Motor Engine Drivers and Marine Surveyors—
published in the *Gazette* on the 15th March, 1950.
- (7) Regulations Governing the Manning of Fishing Vessels—
published in the *Gazette* on the 24th September, 1954.
- (8) Regulations as to Scale of Crew and Scale of Provisions—
published in the *Gazette* on the 15th March, 1950.
- (9) Rules of Court of Marine Inquiry—
published in the *Gazette* on the 15th March, 1950.
- (10) Regulations for Preventing Collisions at Sea—
published in the *Gazette* on the 31st December, 1953.

R. C. GREEN,
Under Secretary for Law.

Reprinted pursuant to the Reprinting of Regulations Act, 1954, by authority of the Minister dated 29th September, 1958.

Western Australian Marine Act, 1948.

WESTERN AUSTRALIAN MARINE ACT, 1948 (SURVEY AND EQUIPMENT) REGULATIONS.

[Published in the *Government Gazette* on the 15th March, 1950, and incorporating amendments thereto published in the *Gazette* on the 27th June, 1952, and reprinted pursuant to the Reprinting of Regulations Act, 1954.]

Part I.—Preliminary.

1. These Regulations may be cited as the Western Australian Marine Act, 1948 (Survey and Equipment) Regulations.
2. These Regulations are divided into Parts, as follows:—
 - Part I.—Preliminary.
 - Part II.—Survey of Ships.
 - Part III.—Equipment of Ships.
 - Part IV.—Survey and Equipment of Motor Boats.
 - Part V.—Survey and Equipment of Power Boats under 20 feet, Rowing Boats, Yachts, Barges, etc.
 - Part VI.—Survey and Equipment of Fishing Boats, Pearling Boats and Whaling Boats.
 - Part VII.—Miscellaneous.
3. These Regulations shall take effect on and from the day upon which the Act commences.¹
4. (1) In these Regulations, unless the context or subject matter otherwise indicates or requires—
 - “approved” means approved by a surveyor;
 - “Board of Trade” means the Board of Trade of the United Kingdom;
 - “cargo ship” means a seagoing ship which does not carry, or which is not certified to carry, more than 12 persons in addition to the master and crew;
 - “classed” in relation to a ship, means a ship holding a valid Lloyd’s 100A classification certificate, or classed B.S. in the British Corporation Registry and holding a valid certificate issued by that corporation;
 - “crew” includes apprentices;
 - “Department” means the Harbour and Light Department of the State;
 - “gross register tonnage” means—as to a ship registered at any port in the United Kingdom or any British possession—the amount of gross tonnage specified in the certificate of registry of the ship, and—as to a ship not so registered—the amount of gross tonnage ascertained in the manner prescribed by or under the Imperial Act in force for the time being regulating the mode of tonnage measurement for British ships;
 - “passenger ship” means—in relation to a seagoing ship—a ship which carries or is certified to carry, more than 12 persons in addition to the master and crew and—in relation to a ship other than a seagoing ship—a ship which carries, or is certified to carry, persons in addition to the master and crew;
 - “person” includes a person whether carried gratuitously or otherwise;

¹ The Act came into operation on 20th January, 1950.

"prescribed" means prescribed by or under the Act or by these Regulations;

"surveyor" means a person appointed under the Western Australian Marine Act, 1948, to be a surveyor of ships;

"the Act" means the Western Australian Marine Act, 1948, and includes that Act as amended from time to time.

(2) In these Regulations, any reference to a form shall be read as a reference to a form issued by the Department for the prescribed purpose.

5. (1) Subject to the provisions of the Act and of paragraphs (2) and (3) of this Regulation and, except where otherwise expressed, these Regulations shall apply to all mechanically propelled ships.

(2) These Regulations shall not apply to—

(a) any ship used solely for pleasure and not for profit or reward;

(b) any seagoing ship used solely for catching fish otherwise than for profit or reward.

(3) (a) In the case of a classed ship, the hull of which is wholly constructed of steel or iron, not carrying more than 12 persons other than the master and crew, Regulations 11 to 20, inclusive, 100 and 101 of these Regulations only shall apply.

(b) In the case of motor boats as defined in Regulation 21 of these Regulations and not being within the exemptions specified in paragraph (2) of this Regulation, Regulations 21 to 101 inclusive of these Regulations only shall apply.

Part II.—Survey of Ships.

6. (1) An application for the survey of a ship shall be made to the Department by or on behalf of the owner in accordance with the prescribed form in the Appendix hereto—which form may be obtained free of cost at the offices of the Department, and shall be accompanied by the prescribed fee. At least 48 hours' notice shall be given before the time the survey is desired.

(2) Where application is made for the survey of a ship for a certificate of survey, and the ship has not been built under survey of the Board of Trade or under the survey of either Lloyd's Register or British Corporation, the application for survey shall be accompanied by—

(a) such information, plans, data and the like as would be required under the instructions as to the Survey of Passenger Steamships issued by the Board of Trade in 1928, as amended to the date of the commencement of these Regulations; and

(b) such further information with respect to the ship as the Department, in the circumstances of the case, considers necessary.

(3) Unless otherwise directed by the Department, plans, data and the like lodged with the application in pursuance of paragraph (2) of this Regulation shall be retained in the offices of the Department for the purposes of information and record.

7. The report of a surveyor and his declaration of survey in pursuance of the Act shall be made in accordance with the prescribed form in the Appendix hereto.

8. (1) The Regulations contained in the instructions as to the Survey of Passenger Steamships issued by the Board of Trade under the Merchant Shipping Act¹ for the guidance of their surveyors in surveying passenger ships, shall be the Regulations to be complied with in the case of passenger ships surveyed under the Act for a certificate of survey in respect of the following matters:—

(a) The number of persons to be carried.

¹ Cf. Merchant Shipping Act, Application Act, 1903-1919.

- (b) Accommodation for such persons and the allocation of such numbers of persons as the surveyor may determine to various parts of the ship, and
- (c) sanitary matters.

Except that where, in the instructions, an allowance of three square feet per passenger is stated, or a divisor of 3 is specified for the determination of the number of passengers, the figure 4 shall be substituted for the figure 3.

(2) A certificate of survey shall not be granted to any passenger ship unless the requirements of this Regulation have first been complied with.

9. (1) Except in so far as other provision is made by these Regulations, anything required to be done by Regulations or Instructions made and issued by the Board of Trade under the provisions of the Merchant Shipping Act as a condition precedent to the grant of certificates of survey to passenger ships shall be deemed to be a thing necessary to be done before a certificate of survey may be granted in respect of any passenger ship under the Act.

(2) The requirements of paragraph (1) of this Regulation shall also be taken as applying, in so far as they can be read as applicable, to the survey of cargo ships for certificates of survey.

10. A surveyor, when making a survey of a ship or of her equipment, may be accompanied in the survey by some person appointed by the owner.

Part III.—Equipment of Ships.

11. (1) In addition to complying with any other requirements of the Act or of other Regulations under the Act as regards equipment to be carried, every ship to which this Part of these Regulations applies shall be provided, to the satisfaction of the surveyor, with equipment as prescribed by the Regulations included in this Part.

(2) The master of a ship shall not take her to sea, and the owner of a ship shall not suffer or permit her to go to sea, unless she carries equipment as required by this Regulation.

(3) A penalty not exceeding fifty pounds (£50) is hereby imposed for a breach of this Regulation.

12. Every seagoing ship shall be provided with at least one barometer in good working order.

13. (1) Every seagoing ship shall be provided with an efficient Morse signalling lamp for night signalling, and a semaphore or a pair of hand flags for signalling by day.

(2) Every seagoing ship shall be provided with a set of flags of the International Code and a Code book corrected to date.

14. (1) Every seagoing ship shall be provided, to the satisfaction of the surveyor, with means of making signals of distress of the kind and number specified in the following table:—

Gross Register Tonnage of Ship	Explosive Socket Signals	Sockets for Socket Signals	Deck Flares	Rocket Signals	Red Flares
<i>Seagoing Ships</i>					
Over 15 tons but not over 50 tons	6	1	....	12	....
Over 50 tons	12	2	2	12	....
<i>Ships Navigation in Partially Smooth Water</i>					
Over 15 tons	....	....	....	....	6

(2) The sockets for use in firing the explosive socket signals shall be of a type approved by the surveyor as safe and suitable for use in connection with the particular make of socket signals carried, and shall be placed in approved positions.

(3) The deck flares shall be self-igniting in water and capable of burning clearly for at least forty minutes.

(4) The rocket signals shall be rockets or shells throwing stars (of any colour or description) and each shall contain at least 12 ounces of composition.

(5) A suitable firing tube, of an approved type and fitted to the surveyor's satisfaction, shall be provided for firing rocket signals.

(6) Red flares shall be of an approved hand type, self-igniting and capable of burning clearly for at least forty seconds. Red flares shall be carried in a water-tight canister.

15. (1) The socket signals, deck flares, rocket signals, and red flares required by Regulation 14 of these Regulations to be provided shall be carried in magazines or receptacles approved by the surveyor.

(2) The outer magazine containing the distress signals shall have painted on the outside thereof in conspicuous and bold lettering, the words "Distress Signal Magazine."

(3) The socket signals, firing tubes and lanyard, shall be contained in a special magazine on the outside of which the word "Dangerous" shall be painted in bold lettering.

16. No person shall deface or alter or attempt to deface or alter the date of manufacture on any pyrotechnic signal required under these Regulations.

17. (1) Every ship to which this Part of these Regulations applies shall be provided with at least one efficient and properly constructed gangway or accommodation ladder, or some approved safe and efficient equivalent, for the use of persons going aboard or coming from the ship.

(2) A gangway net of a pattern and strength approved by the surveyor shall be provided in every ship required under this Regulation to be provided with a gangway or accommodation ladder or approved equivalent.

18. (1) Where the dimensions of a seagoing ship permit the application of Lloyd's Rules, that ship shall be provided with anchors of the number and weight, and with cable of the diameter and length, together with necessary toelines, stream lines and hawsers, in accordance with these Rules.

(2) Where under paragraph (1) of this Regulation a ship is required to have any chain cable or any anchor exceeding in weight one hundred and sixty-eight pounds, the chain cable or anchor shall be stamped, tested and proved under, and shall be duly certificated in accordance with, the Imperial Act, the Anchors and Chain Cables Act, 1899.

(3) In the case of small seagoing vessels whose dimensions do not permit the application of Lloyd's Rules, the anchors and cables to be provided shall be in accordance with the following table:—

Under Deck Tonnage of Vessel	Number and Weight of Anchors	Size and Length of Chain
Over 15 tons but not over 20 tons	2 anchors not less than 1 cwt. ea.	45 fathoms of not $\sqrt{15/32}$ in. dia. short less than link chain
" 20 " " " 25 "	2 " " " 1 $\frac{1}{4}$ "	45 " " " 17/32 " "
" 25 " " " 30 "	2 " " " 1 $\frac{3}{8}$ "	45 " " " 19/32 " "
" 30 " " " 40 "	2 " " " 1 $\frac{3}{4}$ "	60 " " " 5/8 " "
" 40 " " " 50 "	2 " " " 2 $\frac{1}{4}$ "	60 " " " 11/16 " "
" 50 " " " 65 "	2 " " " 3 "	60 " " " 5/4 " "
" 65 " " " 80 "	2 " " " 3 $\frac{3}{8}$ "	60 " " " 15/16 " "
" 80 " " " 100 "	2 " " " 3 $\frac{3}{4}$ "	75 " " " 7/8 " "
" 100 " " " 120 "	2 " " " 4 $\frac{1}{4}$ "	60 " " " 15/8 " "
" 90 " " " 100 "	2 " " " 4 $\frac{1}{4}$ "	60 " " " 15/8 " "
" 120 " " " 140 "	2 " " " 5 $\frac{1}{2}$ "	75 " " " 15/16 " "
" 140 " " " 160 "	2 " " " 5 $\frac{3}{4}$ "	60 " " " 1 " "

For the purpose of this paragraph, the under deck tonnage of a vessel shall be determined in accordance with the rule contained in Board of Trade Circular 1664, dated August, 1927 (Instructions relating to the tonnage measurement of sea fishing boats).

(4) Every ship navigating solely within partially smooth water limits shall be provided with anchors and chains in accordance with the following table. Every ship to which this paragraph applies shall also be provided with an efficient tow line to the satisfaction of the surveyor.

Under Deck Tonnage of Vessel	Number and Weight of Anchors	Size and Length of Chain
Over 15 tons but not over 20 tons	1 anchor not less than 70 lb.	30 fathoms of not less than $\frac{3}{8}$ in. dia. short link chain
" 20 " " " 25 "	1 " " " 1 cwt.	30 " " $\frac{15}{32}$ " " "
" 25 " " " 35 "	1 " " " $1\frac{1}{4}$ "	30 " " $\frac{17}{32}$ " " "
" 35 " " " 60 "	1 " " " $1\frac{1}{2}$ "	45 " " $\frac{19}{32}$ " " "
" 60 " " " 85 "	1 " " " 2 " "	45 " " $\frac{5}{8}$ " " "
" 85 " " " 115 "	2 anchors not less than $2\frac{1}{2}$ cwt. ea.	60 " " $\frac{11}{16}$ " " "
" 115 " " " 140 "	2 " " " $2\frac{1}{2}$ "	60 " " $\frac{11}{16}$ " " "
" 140 " " " 170 "	2 " " " 3 " "	60 " " $\frac{3}{4}$ " " "
" 170 " " " 200 "	2 " " " $3\frac{1}{2}$ "	60 " " $\frac{13}{16}$ " " "

The weight of anchors and the size of chain to be provided on ships of more than 200 tons under deck tonnage to which this paragraph applies shall be determined by applying Lloyd's Rules for the determination of equipment of steamships and providing two anchors each of a weight not less than 50 per centum of the tabulated weight of the best bower anchor required by Lloyd's Rules for a seagoing steamship of corresponding dimensions.

The size of chain to be provided shall correspond with the tabulated size of chain required by those rules for the reduced weight of anchor. Sixty fathoms of chain shall be attached to each anchor.

(5) Every ship operating within smooth water limits shall be provided with anchors and chains in accordance with the following table. Every ship to which this paragraph applies shall also be provided with an efficient tow line to the satisfaction of the surveyor.

Under Deck Tonnage of Vessel	Number and Weight of Anchors	Size and Length of Chain
Over 15 tons but not over 20 tons	1 anchor not less than 56 lb.	*30 fathoms of not less than $\frac{5}{16}$ in. dia. short link chain
" 20 " " " 25 "	1 " " " 70 "	*30 " " $\frac{3}{8}$ " " "
" 25 " " " 35 "	1 " " " 84 "	30 " " $\frac{13}{32}$ " " "
" 35 " " " 60 "	1 " " " 1 cwt.	30 " " $\frac{15}{32}$ " " "
" 60 " " " 85 "	1 " " " $1\frac{1}{4}$ "	45 " " $\frac{17}{32}$ " " "
" 85 " " " 115 "	1 " " " $1\frac{1}{2}$ "	45 " " $\frac{19}{32}$ " " "
" 115 " " " 140 "	1 " " " $1\frac{3}{4}$ "	60 " " $\frac{5}{8}$ " " "
" 140 " " " 170 "	1 " " " 2 " "	60 " " $\frac{11}{16}$ " " "
" 170 " " " 200 "	1 " " " $2\frac{1}{2}$ "	60 " " $\frac{11}{16}$ " " "

* Rope of equal strength may be substituted for chain in these items.

The weight of anchors and the size of chain to be provided on ships of more than 200 tons under deck tonnage to which this paragraph applies shall be determined by applying Lloyd's Rules for the determination of equipment of steamships and providing two anchors each of a weight not less than $33\frac{1}{3}$ per centum of the tabulated weight of the best bower anchor required by Lloyd's Rules for a seagoing steamship of corresponding dimensions.

The size of chain to be provided shall correspond with the tabulated size of chain required by those Rules for the reduced weight of anchor, 60 fathoms of chain shall be attached to each anchor.

19. (1) Every ship (except ships which navigate solely within smooth water limits) to which this Part of these Regulations applies shall be provided with equipment for taking soundings as follows:—

(a) Every seagoing ship of over 100 tons gross register tonnage shall be provided with—

- (i) at least one deep-sea hemp lead-line of a length of at least 120 fathoms with one lead of at least 28 lb. in weight and a suitable reel; and
- (ii) at least one hand lead-line of a length of at least 25 fathoms with a lead of at least 7 lb. weight.

- (b) Every seagoing ship of over 15 tons gross register tonnage shall be provided with—
- (i) at least one deep-sea hemp lead-line of a length of at least 50 fathoms with one lead of at least 14 lb. weight and a suitable reel; and
 - (ii) at least one hand lead-line of a length of at least 25 fathoms with a lead of at least 7 lb. weight.
- (c) Every ship navigating within partially smooth water limits shall be provided with at least one hand lead-line of a length of at least 25 fathoms with a lead of at least 7 lb. weight.

20. Every ship to which this Part of these Regulations applies shall be equipped with compasses as follows:—

(1) Every seagoing ship shall, before going to sea, be equipped with a standard compass, placed in a suitable position and furnished with appliances for taking accurate observations and bearings. Provided that it shall not be required that the standard compasses of seagoing ships not exceeding 100 tons gross register tonnage shall be furnished with appliances for taking observations and bearings, unless, in the opinion of the Department, such are necessary for the safe navigation of the ship, having regard to the particular voyage or trade in which she is, or is about to be engaged.

(2) Every seagoing ship to which this Part of these Regulations applies shall be provided with, in addition to a standard compass, at least one good compass in or on a binnacle.

Provided that in the case of a ship in which provision for steering is made in one part of the ship only, and the compass for the use of the helmsman is placed and equipped as provided in paragraph (1) of this Regulation, the Department, if satisfied that two compasses are unnecessary, may by writing under the hand of the Manager dispense with the requirement of an additional compass.

(3) Every other ship shall be provided with an efficient compass at each steering position.

Part IV.—Survey and Equipment of Motor Boats.

21. (1) In this Part of these Regulations, unless the context or subject matter otherwise indicates or requires—

“gross tonnage” means the gross tonnage ascertained in accordance with the formula set forth in paragraph (2) of this Regulation;

“length” means the length of a motor boat from the fore part of the stem to the after part of the rudder or after post measured on the load water line;

“master” means every person, except a pilot, having command or charge of any ship;

“motor boat” means any vessel under 15 tons gross tonnage and not less than 20 feet in length propelled by mechanical power other than steam, whether under sail or not.

(2) The formula for ascertaining the gross tonnage of a motor boat is as follows:—

$$\frac{L \times B \times D \times .6}{100} = \text{the gross tonnage.}$$

100

L being the length of the vessel in feet from the after part of the stem to the foreside of the stern post measured on the deck. Where no stern post is fitted the length at the after end shall be measured to the axis of the rudder stock at the deck. Provided that the length of the counter, or overhang, aft, when measured from the foreside of the stern post, or from the axis of the rudder stock where no stern post is fitted, to the inside of the rim, or harpin, at the after end shall not exceed 17½ per centum of the length L obtained above.

Where the length of the counter, or overhang, aft is in excess of the $17\frac{1}{2}$ per centum above stated the length L shall be taken as 85 per centum of the length measured from the after side of the stem to the inside of the rim, or harpin, at the after end, measured on the deck.

For the purpose of this formula the stern post shall mean the rudder or after post.

B being the breadth of the vessel in feet from the outside of the planking where the vessel is of greatest breadth; and

D being the depth of the vessel in feet amidships from the top of the gunwale to the top of the bottom plank next to the keel, or in decked boats from the top of the covering board or margin plank at side amidships to the top of the boom plank next to the keel.

22. The owner of every motor boat to which these Regulations apply shall cause the vessel to be surveyed at least once in every 12 months, at such convenient time or times as the Department may direct, by a surveyor appointed by it.

23. An application for the survey of a motor boat shall be made to the manager by or on behalf of the owner in accordance with the prescribed form, which form may be obtained free of cost at the offices of the Department and shall be accompanied by the prescribed fee.

24. The surveyor, if satisfied after survey of a motor boat, shall deliver to the Department a declaration that the hull, machinery, installation of machinery, and equipment of the vessel, including the life-saving appliances, are complete, sound, and serviceable, and in accordance with this Part of these Regulations. The declaration shall also contain a statement of the local limits within which and the hours during which the vessel is, in the judgment of such surveyor, adapted for use, and a statement of the maximum number of persons which the vessel is, according to this Part of these Regulations, constructed to carry, and is capable of safely carrying on the waters on which she is to navigate.

25. The report of a surveyor and his declaration of survey in pursuance of Regulation 24 of these Regulations shall be made in accordance with the prescribed form.

26. (1) On fulfilment, in respect of a motor boat of the conditions precedent laid down by this Part of these Regulations, and on receipt of the surveyor's declaration prescribed by Regulation 24 of these Regulations, a certificate shall be issued by the Department in respect of the motor boat, and the certificate shall be kept exhibited in a conspicuous part of the vessel and available to all persons on board as long as the certificate is in force.

(2) Subject to paragraph (3) of this Regulation, a certificate of survey may be granted under this Part of these Regulations for any period not exceeding 12 months, but no certificate shall remain in force after notice by the Department to the owner or master of the vessel to which the certificate relates that the Department has revoked it.

(3) In any case in which the Department is satisfied that the immediate survey of a motor boat is impracticable or would occasion unreasonable or unnecessary expense or inconvenience and that no danger to the motor boat or to any persons who may be carried in terms of the certificate for the vessel or to the vessel's cargo will arise from an extension of time for re-survey, the Department may extend the time for re-survey for any period not exceeding one month.

Any such extension may be granted notwithstanding that the certificate of survey has expired but shall not in any case extend for a longer period than one month from the date upon which the certificate expired and during the period of extension or during such shorter period as shall elapse until the issue of a fresh certificate, as the case may be, the certificate shall be deemed to be in force.

27. (1) (a) The maximum number of persons allowed for a motor boat shall not exceed the least number arrived at by applying each of the provisions contained in the following three subparagraphs:—

- (i) The number arrived at by dividing by 4 the clear space available for their accommodation on the main and/or well deck measured in square feet; or
- (ii) the number for which seating accommodation is provided arrived at by dividing by 1.5 the total length in feet of the seating; or
- (iii) the number arrived at by applying the provisions of paragraph (c) of this regulation.

(b) The maximum number of persons to be allowed for a motor boat shall also be regulated by the requirement that when the vessel is loaded with weights representing the full number of persons (including the master and crew) at 140 lb. to each person, and when the complete outfit and necessary supply of fuel are on board, the clear height of the side above water at the lowest point shall be not less than 15 inches for vessels 20 feet in length and 22 inches for vessels 40 feet in length or over. For length intermediate between 20 and 40 feet the height shall be in proportion. The length shall be measured from the fore side of the stem to the afterside of the rudder post, and the clear side shall be measured to the top of the wash strake, if one be fitted above the covering board. If, however, a half-deck be fitted, the clear side shall be measured to the top of the coamings of the half-deck.

(2) The maximum number of persons as determined by this Regulation shall not be allowed unless the surveyor be satisfied that the seaworthiness and stability of the motor boat are such that the vessel can with safety carry such number of persons on the waters on which she is to navigate.

28. The following requirements must be complied with before a certificate will be granted by the Department under this Part of these Regulations, and a certificate so granted will be continued in force only on condition that such requirements are complied with throughout the period for which the certificate is granted:—

(1) The motor boat shall be of such dimensions as, in the opinion of the surveyor, will render it seaworthy for the purpose for which it is to be used.

(2) Every motor boat shall have a distinctive name or number which shall be clearly painted on both sides in dark letters on a white ground, or in white letters on a black ground. The letters shall not be less than four inches in height. The same name shall not be borne by two or more of such vessels.

(3) A decked motor boat must be fitted with watertight bulkheads similar to those on a passenger steamship.

(4) An open or a half-decked motor boat must be provided with air-cases constructed of eighteen (18) oz. muntz metal, or with strong and serviceable enclosed airtight compartments attached to or forming part of the hull, and sufficient in either case to float at least 25 per centum more than the weight of the machinery, shafting, propellers, fuel tank, and ballast (if any).

(5) The flooring boards shall be closely fitted, but made removable for inspection, and all enclosed engine spaces shall be provided with egress approved by the surveyor.

(6) Except as otherwise provided in this Regulation, the top of the covering board or of the wash strake or the upper edge of the coamings of the half-deck, if so fitted, shall not be less than 30 inches above the flooring board in the case of vessels of 20 feet in length and 36 inches in the case of vessels 40 feet or more in length. For lengths intermediate between 20 feet and 40 feet the height shall be in proportion. When the height from the top of the covering board or of the wash strake or the upper edge of the coamings of the half-deck, is less than stated above, a rail shall be fitted above the covering board in such a position that the top of the rail shall be at least the required height above the flooring boards.

(7) Every motor boat, if so required by the surveyor, shall be ballasted. The ballast shall be of such a nature and weight as the surveyor shall determine and shall be placed and properly secured in positions determined by the surveyor.

(8) All inlets and overflow waterpipes for cooling purposes must be of brass or copper. Every connection made through the bottom of a motor boat must be fitted with a seacock inside the skin of the vessel.

(9) A brass or copper grill strainer must be fitted over the inlet water connection outside the bottom of each motor boat.

(10) The pipe leading from the fuel tank to the engine must be either brass or copper; all joints must be brazed and all unions must have ground faces.

(11) Valves must be fitted immediately against the fuel tank and against the engine connection of the fuel pipe.

(12) Fuel tanks shall be placed in a position determined by the surveyor.

(13) Fuel pipes must be carried where they are least likely to become damaged, and must be so fitted in all cases that ready access can be had to them and to all connections throughout their entire length.

(14) The exhaust pipe must be water-cooled unless taken into a funnel. Where the exhaust pipe is taken into a funnel, provision must be made to prevent possibility of ignition of inflammable vapour in any part of the vessel.

(15) The silencer must be effective as regards suppression of noise of exhaust, to the satisfaction of the surveyor, and constructed of sufficient strength to prevent its being injured by the occurrence of an explosion therein.

(16) The ignition circuit throughout must be carefully insulated. High tension leads from coil to sparking plugs must be carried through a water-tight tube, or so installed as to prevent leakage of current or risk of breakage, or damage by water.

(17) Electric leads must be properly supported.

(18) If a "spark gap" be employed, it must be so enclosed as not to be capable of igniting inflammable vapour.

(19) Some form of sparking plug must be employed in which external sparking is as far as possible guarded against.

(20) If trembler coils are employed they must be placed in a position where an accumulation of inflammable vapour is not likely to occur.

(21) No form of hot tube ignition may be employed unless oil having a higher flashpoint than 73 degrees Fahrenheit is used. If blow-lamps are used for this class of oil, they must be fixed and the flame enclosed.

(22) A suitable and adequate supply of tools must be carried aboard every motor boat.

(23) A small vessel of approved design must be fitted under the drain-cock of the carburettor to catch any leakage therefrom.

(24) A spare spark plug for half the number of cylinders must be carried.

(25) Opened tins of petrol must not be carried in any motor boat, and the filling of fuel tanks should not take place when persons other than the master and crew are on board.

(26) Every motor boat shall be provided with an electric torch of approved pattern for use in case a light should be required about the machinery.

(27) Means shall be provided for relieving the pressure in oil tanks in case of fire. These may consist of—

(a) an open pipe with wire gauze diaphragm fitted; or

(b) a light spring-loaded safety valve; or

(c) an approved fusible plug or similar safety device.

The air inlet pipe to the carburettor shall be fitted with an approved efficient flame arrestor.

(28) Smoking shall be prohibited near the engine or the fuel tank, and naked lights shall not be allowed in their vicinity.

(29) Every motor boat shall be provided with the following equipment:—

- (a) Lifesaving appliances in accordance with the Western Australian Marine Act, 1948 (Rules for Life Saving Appliances).
- (b) Fire appliances in accordance with the Western Australian Marine Act, 1948 (Fire Appliances) Regulations.
- (c) Navigation lights in accordance with Article 7 of the Second Schedule to the Western Australian Marine Act, 1948.
- (d) Efficient means for making sound signals.
- (e) One approved compass placed in position to the satisfaction of the surveyor.
- (f) One painter and one heaving line.
- (g) One approved bilge pump, provided that in open or half-decked boats under 35 feet in length an approved bailer may be substituted for the bilge pump.
- (h) Anchors and chains or ropes in accordance with the following table:—

Gross Tonnage of Motor Boat	Weight of Anchor	Diameter of Chain	Size of Manilla Rope
Not over 2 tons	lb.	ins.	ins.
Over 2 but not over 3 tons	28	$\frac{1}{4}$	$1\frac{1}{4}$
" 3 " " 4 "	32	$\frac{1}{4}$	2
" 4 " " 5 "	36	$\frac{1}{4}$	2
" 5 " " 7 "	40	$\frac{5}{16}$	$2\frac{1}{4}$
" 7 " " 9 "	44	$\frac{5}{16}$	$2\frac{1}{4}$
" 9 " " 11 "	48	$\frac{5}{16}$	$2\frac{1}{4}$
" 11 " " 15 "	52	$\frac{3}{8}$	$2\frac{3}{4}$
	56	$\frac{3}{8}$	$2\frac{1}{2}$

The length of anchor chain or rope shall be at least $3\frac{1}{2}$ times the overall length of the boat. In all cases where a rope is used on anchors, a chain pendant of the tabulated size 6 feet in length shall be attached to the anchor.

29. The hull, gear, equipment, life-saving appliances, and machinery of every motor boat for which a certificate has been issued under this Part of these Regulations shall at all times be kept by the owner or master thereof in good condition and fit for service during the period for which the certificate is given, and all life-saving appliances shall at all times be kept on board. A penalty not exceeding fifty pounds (£50) is hereby imposed for a breach of this Regulation.

30. (1) Every motor boat for which a certificate is required, or has been issued, under this Part of these Regulations, shall be subject to inspection at any time by any officer or other person authorised for that purpose by the Department, and the owner or master of any such vessel shall afford such officer or other person every facility for the purpose of making such inspection.

(2) The Department if, in its opinion, the report of the officer or other person justifies the action may, by notice in writing served upon the master or owner of a motor boat, prohibit the use thereof or of any machinery, gear, equipment, or life-saving appliances thereon, and any such motor boat, machinery, gear, equipment or life-saving appliances shall not be used until the master or owner has been notified by the Department that it has been placed in good condition and is fit for service.

A penalty not exceeding fifty pounds (£50) is hereby imposed for a breach of this Regulation.

31. A motor boat shall be seen dry by a surveyor at least once in every twelve months, so as to allow of the examination of the bottom of the vessel. In arranging the time for the examination, one week's notice in writing shall be given to the Manager.

32. (1) The Department may revoke or cancel any certificate issued under this Part of these Regulations where it has reason to believe—

- (a) that any declaration of the sufficiency or good condition of the hull, machinery, installation of machinery, or of any gear or equipment or life-saving appliances of the vessel has been fraudulently or erroneously given; or
- (b) that the declaration has otherwise been given upon false or erroneous information; or
- (c) that since any declaration of the sufficiency and good condition of the hull, machinery, installation of machinery, gear, equipment and life-saving appliances was given, such hull, machinery, installation of machinery, gear, equipment, or life-saving appliances has or have been altered, or has or have sustained any damage, or has deteriorated, or is otherwise insufficient; or
- (d) there has been a violation or infringement of any provision of this Part of these Regulations, or a neglect of any duty or obligations imposed thereby in respect of such motor boat.

Such power of revocation or cancellation shall be without prejudice to any proceedings for the infliction of a penalty.

(2) In any case in which the Department, by virtue of the powers conferred upon it by this Regulation, has revoked or cancelled any certificate issued by it in respect of a motor boat, the Department may require the owner to cause the hull or machinery, or installation of machinery, or gear, or equipment, or life-saving appliances of the vessel to be again inspected by a surveyor, and a further declaration of the sufficiency and good condition thereof to be obtained before it re-issues any certificate or grants a fresh one.

The fee prescribed for a survey shall be payable for each further survey.

33. Should a certificate issued in respect of a motor boat be revoked or cancelled at any time by the Department, the owner shall immediately surrender the certificate to the Department.

34. The certificate issued in respect of a motor boat shall specify the maximum number of persons that may be carried on the vessel, and the local limits within which and the hours during which the vessel may navigate.

35. (1) A motor boat shall not carry a greater number of persons than the number thereof specified in the certificate granted in respect of the vessel as the maximum which that vessel may carry.

(2) The owner or master of any motor boat on board which there is found a greater number of persons than the number specified in the certificate of the vessel as the maximum which that vessel may carry, shall incur a penalty not exceeding fifty pounds (£50).

36. (1) A person shall not be allowed on any awning or roof of a certificated motor boat.

(2) The owner or master of any certificated motor boat on board which there is found a person or persons carried on any awning or roof shall incur a penalty not exceeding fifty pounds (£50).

(3) Any person who ascends or attempts to ascend any awning or roof of a certificated motor boat, and any person who does not immediately descend from the roof or awning of a motor boat when requested to do so by the master or by a member of the crew of the vessel, or by any police officer, or by an officer of the Department, shall incur a penalty not exceeding fifty pounds (£50).

37. If any person whosoever—

- (1) uses any motor boat, in respect of which a certificate of survey is required under this Part of these Regulations, and for which the owner does not hold and carry on board thereof a valid and unexpired certificate of survey under this Part of these Regulations; or
- (2) uses any motor boat outside the local limits, if any, within which or outside the hours, if any, during which such vessel is certificated to navigate,

he shall be liable to a penalty not exceeding fifty pounds (£50).

38. Whosoever on board any motor boat wilfully does, or causes to be done, anything in such manner as—

- (1) to obstruct or damage any part of the hull, machinery, gear, equipment or life-saving appliances of the vessel; or
- (2) to obstruct, impede, or molest the crew, or any of them, in the navigation or management of the vessel, or otherwise in the execution of their duty upon or about the vessel,

shall, for every such offence, be liable to a penalty not exceeding fifty pounds (£50).

39. Whosoever after having committed any offence mentioned in any Regulation in this Part of these Regulations refuses when so requested by the master or by a member of the crew of the vessel or by any police officer or by an officer of the Department to give his name or address, or gives a false name or address, shall be liable to a penalty not exceeding ten pounds (£10).

General Penalty.—Except where otherwise provided, any person who commits a breach of any of these Regulations shall be liable to a penalty not exceeding fifty pounds (£50).

Part V.—Survey and Equipment of Power Boats Under 20 Feet, Rowing Boats, Sailing Boats, Cargo Lighters, Floating Cranes, Water Tank Boats and Refuse Boats.

40. In this Part of these Regulations, unless the context or subject matter otherwise indicates or requires—

“vessel or boat” includes all power boats under 20 feet and all boats, ballast boats, tank boats, cargo boats and lighters towed, or propelled by other than mechanical power employed in carrying goods or passengers or both for reward or plying for hire either for the carriage of goods or passengers or both, or held or let for hire or reward;

“lighter” means any coal hulk, cargo lighter, floating crane, or other similar vessel of which the boiler is not used for propulsion.

41. The hull and gear of every vessel or boat shall be surveyed annually by a surveyor appointed by the Department and if after a report from the surveyor, the Department is satisfied that the vessel or boat is in a seaworthy condition both as regards structural design and construction, rigging, sails, gear, equipment and general condition a license shall be issued.

42. Every vessel or boat so licensed shall have the name or number painted outside, on the bluff of each bow, in figures of a conspicuous colour and not less than four inches in height and on the inside of the transom or coamings the number of persons or the tonnage or cargo or both such vessel is licensed to carry.

43. Every power vessel or boat under 20 feet shall be provided with air cases constructed of not less than 18 oz. copper, or with strong and serviceable enclosed air-tight compartments attached to or forming part of the hull and sufficient in either case to float at least 25 per centum more than the weight of the engine, shafting, propeller, fuel tank and ballast (if any); buoyancy to be equally distributed fore and aft.

44. Every vessel or boat shall be equipped with oars, rowlocks, bailer or pump, anchor and line as directed by the surveyor.

45. Vessels or boats used to carry explosives shall be granted a license subject to such special conditions as are required or approved by the Chief Inspector of Explosives in the State.

46. All vessels or boats used to carry manure, offal or refuse shall be fitted with coamings at least twelve (12) inches high above the deck planking and shall have close-fitting hatches, which shall be put on as soon as the material is taken on board and the said vessel or boat shall be at once removed to the prescribed ballast grounds and be there emptied and thoroughly washed down, the hatches remaining closed till the vessel or boat is on the ballast ground. Provided that in the case of light and bulky material, close tarpaulins or sails, completely secured, may be permitted in lieu of fixed hatches.

47. The owner of every "lighter" shall cause it to be surveyed once at least every twelve months, and shall pay the prescribed fee.

48. To each boiler a "registered number" shall be assigned by the Department and the owner shall cause such number to be plainly stamped on some conspicuous part of such boiler in figures not less than three-eighths of an inch in height.

49. Any owner of a boiler which is sold or removed from any "lighter" after survey shall, within thirty days after the removal thereof, give particulars of the removal and destination thereof in writing to the Department.

50. No owner of a "lighter," the boiler of which has not been surveyed, or for which the certificate has expired, shall work with or use, or permit any person to work or use such boiler.

51. Every boiler of every "lighter" shall be furnished with the following fittings and mountings:—

One steam gauge capable of registering in pounds per square inch up to one and a half times the maximum working pressure.

One gun-metal feed check valve, flange-jointed.

One stop valve, flange-jointed fitted with gun-metal valve and seating, to be fixed between boiler and steam pipe.

One gun-metal blow-off cock, flange-jointed.

One gauge cock $\frac{3}{8}$ in. Whitworth gas thread, for connecting surveyor's standard gauge.

A suitable pump or injector, or both, for feeding the boilers.

Two safety valves of ample area and flange-jointed, one of which shall be encased and of locked-up design approved by the Department.

One glass water-gauge fitted with cocks complete and two try cocks. All gauge glass to have approved protectors fitted.

52. No boiler of any "lighter" shall be worked or used unless fitted with two safety valves, each of sufficient area to relieve the boiler without increasing the authorised working pressure more than 10 per centum, and one of the valves shall be arranged to the approval of the surveyor so as to be beyond the control of the person in charge. Such safety valves may be on one boiler seat.

53. Any person who works or uses, or causes to be worked or used, any boiler of any "lighter" which in any respect is not fitted as required by these Regulations, and the owner of any such "lighter" shall be guilty of an offence under these Regulations.

54. If, upon any inspection of a boiler, it appears to the surveyor that the boiler is unsafe, or that it would be dangerous to life and property if it were used in its then state, the surveyor may serve a notice in writing upon the owner or person in charge requiring him—

- (a) to wholly desist from working or using the boiler; or
- (b) to desist from working or using the boiler until certain repairs or alterations stated in the notice have been effected; or
- (c) to desist from working or using the boiler at a greater pressure than that stated in the notice until certain repairs or alterations stated in the notice have been effected.

55. Any person upon whom such notice has been served who fails or neglects to comply with the terms of such notice shall be guilty of an offence under these Regulations.

56. Any person who by any means does anything to increase, or that tends to increase the pressure in a boiler beyond the authorised working pressure, or beyond the pressure stated in any notice served, and any person who aids or abets in increasing the pressure as aforesaid, or procures the pressure to be so increased, shall be guilty of an offence under these Regulations.

57. The certificate of the surveyor's inspection of the boiler shall be kept aboard the "lighter" and be exhibited in a frame in some conspicuous place, and such certificate shall remain in force for the period stated on the certificate, provided that no material alteration or addition has been made in or to the boiler without the approval of the surveyor, and every boiler of a "lighter" the certificate of which is not so kept and exhibited, shall be deemed to be not surveyed.

58. On the occurrence of an explosion of any boiler, or any accident causing damage or injury to any boiler, the owner of the "lighter" shall forthwith give notice to the Department. The Department at its discretion, may institute an inquiry into the circumstances attending such explosion or accident. In the absence of special permission from the surveyor or other authorised officer of the Department, no person shall move, alter, or in any way interfere with any boiler, its fittings or appliances, or any part of the same, or any other thing affected which has resulted from the explosion of or accident to any boiler subject to these Regulations, except in so far as may be considered reasonably necessary for the prevention of further damage or injury to person or property, until the Department has completed such inquiry.

59. No boiler shall at any time be in charge or under the control of any person other than a male person of at least 21 years of age, and who must be the holder either of a third-class marine engineer's certificate or a third-class engine driver's certificate issued under the Inspection of Machinery Act, 1921-1947,¹ and the Regulations.

60. When any owner or other person requires a special inspection and report on any new or second-hand boiler or machinery, he shall make his request in writing, and shall pay in advance, if demanded, in addition to the prescribed fees, all travelling expenses of the surveyor for the time he is engaged on such special inspection and report.

61. Any person committing a breach of any provision of this part of these Regulations shall be liable to a penalty not exceeding twenty pounds (£20).

¹ Now Inspection of Machinery Act, 1921-1957.

Reg. 62
amended by
G.G. 27/6/52,
p. 1586.

Part VI.—Survey and Equipment of Fishing Boats, Pearling Boats and Whaling Boats.

62. In this Part of these Regulations unless the context or subject matter otherwise indicates or requires—

“approved” means approved by a surveyor;

“Board of Trade” means the Board of Trade of the United Kingdom;

“crew” includes apprentices;

“Department” means the Harbour and Light Department of the State;

“fishing vessel” means any vessel not solely propelled by oars, engaged in catching fish for profit or reward and includes trawlers, pearling luggers and whale chasers;

“fish” includes all fish, lobsters, crayfish and all types of marine life including pearls, pearl shell and whales;

“gross register tonnage” means—as to a ship registered at any port in the United Kingdom or any British possession the amount of gross tonnage specified in the certificate of registry of the ship, and—as to a ship not so registered the amount of gross tonnage calculated in accordance with the following formula:—

$$\frac{L \times B \times D \times .6}{100} = \text{gross tonnage.}$$

100

L, being the length of the vessel in feet from the after side of the stem to the after side of the stern post measured at the line of the deck. Where no stern post is fitted, the length at the after end shall be measured to the axis of the rudder stock at the deck. Provided that the length of the counter, or overhang aft, when measured from the foreside of the stern post, or from the axis of the rudder stock where no stern post is fitted, to the inside of the rim, or harpin, at the after end shall not exceed 17½ per centum of the Length L obtained above.

Where the length of the counter, or overhang, aft, is in excess of the 17½ per centum above stated the Length L shall be taken as 85 per centum of the length measured from the after side of the stem to the inside of the rim, or harpin, at the after end, measured at the line of the deck.

For the purpose of this formula the stern post shall mean the after or rudder post.

B, being the breadth of the vessel in feet from the outside of the planking where the vessel is of greatest breadth; and,

D, being the depth of the vessel in feet amidships from the top of the gunwale to the top of the bottom plank next to the keel, or in decked boats from the top of the covering board or margin plank at side amidships to the top of the bottom plank next to the keel. ;

“person” means a person whether carried gratuitously or otherwise, and includes crew;

“prescribed” means prescribed by or under the Act or by these Regulations;

“seagoing fishing vessel” means a fishing vessel which proceeds beyond the limits of any port;

“surveyor” means a person appointed under the Act to be a surveyor of vessels;

“the Act” means the Western Australian Marine Act, 1948, and includes that Act as amended from time to time;

“trawler” means any vessel which employs an otter trawl, beam trawl, deep sea trawl, Danish seine, purse seine or lampard net for the purpose of catching fish;

In these Regulations any reference to a form shall be read as a reference to a form issued by the Department for the prescribed purpose.

63. (1) Subject to the provisions of the Act and of paragraph (2) of this Regulation, and, except where otherwise expressed these Regulations shall apply to all mechanically propelled fishing vessels.

(2) These Regulations shall not apply to any vessel used solely for pleasure and not for profit or reward.

Survey of Fishing Vessels.

64. (1) The owner of every fishing vessel shall cause it to be surveyed at least once in every year.

Reg. 64
amended by
G.G. 27/6/52,
p. 1586.

(2) An application for the survey of a fishing vessel shall be made to the Department by or on behalf of the owner in accordance with the prescribed form—which form may be obtained free of cost at the offices of the Department—and shall be accompanied by the prescribed fee. At least forty-eight hours' notice shall be given to the Department before the time the survey is desired.

(3) Where application is made for the survey of a fishing vessel for a license under the Act, and the vessel has not been built under survey of the Board of Trade or under the survey of Lloyd's Register, the application for survey shall be accompanied by such information with respect to the vessel as the Department, in the circumstances of the case, considers necessary.

(4) Unless otherwise directed by the Department, plans, data and the like lodged with the application in pursuance of paragraph (3) of this Regulation shall be retained in the offices of the Department for the purpose of information and record.

(5) Vessels Over 15 Tons Gross.—Except as in so far as other provision is made by these Regulations anything required to be done by Rules and Regulations issued by Lloyd's Register of Shipping, London, regarding the survey of ships shall be deemed, in so far as they can be read as applicable, to be a thing necessary to be done before a certificate of survey under the Marine Act, 1948, may be granted in respect of any fishing vessel over 15 tons gross under these Regulations.

G.G. 27/6/52,
p. 1586.

65. The report of a Surveyor and his declaration of survey in pursuance of the Act shall be made in accordance with the prescribed form.

66. A surveyor, when making a survey of a vessel or of her equipment may be accompanied in the survey by some person appointed by the owner.

Equipment of Fishing Vessels.

67. (1) In addition to complying with any other requirements of the Act or of other Regulations under the Act as regards equipment to be carried, every vessel to which these Regulations apply shall be provided, to the satisfaction of the surveyor, with equipment as prescribed by the Regulations included in this Part

(2) The skipper or coxswain of a fishing vessel shall not take her to sea or proceed under way, and the owner of the fishing vessel shall not suffer or permit her to go to sea or proceed under way, unless she carries equipment as required by this Regulation.

(3) A penalty not exceeding fifty pounds (£50) is hereby imposed for a breach of this Regulation.

General Equipment.

68. Every seagoing fishing vessel shall be provided with at least one aneroid barometer in good working order.

69. Every seagoing fishing vessel shall carry one electric torch for signalling purposes and general use, and Distress Signal Flags “N.C.”

70. (1) Every seagoing fishing vessel shall be provided, to the satisfaction of the Surveyor, with means of making signals of distress of the kind and number specified in the following table:—

Gross Register Tonnage of Ship	Red Lights	Rocket Signals
Under 15 tons	6	...
15 tons but not over 50 tons	12	...
Over 50 tons	12	12

(2) The rocket signals shall be rockets or shells throwing stars (of any colour or description) and each shall contain at least 12 ounces of composition.

(3) A suitable firing tube, of an approved type and fitted to the surveyor's satisfaction, shall be provided, for firing rocket signals on vessels required to carry such signals.

(4) Red lights shall be of the standard type for marine use and shall be readily ignitable by friction.

71. (1) Red lights and rocket signals required by Regulation 70 of these Regulations to be provided shall be carried in magazines or receptacles approved by the surveyor.

(2) The outer magazine containing the distress signals shall have painted on the outside thereof in conspicuous and bold lettering the words "Distress Signal Magazine."

72. No person shall deface or alter or attempt to deface or alter the date of manufacture on any pyrotechnic signal required under these Regulations.

73. (1) Where the dimensions of a seagoing fishing vessel permit the application of Lloyd's Rules that vessel shall be provided with anchors of the number and weight, and with cable of the diameter and length, together with necessary towlines, stream lines and hawsers, in accordance with these Rules.

(2) All fishing vessels other than those referred to in paragraph (1) of this Regulation shall be provided with anchors and cables to the satisfaction of the surveyor in accordance with the following scale of minimum requirements:—

Minimum Requirements—Sea-going Vessels.

G.G. 27/6/52,
p. 1586.

Gross Tonnage of Fishing Vessel	Number and Weight of Anchors	Diameter of Chain	Size of Manila Rope (as Alternative)	Length of Chain (or Rope where accepted as Alternative) for each Anchor
Not over 2 tons	1 Anchor 26 lb.	$\frac{1}{2}$ inches	2 inches	30 fathoms
Over 2 but not over 3 tons	1 " 30 lb.	$\frac{1}{2}$ "	2 "	30 "
Over 3 but not over 4 tons	1 " 33 lb.	$\frac{1}{2}$ "	2 $\frac{1}{2}$ "	30 "
Over 4 but not over 5 tons	1 " 36 lb.	$\frac{1}{2}$ "	2 $\frac{1}{2}$ "	30 "
Over 5 but not over 6 tons	1 " 39 lb.	$\frac{1}{2}$ "	2 $\frac{1}{2}$ "	30 "
Over 6 but not over 7 tons	1 " 41 lb.	$\frac{1}{2}$ "	2 $\frac{1}{2}$ "	30 "
Over 7 but not over 8 tons	2 " 44 lb. ea.	$\frac{1}{2}$ "	2 $\frac{1}{2}$ "	35 "
Over 8 but not over 9 tons	2 " 49 lb. ea.	$\frac{1}{2}$ "	2 $\frac{1}{2}$ "	35 "
Over 9 but not over 11 tons	2 " 55 lb. ea.	$\frac{1}{2}$ "	2 $\frac{1}{2}$ "	35 "
Over 11 but not over 13 tons	2 " 63 lb. ea.	$\frac{1}{2}$ "	2 $\frac{1}{2}$ "	40 "
Over 13 but under 15 tons	2 " 70 lb. ea.	$\frac{1}{2}$ "	3 "	40 "
15 tons but not exceeding 17.5 tons	2 " 76 lb. ea.	$\frac{1}{2}$ "	3 "	40 "
Over 17.5 tons but not exceeding 20 tons	2 " 84 lb. ea.	$\frac{1}{2}$ "	3 "	45 "
Over 20 tons but not exceeding 25 tons	2 " 98 lb. ea.	$\frac{1}{2}$ "	7/16 inches	45 "
Over 25 tons but not exceeding 30 tons	2 " 1 cwt. ea.	$\frac{1}{2}$ "	15/32 "	45 "
Over 30 tons but not exceeding 35 tons	2 " 1 $\frac{1}{2}$ cwt. ea.	$\frac{1}{2}$ "	9/16 "	45 "
Over 35 tons but not exceeding 40 tons	2 " 1 $\frac{1}{2}$ cwt. ea.	$\frac{1}{2}$ "	9/16 "	45 "
Over 40 tons but not exceeding 50 tons	2 " 1 $\frac{3}{4}$ cwt. ea.	$\frac{1}{2}$ "	$\frac{1}{2}$ "	60 "
Over 50 tons but not exceeding 60 tons	2 " 2 cwt. ea.	$\frac{1}{2}$ "	$\frac{1}{2}$ "	60 "
Over 60 tons but not exceeding 70 tons	2 " 2 $\frac{1}{2}$ cwt. ea.	$\frac{1}{2}$ "	11/16 inches	60 "
Over 70 tons but not exceeding 80 tons	2 " 2 $\frac{1}{2}$ cwt. ea.	$\frac{1}{2}$ "	11/16 "	75 "
Over 80 tons but not exceeding 90 tons	2 " 2 $\frac{3}{4}$ cwt. ea.	$\frac{1}{2}$ "	$\frac{1}{2}$ "	60 "
Over 90 tons but not exceeding 100 tons	2 " 3 $\frac{1}{4}$ cwt. ea.	$\frac{1}{2}$ "	13/16 inches	60 "
Over 100 tons but not exceeding 120 tons	2 " 3 $\frac{1}{2}$ cwt. ea.	$\frac{1}{2}$ "	13/16 "	60 "
Over 120 tons but not exceeding 140 tons	2 " 4 cwt. ea.	$\frac{1}{2}$ "	$\frac{1}{2}$ "	60 "
Over 140 tons but not exceeding 160 tons	2 " 4 $\frac{1}{2}$ cwt. ea.	$\frac{1}{2}$ "	$\frac{1}{2}$ "	60 "
Over 160 tons but not exceeding 180 tons	2 " 5 cwt. ea.	$\frac{1}{2}$ "	15/16 inches	60 "
Over 180 tons but not exceeding 200 tons	2 " 5 $\frac{1}{2}$ cwt. ea.	$\frac{1}{2}$ "	15/16 "	75 "
Over 200 tons but not exceeding 230 tons	2 " 5 $\frac{3}{4}$ cwt. ea.	$\frac{1}{2}$ "	1 "	60 "

At the discretion of the Surveyor, sea-going fishing boats not over seven tons gross may be required to carry an additional anchor and rope or chain of the weight and size specified for the tonnage of the boat in the scale. Fishing vessels which do not proceed to sea shall carry anchor or anchors and chain or rope to the satisfaction of the Surveyor.

In all cases where rope is used with an anchor, a chain pendant of the proper tabulated size and at least six feet in length shall be attached to the anchor.

74. Every seagoing fishing vessel must be provided with an approved first aid kit.

Life-saving Appliances.

Lifeboats and Buoyant Apparatus.

75. (1) Every seagoing fishing vessel of 145 feet or over in length shall carry at least two lifeboats of Class 1, one on each side of the vessel, each lifeboat to be attached to davits and to be of sufficient capacity to accommodate all persons on board. Reg. 75
amended by
G.G. 27/6/52,
p. 1587.

(2) Every seagoing fishing vessel under 145 feet in length but not under 70 feet in length shall carry a lifeboat of Class 3 of sufficient capacity to accommodate all persons on board, so stowed that it can readily be placed in the water on either side of the ship.

(3) Every seagoing fishing vessel of under 70 feet in length shall carry a boat or such buoyant apparatus as may be approved by the Department sufficient to support all persons on board.

Availability and Adequacy of Lifeboats and Buoyant Apparatus.

76. The lifeboats and buoyant apparatus in a fishing vessel shall comply with the following conditions:—

- (a) They must be capable of being put into the water safely and rapidly even under unfavourable conditions of list and trim.
- (b) It must be possible to embark the persons in the boats rapidly and in good order.
- (c) The arrangements of each boat and article of buoyant apparatus must be such that it will not interfere with the operation of other boats and buoyant apparatus.

General Requirements for Boats.

77. For the purposes of these Regulations, the standard types of boats are classified as follows:—

Class 1.—Open boats with rigid sides fitted either (a) with internal buoyancy appliances only, or (b) with internal and external buoyancy appliances, in these Regulations referred to as lifeboats of Class 1.

Class 3.—Open boats not fitted with the internal or external buoyancy appliances, in these Regulations referred to as boats of Class 3.

78. (1) All boats shall be properly constructed, and shall be of such form and proportions that they shall have ample stability in a seaway, and sufficient freeboard when loaded with their full complement of persons and equipment. They shall be fitted and arranged as approved.

(2) The structural strength of all boats shall be as approved.

(3) In all open boats, all thwart and side-seats shall be fitted as low in the boat as practicable, and bottom boards shall be fitted so that the thwarts shall not be more than 2 feet 9 inches above them.

(4) The cubic capacity of every boat must be as approved.

(5) No boat shall be accepted the buoyancy of which depends upon the previous adjustment of one of the principal parts of the hull.

79. All lifeboats of Class 1 shall comply with the provisions of Schedule "A" to these Regulations in addition to the provisions of Regulation 78.

Carrying Capacity of Boats.

80. (1) Subject as hereinafter provided the number of persons which a boat shall be deemed fit to carry shall be equal to the greatest whole number ascertained by dividing the capacity of the boat in cubic feet, determined in accordance with the provisions of Schedule "B" to these Regulations, by the standard unit of capacity shown in the following table:—

Type of Boat, Standard Unit of Capacity.				
Class 1 (a)	....	....	....	10 cubic feet
Class 1 (b)	....	....	....	9 cubic feet
Class 3	....	....	....	10 cubic feet

(2) The number of persons which a boat is deemed fit to carry shall not exceed the number of adult persons wearing life-jackets for which there is proper seating accommodation arranged in such a way that the persons when seated do not interfere in any way with the use of the oars.

(3) If the surveyor is doubtful as to the number of persons any boat is fit to carry, he may require it to be tested afloat fully laden with equipment and the intended number of persons all wearing life-jackets.

(4) In the case of boats of a depth of more than 4 feet, boats with very fine ends and boats very full in form, the number of persons which the boat is deemed fit to carry may be determined by the Department otherwise than in accordance with the foregoing provisions of this rule.

General Requirements for Buoyant Apparatus.

81. (1) Approved buoyant apparatus shall be deemed sufficient so far as buoyancy is concerned, for the number of persons equal to the greatest whole number ascertained by dividing the number of pounds of iron which the apparatus is capable of supporting in fresh water by 32, and the apparatus shall be deemed fit to support the number so ascertained or a number equal to the number of feet in the perimeter of the apparatus whichever number is the smaller.

(2) All approved buoyant apparatus shall comply with the following conditions:—

- (a) It shall be of approved material and construction.
- (b) It shall be effective and stable when floating either way up.
- (c) It shall be of such size, strength and weight that it can be handled without mechanical appliances and, if necessary thrown without damage from the ship's deck on which it is stowed.
- (d) If it depends for its buoyancy on air it shall not be so constructed as to require inflation before use in an emergency.
- (e) The air-cases or equivalent buoyancy appliances shall be placed as near as possible to the sides of the apparatus.
- (f) It shall have a line securely becketed round the outside of the apparatus or be of batten construction.

Marking of Boats.

82. All boats shall be permanently marked to the satisfaction of the Department with the name of the fishing vessel to which the boat belongs.

Equipment of Boats (Class 1 only).

83. Subject as hereinafter provided, boats of Class 1 carried on any seagoing fishing vessels as required under Regulation 20, shall be equipped as follows:—

- (a) With the full single banked compliment of oars and two spare oars, and a steering oar.
- (b) With two plugs for each plug hole, attached with lanyards or chains, and one set and a half of thole pins or crutches, attached to the boat by lanyards. Plugs shall not be required where proper automatic valves are fitted.
- (c) With a sea anchor, a bailer, two galvanised iron buckets, a rudder and a tiller, or yoke and yoke lines, a painter of sufficient length, and a boathook. The rudder, the bailer and the buckets shall be attached to the boat by sufficiently long lanyards, and kept ready for use.
- (d) With a vessel capable of holding one quart for each person that the boat is deemed fit to carry. This vessel shall be kept filled with fresh water and provided with a dipper and with a lanyard.
- (e) With two hatchets, one to be kept in each end of the boat and to be attached to the boat by a lanyard.
- (f) With a line securely becketed around the outside of the boat, "together with approved means of enabling persons to cling to a boat should it be upturned, in the form of bilge raids and grab lines secured around the boat or other approved arrangements."
- (g) With an efficient lantern trimmed, with oil in its receiver sufficient to burn for eight hours, or with some other lantern or light approved by the Department; and with a box of suitable matches in a watertight case.
- (h) With a mast or masts, and with at least one good sail and proper gear for each.
- (i) With an efficient compass.
- (j) With an air-tight case containing one-half of a pound of biscuits for each person that the boat is deemed fit to carry.
- (k) With a vessel of approved pattern containing one gallon of vegetable or animal oil, so constructed that the oil can be easily distributed on the water and so arranged that it can be attached to the sea anchor.
- (l) With one dozen self-igniting red lights in a watertight case.
- (m) With one pound of condensed milk for each person that the boat is deemed fit to carry.
- (n) With a suitable locker for the storage of the small items of the equipment.
- (o) With an approved first-aid outfit in a watertight case, together with such additional medicaments as the Department may specify.
- (p) With one electric torch suitable for morse signalling, together with two spare batteries, and two spare bulbs, all stowed in a suitable container.
- (q) With a whistle attached to the boat by a lanyard.
- (r) With at least two light heaving lines.
- (s) With six hand rockets of an approved type in a watertight case, or six red lights in addition to those specified in (1) above.
- (t) With no less than two buoyant smoke signals of an approved type capable of giving off a volume of orange-coloured smoke.
- (u) With one approved sun-reflecting device.

Stowage of Equipment in Boats.

84. All boats shall be fully equipped before the fishing vessel proceeds to sea, and the equipment shall remain in the boat throughout the voyage, while the vessel is at sea, or shall be stowed in some convenient place where it will be immediately available in the case of emergency.

Stowage and Handling of Boats, and Buoyant Apparatus.

85. (1) All boats shall be stowed to the satisfaction of the Department in such a way that—

- (i) they can be launched in the shortest possible time and, if practicable, from either side of the vessel;
- (ii) they will not impede in any way the prompt handling of any other of the boats or the buoyant apparatus carried in pursuance of these regulations;
- (iii) even under conditions of list and trim unfavourable from the point of view of the handling of the boats, as large a number of persons as possible can be embarked in them.

(2) Buoyant apparatus shall be stowed across the deck or poop or in other approved position and so secured that it will have the best chance of floating free of the ship if there is not time to launch it. It must not impede in any way the prompt handling of the boats.

(3) Davits shall be of approved form and shall be suitably placed to the satisfaction of the Department.

(4) (a) The davits, falls, blocks, and all other gear shall be of sufficient strength to the satisfaction of the Department.

(b) Life-lines shall be fitted to the davit spans, and the falls and life-lines shall be long enough to reach the water with the ship at her lightest seagoing draught and listed to 15 degrees either way. Hooks shall not be attached to the lower tackle blocks.

(5) Boats attached to davits shall have the falls ready for service, and means shall be provided for speedily detaching the boats from the falls. The points of attachment of the boats to the falls shall be so situated as to ensure the boats being easily swung clear of the davits.

(6) The boats' chocks shall be of such construction and arranged in such manner as shall be satisfactory to the Department.

Lifebuoys.

86. Every seagoing fishing vessel of 100 feet or over in length shall carry at least two approved lifebuoys. Every other fishing vessel shall carry at least one lifebuoy.

87. (1) (a) An approved lifebuoy shall be of solid cork or other approved material and shall be capable of floating in fresh water for at least 24 hours with 32 lb. of iron suspended from it.

(b) No lifebuoys filled with rushes, cork shaving, granulated cork or any other loose granulated material, or whose buoyancy depends upon air compartments requiring inflation, shall be approved or carried.

(2) All lifebuoys shall be fitted with beackets securely seized and at least half the number of lifebuoys required to be carried shall be fitted with a life-line at least twice the length of the vessel, but in no case need the line exceed 15 fathoms in length.

(3) In every seagoing fishing vessel at least half the lifebuoys required by these regulations to be carried shall have attached thereto approved self-igniting lights which cannot be extinguished in water.

Life Jackets.

88. Every fishing vessel shall carry one approved life-jacket for each person on board.

89. (1) An approved life-jacket shall mean a jacket or other approved appliance capable of being fitted on the body, of approved material and construction, which is capable of floating in fresh water for at least 24 hours with 16½ lb. of iron suspended from it.

(2) No life-jackets shall be approved or carried the buoyancy of which depends on air compartments.

Stowage of Lifebuoys and Life-jackets.

90. (1) All lifebuoys and life-jackets shall be stowed to the satisfaction of a surveyor and so as to be readily accessible to the persons on board; their position shall be plainly indicated as to be known to the persons concerned.

(2) Lifebuoys shall always be capable of being rapidly cast loose and shall not be permanently secured in any way.

Fire Appliances.

91. All fire extinguishing apparatus and appliances required to be carried on any vessel to which these Regulations apply shall be complete and in working order and available for immediate use at all times.

92. (1) The fire extinguishers required to be carried on vessels by these Regulations shall be apparatus of an approved type.

(2) Except where otherwise specified in these Regulations all fire extinguishers shall be of not more than three imperial gallons capacity, and not less than two imperial gallons capacity provided that the Department may, in its discretion permit the use of a fire extinguisher of less than two imperial gallons capacity in special circumstances.

(3) All fire extinguishers shall conform to the requirements of the Australian Standard Specifications Nos. A31 and 32, 1937, where applicable.

(4) (a) Except in cases where the approval of the Department has been obtained, fire extinguishers shall not be more than two types.

(b) Fire extinguishers shall be kept where likely to prove most serviceable in case of emergency.

(c) There shall be printed, on each fire extinguisher, instructions regarding its use, the maker's name, and a dated guarantee as to the sufficiency of the extinguisher for the pressure generated when it is put into use.

(5) (a) All fire extinguishers constructed to discharge froth and all fire extinguishers of the open bottle (or turnover) type constructed to discharge soda-acid mixture shall be discharged and recharged at least once in every twelve months.

(b) All fire extinguishers of the sealed bottle type constructed to discharge soda-acid mixture shall be discharged and recharged at least once in every two years.

93. Every steam fishing vessel of 150 tons gross tonnage and over shall be provided with—

(a) one fire hose complete with couplings and nozzle whereby a powerful jet of water can be directed into any part of the vessel;

(b) two fire buckets;

(c) one fireman's hatchet;

(d) in vessels fitted with oil fired boiler or boilers, the following equipment shall be provided in addition to the requirements specified in sub-paragraphs (a), (b), and (c) of this Regulation:—

(i) Two approved fire extinguishers.

(ii) A nozzle for attaching to the fire hose suitable for spraying water on oil without undue disturbance of the surface, and

Reg. 92
amended by
G.G. 27/6/52,
p. 1587.

Reg. 93
amended by
G.G. 27/6/52,
p. 1587.

(iii) means for the admission and distribution of froth rapidly over the whole area of the boiler room to a depth of six inches or fire smothering gas or steam in sufficient quantities in the boiler space, with control from an easily accessible position which shall not be readily cut off from use by an outbreak of fire.

Reg. 94
amended by
G.G. 27/6/52,
p. 1587.

94. Every steam fishing vessel of less than 150 tons gross tonnage shall be provided with—

- (a) one fire hose complete with couplings and nozzle, whereby a powerful jet of water can be directed into any part of the vessel;
- (b) one fireman's hatchet;
- (c) in vessels fitted with oil fired boiler or boilers, the following equipment shall be provided in addition to the requirements specified in paragraphs (a) and (b) of this regulation:—
 - (i) Two approved fire extinguishers.
 - (ii) A nozzle for attaching to fire hose suitable for spraying water on oil without undue disturbance of the surface. ;
- (d) vessels of 100 tons gross or over fitted with oil fired boiler or boilers, in addition to the requirements specified in paragraphs (a), (b), and (c) of this regulation shall be equipped with means for the admission and distribution of froth rapidly over the whole area of the boiler room to a depth of six inches, or fire smothering gas or steam in sufficient quantities in the boiler space, with control from an easily accessible position which shall not be readily cut off from use by an outbreak of fire. Similar provision may be required, at the direction of the Surveyor, in vessels of less than 100 tons gross but not less than 50 tons gross, fitted with oil fired boiler or boilers.

Reg. 95
amended by
G.G. 27/6/52,
p. 1587.

95. Every motor fishing vessel of 150 tons gross tonnage and over shall be provided with—

- (a) apparatus, including one fixed pump (which need not be a power pump) and one fire hose complete with couplings and nozzle, whereby a sufficient jet of water can be directed into any part of the vessel;
- (b) two fire buckets;
- (c) one fireman's hatchet;
- (d) two approved fire extinguishers constructed to discharge froth or other approved medium for quenching oil fires.

Reg. 96
amended by
G.G. 27/6/52,
p. 1587.

96. Every motor fishing vessel of not less than 50 tons gross tonnage but of less than 150 tons gross tonnage shall be provided with—

- (a) apparatus whereby a sufficient jet of water can be directed into any part of the vessel;
- (b) one pump which need not be a power pump, with hose;
- (c) one fireman's hatchet;
- (d) two approved fire extinguishers constructed to discharge froth or other approved medium for quenching oil fires.

Reg. 97
amended by
G.G. 27/6/52,
p. 1587.

97. Every motor fishing vessel of less than 50 tons gross tonnage shall be provided with—

- (a) two approved fire extinguishers, but in the case of vessels under 20 feet in length the Department may in its discretion, approve of only one extinguisher being provided.

Lights and Sound Signals.

98. Every fishing vessel shall be provided with the lights and sound signals as required to comply with the provisions of the Regulations for Preventing Collisions at Sea.

Wireless Telegraphy.

99. Every trawler, and every other seagoing fishing vessel of more than 100 tons gross tonnage shall be provided with wireless telegraphy installation as prescribed by the Department.

Reg. 99
amended by
G.G. 27/6/52,
p. 1587.

Part VII.—Miscellaneous.

100. Where a penalty is not otherwise provided for herein, the person guilty of a breach of any of these Regulations shall be liable to a penalty not exceeding twenty pounds (£20).

Seagoing and Harbour and River Steamships, Motor Ships and Sailing Ships.

101. The survey fees payable under these Regulations shall be in accordance with the following scale:—

Seagoing and Harbour and River Ships.

	£	s.	d.
15 tons gross register or under	3	3	0
Over 15 tons gross register but not exceeding 100 tons	6	6	0
Over 100 tons gross register but not exceeding 300 tons	9	9	0
Over 300 tons gross register but not exceeding 900 tons	12	12	0
Over 900 tons gross register but not exceeding 1,200 tons	15	15	0
Over 1,200 tons gross register: £1 ls. every additional 100 tons.			

Motor Launches.

	£	s.	d.
Up to 10 passengers	1	1	0
10 to 50 passengers	2	2	0
50 to 100 passengers	3	3	0
Over 100 passengers	4	4	0

Boilers not used for Propulsion.

	£	s.	d.
Not exceeding 10 h.p.	3	3	0
10 h.p. to 20 h.p.	4	4	0
20 h.p. to 40 h.p.	4	14	6
Over 40 h.p.	5	5	0

Allow three-quarters square foot of firegrate surface per horse power for locomotive and water tube types of boilers and one square foot of firegrate surface per horse power for all other boilers.

Power Boats under 20 feet, Rowing Boats, Sailing Boats, Cargo Lighters, Water Tank Boats and Refuse Boats.

	£	s.	d.
Boats over 15 tons net register (not self-propelled)	2	10	0
Boats not exceeding 15 tons net register (not self-propelled)	1	10	0
Power boats under 20 feet and sailing boats		10	0
Boats propelled exclusively by oars		7	6

Fishing Boats, Whaling Boats and Pearling Boats.

	£	s.	d.
Under 20 feet		10	0
20 feet to 40 feet	1	1	0
41 feet to 60 feet	2	2	0
Over 60 feet	3	3	0

In addition to the above fees the following rates shall apply for surveys performed during overtime hours and on Sundays and public holidays.

Monday to Friday—

	£	s.	d.
Between 6 a.m. and 9 a.m.	2	2	0
Between 5 p.m. and midnight	2	2	0
Between midnight and 6 a.m.	3	3	0

Saturday—

Between 6 a.m. and midnight	2	2	0
Between midnight and 6 p.m.	3	3	0

Sundays and Public Holidays 4 4 0

Schedule "A."

Lifeboats of Class 1.

- (1) Every boat shall have a mean sheer at least equal to four per centum of its length.
- (2) The air-cases of every boat shall be so placed as to secure stability when fully laden under adverse weather conditions.
- (3) Internal buoyance appliances shall be constructed of copper yellow metal of not less than 18 ozs. to the superficial foot, or of other approved material.
- (4) The buoyancy of a wooden boat of this type shall be provided by water-tight air-cases, the total volume of which shall be at least equal to one-tenth of the cubic capacity of the boat.
- (5) The buoyancy of a metal boat of this type shall not be less than that required for a wooden boat of the same cubic capacity, and the volume of water-tight air-cases shall be increased accordingly.

Schedule "B."

Cubic Capacity of Lifeboats of Class 1.

1. (a) The cubic capacity of a lifeboat of Class 1 shall be determined by the formula set out below or by any other method giving the same degree of accuracy. The capacity of a square sterned boat shall be calculated as if the boat had a pointed stern.

Cubic capacity = $L/12 (4A + 2B + 4C)$, where—

L denotes the length of the boat in feet from the inside of the planking or plating at the stem to the corresponding point at the stern post in the case of a boat with a square stern, the length is measured to the inside of the transom.

A, B, C denote respectively the areas of the cross-sections at the quarter length forward, amidships, and the quarter length aft which correspond to the three points obtained by dividing L into four equal parts (the areas corresponding to the two ends of the boats are considered negligible). The areas A, B, C, shall be deemed to be given in square feet by the successive application of the following formula to each of the three cross sections:—

$$\text{Area} = H/12 (a + 4b + 2c + 4d + e)$$

where—

H denotes the depth measured in feet inside the planking or plating from the keel to the level of the gunwale, or, in certain cases, to a lower level, as determined hereafter.

a, b, c, d, e, denote the horizontal breadths of the boat measured in feet at the upper and lower points of the depth and at the three points obtained by dividing H into four equal parts (a and e being the breadths at the extreme points, and c at the middle point of H).

(b) If the oars are pulled in rowlocks, the bottom of the rowlocks shall be considered as the gunwale in measuring the depth of the boat.

(c) If the sheer of the gunwale, measured at the two points situated at a quarter of the length of the boat from the ends, exceeds 1 per centum of the length of the boat, the depth employed in calculating the area of the cross-sections A or C shall be deemed to be the depth amidships plus 1 per centum of the length of the boat.

(d) If the depth of the boat amidships exceeds 45 per centum of the breadth, the depth employed in calculating the area of the midship cross-section B shall be deemed to be equal to 45 per centum of the breadth, and the depth employed in calculating the areas of the quarter length sections A and C is obtained by increasing this last figure by an amount equal to 1 per centum of the length of the boat, provided that in no case shall the depths employed in the calculation exceed the actual depths at these points.

2. Unless the owner of a boat requires the cubic capacity to be determined by exact measurement the cubic capacity may be assumed to be the product of the length, the breadth and the depth multiplied by 0.6 if it is evident that this formula does not give a greater capacity than that obtained by the formula set out in paragraph (1) of this Schedule. The dimensions shall be measured in the following manner:—

Length—from the intersection of the outside of the planking with the stem to the corresponding point at the stern post, or in the case of a square sterned boat, to the after side of the transom.

Depth—amidships inside the planking from the keel to the level of the gunwale, but the depth used in calculating the cubic capacity may not in any case exceed 45 per centum of the breadth.

Breadth—from the outside of the planking at the point where the breadth of the boat is greatest.

3. The cubic capacity of a motor boat is obtained from the gross capacity by deducting a volume equal to that occupied by the motor and its accessories and, when carried, the wireless telegraphy installation and searchlight with their accessories.

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WESTERN AUSTRALIAN MARINE ACT, 1948 (FIRE APPLIANCES)
REGULATIONS.

Part I.—Preliminary.

1. (1) These Regulations may be cited as the Western Australian Marine Act, 1948 (Fire Appliances) Regulations.

(2) These Regulations shall not apply to—

- (i) any ship propelled by mechanical power used solely for pleasure and not for profit or reward;
- (ii) any vessels employed solely in fishing or the fishing service.

(3) These Regulations are divided into Parts, as follows:—

Part I—Preliminary.

Part II—Classification of Ships.

Part III—Equipment of Ships with Fire Appliances.

Division 1—General.

Division 2—Class A Ships.

Division 3—Class B Ships.

Division 4—Class C Ships.

Division 5—Class D Ships.

Division 6—Class E Ships.

Division 7—Class F Ships.

Division 8—Miscellaneous.

(4) These Regulations shall take effect on and from the day upon which the Western Australian Marine Act, 1948, commences.

2. In these Regulations, unless the context or subject matter otherwise indicates or requires—

“approved” means approved by the Department;

“cargo ship” means a seagoing ship other than a seagoing ship certified to carry persons;

“certified to carry persons”—in relation to a seagoing ship—means certified under the Act or under the Western Australian Marine Act, 1948 (Survey and Equipment) Regulations—to carry more than twelve persons, in addition to the master and crew of the ship;

“crew” includes apprentices;

“Department” means the Harbour and Light Department of the State;

“gross register tonnage” means—as to a ship registered at any port in the United Kingdom or any British possession—the amount of gross tonnage specified in the certificate of registry of the ship, and—as to a ship not so registered—the amount of gross tonnage ascertained in the manner prescribed by or under the Imperial Act in force for the time being regulating the mode of tonnage measurement for British ships;

“inflammable liquid” means any liquid the flashing point of which is less than 150 degrees Fahrenheit;

“length overall” means the length of a motor boat measured from the after part of the stem to the fore side of the rim, or harpin, at the after end, measured on the deck;

“motor boat” means a vessel propelled by mechanical power other than steam of under 15 tons gross registered tonnage;

“motor ship” means a vessel propelled by mechanical power other than steam;

“partially smooth water limits” means the area specified as such in the certificate for the ship issued under the Act or the Western Australian Marine Act, 1948, (Survey and Equipment) Regulations;

- "person" includes a person over the age of one year;
 "ship" includes a vessel propelled by a mechanical power;
 "smooth water limits" means the area specified as such in the certificate for the ship issued under the Act or the Western Australian Marine Act, 1948, (Survey and Equipment) Regulations;
 "steamship" includes any ship, other than a motor ship, propelled by steam;
 "surveyor" means a person appointed under the Western Australian Marine Act, 1948, to be a surveyor of ships;
 "the Act" means the Western Australian Marine Act, 1948, and includes that Act as amended from time to time.

Part II.—Classification of Ships.

3. For the purpose of these Regulations, ships shall be classified as follows:—

- Class A—(i) Seagoing ships certified to carry persons;
 (ii) Seagoing cargo ships of 1,000 tons gross register tonnage and over.
- Class B—Seagoing cargo ships of less than 1,000 tons gross register tonnage.
- Class C—Harbour and river steamships of 15 tons gross register tonnage and over, which are certified to carry persons, in addition to the master and crew of the ship.
- Class D—Harbour and river motor ships of 15 tons gross register tonnage and over, which are certified to carry persons, in addition to the master and crew of the ship.
- Class E—Ships of 15 tons gross register tonnage and over, which do not carry persons other than the master and crew of the ship and which do not proceed to sea.
- Class F—(i) Motor boats which carry persons in addition to the master and crew and which navigate solely within smooth water limits;
 (ii) motor boats which do not carry persons other than the master and crew and which navigate solely within smooth water limits.

Part III.—Equipment of Ships with Fire Appliances.

Division 1.—General.

4. All fire extinguishing apparatus and appliances required to be carried on any ship to which these Regulations apply shall be complete and in working order and available for immediate use at all times.

5. (1) The fire extinguishers required to be carried on ships by these Regulations shall be apparatus of an approved fluid type.

(2) Except where otherwise specified in these Regulations, all fire extinguishers shall be of not more than three imperial gallons capacity, and not less than two imperial gallons capacity, provided that the Department may, in its discretion, permit the use of a fire extinguisher of less than two imperial gallons capacity in special circumstances.

(3) All fire extinguishers shall conform to the requirements of the Australian Standard Specifications Nos. A 31 and 32—1937.

(4) (a) Except in cases where the approval of the Department has been obtained, fire extinguishers (other than those required to be provided under Regulations 14, 25 and 36 of these Regulations) shall not be of more than two types.

(b) Fire extinguishers shall be kept where likely to prove most serviceable in cases of emergency.

(c) There shall be printed, on each fire extinguisher, instructions regarding its use, the maker's name, and a dated guarantee as to the sufficiency of the extinguisher for the pressure generated when it is put into use.

(5) (a) All fire extinguishers of not more than 35 imperial gallons capacity constructed to discharge froth, and all fire extinguishers of not more than three gallons capacity of the open bottle (or turnover) type constructed to discharge soda-acid mixture, shall be discharged and recharged at least once in every 12 months.

(b) All fire extinguishers of not more than three gallons capacity of the sealed bottle type constructed to discharge soda-acid mixture shall be discharged and recharged at least once in every two years.

(6) All fire extinguishers shall be emptied of their contents, examined, tested by hydraulic pressure to 300 pounds per square inch, and marked with the date of test, at least once in every four years.

(7) A spare charge shall be provided for each fire extinguisher of not more than three gallons capacity.

Division 2.—Class A Ships.

6. (1) On every ship of Class A (i) an efficient patrol system organised by the master shall be maintained in order that any outbreak of fire may be promptly detected.

(2) The surveyor responsible for the survey of the fire appliances in the accommodation in any ship of Class A (i) shall satisfy himself, before signing his declaration of survey, that satisfactory arrangements have been made by the master for the maintenance of the patrol system required by this Regulation.

7. Every ship of Class A shall be equipped, to the satisfaction of the surveyor, with apparatus whereby at least two powerful jets of water can be rapidly and simultaneously brought to bear upon any part of each deck or space occupied by any person when the watertight and fire-resisting doors are closed, and upon any part of the store rooms, boiler rooms and cargo, machinery and bunker spaces.

8. (1) Every ship of Class A shall be provided with at least two fire pumps operated by steam or other motive power.

(2) Each of the fire pumps shall be capable of delivering such quantity of water as the surveyor deems sufficient in two powerful jets simultaneously in any part of the ship.

(3) Each of the fire pumps shall be provided with effective escape valves suitably adjusted and so placed as to prevent excessive pressure in any part of the water service system.

(4) If, in ships in which the main boilers are oil-fired, the engine and boiler rooms are not entirely separated by a steel bulkhead and oil fuel can drain from the boiler room bilges to the engine room, one of the fire pumps shall be situated in the tunnel or in some other space outside the machinery compartment.

9. (1) In order to convey the water from the fire pumps, every ship of Class A shall be provided fore and aft with water-service pipes of ample size and made of suitable material to the satisfaction of the surveyor.

(2) The water-service pipes shall be provided with branches to the various compartments in which persons are carried.

(3) The water-service pipes shall be fitted with hydrants or couplings so disposed on each deck that two single lengths of fire hose may be easily and quickly coupled to the hydrants or couplings and two powerful jets of water simultaneously directed to any part of any compartment, when the bulkhead and fire-resisting doors are closed.

(4) The water-service pipes shall be provided with cocks or valves which will enable the water supply to be controlled while the pumps are at work.

(5) Attention shall be given frequently to the extreme ends of branches of the water-service pipe in order to prevent them from becoming choked with sediment or other foreign matter. At annual surveys, the surveyor shall require a hose to be coupled to the extreme end of each branch and the pipe-line shall be tested under full pressure from the pump.

10. (1) At least two hoses shall be kept available for use on the weather deck of every ship of Class A and one spare hose shall also be carried.

(2) When persons are accommodated between decks, at least two additional fire hoses shall be provided in respect of each watertight compartment in which accommodation is situated between decks.

(3) Fire hoses shall be of leather, seamless hemp or flex canvas of first-class quality, or other approved material. The hoses shall be in approved lengths and shall be supplied with suitable metal couplings and nozzles.

(4) Fire hoses shall not be used for any purpose other than for extinguishing fires or for testing the apparatus at fire drills and surveys.

(5) Working wash-deck hose shall not be acceptable as fire hose.

11. (1) Fire buckets shall be provided in ships of Class A as follows:—

(a) Ships of Class A (i) of 1,000 tons gross register tonnage and over and ships of Class A (ii) of 2,000 tons gross register tonnage and over—at least 12 fire buckets.

(b) Ships of Class A (i) of under 1,000 tons gross register tonnage and ships of Class A (ii) of under 2,000 tons gross register tonnage but not less than 1,000 tons gross register tonnage—at least six fire buckets.

(2) Fire buckets required to be provided by these Regulations shall be of a capacity of not less than two gallons and shall be kept filled with water and placed ready for use in case of emergency.

(3) All fire buckets shall be painted red and shall have the word "Fire" conspicuously painted in white lettering.

12. (1) Subject to Regulations 14 and 15 of these Regulations, a ship of Class A shall be equipped with fire extinguishers as follows:—

(a) On each deck of each compartment in which persons (other than the crew) are accommodated, at least two fire extinguishers shall be carried.

Provided that it shall not be compulsory for more than one fire extinguisher to be carried on a deck of a compartment if the fire extinguisher is installed in an athwartship passageway or open space about the middle of the length of the compartment.

(b) In the spaces occupied by the crew, at least two fire extinguishers shall be carried.

(c) In each of the boiler rooms and machinery spaces of ships the main and auxiliary boilers of which are coal fired, at least two fire extinguishers shall be carried.

(2) Where persons (other than the crew) are carried in enclosed spaces above the upper deck, at least one fire extinguisher, in addition to any other fire extinguishing equipment required by these Regulations, shall be provided on each side of such spaces at intervals of about 60 feet.

Provided that it shall not be compulsory for more than one fire extinguisher to be carried in any such space if the fire extinguisher be placed in a central position so as to be available for use on either side of the ship.

13. Every ship of Class A shall be provided with an axe of a type approved by the surveyor. The axe shall be placed in either the chartroom, wheelhouse, or companion-way of the ship so as to be immediately available in case of emergency.

14. (1) Every steamship of Class A, in which the main or auxiliary boilers are oil-fired, shall be provided with the following equipment in addition to the equipment specified in Regulation 7 of these Regulations:—

(a) Suitable conductors for spraying water on oil without undue disturbance of the surface.

(b) A receptacle, in each firing space, containing at least 10 cubic feet of sand, sawdust impregnated with soda, or other approved dry material, and scoops for distributing such material.

(c) Two approved fire extinguishers constructed to discharge froth or other approved medium suitable for quenching oil fires, in each boiler room and in each of the machinery spaces in which a part of the oil fuel installation is situated.

(d) For each firing space in any boiler room or machinery space in which there is more than one boiler, in addition to the fire extinguishers required by paragraph (c) of this subregulation a fire extinguisher or fire extinguishers of a type constructed to discharge froth or other approved medium suitable for quenching oil fires with a total capacity of two gallons for each burner, provided that the total capacity of the additional fire extinguisher or fire extinguishers to be provided for each firing space need not exceed 10 gallons.

- (e) Apparatus whereby froth can be rapidly discharged and distributed over the whole of the lower part of the boiler room or of any one boiler room, if there are more than one, or of any machinery space in which oil fuel units or settling tanks are situated. The quantity of froth which can be discharged shall be sufficient to cover to a depth of six inches the whole area of the plating formed in any one compartment by the inner bottom plating, or by the shell plating if there is no double bottom tank. If the engine and boiler rooms are not entirely separate and oil fuel can drain from the boiler room bilges into the engine room, the combined engine and boiler rooms shall be considered as one compartment. The apparatus shall be operated and controlled from outside the compartments into which it is required to discharge froth.
- (f) One fire extinguisher constructed to discharge froth of at least 30 gallons capacity in the case of ships having one boiler room, and two such fire extinguishers in the case of ships with more than one boiler room. These extinguishers shall be provided with hoses on reels suitable for reaching any part of the boiler rooms and spaces containing oil fuel units.

(2) Every container forming a part of a fire extinguisher, and every valve by which the container is operated shall be easily accessible and so placed that it will not readily be cut off from use by an outbreak of fire.

15. (1) Every motor ship of Class A shall be provided with the following equipment:—

- (a) Fire pumps as specified in Regulation 8 of these Regulations.
- (b) Suitable conductors as specified in Regulation 14 (1) (a) of these Regulations.
- (c) In each of the machinery spaces, at least one approved 10 gallon fire extinguisher constructed to discharge froth.
- (d) One 2-gallon fire extinguisher constructed to discharge froth for each 1,000 B.H.P. of the engines.

(2) If in any motor ship of Class A a donkey boiler is situated in the machinery space, there shall be provided in that space in lieu of the 10-gallon fire extinguisher required by paragraph (c) of sub-regulation (1) of these Regulations, a fire extinguisher of 30 gallons capacity, fitted with suitable hose attachments or other approved means for distributing the froth.

16. Every ship of Class A carrying inflammable liquid as deck cargo shall be provided with the following equipment, in addition to the fire appliances specified in Regulations 12, 14, and 15 of these Regulations where applicable:—

- (a) Not less than two fire extinguishers constructed to discharge froth or other approved medium suitable for quenching oil fires.
- (b) Not less than two receptacles, each of at least four cubic feet capacity, containing sand, sawdust impregnated with soda or other approved dry material.
- (c) Scoops for distributing the material referred to in paragraph (b) of this Regulation.

The equipment referred to in this Regulation shall be so placed as to be readily accessible for use in case of fire in the deck cargo.

Division 3.—Class B Ships.

17. Every ship of Class B of 500 tons gross register tonnage and over shall be provided with—

- (a) apparatus, including one power pump and one fire hose complete with couplings and nozzle, whereby a powerful jet of water can be readily directed into any part of the ship, and one spare 30-foot length of fire hose;
- (b) three approved fire extinguishers to be readily accessible for use in spaces occupied by persons;
- (c) four fire buckets;
- (d) one firemans hatchet.

18. Every steamship of Class B of 150 tons gross register tonnage and over but of less than 500 tons gross register tonnage shall be provided with—

- (a) apparatus, including one power pump and one fire hose complete with couplings and nozzle, whereby a powerful jet of water can be directed into any part of the ship;
- (b) four fire buckets;
- (c) one fireman's hatchet.

19. Every steamship of Class B of less than 150 tons gross register tonnage shall be provided with—

- (a) apparatus, including one power pump and one fire hose complete with couplings and nozzle, whereby a powerful jet of water can be directed into any part of the ship;
- (b) two fire buckets;
- (c) one fireman's hatchet.

20. Every motor ship of Class B of 150 tons gross register tonnage and over but of less than 500 tons gross register tonnage shall be provided with—

- (a) apparatus, including one fixed pump (which need not be a power pump) and one fire hose complete with couplings and nozzle, whereby a sufficient jet of water can be directed into any part of the ship;
- (b) four fire buckets;
- (c) one fireman's hatchet;
- (d) two approved fire extinguishers constructed to discharge froth or other approved medium for quenching oil fires;
- (e) a suitable quantity of sawdust impregnated with soda or other approved dry material, and scoops, placed in a readily accessible position in the engine room.

21. Every motor ship of Class B of less than 150 tons gross register tonnage shall be provided with—

- (a) apparatus whereby a sufficient jet of water can be directed into any part of the ship;
- (b) one pump which need not be a power pump, with hose;
- (c) two fire buckets with lanyards;
- (d) one fireman's hatchet;
- (e) two approved fire extinguishers constructed to discharge froth or other approved medium for quenching oil fires;
- (f) a suitable quantity of sawdust impregnated with soda or other approved dry material, and scoops, placed in a readily accessible position in the engine room.

22. Every ship of Class B carrying inflammable liquid as deck cargo shall be provided with the following equipment, in addition to the fire appliances specified in Regulations 17, 18, 19, 20 and 21 of these Regulations where applicable:—

- (a) Not less than two fire extinguishers constructed to discharge froth or other approved medium suitable for quenching oil fires.
- (b) Not less than two receptacles, each of at least four cubic feet capacity, containing sand, sawdust impregnated with soda or other approved dry material.
- (c) Scoops for distributing the material referred to in paragraph (b) of this Regulation.

The equipment referred to in this Regulation shall be so placed as to be readily accessible in case of fire in the deck cargo.

23. Every ship of Class B in which oil only is used for main or auxiliary boilers shall in addition to the apparatus and equipment required to be provided under this divisions of these Regulations, comply with the requirements of Regulations 13, 14 and 15 of these Regulations, where applicable.

Division 4.—Class C Ships.

24. (1) Every ship of Class C shall be provided with—
- (a) apparatus whereby a powerful jet of water can be rapidly brought to bear upon any part of each deck or space occupied by persons;
 - (b) apparatus whereby a powerful jet of water can be rapidly directed into—
 - (i) any store room or cargo space;
 - (ii) any part of the coal bunker spaces, boiler rooms and machinery spaces;
 - (c) at least two approved fire extinguishers on each deck occupied by persons.
- (2) Every ship of Class C on which is fitted a galley, kitchen or cafeteria in which electric power or fuel is used for heating purposes, shall be provided with at least one fire extinguisher constructed to discharge froth or other approved medium for quenching oil fires so placed in the galley, kitchen or cafeteria as to be readily available for use.
25. (1) Every ship of Class C in which the boiler is or boilers are oil-fired shall be provided with—
- (a) one approved fire extinguisher constructed to discharge froth or other approved medium suitable for quenching oil fires of at least 30 gallons capacity with hoses suitable for reaching any part of the boiler room spaces containing oil fuel units;
 - (b) suitable conductors for spraying water on oil without undue disturbance of the surface;
 - (c) a receptacle, in each firing space, containing a suitable quantity of sand, sawdust impregnated with soda or other approved dry material, and scoops for distributing such material;
 - (d) two approved fire extinguishers constructed to discharge froth or other approved suitable medium for quenching oil fires, in each boiler room and in each of the machinery spaces in which a part of the oil fuel installation is situated.
- (2) Every container forming part of a fire extinguisher and every valve by which the container is operated shall be easily accessible and so placed that it will not readily be cut off from use by an outbreak of fire.
26. (1) Every ship of Class C shall be provided with at least one fire pump of ample capacity and operated by steam or other motive power.
- (2) Every ship of Class C in which the boiler or boilers are oil-fired shall be provided with an additional fire pump connected to the water-service pipes. Such pump shall not be placed in the same compartment with the pump required by sub-regulation (1) of this Regulation and may be a manual bilge pump of the rotary type of large power, situated on deck in a position away from the engine room. The sea suction valve shall be capable of being controlled from outside the machinery compartment.
27. (1) Every ship of Class C shall be provided with water-service pipes of ample size and made of suitable material to the satisfaction of the department.
- (2) On every ship of Class C the branch water-service pipes and hydrants shall be so placed on each deck that the fire hoses can be easily coupled to them.
28. (1) Every ship of Class C shall be provided with such number of fire hoses as the Department may approve. The fire hoses shall be of approved material and be provided with necessary fittings.
- (2) Each of the fire hoses shall be of sufficient length to project a jet of water to any part of the space in which it is intended to be used.

Division 5.—Class D Ships.

29. Every ship of Class D, certified to navigate within partially smooth water limits and propelled by internal combustion engines using oil as fuel of a flash point of not less than 150 degrees Fahrenheit, shall be provided with—
- (a) apparatus as specified in Regulation 24 of these Regulations;

- (b) an approved fire extinguisher or fire extinguishers, constructed to discharge froth of a total capacity in accordance with the following table:—

Gross Register Tonnage of Ship.	Capacity in Gallons.
15 tons but not exceeding 25	2
25 tons but not exceeding 40	4
40 tons but not exceeding 60	6
60 tons but not exceeding 90	8
90 tons or over	10

- (c) One approved fire extinguisher constructed to discharge froth for each 1,000 B.H.P. of the engines or part thereof but not fewer than two such extinguishers shall be provided.

30. Every ship of Class D certified to navigate solely within smooth water limits and propelled by internal combustion engines using oil as fuel of a flash point of not less than 150 degrees Fahrenheit shall be provided with—

- (a) apparatus as specified in Regulation 24 of these Regulations;
 (b) at least two approved fire extinguishers constructed to discharge froth in each engine room.

31. Every ship of Class D shall be provided with at least one fire pump of ample capacity operated by motive power, except that in a ship of less than 100 tons gross register tonnage the fire pump may be an efficient manual pump.

32. Every ship of Class D shall be provided with apparatus as specified in Regulations 27 and 28.

33. Wooden ships of Class D and ships of Class D in which the flash point of the oil used as fuel is lower than 150 degrees Fahrenheit shall comply with the requirements of the foregoing Regulations for Class D where applicable, but the Department may require such equipment to be provided in lieu of, or in addition to, that required under this Regulation as may be approved by the Department.

Division 6.—Class E Ships.

34. Every ship of Class E shall be provided with apparatus whereby a powerful jet of water can be rapidly brought to bear upon any part of the deck, cargo space, store rooms, coal bunker spaces, boiler rooms and machinery spaces.

35. (1) Every steamship of Class E in which the boiler is or boilers are oil-fired shall be provided with—

- (a) one approved fire extinguisher of at least 10 gallons capacity constructed to discharge froth or other approved medium suitable for quenching oil fires, with hoses suitable for reaching any part of the boiler room spaces containing oil fuel units;
 (b) a receptacle, in each firing space, containing a suitable quantity of sand, sawdust impregnated with soda or other approved dry material, and scoops for distributing such material.

(2) Every container forming part of a fire extinguisher and every valve by which the container is operated shall be easily accessible and so placed that it will not readily be cut off from use by an outbreak of fire.

36. (1) Every ship of Class E shall be provided with at least one fire pump of ample capacity and operated by steam or other motive power.

(2) Every steamship of Class E in which the boiler is or boilers are oil-fired shall be provided with an additional fire pump connected to the water-service pipes. Such pump shall not be placed in the same compartment with the pump required by paragraph (1) of this Regulation and may be a manual bilge pump of the rotary type of large power, situated on deck in a position away from the engine room. The sea suction valve shall be capable of being controlled from outside the machinery compartment.

37. (1) Every ship of Class E shall be provided with approved water-service pipes of ample size and made of suitable material.

(2) On every ship of Class E the branch water-service pipes and hydrants shall be so placed that the fire hose can be easily coupled to them.

38. (1) Every ship of Class E shall be provided with an approved number of fire hoses. The fire hoses shall be made of approved material and be provided with necessary fittings.

(2) Each of the fire hoses shall be of sufficient length to project a jet of water to any part of the space in which it is intended to be used.

39. Wooden ships of Class E, and motor ships of Class E in which the flash point of the oil used as fuel is lower than 150 degrees Fahrenheit, shall comply with the requirements of the foregoing Regulations for Class E, where applicable, but the Department may require such equipment to be provided in lieu of, or in addition to that required under this Regulation, as it considers necessary.

40. (1) Every ship of Class E carrying inflammable liquid in drums or tins as cargo shall be provided with at least one approved fire extinguisher discharging froth or other approved medium for quenching oil fires for each 10 tons or part thereof of such inflammable liquid carried.

(2) The fire extinguisher or fire extinguishers shall be so placed as to be readily accessible for use in case of fire.

(3) Every ship of Class E which carries inflammable liquid in bulk shall be provided with such additional fire appliances as the Department may deem necessary.

41. Every ship of Class E propelled by internal combustion engines using oil as fuel of a flash point of not less than 150 degrees Fahrenheit shall be provided with—

- (a) apparatus in compliance with Regulations 34, 36 (1), 37, and 38 of these Regulations;
- (b) at least two approved fire extinguishers discharging froth or other approved medium for quenching oil fires in each engine room.

Division 7.—Class F Ships.

42. (1) Every motor boat of Class F (i) propelled by internal combustion engines using oil as fuel of a flash point of not less than 150 degrees Fahrenheit shall be provided with the following fire appliances:—

- (a) Motor boats not exceeding 30 feet in length overall—
 - (i) at least one approved fire extinguisher discharging froth or other approved medium for quenching oil fires, each of at least two gallon capacity;
 - (ii) one fire bucket with lanyard attached.
- (b) Motor boats over 30 feet in length overall but not exceeding 50 feet in length overall—
 - (i) at least two approved fire extinguishers discharging froth or other approved medium for quenching oil fires, each of two gallons capacity;
 - (ii) one fire bucket with lanyard attached.
- (c) Motor boats of 50 feet and over in length overall—
 - (i) at least two approved fire extinguishers discharging froth or other approved medium for quenching oil fires, each of two gallons capacity;
 - (ii) one fire bucket with lanyard attached;
 - (iii) one hand or power fire pump, placed outside the machinery space, with suitable sea connection of ample power to supply a sufficient supply of water;
 - (iv) fire hose and fittings at least 1½ inches in diameter and of sufficient length to reach to any part of the boat.

43. Every motor boat of Class F (i) propelled by internal combustion engines consuming oil as fuel of a flash point of less than 150 degrees Fahrenheit shall comply with the requirements of Regulation 42 of these Regulations where applicable, but the Department may require such equipment to be provided in lieu of, or in addition to, that required under this Regulation as it considers necessary.

44. Every motor boat of Class F (ii) shall be provided with the following fire appliances:—

- (a) Motor boats not exceeding 30 feet in length overall—
 - (i) at least one approved fire extinguisher discharging froth or other approved medium for quenching oil fires, each of at least two gallons capacity;
 - (ii) one fire bucket with lanyard attached.
- (b) Motor boats over 30 feet in length overall but not exceeding 50 feet in length overall—
 - (i) at least two approved fire extinguishers discharging froth or other approved medium for quenching oil fires, each of two gallons capacity;
 - (ii) one fire bucket with lanyard attached.
- (c) Motor boats over 50 feet in length overall—
 - (i) at least two approved fire extinguishers discharging froth or other approved medium for quenching oil fires, each of two gallons capacity;
 - (ii) one fire bucket with lanyard attached;
 - (iii) one hand or power fire pump, placed outside the machinery space, with suitable sea connection of ample power to supply a sufficient supply of water;
 - (iv) fire hose and fittings at least $1\frac{1}{4}$ inches in diameter and of sufficient length to reach to any part of the boat.

45. Every motor boat of Class F which carries inflammable liquid in drums or tins shall be provided with at least one approved fire extinguisher of two gallons capacity discharging froth or other approved medium for quenching oil fires in addition to the fire extinguisher required to be carried in compliance with Regulation 44 of these Regulations.

Division 8.—Miscellaneous.

46. Every ship shall be provided with an approved outfit of emergency fire appliances replacements.

47. The owner of a ship shall be responsible for the due observance and performance of these Regulations and upon a breach being committed shall for every such offence be liable to a penalty not exceeding fifty pounds (£50).

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WESTERN AUSTRALIAN MARINE ACT, 1948, REGULATIONS FOR
LIFE-SAVING APPLIANCES.

1. For the purpose of these Regulations, unless the context or subject matter otherwise indicates or requires—

“approved” means approved by the Department;

“boat” includes a lifeboat;

“cargo ship” means a mechanically propelled ship carrying not more than 12 persons, in addition to the master and crew of the ship;

“crew” includes apprentices;

“daylight” shall be reckoned as extending from sunrise to sunset;

“Department” means the Harbour and Light Department of the State of Western Australia;

“gross register tonnage” means—as to a ship registered at any port in the United Kingdom or any British possession—the amount of gross tonnage specified in the certificate of registry of the ship and—as to a ship not so registered—the amount of gross tonnage ascertained in the manner prescribed by or under the Imperial Act in force for the time being regulating the mode of tonnage measurement for British ships;

“length”—in relation to a ship—means registered length;

“motor boat” means a ship propelled by mechanical power other than steam of less than 15 tons gross register tonnage;

“partially smooth water” means the area specified as such in the certificate for the ship issued under the Western Australian Marine Act, 1948 (Survey and Equipment) Regulations;

“person” means a person over the age of one year;

“schedule” means a schedule to these Regulations;

“ship” includes a ship propelled by mechanical power;

“smooth water” means the area specified as such in the certificate for the ship issued under the Act or the Western Australian Marine Act, 1948 (Survey and Equipment) Regulations;

“steam launch” means a steamship of less than 15 tons gross register tonnage;

“surveyor” means a person appointed under the Act to be a surveyor of ships;

“the Act” means the Western Australian Marine Act, 1948, and includes that Act as amended from time to time.

2. For the purposes of these Regulations, ships to which these Regulations apply shall be arranged in the following classes:—

Class I.—Seagoing ships carrying more than 12 person, in addition to the master and crew of the ship.

Class II.—Ships of 15 tons gross register tonnage and over carrying more than 12 persons, in addition to the master and crew of the ship, on short excursions to sea, i.e., beyond partially smooth water limits, during daylight and in fine weather.

Class III.—Ships carrying persons, in addition to the master and crew of the ship, within partially smooth water limits.

Class IV.—Ships of 15 tons gross register tonnage and over carrying persons, in addition to the master and crew of the ship, solely within smooth water limits.

Class V.—Steam launches and motor boats carrying persons, in addition to the master and crew of the ship, solely within smooth water limits.

Class VI.—Steam launches and motor boats carrying persons, in addition to the master and crew of the ship, for short distances to sea.

Class VII.—Seagoing cargo ships.

Class VIII.—Fish carriers, tugs, lighters, dredgers, barges, hoppers, and hulks, which proceed to sea.

Class IX.—Fish carriers, tugs, lighters, dredgers, barges, hoppers, and hulks, which do not proceed to sea.

Class X.—Ships, steam launches, and motor boats, which do not proceed to sea and which in the course of business carry persons to and from their employment, carry stores, merchandise or goods or are employed in towing.

Provision of Life-saving Appliances.

Availability and Adequacy of Lifeboats and Buoyant Apparatus.

3. (1) The lifeboats and buoyant apparatus in a ship shall comply with the following conditions:—

- (a) They must be capable of being put into the water safely and rapidly even under unfavourable conditions of list and trim.
- (b) It must be possible to embark the passengers in the boats rapidly and in good order.
- (c) The arrangement of each boat and article of buoyant apparatus must be such that it will not interfere with the operation of other boats and buoyant apparatus.

(2) The provision of lifeboats and buoyant apparatus in a ship shall be in accordance with the requirements of such of the following Regulations 4 to 13, inclusive, as are applicable.

Ships of Class I.

Seagoing Ships Carrying More than 12 Persons, in Addition to the Master and Crew of the Ship.

4. (1) This Regulation applies to ships of Class I.

(2) Every ship to which this Regulation applies shall, subject to the provisions of Regulation 33, be provided in accordance with its length, with the number of sets of davits specified in Table A of the First Schedule to these Regulations.

Provided that no ship shall be required to have a number of sets of davits greater than the number of lifeboats required to accommodate the total number of persons (including crew) which the ship carries or is certified to carry, whichever number is the greater.

(3) (a) A lifeboat of Class 1 shall be attached to each set of davits.

(b) Where the lifeboats carried in pursuance of subparagraph (a) of this paragraph do not provide the minimum cubic capacity specified in Table B of the First Schedule to these Regulations or provide sufficient accommodation for the total number of persons (including crew) which the ship carries, additional lifeboats of Class 1 or Class 2 shall be provided up to the minimum capacity specified in Table B, after which additional lifeboats or approved life rafts or approved buoyant apparatus shall be provided to the satisfaction of the Department so that the accommodation provided shall be sufficient for the total number of persons which the ship carries.

(4) Every ship to which this Regulation applies shall carry approved buoyant apparatus sufficient to support 10 per centum of the total number of persons which the ship carries or is certified to carry, whichever number is the greater, in addition to any buoyant apparatus to be carried in pursuance of paragraph (3) (b) of this Regulation.

(5) Every ship to which this Regulation applies shall carry at least the number of lifebuoys determined in accordance with the following table:—

Length of Ship	Minimum No. of Lifebuoys.
Under 200 feet	8
Of or over 200 feet	12

(6) Every ship to which this Regulation applies shall carry one approved life-jacket for each person on board.

(7) Every ship to which this Regulation applies shall carry an approved type of line-throwing appliance.

Ships of Class II.

Ships of 15 tons Gross Register Tonnage and Over Carrying More than 12 Persons, in Addition to the Master and Crew of the Ship, on Short Excursions to Sea, i.e., Beyond Partially Smooth Water Limits, during Daylight and in Fine Weather.

5. (1) This Regulation applies to ships of Class II.

(2) Every ship to which this Regulation applies shall, subject to the provisions of Regulation 33, be provided, in accordance with its length, with the number of sets of davits specified in the Table set out in the Second Schedule to these Regulations.

Provided that no ship shall be required to have a number of sets of davits greater than the number of boats required to accommodate the total number of persons which the ship carries or is certified to carry, whichever number is the greater.

(3) A lifeboat of Class 1 shall be attached to each set of davits.

(4) Such additional lifeboats of Class 1 or Class 2, or such number of approved buoyant apparatus, shall be provided, as shall be sufficient together with the lifeboats required by paragraph (3) of this Regulation to accommodate 70 per centum of the total number of persons which the ship is certified to carry.

(5) The lifeboats carried shall be of an approved capacity, having regard to the size of the ship.

(6) If a ship to which this Regulation applies is under 200 feet in length, at least four approved lifebuoys shall be carried, and if 200 feet or over in length, at least eight approved lifebuoys shall be carried.

(7) Every ship to which this Regulation applies shall carry one approved life-jacket for each person on board.

(8) Every ship to which this Regulation applies shall carry an approved type of line-throwing appliance.

Ships of Class III.

Ships Carrying Persons, in addition to the Master and Crew of the Ship, within Partially Smooth Water Limits.

6. (1) This Regulation applies to ships of Class III.

(2) Every ship to which this Regulation applies shall, subject to the provisions of Regulation 33, be provided, in accordance with its length, with the number of sets of davits specified in the Table set out in the Second Schedule to these Regulations.

Provided that no ship shall be required to have a number of sets of davits greater than the number of boats required to accommodate the total number of persons which the ship carries or is certified to carry, whichever number is the greater.

(3) A lifeboat of Class 1 shall be attached to each set of davits.

(4) Such additional lifeboats of Class 1 or Class 2, or such number of approved buoyant apparatus, shall be provided as shall be sufficient, together with the lifeboats required under paragraph (3) of this Regulation, to accommodate 60 per centum of the total number of persons which the ship is certified to carry.

(5) The lifeboats carried shall be of such capacity, having regard to the size of the ship, as the Department may require.

(6) If a ship to which this regulation applies is under 200 feet in length, at least four approved lifebuoys shall be carried, and if 200 feet or over in length, at least eight approved lifebuoys shall be carried.

(7) Every ship to which this Regulation applies shall carry one approved life-jacket for each person on board, or approved buoyant apparatus in lieu.

Ships of Class IV.

Ships of 15 tons Gross Register Tonnage and Over Carrying Persons, in addition to the Master and Crew of the Ship, solely within Smooth Water Limits.

7. (1) This Regulation applies to ships of Class IV.

(2) Every ship to which this Regulation applies shall carry such lifeboats of Class 1, boats of Class 3, or approved buoyant apparatus, as shall be sufficient, together with the lifeboats or boats required to be carried in

pursuance of paragraph (3) of this Regulation where that paragraph applies, to accommodate 40 per centum of the total number of persons which the ship is certified to carry.

(3) Every ship to which this Regulation applies of 70 feet and over in length and under 150 feet in length shall carry at least one lifeboat of Class 1 or a boat of Class 3, and if 150 feet in length shall carry at least two such lifeboats or boats shall be carried. The lifeboats or boats shall be attached to davits.

(4) If a ship to which this Regulation applies is under 150 feet in length, at least four approved lifebuoys shall be carried, and if 150 feet or over in length, at least six approved lifebuoys shall be carried.

(5) Every ship to which this Regulation applies shall carry one approved life-jacket for each person on board, or approved buoyant apparatus in lieu.

Ships of Class V.

Steam Launches and Motor Boats Carrying Persons, in addition to the Master and Crew of the Ship, solely within Smooth Water Limits.

8. (1) This Regulation applies to ships of Class V.

(2) Every ship to which this Regulation applies shall carry at least two approved lifebuoys.

(3) Every ship to which this Regulation applies shall carry one approved life-jacket for each person on board, or approved buoyant apparatus in lieu.

Ships of Class VI.

Steam Launches and Motor Boats carrying persons, in addition to the Master and Crew of the Ship, for short distances to sea.

9. (1) This Regulation applies to ships of Class VI.

(2) Ships of this class of 70 feet and over in length shall comply with the provisions of Regulation 7.

(3) Every ship to which this Regulation applies of less than 70 feet in length navigating not more than three miles from its starting point in any direction shall be provided with approved buoyant apparatus sufficient to support at least 40 per centum of the total number of persons which the ship is certified to carry, together with approved lifebuoys not less in number than is specified in paragraph (5) of this Regulation, so however that the buoyant apparatus, together with the lifebuoys, shall in all cases be sufficient to support at least 70 per centum of the total number of persons which the ship is certified to carry.

(4) A ship to which this regulation applies of less than 70 feet in length navigating more than three miles from its starting point shall be provided with approved buoyant apparatus sufficient to support at least 60 per centum of the total number of persons which the ship is certified to carry, together with approved lifebuoys not less in number than is specified in paragraph (5) of this regulation, so however that the buoyant apparatus, together with the lifebuoys, shall in all cases be sufficient to support the total number of persons which the ship is certified to carry.

(5) The minimum number of approved lifebuoys to be provided shall be determined by the following table:—

Length of Ship.	Minimum Number of Lifebuoys.
Ships not exceeding 30 feet in length	2
Ships exceeding 30 feet and not exceeding 35 feet	4
Ships exceeding 35 feet and not exceeding 40 feet	6
Ships exceeding 40 feet and not exceeding 50 feet	8
Ships exceeding 50 feet and not exceeding 70 feet	10

(6) For the purposes of this regulation, an approved lifebuoy shall be deemed sufficient to support two persons.

(7) In the case of ships not exceeding 26 feet in length to which this regulation applies the department may allow approved lifebuoys to be carried in lieu of part or all of the buoyant apparatus required to be carried in pursuance of paragraphs (3) and (4) of this regulation.

Ships of Class VII.

Seagoing Cargo Ships.

10. (1) This regulation applies to ships of Class VII.

(2) Every ship to which this regulation applies of 100 feet or over in length shall carry on each side of the ship one or more boats of sufficient aggregate capacity to accommodate all persons on board. Such boats shall be attached to davits.

(3) One of the boats may be a boat of Class 3. The remaining boat or boats shall be a lifeboat or lifeboats of Class 1.

(4) Every ship to which this regulation applies of under 100 feet in length shall carry at least one lifeboat of Class 1, so stowed that it can be readily placed in the water on either side of the ship, and of sufficient capacity to accommodate all persons on board.

(5) Every ship to which this regulation applies of 100 feet or over in length shall carry at least four approved lifebuoys and if under 100 feet in length shall carry at least two approved lifebuoys. One approved life-jacket shall be carried on every ship to which this regulation applies for each person on board.

(6) Every ship to which this regulation applies of 75 tons gross register tonnage and over shall carry an approved type of line-throwing appliance.

Ships of Class VIII.

Fish Carriers, Tugs, Lighters, Dredgers, Barges, Hoppers, and Hulks, which Proceed to Sea.

11. (1) This regulation applies to ships of Class VIII.

(2) Every ship to which this regulation applies of 100 feet or over in length shall carry on each side of the ship one or more boats of sufficient aggregate capacity to accommodate all persons on board. Such boats shall be attached to davits.

(3) One of the boats may be a boat of Class 3. The remaining boat or boats shall be a lifeboat or lifeboats of Class 1.

(4) Every ship to which this regulation applies of under 100 feet in length shall carry at least one lifeboat of Class 1, so stowed that it can be readily placed in the water on either side of the ship, and of sufficient capacity to accommodate all persons on board.

(5) Every ship to which this regulation applies of 100 feet or over in length shall carry at least four approved lifebuoys and if under 100 feet in length shall carry at least two approved lifebuoys. One approved life-jacket shall be carried on every ship to which this regulation applies for each person on board.

Ships of Class IX.

Fish Carriers, Tugs, Lighters, Dredgers, Barges, Hoppers, and Hulks, which do not proceed to Sea.

12. (1) This regulation applies to ships of Class IX.

(2) Every ship to which this regulation applies shall carry a lifeboat of Class 1 or a boat of Class 3 sufficient to accommodate all persons on board, one approved lifebuoy, and one approved life-jacket for each person on board, or approved buoyant apparatus in lieu.

Ships of Class X.

Ships, Steam Launches, and Motor Boats which do not Proceed to Sea and which in the course of Business Carry Persons to and from their Employment, Carry Stores, Merchandise or Goods or are Employed in Towing.

13. (1) This regulation applies to ships of Class X.

(2) Every ship to which this regulation applies shall carry such lifeboats of Class 1, boats of Class 3, or approved buoyant apparatus, as shall be sufficient, together with the lifeboats or boats required to be carried in pursuance of paragraph (3) of this regulation where that paragraph applies, to accommodate 40 per centum of the total number of persons which the ship carries or is certified to carry.

(3) Every ship to which this regulation applies of under 150 feet in length but not under 70 feet in length shall carry at least one lifeboat of Class 1 or a boat of Class 3.

The lifeboats or boats shall be attached to davits.

(4) Every ship to which this regulation applies of 150 feet or over in length shall carry at least two lifeboats of Class 1 or two boats of Class 3.

The lifeboats or boats shall be attached to davits.

(5) Every ship to which this regulation applies of under 150 feet in length shall carry at least four approved lifebuoys.

(6) Every ship to which this Regulation applies of 150 feet or over in length shall carry at least six approved lifebuoys.

(7) Every ship to which this Regulation applies shall carry one approved life-jacket for each person on board, or approved buoyant apparatus in lieu.

Requirements for Boats, Liferrafts, Buoyant Apparatus, and other Life-saving Appliances.

General Requirements for Boats.

14. For the purposes of these Regulations the standard types of boats are classified as follows:—

Class 1.—Open boats with rigid sides fitted either (a) with internal buoyancy appliances only, or (b) with internal and external buoyancy appliances, in these Regulations referred to as lifeboats of Class 1.

Class 2.—(a) Open boats fitted with internal and external buoyancy appliances—upper parts of sides collapsible, and (b) decked boats with either fixed or collapsible watertight bulwarks, in these Regulations referred to as lifeboats of Class 2.

Class 3.—Open boats constructed in accordance with the provisions of these Regulations relating to lifeboats of Class 1, but not fitted with the internal or external buoyancy appliances of lifeboats of that Class, in these Regulations referred to as boats of Class 3.

15. (1) All boats shall be properly constructed, and shall be of such form and proportions that they shall have ample stability in a seaway, and sufficient freeboard when loaded with their full complement of persons and equipment. They shall be fitted and arranged to the satisfaction of the department.

(2) (a) The structural strength of all boats shall be to the satisfaction of the department.

(b) In the case of boats carried on ships of Class 1, the strength of such boats shall be sufficient to permit of their being safely lowered into the water when loaded with a full complement of persons and equipment, provided that this requirement shall not apply to any ship of Class 1 where the height of the boat deck above the waterline at the vessel's lightest seagoing draft does not exceed 15 feet.

(3) In all open boats, all thwart and side-seats shall be fitted as low in the boat as practicable, and bottom boards shall be fitted so that the thwarts shall not be more than 2 feet 9 inches above them.

(4) The cubic capacity of every boat must be at least 125 cubic feet.

(5) No boat shall be accepted the buoyancy of which depends upon the previous adjustment of one of the principal parts of the hull.

(6) The weight of a boat when fully laden with persons and equipment shall not exceed 20 tons.

16. All lifeboats of Class 1 shall comply with the provisions of Part I of the Third Schedule to these Regulations in addition to the provisions of Regulation 15.

17. All lifeboats of Class 2 shall comply with the provisions of Part II of the Third Schedule to these Regulations in addition to the provisions of Regulation 15.

18. All boats of Class 3 shall comply with the provisions of Part I of the Third Schedule to these Regulations (save in so far as those provisions relate to the volume of the internal or external buoyance appliances for wooden boats) in addition to the provisions of Regulation 15.

Carrying Capacity of Boats.

19. (1) (a) Subject as hereinafter provided, the number of persons which a boat shall be deemed fit to carry shall be equal to the greatest whole number ascertained by dividing the capacity of the boat in cubic feet, determined in accordance with the provisions of Part I of the Fourth Schedule to these Regulations, or the surface of the boat in square feet, determined in accordance with the provisions of Part II of the Fourth Schedule to these Regulations, as the case may be, by the standard unit of capacity or unit of surface, as the case may be, shown in the following table:—

Type of Boat.	Standard Unit of Capacity.
Class 1 (a)	10 cubic feet.
Class 1 (b)	9 cubic feet.
Class 3	10 cubic feet.
	Standard Unit of Surface.
Class 2	3½ square feet.

(b) The department may, in the case of a decked lifeboat of Class 2, accept, in place of 3½ square feet, a smaller unit of surface not being less than 3 square feet, if it is satisfied after trial that the number of persons for which there is proper seating accommodation in the boat is greater than the number obtained by applying the standard unit.

(2) The number of persons which a boat is deemed fit to carry shall not—

- (a) exceed the number of adult persons wearing life-jackets for which there is proper seating accommodation arranged in such a way that the persons when seated do not interfere in any way with the use of the oars; and
- (b) in the case of lifeboats of Class 2 be such as to reduce the freeboard of the boat, when fully laden, below the minimum freeboard laid down for each type of boat in Part II of the Third Schedule to these Regulations.

(3) If the surveyor is doubtful as to the number of persons any boat is fit to carry, he may require it to be tested afloat fully laden with equipment and the intended number of persons all wearing life-jackets.

(4) In the case of boats of a depth of more than 4 feet, boats with very fine ends and boats very full in form, the number of persons which the boat is deemed fit to carry may be determined by the department otherwise than in accordance with the foregoing provisions of this Regulation.

General Requirements for Life-rafts.

20. An approved life-raft shall comply with the following conditions:—

- (a) It shall be of approved material and construction.
- (b) It shall be effective and stable when floating either way up.
- (c) It shall be fitted with fixed or collapsible bulwarks of wood, canvas, or other suitable material around both the top and bottom platforms.
- (d) It shall have a line securely becketed round the outside.
- (e) It shall be of such strength that it can be launched or thrown from the ship's deck without being damaged, and if intended to be thrown it shall be of such size and weight that it can easily be handled.
- (f) It shall have not less than three cubic feet of air-cases or equivalent buoyancy appliances for each person to be carried thereon.
- (g) It shall have a deck area of not less than four square feet for each person to be carried thereon, and it shall effectively support the occupants out of the water.
- (h) The air-cases or equivalent buoyancy appliances shall be placed as near as possible to the side of the life-raft, and such buoyancy appliances shall not be dependent on inflation by air.

General Requirements for Buoyant Apparatus.

21.—(1) Approved buoyant apparatus, whether buoyant deck seats, buoyant deck chairs or other buoyant apparatus, shall be deemed sufficient, so far as buoyancy is concerned, for the number of persons equal to the greatest whole number ascertained by dividing the number of pounds of iron which the

apparatus is capable of supporting in fresh water by 32, and the apparatus shall be deemed fit to support the number so ascertained or a number equal to the number of feet in the perimeter of the apparatus whichever number is the smaller.

(2) All approved buoyant apparatus shall comply with the following conditions:—

- (a) It shall be of approved material and construction.
- (b) It shall be effective and stable when floating either way up.
- (c) It shall be of such size, strength and weight that it can be handled without mechanical appliances and, if necessary, thrown without damage from the ship's deck on which it is stowed.
- (d) If it depends for its buoyancy on air it shall not be so constructed as to require inflation before use in an emergency.
- (e) The air-cases or equivalent buoyancy appliances shall be placed as near as possible to the sides of the apparatus.
- (f) It shall have a line securely becketed round the outside of the apparatus, or be of batten construction.

Marking of Boats, Life-rafts and Buoyant Apparatus.

22. (1) All boats shall be permanently marked to the satisfaction of the Department in such a way as to indicate plainly their dimensions and the number of persons which they are deemed fit to carry.

(2) All life-rafts shall be marked in the same manner with the number of persons which they may carry.

(3) All buoyant apparatus shall be marked in the same manner with an indication that they are buoyant and with the number of persons which they are deemed fit to support.

Equipment of Boats.

23. (1) Subject as hereinafter provided, every boat carried on any ship shall be equipped as follows:—

- (a) With the full single banked complement of oars and two spare oars, and a steering oar.
- (b) With two plugs for each plug hole, attached with lanyards or chains, and one set and a half of thole pins or crutches, attached to the boat by lanyards. Plugs shall not be required where proper automatic valves are fitted.
- (c) With a sea anchor, a baler, a galvanised iron bucket, a rudder and a tiller, or yoke and yoke lines, a painter of sufficient length, and a boathook. The rudder, the baler, and the bucket shall be attached to the boat by sufficiently long lanyards, and kept ready for use.
- (d) With a vessel capable of holding one quart for each person that the boat is deemed fit to carry. This vessel shall be kept filled with fresh water and provided with a dipper with lanyard.
- (e) With two hatchets, one to be kept in each end of the boat and to be attached to the boat by a lanyard.
- (f) With a line securely becketed round the outside of the boat.
- (g) With an efficient lantern trimmed, with oil in its receiver sufficient to burn for eight hours, or with some other lantern or light approved by the Department; and with a box of suitable matches in a watertight case.
- (h) With a mast or masts, and with at least one good sail and proper gear for each.
- (i) With an efficient compass.
- (j) With an airtight case containing one-half of a pound of biscuits for each person that the boat is deemed fit to carry.
- (k) With a vessel of approved pattern containing one gallon of vegetable or animal oil, so constructed that the oil can be easily distributed on the water and so arranged that it can be attached to the sea anchor.
- (l) With one dozen self-igniting red lights in a water-tight case.

(m) With one pound of condensed milk for each person that the boat is deemed fit to carry.

(n) With a suitable locker for the stowage of the small items of the equipment.

(2) A decked boat shall have no plug-hole, but shall be provided with at least two bilge-pumps.

(3) In the case of ships of Classes I., II., and VII., the boats shall not be required to carry the equipment specified in subparagraphs (h), (j), and (m) of paragraph (1) of this Regulation. In the case of ships of Classes III., IV., V., VI., and IX., the boats shall not be required to carry the equipment specified in subparagraphs (h), (i), (j), (k), (l), (m) and (n) of paragraph (1) of this Regulation, and in the case of ships of Class VIII. the Department may allow this equipment to be dispensed with.

Equipment of Life-rafts.

24. (1) The normal equipment of every approved life-raft shall consist of:—

- (a) four oars;
- (b) five rowlocks;
- (c) a self-igniting lifebuoy light;
- (d) a sea-anchor;
- (e) a painter;
- (f) a vessel of approved pattern containing one gallon of vegetable or animal oil so constructed that the oil can be easily distributed on the water, and so arranged that it can be attached to the sea-anchor;
- (g) an airtight receptacle containing one-half of a pound of biscuits for each person to be carried;
- (h) a watertight receptacle provided with a dipper with lanyard, containing one quart of fresh water for each person to be carried;
- (i) at least one dozen self-igniting red lights and a box of matches in watertight containers.

(2) In the case of Ships of Class I, the department may allow the equipment specified in subparagraph (g) of paragraph (1) of this Regulation to be dispensed with.

Stowage of Equipment in Boats and Life-Rafts.

25. All boats and life-rafts shall be fully equipped before the ship proceeds to sea, and the equipment shall remain in the boat or life-raft throughout the voyage, while the ship is at sea, or shall be stowed in some convenient place where it will be immediately available in case of emergency.

Stowage and Handling of Boats, Life-Rafts, and Buoyant Apparatus.

26. (1) All boats attached to davits and all boats stowed under boats attached to davits shall be stowed to the satisfaction of the department in such a way that—

- (i) they can be launched in the shortest possible time;
- (ii) they will not impede in any way the prompt handling of any other of the boats attached to davits or stowed under boats attached to davits, or the buoyant apparatus carried in pursuance of paragraph (4) of Regulation 4 or the marshalling of the persons on board at the launching stations or their embarkation;
- (iii) even under conditions of list and trim unfavourable from the point of view of the handling of the boats, as large a number of persons as possible can be embarked in them.

(2) (a) Boats and life-rafts additional to boats stowed under boats attached to davits shall be stowed across a deck bridge or poop and so secured that they will have the best chance of floating free of the ship if there is no time to launch them. They must not impede in any way the prompt handling of the boats attached to davits or the boats stowed under boats attached to davits, or the buoyant apparatus, or the marshalling of the persons on board at the launching stations or their embarkation.

(b) As large a number as possible of the additional boats referred to in subparagraph (a) of this paragraph shall be capable of being launched on either side of the ship by means of approved appliances for transferring them from one side of the deck to the other.

(c) Means shall be provided to the satisfaction of the department for lowering the additional boats referred to in subparagraph (a) of this paragraph into the water in the shortest possible time.

(3) Subject to the foregoing provisions of this rule boats may be stowed one above the other, or they may, subject to such conditions as the department may impose, be fitted one within another, but where boats so fitted require lifting before being launched they may only be so fitted if mechanical power appliances for lifting are provided. In no other case shall boats be so stowed as to require lifting before being launched.

(4) Where a boat is stowed underneath another boat there shall be provided approved removable supports or other approved appliances, so as to ensure that the weight of a boat is not unduly supported by the boat underneath it.

(5) Boats may be stowed on more than one deck on condition that proper measures are taken to prevent boats on a lower deck being fouled by those stowed on a deck above.

(6) Boats shall not be placed on the bows of the ship or in any positions in which they would be brought into dangerous proximity to the propellers at the time of launching.

(7) All life-rafts and buoyant apparatus shall be so stowed as to be readily available in case of emergency.

(8) Davits shall be of approved form and shall be suitably placed to the satisfaction of the department. They shall be so disposed on one or more decks that the boats placed under them can be safely lowered without interference from the operation of any other davits.

(9) (a) The davits, falls, blocks, and all other gear shall be of sufficient strength to the satisfaction of the department.

(b) In the case of ships of Class I, the davits, falls, blocks and all other gear, shall be of such strength that the boats can be safely lowered with the full complement of persons and equipment, with the ship listed to 15 degrees either way.

(c) Life-lines shall be fitted to the davit spans, and the falls and life-lines shall be long enough to reach the water with the ship at her lightest sea-going draughts and listed to 15 degrees either way. Hooks shall not be attached to the lower tackle blocks.

(10) In the case of ships of Class I, the davits shall be fitted with gear of sufficient power to ensure that the boat fully equipped and manned, but not otherwise loaded with persons, can be turned out against the maximum list at which the lowering of the boats is possible.

(11) Boats attached to davits shall have the falls ready for service, and means shall be provided for speedily, but not necessarily simultaneously, detaching the boats from the falls. The points of attachment of the boats to the falls shall be so situated as to ensure the boats being easily swung clear of the davits.

(12) The boats' chocks shall be of such construction and arranged in such manner as shall be satisfactory to the department.

(13) Where more than one boat is served by the same set of davits, if the falls are of rope, separate falls shall be provided to serve each boat, but where wire falls are used with mechanical appliances for recovering them, separate falls need not be provided. The appliances used shall be such as to ensure lowering the boats rapidly and in turn. Where mechanical power appliances are fitted for the recovery of the falls, efficient hand gear shall also be provided.

(14) In the case of ships of Class I where the height of the boat deck above the waterline when the vessel is at her lightest sea-going draught does not exceed 15 feet, the requirements of paragraphs (9) (b), (10) and (13) of this Regulation shall not apply but provision shall be made for the matters to which those paragraphs relate to the satisfaction of the Department.

Life-jackets.

27. (1) An approved life-jacket shall mean a jacket or other approved appliance capable of being fitted on the body, of approved material and construction, which is capable of floating in fresh water for at least 24 hours with 16½ lb. of iron suspended from it. It shall be reversible and suitable both for adults and children.

(2) No life-jackets shall be approved or carried the buoyancy of which depends on air compartments.

Lifebuoys.

28. (1) (a) An approved lifebuoy shall be of solid cork or other approved material and shall be capable of floating in fresh water for at least 24 hours with 32 lb. of iron suspended from it.

(b) No lifebuoys filled with rushes, cork shavings, granulated cork or any other loose granulated material, or whose buoyancy depends upon air compartments requiring inflation, shall be approved or carried.

(2) All lifebuoys shall be fitted with beackets securely seized and at least one on each side of the ship shall be fitted with a lifeline at least 15 fathoms in length.

(3) (a) In every ship except ships of Classes V and VI, at least half the lifebuoys required by these Regulations shall have attached thereto approved self-igniting lights which cannot be extinguished in water, so, however, that in the case of ships of Class I the number of lifebuoys so provided shall not in any case be less than six.

(b) In every ship of Class II the number of lifebuoys so provided shall not be less than two.

Stowage of Lifebuoys and Life-jackets.

29. (1) All lifebuoys and life-jackets shall be stowed to the satisfaction of a surveyor and so as to be readily accessible to the persons on board; their position shall be plainly indicated so as to be known to the persons concerned.

(2) Lifebuoys shall always be capable of being rapidly cast loose and shall not be permanently secured in any way.

Line-throwing Appliances.

30. (a) Every ship of Classes I, II, VII and VIII of 500 tons gross register tonnage and upwards shall carry—

(i) an approved line-throwing rocket apparatus consisting of four rockets (which shall be known as Class 1 type) each fitted with a suitable stick, tail wire and means of ignition (or other approved apparatus) capable of throwing a line of not less than ¾-inch circumference a minimum distance of 200 yards in calm weather;

(ii) four lines (which shall be known as Class 1 type) each of not less than ¾-inch circumference, not less than 240 yards in length, and having a breaking strain of at least 300 lb.

(b) Every ship of Classes I, II, VII and VIII of less than 500 tons gross register tonnage but not less than 75 tons gross register tonnage shall carry—

(i) an approved line-throwing rocket apparatus consisting of four rockets (which shall be known as Class 2 type) each fitted with a suitable stick, tail wire and means of ignition (or other approved apparatus) capable of throwing a line of not less than ¾-inch circumference a minimum distance of 129 yards in calm weather;

(ii) four lines (which shall be known as Class 2 type) each of not less than ¾-inch circumference, not less than 150 yards in length and having a breaking strain of at least 300 lb.

(c) A suitable trough shall be provided for holding the rockets while being fired, such trough to be capable of being set to any elevation or direction.

(d) Each rocket shall be labelled with firing directions and shall be indelibly stamped with the date of manufacture.

(e) The rockets, with means of igniting them, and the lines shall be kept in a watertight case.

(f) The lines shall be flaked ready for use in a container, and a suitable flaking board for reflaking the lines shall be provided with each equipment.

(g) A line-throwing type of rocket shall not be approved for the purpose of this Regulation if the lateral deflection of the rocket with line attached exceeds 10 per centum of the length of flight in the direction aimed at.

Miscellaneous Provisions.

Embarkation in the Boats and Life-rafts.

31. (1) Suitable arrangements as required by the Department shall be made on ships of Class I for embarking the passengers in the boats at an embarkation deck.

(2) All ships of Classes I and II shall carry not less than one ladder of an approved type at each set of davits. Ships of Class VII shall carry at least one ladder of an approved type for every two sets of davits. The ladders shall be of sufficient length to reach the waterline with the ship at her lightest sea-going draught and listed to 15 degrees either way, and shall be carried in such a manner as to be always available for use in embarking the persons in the boats or life-rafts.

Means of Ingress and Egress.

32. Proper arrangements shall be made to the satisfaction of the Department on all ships carrying persons in addition to the master and crew for ingress to and egress from the different compartments and decks.

Equivalentents and Exemptions.

33. (1) Where these Regulations require that a particular fitting, appliance or apparatus, or type thereof, shall be fitted or carried in a ship, or that any particular provision shall be made, the Department may allow any other fitting, appliance or apparatus, or type thereof, to be fitted or carried, or any other provision to be made, if it is satisfied that such other fitting, appliance or apparatus, or type thereof, or provision, is at least as effective as that required by these Regulations.

(2) If it appears to the Department on the application of the owner of any ship, that it is not practicable or reasonable to fit in that ship the number of sets of davits required by these Regulations, the Department may direct that one or more sets of davits may be dispensed with in that ship subject to such conditions, if any, as the Department may require.

(3) If a ship is so small as to be unable to carry more than one boat, the Department may, in its discretion, exempt that ship from carrying more than one boat, but whenever one boat only is carried proper provision shall be made to enable it to be placed readily in the water on either side of the ship.

(4) If it is impracticable in any case for a ship to carry a boat of the minimum capacity prescribed by these Regulations, the Department may, in its discretion, allow a boat of smaller capacity to be carried by that ship.

(5) (a) The Department may, on such conditions and for such period as it thinks fit, exempt any ship from any of the requirements of these Regulations if it is satisfied that such requirement is either impracticable or unreasonable in the case of that ship.

(b) Any exemption (and the condition subject to which and the period for which the exemption is granted) shall be given in writing under the hand of the secretary of the Department.

Ships Carrying not more than Twelve Persons in Addition to the Master and Crew.

34. A ship which is certified to carry a number of persons not exceeding twelve in addition to the master and crew, and which, if it were not certified to carry persons, would be subject to the provisions of Regulation 10, shall comply with that Regulation and not with those applying to ships of any other class.

35. Any person who commits a breach of any of these Regulations shall be liable to a penalty not exceeding fifty pounds (£50).

FIRST SCHEDULE.

Table A.

Regulation 4.—Minimum number of sets of davits to be provided in a ship of Class 1 in certain cases.

Length of Ship in Feet.	Minimum No. of Sets of Davits.
Under 180	2
180 and under 210	3
210 and under 240	4
240 and under 270	5
270 and under 300	6
300 and under 330	7
330 and under 360	8

When the length of the ship is 360 feet or upwards, the number of sets of davits to be provided shall be determined by the Department.

Table B.

Minimum aggregate cubic capacity of lifeboats to be carried in a ship of Class 1 in certain cases.

Length of Ship in Feet.	Minimum aggregate capacity of lifeboats in cubic feet.
100 and under 120	300
120 and under 140	400
140 and under 160	500
160 and under 180	600
180 and under 195	700
195 and under 210	800
210 and under 225	950
225 and under 240	1,080
240 and under 255	1,250
255 and under 270	1,450
270 and under 285	1,700
285 and under 300	1,900
300 and under 330	2,150
330 and under 360	2,400

When the length of the ship is under 100 feet, or is 360 feet or upwards, the minimum aggregate capacity of the lifeboats to be carried shall be determined by the Department.

SECOND SCHEDULE.

Regulations 5 and 6.—Table showing the minimum number of sets of davits to be provided in a ship of Class 2, or Class 3.

Length of Ship in Feet.	Minimum No. of Sets of Davits.
Under 200	2
200 and under 240	3
240 and under 280	4
280 and under 320	5

When the length of the ship is 320 feet or over, the number of sets of davits to be provided shall be determined by the Department.

THIRD SCHEDULE.

Part I.—Regulations 16, 17, and 18.—Lifeboats of Class 1.

(1) Every boat shall have a mean sheer at least equal to four per centum of its length.

(2) The air-cases of every boat shall be so placed as to secure stability when fully laden under adverse weather conditions.

(3) Internal buoyancy appliances shall be constructed of copper or yellow metal of not less than 18 oz. to the superficial foot, or of other approved material.

Lifeboats with Internal Buoyancy Appliances Only.—Class 1 (a).

(4) The buoyancy of a wooden boat of this type shall be provided by watertight air-cases, the total volume of which shall be at least equal to one-tenth of the cubic capacity of the boat.

(5) The buoyancy of a metal boat of this type shall not be less than that required for a wooden boat of the same cubic capacity, and the volume of watertight air-cases shall be increased accordingly.

Lifeboats with Internal and External Buoyancy Appliances.—Class 1 (b).

(6) The internal buoyancy of a wooden boat of this type shall be provided by watertight air-cases, the total volume of which is at least equal to seven and a half per centum of the cubic capacity of the boat.

(7) The external buoyancy may be provided by means of cork or any other equally efficient material, but buoyancy shall not be obtained by the use of rushes, cork shavings, loose granulated cork or any other loose granulated substance, or by any means dependent upon inflation by air.

(8) If the buoyancy appliances are of cork, their volume, for a wooden boat, shall not be less than thirty-three thousandths of the cubic capacity of the boat; if of any material other than cork, their volume and distribution shall be such that the buoyancy and stability of the boat are not less than that of a similar boat provided with buoyancy appliances of cork.

(9) The buoyancy of a metal shall not be less than that required for a wooden boat of the same cubic capacity, and the volume of watertight air-cases and of the external buoyancy appliances shall be increased accordingly.

Part II.—Lifeboats of Class 2.

Open Boats with Internal and External Buoyancy—Upper Part of Sides Collapsible—Class 2 (a).

(10) A wooden boat of this type shall be fitted with both watertight air-cases and with external buoyancy appliances the aggregate volume of which, for each person which the boat is able to accommodate, shall be at least equal to the following amounts:—

Air-cases	1.5 cubic feet.
External buoyancy appliances (if of cork)	0.2 cubic feet.

(11) Internal buoyancy appliances shall be constructed of copper or yellow metal of not less than 18 oz. to the superficial foot, or other approved material.

(12) The external buoyancy appliances may be of cork or of any other equally efficient material, but buoyancy shall not be obtained by the use of rushes, cork shavings, loose granulated cork, or any other loose granulated substances, or by any means dependent upon inflation by air. If of any material other than cork, their volume and distribution shall be such that the buoyancy and stability of the boat are not less than that of a smaller boat provided with buoyancy appliances of cork.

(13) A metal boat of this type shall be provided with internal and external buoyancy appliances to ensure that the buoyancy of the boat shall be at least equal to that of a wooden boat of the same cubic capacity.

(14) The freeboard of a boat of this type shall be measured vertically to the top of the solid hull at the side amidships, from the water-level, when the boat is loaded with its full complement of persons and equipment.

(15) The minimum freeboard in fresh water of a boat of this type shall be fixed in relation to its length and shall be determined by the following table:—

Length of Boat.		Minimum Freeboard.	
Feet.			Inches.
26	8
28	9
30	10

The minimum freeboard of boats of intermediate lengths is to be found by interpolation.

(16) The collapsible sides of every lifeboat shall be watertight.

Decked Boats with Fixed or Collapsible Watertight
Bulwarks—Class 2 (b).

(17) In the case of boats of the type having a well deck, the area of the well deck shall be at least 30 per centum of the total deck area. The height of the well deck above the water-line at all points shall be at least equal to one-half per centum of the length of the boat, this height being increased to one and a half per centum of the length of the boat at the ends of the well. The freeboard in fresh water shall be such as to provide for a reserve buoyancy of at least 35 per centum.

(18) (a) The minimum freeboard of a boat of this type having a flush deck is independent of its length and depends only upon its depth. The depth of the boat is to be measured vertically from the underside of the garboard strake to the top of the deck at the side amidships, and the freeboard is to be measured from the top of the deck at the side amidships to the water-level when the boat is loaded with its full complement of persons and equipment.

(b) The minimum freeboard in fresh water shall be determined by the following table, which is applicable without correction to boats having a mean sheer equal to three per centum of their length (hereinafter called the standard sheer).

Depth of Boat. Inches.	Minimum of Freeboard. Inches.
12	2 $\frac{3}{4}$
18	3 $\frac{3}{4}$
24	5 $\frac{1}{8}$
30	6 $\frac{1}{2}$

For immediate depth, the minimum freeboard is obtained by interpolation.

(c) If the sheer is less than the standard sheer, the minimum freeboard shall be obtained by adding to the figures in the table one-seventh of the difference between the standard sheer and the actual mean sheer measured at the stem and stern posts; no deduction shall be made from the freeboard on account of the sheer being greater than the standard sheer or on account of the camber of the deck.

(19) Decked boats may be built of wood or metal. If constructed of wood, they shall have the bottom and deck made of two thicknesses with textile material between; if of metal, they shall be divided into watertight compartments with means of access to each compartment.

(20) All decked boats shall be fitted with efficient means for clearing the deck of water. The orifices for this purpose shall be such that the water cannot enter the boat through them when they are intermittently submerged.

The number and size of the orifices shall be determined by the Department for each type of boat by a special test.

(21) For the purpose of this test—

- (a) The decked boat shall be loaded with a weight of iron equal to that of its complement of persons and equipment;
- (b) in the case of a boat 28 feet in length, two tons of water shall be cleared from a boat with a well deck in not more than 60 seconds, and in the case of a boat with a flush deck in not more than 20 seconds;
- (c) in the case of a boat having a length (1) greater or less than 28 feet, the weight of water in tons to be cleared in the same times as mentioned in subparagraph (b) shall be for each type calculated by the formula $1 \div 14$.

Fourth Schedule.

Part 1.—Regulation 19—Cubic Capacity of Lifeboats of Class I.

(1) (a) The cubic capacity of a lifeboat of Class I shall be determined by the formula set out below or by any other method giving the same degree of accuracy. The capacity of a square-sterned boat shall be calculated as if the boat has a pointed stern.

Cubic capacity = $1/12 (4A + 2B + 4C)$ where—

1 denotes the length of the boat in feet from the inside of the planking or plating at the stem to the corresponding point at the stern post; in the case of a boat with a square stern, the length is measured to the inside of the transom;

A, B, C denote respectively the areas of the cross-sections at the quarter length forward, amidships, and the quarter length aft, which correspond to the three points obtained by dividing 1 into four equal parts (the areas corresponding to the two ends of the boat are considered negligible).

The areas A, B, C shall be deemed to be given in square feet by the successive application of the following formula to each of the three cross-sections:—

$$\text{Area} = \frac{h}{12} (a + 4b + 2c + 4d + e) \text{ where—}$$

h denotes the depth measured in feet inside the planking or plating from the keel to the level of the gunwale, or, in certain cases, to a lower level, as determined hereafter.

a, b, c, d, e, denote the horizontal breadths of the boat measured in feet at the upper and lower points of the depth and at the three points obtained by dividing h into four equal parts (a and e being the breadths at the extreme points, and c at the middle point of h).

(b) If the oars are pulled in rowlocks, the bottom of the rowlocks shall be considered as the gunwale in measuring the depth of the boat.

(c) If the sheer of the gunwale, measured at the two points situated at a quarter of the length of the boat from the ends, exceeds one per centum of the length of the boat, the depth employed in calculating the area of the cross-sections A or C shall be deemed to be the depth amidships plus one per centum of the length of the boat.

(d) If the depth of the boat amidships exceeds 45 per centum of the breadth, the depth employed in calculating the area of the midship cross-section B shall be deemed to be equal to 45 per centum of the breadth, and the depth employed in calculating the areas of the quarter length sections A and C is obtained by increasing this last figure by an amount equal to one per centum of the length of the boat, provided that in no case shall the depths employed in the calculation exceed the actual depths at these points.

(2) Unless the owner of a boat requires the cubic capacity to be determined by exact measurement the cubic capacity may be assumed to be the product of the length, the breadth and the depth multiplied by 0.6 if it is evident that this formula does not give a greater capacity than that obtained by the formula set out in paragraph (1) of this Schedule.

The dimensions shall be measured in the following manner:—

Length—from the intersection of the outside of the planking with the stem to the corresponding point at the stern post, or in the case of a square sterned boat, to the after side of the transom.

Breadth—from the outside of the planking at the point where the breadth of the boat is greatest.

Depth—amidships inside the planking from the keel to the level of the gunwale, but the depth used in calculating the cubic capacity may not in any case exceed 45 per centum of the breadth.

(3) The cubic capacity of a motor boat is obtained from the gross capacity by deducting a volume equal to that occupied by the motor and its accessories and, when carried, the wireless telegraphy installation and searchlight with their accessories.

Part II.—Deck Areas of Lifeboats of Class 2.

(4) The area of the deck of a decked boat and the area within the "fixed" bulwarks of a lifeboat of Class 2 (a) shall be determined by the formula set out below or by any other method giving the same degree of accuracy.

$$\text{Area} = \frac{1}{12} (2a + 1.5b + 4c + 1.5d + 2e) \text{ where—}$$

1 denotes the length in feet from the intersection of the outside of the planking with the stem to the corresponding point at the stern post;

a, b, c, d, e, denote the horizontal breadths in feet outside the planking at the points obtained by dividing 1 into four equal parts and subdividing the foremost and aftermost parts into two equal parts (a and e being the breadths at the extreme subdivisions, c at the middle point of the length, and b and d at the intermediate points).

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WESTERN AUSTRALIAN MARINE ACT, 1948 (WIRELESS TELEGRAPHY) REGULATIONS.

1. These Regulations may be cited as the Western Australian Marine Act, 1948 (Wireless Telegraphy) Regulations.
2. These Regulations shall come into operation from the day on which the Act commences.
3. In these Regulations, unless the contrary intention appears—
 - “the Act” means the Western Australian Marine Act, 1948;
 - “Department” means the Harbour and Light Department of the State;
 - “normal range by reckoning” means normal range reckoned in relation to power in metre-amperes in the case of spark transmitters or fully modulated interrupted continuous wave transmitters on the assumption that—
 - 100 nautical miles corresponds to 60 metre-amperes,
 - 80 nautical miles corresponds to 45 metre-amperes,
 - 50 nautical miles corresponds to 25 metre-amperes,
 the number of metre-amperes being determined by multiplying the actual height (in metres) of the aerial at its highest point the deepest load waterline of the ship by the current in amperes measured at the base of the aerial;
 - “normal range by test” means the prescribed range proved efficient by test during daylight hours between a ship and a station on land having an aerial elevated above the ground to a height not exceeding 200 feet and employing a receiver of the crystal type without amplification devices.
4. (1) The wireless telegraphy installation referred to in paragraph (a) of section 70 of the Act shall be a wireless telegraphy installation which complies with all the requirements of these Regulations relating to both main and emergency (reserve) installations (but which subject to such compliance may be a single installation) so constructed as to be capable of—
 - (a) transmitting waves of type A2 or type B on a frequency of 500 kilocycles (600 metres) and, if licensed for the exchange of commercial messages, also on a frequency within the band from 500 to 333 kilocycles (600 to 900 metres);
 - (b) receiving signals on all frequencies between 1,580 and 300 kilocycles (180 and 1,000 metres) by means of a receiver of the thermionic valve type of such a character as to afford the greatest protection from interference from any source during the reception of signals;
 - (c) maintaining reception by means of a rectifier of the crystal type; and
 - (d) allowing changes from transmission to reception and changes from reception to transmission, and also changes of frequency as rapidly as possible.
- (2) (a) All transmitters shall have a note frequency of not less than one hundred (100).
- (b) All parts of the installation which are likely to constitute a danger to any person shall be either screened or effectively isolated.
- (c) The normal range of the transmitters shall be not less than—
 - (i) in the case of the main transmitter—
 - (a) a normal range by reckoning of 100 nautical miles; or
 - (b) a normal range by test of 150 nautical miles;
 - (ii) in the case of the emergency (reserve) transmitter—
 - (a) a normal range by reckoning of 50 nautical miles; or
 - (b) a normal range by test of 75 nautical miles.

(3) (a) There shall be available a supply of electrical power from the ship's dynamo where provided, sufficient for—

- (i) operating the main installation over the normal range required by these Regulations at all times when the ship is at sea; and
- (ii) charging efficiently all batteries forming part of the main and emergency (reserve) installation when necessary.

(b) The emergency (reserve) installation shall include an independent source of electrical energy sufficient to maintain that installation in operation over the normal range required by these Regulations for a period of at least six hours without recourse to the propelling power of the ship or the main electricity system. The source of energy shall be placed as high above the deepest load waterline as is practicable, so that the greatest possible degree of safety may be secured.

(c) All batteries forming part of the wireless installation shall be kept fully charged, and in all other respects efficiently maintained and must not be used for any purpose other than supplying energy for the wireless installation.

(d) The emergency (reserve) installation shall not be used otherwise than for the purpose for which it is installed, except when it is necessary or desirable that communication should be limited to short range.

5. The wireless telegraphy installation shall be placed in a position approved by the Department above the deepest load water line of the ship, and shall be housed where it will not affect the ship's compass.

6. Where the wireless telegraphy installation is located elsewhere than on the ship's bridge, there shall be provided efficient means of communication with the bridge by means of voice pipe, telephone, or other means equally efficient.

7. The wireless telegraphy installation shall be equipped with—

- (a) a reliable clock with seconds hand;
- (b) a reliable emergency light (which may be an oil lamp); and
- (c) sufficient suitable tools to effect minor adjustments, together with spare parts sufficient to maintain the wireless telegraphy installation in an efficient working condition.

8. The qualifications of a certified operator referred to in paragraph (i) of the proviso to section 70 of the Act shall be a valid first-class or second-class commercial operator's certificate of proficiency issued by or under the authority of the Minister for the time being administering the Wireless Telegraphy Act, 1905-1936, under Regulations made under that Act, or a certificate recognised by him as equivalent thereto.

9. The qualifications of a wireless signaller referred to in paragraph (c) of section 70 of the Act shall be a valid third-class operator's certificate of proficiency issued by or under the authority of the Minister for the time being administering the Wireless Telegraphy Act, 1905-1936, under Regulations made under that Act, or a certificate recognised by him as equivalent thereto.

10. The automatic distress sender referred to in paragraph (ii) of the proviso to section 70 of the Act shall be an apparatus capable of automatically transmitting the distress signals prescribed by the General Radiocommunication Regulations annexed to the International Telecommunication Convention held at Madrid (1932), or any Regulations prescribed by a subsequent International Telecommunication Convention.

11. The certificated operator or wireless signaller, as the case may be, shall go on watch punctually at the time required, and no such operator or wireless signaller, being on duty, shall leave the wireless telegraphy installation during any such time as a watch is by these Regulations required to be maintained.

12. Watch shall be maintained while a ship is at sea for period of not less than ten minutes commencing at 10 a.m., 2 p.m., 6 p.m., and 10 p.m., and, where a ship leaves port after ten minutes past ten o'clock P.M. and is due to arrive at port of destination before 10 a.m. the following day, watch shall be maintained for a period of not less than ten minutes commencing at 2 a.m. The times specified in this Regulation are to be reckoned according to Western Australian time.

13. The certificated operator or wireless signaller, as the case may be, shall, at least once each week whilst the ship is at sea, communicate manually with the coast station.

14. (1) A record in a form approved by the Department shall be kept by the certificated operator or wireless signaller, as the case may be, of all important matters in connection with the wireless telegraphy service on board each ship to which Division 4 of Part V. of the Act applies. All entries shall indicate the exact time of incidents occurring and shall contain, inter alia—

- (a) the signature of the certificated operator or wireless signaller at the time of commencement and end of each wireless watch maintained;
- (b) alarm, distress, safety, urgency and other important signals and messages connected therewith;
- (c) each station communicated with and a brief summary of signals exchanged; and
- (d) the time batteries are placed on and taken off charge.

(2) The record shall be retained by the owners of the ship or their representatives for a period of not less than twelve calendar months reckoned from the date of the conclusion of the voyage to which such record applies, or deposited with the Department if and when required during such period.

15. The master of every ship to which Division 4 of Part V. of the Act applies shall take all necessary steps to ensure that the wireless telegraphy service of the ship is maintained in accordance with these Regulations.

16. The Committee of Advice referred to in section 69 of the Act shall consist of the manager of the Department (who shall be chairman) and two other persons to be appointed by the Minister.

17. Any person committing a breach of any of these Regulations shall be liable to a penalty not exceeding fifty pounds (£50).

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WESTERN AUSTRALIAN MARINE ACT, 1948, REGULATIONS FOR SWINGING SHIPS.

1. Competent persons will be licensed to swing ships and furnish deviation cards, and no deviation card will be recognised unless it bears the signature of one of the persons so licensed under these regulations or the Commonwealth Navigation Act, 1912-1942.

2. All ships trading out of any port within the jurisdiction, whether such trading does or does not include the carrying of passengers, shall be swung and provided with a deviation card, once, at least, in every 12 months; and also before going to sea after material alterations or repairs; or more frequently if the Department so directs.

Application must be made at the office of the Department for the services of the licensed officers under the Western Australian Marine Act, 1948, who are hereby authorised to charge fees on the following scale:—

	£	s.	d.
For vessels under 500 tons gross register	2	2	0
For vessels over 500 and up to 1,000 tons gross register	3	3	0
For vessels over 1,000 and up to 2,000 tons gross register	4	4	0
For vessels over 2,000 and up to 3,000 tons gross register	5	5	0
For vessels over 3,000 and up to 4,000 tons gross register	6	6	0
For vessels over 4,000 tons gross register	7	7	0

3. A license to swing ships and furnish deviation cards will only be granted to the holder of a certificate of competency as compass adjuster.

4. A certificate of competency as compass adjuster shall be granted in the following cases, namely:—

- (a) Without further examination, and on payment of a fee of £3 3s. to the holder of a certificate of competency as extra master of a foreign going ship issued pursuant to the instructions of the Board of Trade, Great Britain, contained in Notice No. 137 of June, 1934.
- (b) Without further examination, and on payment of a fee of £3 3s. to the holder of a certificate of competency as master of a foreign going ship who has passed an examination in compass deviation held by the Board of Trade, Great Britain, or any authority recognised by that body, and has had his certificate so endorsed; and
- (c) to the holder of a certificate of competency as master of a foreign going ship who has passed the examination prescribed by the regulations and has complied with the other prescribed conditions.

5. The Department shall cause examination to be held of persons eligible to hold and desirous of obtaining certificates of competency as compass adjuster.

6. The fee for each such examination shall be £3 3s.

7. The Department shall issue a certificate, to be called a "Certificate of Competency as Compass Adjuster" to every person who complies with the provisions contained in Regulation 4 above.

8. The holder of a certificate of competency as compass adjuster shall not swing a ship or furnish a deviation card in respect of a vessel of which he is the master.

9. Any person who commits a breach of any of these regulations shall be liable to a penalty not exceeding fifty pounds (£50.)

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WESTERN AUSTRALIAN MARINE ACT, 1948.

REGULATIONS FOR THE EXAMINATION OF APPLICANTS FOR MASTERS, MATES, COXSWAIN, ENGINEERS, MARINE MOTOR ENGINE DRIVERS AND MARINE SURVEYORS.

General.

(1) Examinations will be held on any day of the week excepting Saturdays, Sundays and public holidays at such times as may be appointed by the examiner.

(2) The application for examination must be made in writing on the required form and be accompanied by testimonials as to service, sobriety, experience, ability and good conduct and the prescribed fee.

(3) No applicant will be examined unless he is a British subject and if required the necessary proof must be produced.

Mate of a Coast Trade Ship over 300 tons Gross Register.

(4) Candidates must be not less than 20 years of age, have served four years at sea and pass the examination in colours, also the Board of Trade sight test.

(5) In navigation and other subjects appertaining thereto, he must write a legible hand, understand the first five rules of arithmetic, and work out sums in the rules of compound addition, subtraction, multiplication and division. He must be able to take a bearing by compass, and be conversant with the use of Mercator's chart, and be able to find, on either a "true" or "magnetic" chart, the course to steer and the distance from one given position to another; he must be able to find the ship's position on the chart from cross bearings of two objects; and from two bearings of the same object, the course and distance between the bearings being given, to find the distance of the ship from the object at the time of taking the second bearing; to work a day's work complete correcting the course for leeway, deviation and variation; to find the latitude by the meridian altitude of the sun; to find the true azimuth of the sun by the time azimuth or A.B.C. tables, the error of the compass, also the deviation, the variation being given; to find the error of the compass by land objects; and also to find the time of high water by the tide tables, and the approximate time of high water at any place, other than by the tide tables.

(6) He must also have a fair working knowledge and pass an examination in the International Code of Signals, Morse Code and Semaphore; and an oral examination in the use and adjustments of the sextant; the use and care of barometers, thermometers, hydrometers and chronometers; the markings, signs and abbreviations on charts; and also in keeping a ship's log.

(7) In seamanship and other subjects appertaining thereto, he must possess a thorough knowledge of the rule of the road as regards both steamers and sailing vessels, their regulation lights and fog and sound signals. He must be able to describe the signals of distress, and the signals to be made by ships wanting a pilot, and the liabilities and penalties incurred by the misuse of these signals; also the use and management of the rocket apparatus in the event of his vessel being stranded. He must be able to mark and use the lead and log lines, to moor and unmoor a vessel. He must also understand the construction, use and action of the bulkhead sluices, the engine-room telegraph, and be able to answer any other questions of a like nature appertaining to the duties of the mate of a coast trade ship, which the examiner may think proper to put to him.

Master of a Coast Trade Ship Over 300 Tons Gross Register.

(8) Candidates must be not less than 23 years of age and have served five years at sea, of which one year must have been as first or only mate in coast trade or second mate in foreign trade, during which service he must have been in possession of a mate's certificate for coast trade ships or of a second mate's certificate for foreign-going ships.

(9) He must pass the examination in colours, also the Board of Trade sight tests.

(10) In navigation and other subjects appertaining thereto, in addition to the qualifications required of a mate of a coast trade ship, a master will be required to find the current in the day's work when the position by observation is given; to compute the true course, and distance from one given position to another by Mercator's method, and also to determine the compass course, the deviation and variation being given; to find the true bearing of any heavenly body by means of azimuth, or amplitude or A.B.C. table; and from a compass bearing to determine compass error; to find the magnetic bearing of a distant object by swinging on equi-distant compass points; to compute a deviation table; to find latitude by meridian altitude of sun or star; to find longitude by chronometer from altitude of sun or star.

(11) In seamanship, in addition to the qualifications required of a mate of a coast trade ship, a master must understand how to rig a sea anchor, and what means to apply to keep a vessel with machinery disabled out of the trough of the sea, how to get a cast of the lead in heavy weather. He will be examined as to his resources for the preservation of the crew and passengers in the event of wreck, and the steps to be taken if his vessel is disabled and drifting towards a lee shore, and will be required to answer any other questions appertaining to the management of a coast trade vessel which the examiner may think necessary to put to him.

Mate of a Coast Trade Ship Under 300 Tons Gross Register.

(12) Candidates must not be less than 19 years of age and have served three years at sea.

(13) He must pass the examination in colours, also the Board of Trade sight tests and show to the satisfaction of the examiner that he is able to read and write English and to spell correctly, and to work sums in addition, subtraction, multiplication and division, involving the use of the tables of money, length, avoirdupois and time.

(14) In navigation, he will be required to find a chart or plan the course or courses to steer and the distance on each course from one given position to another; to find the ship's position, together with the set and drift (if any) on a chart or plan from cross bearings of two objects; to find the ship's position from two bearings of the same object, the course and distance run between taking the bearings being given, making due allowance for a given tide or current; also the distance of the ship from the object or any given position at the time of taking the second bearing; to find the time of high water at a given place by the aid of tide tables, and give a method of finding approximately the time of high water at any given place without the aid of tide tables.

(15) He must possess a thorough knowledge of the rule of the road as regards both steamers and sailing vessels, their regulation lights and fog and sound signals, and must also have a fair working knowledge and pass an oral examination in the International Code of Signals, Morse Code and Semaphore, and the markings, signs and abbreviations on Admiralty charts or plans; the use and adjustments of the sextant, the use and care of barometers, thermometers, hydrometers, and chronometers, and also in keeping a ship's log.

Master of a Coast Trade Ship Under 300 Tons Gross Register.

(16) Candidates shall be required to possess the qualifications of a mate of a coast trade ship over 300 tons gross register.

Master of a Harbour and River Ship.

(17) Candidates must be not less than 21 years of age and must have had at least three years' experience—

- (a) in a harbour and river ship in the capacity of deck hand;
- (b) in a certificated motor boat in the capacity of coxswain; or
- (c) at sea as deck boy, ordinary or able seaman.

(18) Candidates will be required to read and write a legible hand and to pass an examination in—

- (1) the rule of the road;
- (2) the management of harbour and river ships;
- (3) local knowledge of the port applied for;
- (4) the compass;
- (5) sight tests as prescribed for the Mercantile Marine;
- (6) Semaphore, Elementary Morse, International Code.

Coxswain of a Harbour and River Ship.

(19) Candidates must be not less than 19 years of age and must have had at least one year's experience in a motor launch or sailing vessel.

(20) Candidates will be required to pass an examination in—

- (a) the rule of the road;
- (b) the management of harbour and river ships;
- (c) local knowledge of the area applied for;
- (d) sight test as prescribed for the Mercantile Marine.

Third Class Engineer (Steam).

(21) Candidates must be not less than 21 years of age and must have served at least two years afloat as a fireman, or in any other higher capacity in the engine room or stokehold, or have served no less than one year afloat as a fireman, or in any other higher capacity in the engine room or stokehold and not less than one year in a workshop in the making or repairing of engines or boilers.

(22) He must be able to explain the use and position of the principal parts of condensing and non-condensing, simple, compound and triple expansion engines, and also the different kinds and arrangements of boilers and their mountings so used, including all valves, cocks, gauges, and connections in general use. He must understand the use of the salinometer, know how low-pressure boilers can be worked with sea-water, and how far the use of it is permissible in high pressure boilers; must know the cause and effect of incrustation, and greasy deposits on boiler heating surfaces, and how to prevent the same; must understand the water gauge, steam gauge, slide valve, link motion, and loose eccentric, the principle and construction of feed pumps and the common pumps about an engine; must know what defects may appear in any part of the machinery, and how such defects are prevented and remedied. He must be able to give a practical explanation of what ought to be done in the event of anything going wrong, and in ordinary circumstances must be able to do it.

(23) He must be able to write legibly and understand the first four rules (simple and compound) of arithmetic. He must also understand vulgar and decimal fractions, and be able to calculate the capacity of bunkers and rectangular and cylindrical tanks.

(24) The examiner may, with the approval of the manager, reject the application of any candidate whose qualifying service has been performed in small vessels or vessels plying on inland water.

Third-class Engineer (Motor).

(25) Candidates must not be less than 21 years of age and must have served at least two years afloat as a greaser, or in any other higher capacity in the engineroom, or have served not less than one year afloat as a greaser, or in any other higher capacity in the engine room, and not less than one year in a workshop in the making or repairing of engines.

(26) He must be able to explain the principles underlying the working of internal combustion engines, the differences between various types, starting and reversing arrangements, means of cooling the cylinders and pistons and the constructional details of apparatus for carburetting or atomising the fuel and also the different kinds and arrangements of pumps and coolers so used; including all valves, cocks, gauges, and connections in general use. He must understand the use and principles involved in the action of the pressure gauge,

voltmeter, ammeter, thermometer, pyrometer, hydrometer and other meters commonly used by engineers on board ship. Constructional arrangements, details and working of steering engines and gears. The layout and working of electric light and power circuits, the care and maintenance of accumulators. Precautions against fire or explosion due to oil or gas, explosive properties of gas or vapour given off by fuel or lubricating oils when mixed with a quantity of air. The danger of leakage from oil tanks, pipes, etc., particularly in bilges and other unventilated spaces. The action of wire gauze diaphragms, fire detection, methods of dealing with fire, action and maintenance of mechanical and chemical fire extinguishers; must know what defects may appear in any part of the machinery, and how such defects are prevented and remedied. He must be able to give a practical explanation of what ought to be done in the event of anything going wrong, and in ordinary circumstances must be able to do it.

(27) He must be able to write legibly, and understand the first four rules (simple and compound) of arithmetic. He must also understand vulgar and decimal fractions, and be able to calculate the capacity of bunkers and rectangular and cylindrical tanks.

(28) The examiner may, with the approval of the manager, reject the application of any candidate, whose qualifying service has been performed in small vessels or vessels plying on inland water.

Marine Motor Engine-driver.

(29) Candidates must be not less than 21 years of age and must have had practical experience afloat or ashore in the management and care of oil engines for a total period of six months, two months of which must be service afloat.

(30) He must show that he possesses a fair knowledge of marine oil engines, their fittings, and the use of each and must be able to explain to the satisfaction of the examiner how a temporary repair should be executed in the event of a derangement of any part of the machinery.

Marine Surveyors.

(31) Certificates of competency as Marine Surveyors will be issued to those persons who have passed the examination necessary for an extra first-class engineer's certificate, as issued or recognised by the Board of Trade.

(32) Or to Master Mariners who have been in command for not less than five years since they obtained a foreign-going certificate as master issued or recognised by the Board of Trade, or who are in possession of an extra master's certificate.

(33) Fees in accordance with the following scale shall be charged for the foregoing certificates—

	£	s.	d.
Master of a Coast Trade Ship over 300 tons	2	10	0
Master of a Coast Trade Ship under 300 tons	2	0	0
Mate of a Coast Trade Ship over 300 tons	2	0	0
Mate of a Coast Trade Ship under 300 tons	1	10	0
Master of a Harbour and River Ship	1	10	0
Coxswain of a Harbour and River Ship		15	0
Third-class Engineer (Steam)	1	10	0
Third-class Engineer (Motor)	1	10	0
Marine Motor Engine-driver	1	0	0
Marine Surveyors	3	3	0
Copies of any of the above certificates		5	0

Provided that if a candidate is examined for Third-class Engineer steam and motor at the one examination the fee shall be £2.

Reprinted pursuant to the Reprinting of Regulations Act, 1954, by authority of the Minister dated 29th September, 1958.

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WESTERN AUSTRALIAN MARINE ACT, 1948, REGULATIONS GOVERNING
THE MANNING OF FISHING VESSELS.

Part 1—Preliminary.

1. These Regulations may be cited as the Regulations Governing the Manning of Fishing Vessels, Western Australia.

2. These Regulations are divided into Parts, as follows:—

- Part I—Preliminary.
- Part II—Manning of Fishing Vessels.
- Part III—General Rules.
- Part IV—Sight Tests.
- Part V—Qualifications of Candidates.
- Part VI—Miscellaneous.

3. These regulations shall take effect on and from the day of publication in the *Government Gazette*.

4. In these regulations, unless the context or subject matter otherwise indicates or requires—

“Approved” means approved by the Department.

“Brake horse power” means:

- (a) Where the ship is registered, the brake horse power specified in the certificate of registry; or
- (b) where the ship is not registered, the brake horse power ascertained by means of the following formula:—

$$\frac{P \times L \times A \times N \times 0.8}{33,000} = \text{the brake horse power (b.h.p.)}$$

P being the mean effective pressure per square inch (assumed at 80lb.).

L being the length of stroke in feet.

A being the area of all cylinders in square inches; and

N being the number of explosions per minute per cylinder; or

- (c) at the discretion of the Department, the engine manufacturer's maximum brake horse power rating.

“Certificates as 1st and 2nd class engineer” (steam or motor) means the certificates referred to as such issued under the regulations of the Board of Trade, United Kingdom.

“Certificate as 3rd class engineer” (steam or motor) means the certificate referred to as such issued under the regulations of the Harbour and Light Department, Western Australia.

“Department” means the Harbour and Light Department, Western Australia.

“Engines and machinery” includes engines and everything connected therewith employed in propelling a ship, and every description of machinery used on a ship for the purpose of the ship or her cargo, and all other apparatus or things attached to or connected therewith, or used with reference to any engine, or under the care of the engineer or engine driver.

“Fish” includes all fish, lobsters, crayfish and all types of marine life, including whales but excluding pearls and pearl shell.

"Fishing vessel" means any vessel not solely propelled by oars, employed in catching fish for profit or reward and includes trawlers and whale catchers but excludes pearling luggers.

"Gross register tonnage" means—as to a ship registered at any port in the United Kingdom or any British possession—the amount of gross tonnage specified in the certificate of registry of the ship, and—as to a ship not so registered—the amount of gross tonnage calculated in accordance with the following formula:—

$$\frac{L \times B \times D \times .6}{100} = \text{Gross tonnage}$$

L being the length of the vessel in feet from the after side of the stem to the after side of the stern post measured at the line of the deck. Where no stern post is fitted, the length at the after end shall be measured to the axis of the rudder stock at the deck.

Provided that the length of the counter, or overhang aft, when measured from the foreside of the stern post, or from the axis of the rudder stock where no stern post is fitted, to the inside of the rim, or harpin, at the after end shall not exceed $17\frac{1}{2}$ per centum of the length L obtained above. Where the length of the counter, or overhang aft is in excess of the $17\frac{1}{2}$ per centum above stated the length L shall be taken as 85 per centum of the length measured from the after side of the stem to the inside of the rim, or harpin, at the after end, measured at the line of the deck. For the purpose of this formula the stern post shall mean the after or rudder post.

B being the breadth of the vessel in feet from the outside of the planking where the vessel is of greatest breadth; and,

D being the depth of the vessel in feet amidships from the top of the gunwale to the top of the bottom plank next to the keel, or in decked boats from the top of the covering board or margin plank at side amidships to the top of the bottom plank next to the keel.

"Certificate as marine motor engine driver of a fishing vessel" means the certificate referred to as such issued under these regulations.

"Motorman" includes greaser, donkeyman, engine driver and engineer.

"Nominal horse power" in relation to a steam ship means the sum of the squares of the diameter of the cylinders of the main propelling machinery measured in inches divided by 30.

"Proceed to sea" means proceed beyond the limits of any port as defined by the Department for the purpose of these regulations.

"Trawler" means any vessel which employs an otter trawl, beam trawl, deep sea trawl, Danish seine, purse seine or Lampard net for the purpose of catching fish.

"Workshop" or "workshop service" means service as motor mechanic, motor mechanic's assistant, engineer's assistant or in other approved capacity in an approved workshop engaged in the manufacture or repairing of internal combustion engines, but service as labourer will not be accepted. A Trade Course Certificate issued by an approved technical school will be accepted in lieu of full workshop service.

In these regulations, any reference to a form shall be read as a reference to a form issued by the Department for the prescribed purpose.

5. For the purpose of these regulations, which apply to skippers, second hands or coxswains, fishing vessels shall be classified as follows:—

Class A—Fishing vessel exceeding 50 tons gross register tonnage and all trawlers and whale catchers which proceed to sea.

Class B—Fishing vessels, excluding trawlers and whale catchers, of 15 tons gross register tonnage or over but not exceeding 50 tons gross register tonnage, which proceed to sea.

Class C—Fishing vessels of less than 15 tons gross register tonnage which proceed to sea.

Class D—Fishing vessels which do not proceed to sea.

6. For the purpose of these regulations which apply to engineers or engine drivers, fishing vessels shall be classified as follows:—

Class 1—

- (a) Steam propelled of not more than 75 n.h.p.
- (b) Steam propelled of more than 75 n.h.p. but less than 125 n.h.p.
- (c) Steam propelled of more than 125 n.h.p.

Class 2—

- (a) Motor propelled with engines of more than 10 b.h.p. but less than 175 b.h.p.
- (b) Motor propelled with engines of more than 175 b.h.p.

Part II—Manning of Fishing Vessels.

7. (1) Every fishing vessel shall, when under way, be manned as provided in these regulations.

(2) If a fishing vessel proceeds under way without being manned as prescribed in these regulations, the owner thereof shall, for each offence be liable to a fine not exceeding £20.

(3) If any person except in the case of necessity—

- (a) having been engaged to serve as skipper, second hand, coxswain, engineer or driver of a fishing vessel serves in any such capacity without being duly certificated; or
- (b) employs any person as skipper, second hand, coxswain, engineer, or driver of such a vessel without ascertaining that he is duly certificated,

that person shall for each offence be liable to a fine not exceeding £20.

(4) A skipper, second hand, coxswain, engineer or driver of a fishing vessel shall not be deemed duly certificated for the purpose of these regulations unless he holds a certificate as prescribed by these regulations appropriate to his station in the vessel or to a higher station.

(5) Any person being the holder of Third Class Engineer's Certificate or a certificate of lower grade must have their certificates so endorsed to entitle them to take charge of refrigerating machinery on any fishing vessel.

Deck Manning.

8. Every fishing vessel of Class A, when under way, shall be provided with—

- (a) a skipper possessing a Certificate of Competency (or Service) as skipper (Grade I) of a fishing vessel; and
- (b) a second hand possessing a Certificate of Competency (or Service) as skipper (Grade II) of a fishing vessel.

9. Every fishing vessel of Class B, when under way, shall be provided with a skipper possessing a Certificate of Competency (or Service) as skipper (Grade II) of a fishing vessel.

10. Every fishing vessel of Class C, when under way, shall be provided with a coxswain possessing a Certificate of Competency as coxswain of a fishing vessel.

11. Every fishing vessel of Class D, when under way, shall be provided with a coxswain possessing a Certificate of Competency as coxswain of a fishing vessel which may be limited to certain areas at the discretion of the Department.

12. In the case of fishing vessels in which one person may, in the opinion of the Department efficiently carry out the duties of both engineer or engine driver and skipper or coxswain, the Department may grant approval for a person holding both the necessary certificates to act in the combined capacities.

Engine-room Manning.

13. (1) Every fishing vessel of Class 1 (a) when under way, shall carry an engineer possessing a Certificate as 3rd class engineer (steam).

(2) Every fishing vessel of Class 1 (b) when under way, shall carry an engineer possessing a certificate as 2nd class engineer (steam).

(3) Every fishing vessel of Class 1(c) when under way, shall carry an engineer possessing a certificate as 1st class engineer (steam).

(4) Every fishing vessel of Class 2 (a) when under way, shall carry an engine driver possessing a certificate as motor engine driver of a fishing vessel.

(5) Every fishing vessel of Class 2 (b) when under way, shall carry an engineer possessing a certificate as 3rd class engineer (motor).

Part III—General Rules.

Examination of Aliens.

14. No alien may be examined for any certificate under these regulations.

Places of Examination.

15. At ports at which there are examiners of masters and mates, those officers may be appointed to act also as examiners of fishermen.

At certain ports at which there is no examiner of masters and mates, examinations of fishermen will be conducted from time to time by an examiner of fishermen appointed by the Department.

Examinations for Certificates as engineer or engine driver referred to in these regulations will be conducted by engineer examiners at times and places determined by the Department.

How to Apply.

16. Candidates for examination must complete a form of application and pay the prescribed fee at the office of the Department. The form, properly filled up, together with the candidate's birth certificate, or other satisfactory proof of age, testimonials and certificates of discharge, must be lodged with the Department at least one week before the day of examination.

Proof of Nationality.

17. Every candidate for a certificate under these regulations will be required to produce proof of nationality. Proof of British nationality will, in ordinary circumstances involve the production of a birth certificate or of a certificate of naturalisation. An applicant for examination who cannot produce such a certificate shall furnish other documentary evidence of nationality, or of birth and nationality of parents, to the satisfaction of the examiner.

Testimonials Required.

18. Testimonials or discharges for the full period of prescribed service, together with testimonials as to character, including sobriety, during the period of 12 months immediately preceding the date of application, and as to experience and ability afloat for the last 12 months of sea service preceding the date of application to be examined, will be required of all candidates, and no person will be examined until they have been produced.

Fraud and Misrepresentation.

19. Any person who makes, assists in making, or procures to be made, any false representation for the purpose of procuring, either for himself or for any other person, a certificate under these regulations shall be guilty of a misdemeanour, the punishment for which shall be imprisonment for any period not exceeding one month, with or without hard labour, or a fine not exceeding £20.

Deafness and Other Physical and Mental Disabilities.

20. If, during the progress of the examination, a candidate is found by the examiner to be afflicted with deafness, with an impediment in his speech, or with some other physical or mental infirmity, and the examiner is satisfied upon further investigation that the degree of deafness or of the impediment or other infirmity is such as to render the candidate incompetent to discharge the ordinary duties of the position for which a certificate is desired, the candidate will not be allowed to complete his examination. The examination fee will be returned to the candidate and the case will be reported to the Department.

If the candidate subsequently produces a medical certificate to the effect that his hearing, speech or physical or mental condition has improved or is normal, the Department will take into consideration the question of allowing the candidate to sit again for examination.

Candidates Must Know English.

21. Candidates must prove to the satisfaction of the examiners that they can speak the English language sufficiently well to perform the duties required of them on board a vessel, and, in addition, candidates for Certificate of Competency as skipper of a fishing vessel (Grade I or Grade II) must be able to write the English language to the satisfaction of the examiners. If a candidate fails through ignorance of the English language he will not be re-examined until after a lapse of six months.

Whole Examination to be Taken.

22. The examinations for the Certificate of Competency as skipper (Grade I) and (Grade II) under these regulations will be divided into three parts—written, oral and signalling, and the written examination must in the first instance be taken. In certain circumstances, however, arrangements may be made for the signalling part of the examination to be taken separately.

The examination for Certificate of Competency as coxswain of a fishing vessel will be oral only.

Issue of Certificate.

23. If the candidate passes he will receive his certificate from the office of the Department. Should it be inconvenient for him to attend to collect his certificate, arrangements may be made to forward it to him by registered post. In examinations for Certificates of Competency as skipper of a fishing vessel (Grade I or Grade II) if the candidate passes in the written and oral parts of the examination only, he will receive from the examiner a record of his passing in such parts.

The candidate must retain this record and produce it to the examiner when he next presents himself for the signalling part of the examination. The candidate's testimonials and other papers will be returned to him when the examination is finished.

Insufficient Service.

24. (a) If, after a candidate has passed the examination, it is discovered on further investigation that his service is insufficient, the certificate will not be issued, the examination will be cancelled and the fee will not be returned. If, however, the Department is satisfied that the error in the calculations of the candidate's service did not occur through any fault or wilful misrepresentation on his part, he may either have the fee returned to him or have it placed to his credit but a certificate will not be granted until he has completed the necessary qualifying service and has been re-examined in all subjects, unless the Department sees fit to dispense with the re-examination.

(b) If, after any examination it should appear that a candidate is qualified for a certificate of lower grade than the one for which he has applied, such certificate of lower grade may be issued to him.

Failure in Parts of the Examination.

25. If a candidate does not proceed to any part of the examination at the time appointed by the examiner, he will be regarded as having failed unless he produces a medical certificate or other satisfactory evidence of his inability to attend the examination.

Penalties for Failure.

Examinations for Certificates of Competency as Skipper or Coxswain of a Fishing Vessel.

26. Candidates failing in the seamanship part of an examination through serious weakness in practical knowledge may, at the examiner's discretion, be required to perform further sea service before being re-examined. Such further sea service will not exceed three months and may be performed in any capacity on deck in any sea-going ship. In any such case of failure the examiner may require a period of up to three months to elapse before the candidate is allowed to present himself for re-examination. In the case of a third failure in any part of the examination, an interval of two months must elapse from the date of the last failure before the candidate can be re-examined.

Inability to repeat verbatim the Articles of the Regulations for Preventing Collisions at Sea will not entail failure in an examination provided that the candidate understands the full significance, content and practical application of the articles.

Examination in Signalling.

27. Candidates should take this part of the examination when taking the written and/or oral parts. A candidate who fails in the signalling part of the examination, but passes in the other parts of the examination may, at any time within six months of the date on which he passed the other parts of the examination, be re-examined in signalling only. If he then passes, he will receive his Certificate of Competency. Subject to the above conditions, a candidate will be allowed to take the signalling examination at any port where an examination of masters and mates or fishermen is being held, but the special fee for this examination must be paid for each separate attempt.

Fees.

28. Applicants for examination and persons inquiring as to their eligibility will be required, on making their application, to pay the prescribed fee before any step is taken in the way of inquiry into their services or testing their qualifications. If the candidate is found to be not eligible, the fee will either be returned to him or placed to his credit until he is eligible.

The fee paid for examination for a certificate under these regulations includes the fee for sight tests. If the candidate fails to pass the sight tests, the fee for the examination for a Certificate of Competency will be returned to the candidate. If a candidate fails to pass an examination no part of the fee will be returned to him.

Scale of Fees.

29. (a) The following fees will be payable by applicants for the certificates referred to in these regulations:—

	£	s.	d.
Certificate as skipper (Grade I) of a fishing vessel	2	0	0
Certificate as skipper (Grade II) of a fishing vessel	1	10	0
Certificate as coxswain of a fishing vessel		15	0
Special fee for separate examination in signalling only		5	0
Certificate as motor engine driver of a fishing vessel	1	0	0
Special fee for separate examination for endorsement of certificate for refrigerated vessels		10	0

(b) The full fee shall be payable in each case of re-examination, except in the case of a re-examination for signalling only, when the prescribed special fee shall be payable.

Copy of Lost Certificate.

30. An applicant for a certified copy of a lost certificate, either of competency or service, must make written application, giving the particulars required, and hand it or forward it to the Department paying at the same time a fee of 5s. A declaration as to the circumstances in which the certificate was lost must be made by the applicant before the Department, who will supply a certified copy of the lost certificate for delivery to the applicant. No fee is chargeable if the applicant can prove that the certificate was lost through shipwreck, fire or war services.

Service in the Patrol Section of the Royal Naval Reserve or the Royal Australian Naval Reserve.

31. A candidate who served temporarily either as a member of the R.N.R. or R.A.N.R. or by direct entry for temporary service in trawlers or special duties (minesweeping, etc.) will be allowed to count time spent afloat in full as qualifying sea service for a certificate as skipper or coxswain provided that the reports on his service are satisfactory.

Service afloat in H.M. Forces will be accepted as the equivalent or comparable qualifying service prescribed by these regulations provided the applicant can prove to the satisfaction of the examiner that his services in that respect were satisfactory.

Part IV—Sight Tests.

Sight Tests.

32. (a) Every candidate or applicant for any certificate as skipper or coxswain under these regulations must pass the prescribed sight tests before a certificate can be issued to him. If circumstances render it necessary for him to proceed with the examination in navigation and seamanship before undergoing the sight tests, the examination in navigation and seamanship will be cancelled in the event of his failure to pass either of the sight tests.

(b) The object of the sight tests is to ensure that the candidate's eyesight is sufficiently good to enable him to pick up and identify correctly the lights of distant ships at sea. Two tests are employed, a letter test and a lantern test. The letter test is a test of form vision only and the lantern test is a test of form and colour vision combined.

(c) Letter Test.—Every candidate for a certificate must pass the letter test. A candidate who fails to pass the letter test may present himself for re-examination at intervals of three months.

(d) Lantern Test.—Every candidate must undergo the lantern test on every occasion on which he presents himself for examination for his first certificate of competency, but if he then passes, he will not be required by the Department to undergo the lantern test on any subsequent occasion.

Note.—The sight tests are open to all persons serving or intending to serve in fishing vessels, and all such persons are recommended to take the earliest opportunity of ascertaining whether their vision is such as to qualify them for service in that profession. Any such person, if desirous of undergoing the tests, must make application to the Department and must pay a fee of 5s. The fee will be payable on each occasion on which a candidate is examined.

Standard of Sight Tests.

33. The standards of sight tests for certificates under these regulations shall be as follows:—

(a) Letter Test.—The candidate must be able to read correctly nine (9) out of twelve (12) letters in the sixth line and eight (8) out of the fifteen (15) letters in the seventh (last) line of Snellens test cards at a distance of 16 ft., provided that in the case of a candidate of 45 years of age or over the examiner may at his discretion pass such a candidate if the latter is able to read correctly five (5) out of eight (8) letters of the fifth line of the test cards at a distance of 16 ft.

(b) Lantern Test.—Candidates must pass in colour vision.

Conduct of Sight Tests.

34. Sight tests for both the letter test and the lantern test shall be conducted in accordance with the standard practices by the Department for the conduct of such tests.

Part V—Qualification of Candidates.

Certificates of Competency.

Certificate of Competency as Skipper (Grade II) of a Fishing Vessel.

35. (a) A candidate for a Certificate of Competency as skipper (Grade II) of a fishing vessel must be not less than 19 years of age, and must have had three years' service on deck at sea, with satisfactory service as helmsman.

(b) Examination in Navigation.—A candidate for a Certificate of Competency as skipper (Grade II) of a fishing vessel will be required—

(a) to be able to read and write in the English language;

(b) to work out a few sums in simple numeration, addition, subtraction, multiplication and division;

(c) to be able to take a bearing by compass, and to apply variation and deviation to find a true bearing; to use a chart or plan and know the meaning of all the marks, signs and abbreviations thereon; to find the compass course (or courses) and distance (or

distances) between two points on the chart; to find ship's position by cross bearings of two objects, and the set and drift experienced; to find the ship's position from two bearings of the same object, the course and distance run between taking the bearings being given, making due allowance for a given tide or current, and the distances of the ship from any given position at the time of taking the second bearing;

- (d) to have a thorough knowledge of the handling under any conditions of all types of fishing vessels, their steering gears, anchors and cables, fire-fighting appliances and lifesaving equipment;
- (e) to have a knowledge of the Morse and Semaphore alphabets and be able to signal slowly by both methods. He will be required to attain the minimum speed of six words a minute in Semaphore and four words a minute in Morse flashing;
- (f) to have a knowledge of the use and reading of the aneroid barometer.

(c) Examination in Seamanship.—A candidate for a Certificate of Competency as skipper (Grade II) of a fishing vessel must understand and give satisfactory answers to questions on the following subjects:—

- (a) The use and construction of a sea anchor.
- (b) The marking and use of the lead line.
- (c) Rigging and masting of fishing vessels.
- (d) Accidents, fires and collisions and how to deal with them.
- (e) Taking in and setting fore and aft sail.
- (f) Man overboard and necessary action.
- (g) Management of vessel's boat in heavy weather.
- (h) The rule of the road as regards both steamers and sail vessels, their regulation lights and fog and sound signals. (The candidate must have a good knowledge of all the Articles of the Regulations for preventing collisions at sea.)
- (i) The signals of distress "N.C."
- (j) The use and management of the rocket apparatus in the event of the vessel being stranded.
- (k) Uniform system of buoyage. Describe buoys on port and on starboard hand and on middle grounds, buoyage and marking of wrecks.
- (l) To know the regulations generally relating to harbour traffic, bridges and dredges, etc., and to know local sea marks, lights signals, rules, etc.
- (m) To know the skipper's responsibilities and authority under the laws regarding his crew and vessel, and the Acts and regulations under which he exercises that authority.
- (n) To know a method of finding the approximate time of high or low water.
- (o) To give satisfactory answers to any other questions relating to the duties of a skipper or master of a fishing vessel which the examiner thinks necessary to ask.

Certificate of Competency as Skipper (Grade I) of a Fishing Vessel.

36. (a) A candidate for a Certificate of Competency as skipper (Grade I) of a fishing vessel must not be less than 21 years of age and have served five years at sea, of which one year must have been as second hand on board a fishing vessel of 50 tons gross tonnage or upwards or a trawler, or in charge of a seagoing fishing vessel of not less than 15 tons gross register tonnage.

(b) Examination in Navigation.—In addition to all the qualifications of a skipper (Grade II) of a fishing vessel a candidate for a Certificate of Competency as skipper (Grade I) of a fishing vessel will be required:—

- (a) To work out a few sums in compound addition, subtraction, multiplication, and division.
- (b) To find the latitude by the meridian altitude of the sun.
- (c) To understand what is meant by variation, deviation and local attraction of the compass and to find the deviation by bearings of two objects when in line.

- (d) To find a chart or plan the course to steer by compass in order to counteract the effect of a given tide or current, and find the distance the ship will make good towards a given point in a given time; to fix the ship's position on a chart.
- (e) To give definitions of all the ordinary terms used in navigation.
- (f) To understand the use and adjustments of the sextant, and be able to observe with it, read on and off the arc, and find the index error by the horizon.

(c) Examination in Seamanship.—In addition to all the qualifications required for a skipper (Grade II) of a fishing vessel, a candidate for a Certificate of Competency as skipper (Grade I) of a fishing vessel will be required to show a knowledge of the following subjects:—

- (a) Getting under way.
- (b) Tending vessel at anchor; mooring and unmooring.
- (c) How to keep ship's head to sea in heavy weather or if dismasted, or with engines broken down.
- (d) If leaking, what action to be taken.
- (e) Rudder gone, what to do and how to rig a temporary one.
- (f) How to get a cast of the deep sea lead in heavy weather.
- (g) What is required by the Merchant Shipping Acts and local Acts to be done in cases of death, injury or ill-treatment, or punishment inflicted on board or in case of casualty to vessel.
- (h) Any other practical questions relating to the duties of a skipper of a fishing vessel which the examiner may think necessary to ask.

Certificate of Competency as Coxwain of a Fishing Vessel.

37. A candidate for a Certificate of Competency as coxswain of a fishing vessel must comply with the following requirements:—

- (a) He must be not less than eighteen (18) years of age. Should any doubt exist as to the age of the applicant, he may be required to produce a certificate of birth or baptism.
- (b) He must have had not less than two years' service as deck-hand of which one year must have been as deck-hand of a vessel proceeding outside harbour limits. Service in respect of the second year would require to be considered satisfactory.
- (c) He must have a thorough knowledge of the regulations for preventing collisions at sea and of port signals and harbour regulations and of the bad weather and other signals.
- (d) He must understand the management of fishing vessels.
- (e) He must have a working knowledge of the compass and be able to steer by same.
- (f) Questions relating to local knowledge and seamanship generally will be asked.

Certificates of Service.

Certificate of Service as Skipper (Grade I) of a Fishing Vessel.

38. A Certificate of Service as skipper (Grade I) of a fishing vessel, may be issued to an applicant who has had not less than five years' service at sea, of which two years must have been as skipper of a seagoing trawler, or of a seagoing fishing vessel of not less than 50 tons gross register tonnage provided that such applicant can satisfy the examiner as to his knowledge of the provisions of the regulations for preventing collisions at sea, and can pass the sight tests as prescribed in these regulations.

Certificate of Service as Skipper (Grade II) of a Fishing Vessel.

39. A Certificate of Service as skipper (Grade II) of a fishing vessel may be issued to an applicant who has had not less than five years' service at sea, of which not less than two years must have been as skipper of a seagoing fishing vessel of not less than 15 tons gross register tonnage or as second hand of a seagoing fishing vessel of not less than 50 tons gross register tonnage or of a trawler, provided such applicant can satisfy the examiner as to his knowledge of the regulations for preventing collisions at sea and can pass the sight tests as prescribed in these regulations.

Certificate of Service as Coxswain of a Fishing Vessel.

40. A certificate of service as coxswain of a fishing vessel may be issued to an applicant who has had not less than three years' service afloat of which not less than 12 months must have been in charge of a seagoing fishing vessel, provided such applicant can satisfy the examiner as to his knowledge of the Regulations for Preventing Collisions at Sea and can pass the sight tests as prescribed in these regulations.

Certificate of Competency as Motor Engine Driver of a Fishing Vessel.

41. (A) A candidate for a certificate as motor engine driver of a fishing vessel, which shall entitle him to take charge of the machinery of 10 b.h.p. and over but less than 175 b.h.p. of a motor fishing vessel must be not less than 20 years of age, and
- (B) must have had practical experience afloat and ashore with motor engines for a total period of at least six months, to the satisfaction of the examining officer; provided that in any case he must have had at least two months' service afloat;
- (C) the candidate must produce satisfactory proof of age and at least two testimonials as to service, sobriety and conduct.
42. A candidate for a Certificate of Competency as a marine motor engine driver of a fishing vessel will be required—
- (A) to show that he possesses a satisfactory knowledge of marine motor engines and their fittings, shafting, propeller and pumps;
- (B) to have a general knowledge of the characteristics of various fuels and lubricating oils used in connection with motor engines and be conversant with precautions necessary for the prevention of fire or explosion;
- (C) be able to give a practical explanation of what should be done in event of fire or anything going wrong with the machinery and in such circumstances must be able to do it;
- (D) to satisfy the examiner he is competent to take charge of machinery within the limits of the certificate applied for and give satisfactory answers to any other questions relating to the duties of a motor engine driver of a fishing vessel which the examiner thinks necessary to ask.

Certificate of Service as Motor Engine Driver of a Fishing Vessel.

43. A certificate of service as motor engine driver of a fishing vessel may be issued to an applicant who has had not less than 12 months' service afloat in charge of machinery of not less than 10 b.h.p. in a licensed fishing vessel; provided such applicant can satisfy the examiner as to his knowledge of precautions necessary for the prevention of fire or explosion and the use of fire extinguishers.

Proof of service in charge of machinery to be in writing.

Part VI—Miscellaneous.

44. Where in regard to any requirements in relation to qualifications or service prescribed by these regulations the Department is satisfied that the qualifications or service of a candidate substantially comply with the prescribed requirements and that they are sufficiently satisfactory or as satisfactory as the prescribed requirements, the Department may in its discretion accept such service or qualifications of such candidate as being satisfactory for the purpose of admitting him to be examined for a Certificate of Competency or to be issued with a Certificate of Service under these regulations.

45. Certificates in accordance with these regulations will require to be taken out by those engaged in fishing vessels within 12 months of date of gazettal of these regulations.

46. A person who has not been issued with a certificate in accordance with these regulations, operating any fishing vessel or the machinery on any fishing vessel after the date mentioned in regulation 45 of these regulations, is guilty of an offence, and is liable to a penalty not exceeding twenty pounds, or imprisonment not exceeding one month, with or without hard labour.

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WESTERN AUSTRALIAN MARINE ACT, 1948, REGULATIONS AS TO
SCALE OF CREW AND SCALE OF PROVISIONS.

1. Any provisions of the following Regulations applying to steamships shall apply to ships propelled by electricity, motor, or other mechanical power.

2. In addition to the certificated officers on ships set out in section 21 of the Act, vessels coming within the jurisdiction shall carry crew in accordance with the following scale:—

Coast Trade Vessels.

Steamships.

Firemen and Trimmers.

The number of firemen and trimmers required for steamships fired with coal shall be in the proportion of at least one fireman or trimmer for every three and a half tons of coal consumed per diem. Provided that in any case of any particular ship the Minister may, on the advice of the Department, specify a greater or lesser number of firemen and trimmers to be required. The amount of coal consumed per diem to be ascertained by such means as are prescribed.

Provided that out of the total number of persons carried in any such steamship rated as firemen or trimmers, one half at least of such total number shall be firemen; and that no seagoing steamship running more than one hundred miles shall in any case carry less than three firemen and that no other seagoing steamships shall in any case carry less than two firemen. In regard to any class of ships not provided for in the above scale, the number of firemen and trimmers to be employed shall be such as the Minister may require in each case, and the Minister may prescribe in reference to any particular class of ships what hands other than firemen and trimmers (rated as such) shall be carried in lieu of the latter.

Greasers

85 and under 200 N.H.P.	....	....	....	1 Greaser.
200 and under 250 N.H.P.	....	....	....	2 Greasers.
250 and under 400 N.H.P.	....	....	....	3 Greasers.
400 and over	....	....	....	As prescribed.

Cooks

Steamships carrying 25 or more persons, including passengers and crew. Not less than one certificated cook and one assistant cook for each galley in use.

Seamen

(Passenger steamships carrying not more than ten passengers, and cargo steamships.)

Under 15 tons net register	....	....	....	Not less than one able seaman.
15 tons and under 50 tons net register	....	....	....	Not less than two able seamen and one apprentice or boy.
50 tons and under 100 tons net register	....	....	....	Not less than two able seamen, two ordinary seamen, and one apprentice or boy.
100 tons and under 200 tons net register	....	....	....	Not less than four able seamen, one ordinary seaman, and one apprentice or boy.
200 tons and under 400 tons net register	....	....	....	Not less than five able seamen, one ordinary seaman, and one apprentice or boy.
400 tons and under 600 tons net register	....	....	....	Not less than six able seamen, one ordinary seaman, and one apprentice or boy.
600 tons and under 1,000 tons net register	....	....	....	Not less than seven able seamen, one ordinary seaman, and one apprentice or boy.
1,000 tons and under 1,500 tons net register	....	....	....	Not less than eight able seamen, one ordinary seaman, and one apprentice or boy.
1,500 tons and under 2,000 tons net register	....	....	....	Not less than nine able seamen, one ordinary seaman, and one apprentice or boy.

On able seaman extra for every additional 500 tons, or fraction of 500 tons above 2,000 tons net register.

One apprentice or boy extra for every additional 1,000 tons or fraction of 1,000 tons above 2,000 tons net register, but not exceeding two apprentices or boys altogether.

(Passenger steamships carrying more than ten passengers.)

Under 15 tons gross register	...	...	...	Not less than one able seaman.
15 tons and under	50 tons gross register	...	...	Not less than two able seamen and one apprentice or boy.
50 tons and under	100 tons gross register	...	...	Not less than two able seamen, two ordinary seamen, and one apprentice or boy.
100 tons and under	200 tons gross register	...	...	Not less than four able seamen, one ordinary seaman, and one apprentice or boy.
200 tons and under	400 tons gross register	...	...	Not less than five able seamen, one ordinary seaman, and one apprentice or boy.
400 tons and under	600 tons gross register	...	...	Not less than six able seamen, one ordinary seaman, and one apprentice or boy.
600 tons and under	1,000 tons gross register	...	...	Not less than seven able seamen, one ordinary seaman, and one apprentice or boy.
1,000 tons and under	1,500 tons gross register	...	...	Not less than eight able seamen, one ordinary seaman, and one apprentice or boy.
1,500 tons and under	2,000 tons gross register	...	...	Not less than nine able seamen, one ordinary seaman, and one apprentice or boy.

One able seaman extra for every additional 500 tons or fraction of 500 tons above 2,000 tons gross register.

One apprentice or boy extra for every additional 1,000 tons or fraction of 1,000 tons above 3,000 tons gross register, but not exceeding three apprentices or boys altogether.

Sailing Ships

15 tons and under	50 tons net register	...	...	Not less than one able seaman and one ordinary seaman.
50 tons and under	100 tons net register	...	...	Not less than two able seamen, one ordinary seaman, and one apprentice or boy.
100 tons and under	200 tons net register	...	...	Not less than three able seamen, one ordinary seaman, and one apprentice or boy.
200 tons and under	300 tons net register	...	...	Not less than four able seamen, two ordinary seamen, and one apprentice or boy.
300 tons and under	400 tons net register	...	...	Not less than five able seamen, two ordinary seamen, and one apprentice or boy.
400 tons and under	600 tons net register	...	...	Not less than six able seamen, two ordinary seamen, and one apprentice or boy.
600 tons and under	800 tons net register	...	...	Not less than seven able seamen, two ordinary seamen, and two apprentices or boys.
800 tons and under	1,000 tons net register	...	...	Not less than eight able seamen, two ordinary seamen, and three apprentices or boys.
1,000 tons and under	1,500 tons net register	...	...	Not less than ten able seamen, two ordinary seamen, and four apprentices or boys.

Two able seamen extra for every 500 tons or fraction of 500 tons that the vessel is above 1,500 tons net register.

Harbour and River Steamships.

All harbour and river steamships shall carry one fireman and one greaser and every vessel propelled by mechanical power other than steam of more than 85 N.H.P. shall carry one greaser.

3. The statutory scale of provisions as required by section 157 of the Act shall be in accordance with the scale prescribed in Appendix 1 hereto.

CONDITIONS AND EXCEPTIONS IN APPLYING SCALE.

- (1) The issue of provisions for which a total weekly, and no daily, amount is given in the above scale shall be reasonably distributed throughout the week.
- (2) The issue of soft bread under the scale shall not be required—
 - (a) in a vessel of less than one thousand tons gross registered tonnage; or
 - (b) if rough weather renders the making of bread impracticable, but where soft bread is not issued, an equivalent amount of biscuit shall be issued instead.
- (3) An equal quantity of fish, up to an amount not exceeding three quarters of a pound in any one week, may be substituted for preserved meat under the above scale. The fish issued, whether under the scale or as a substitute, must be fresh fish, dried fish, or canned salmon or canned herrings.
- (4) Within the tropics, a pound and a half of preserved meat or three pounds of fresh meat may be substituted for two pounds of salt pork.
- (5) Fresh vegetables, or vegetables preserved in tins, may at any time be substituted for dried or compressed vegetables in the proportion of half a pound of fresh vegetables, or vegetables preserved in tins, to one ounce of dried or compressed vegetables.
- (6) A mixture of coffee and chicory containing not less than seventy-five per cent. of coffee may at any time be substituted for coffee in the proportion of five ounces of the mixture to four ounces of coffee.
- (7) The dried fruit issued under the above scale must be raisins, sultanas, currants, figs or prunes.
- (8) The onions to be issued under the above scale must be fresh onions when in season; and when fresh onions are not in season, an equal amount of onions or vegetables preserved in tins, or an equivalent amount of dried or compressed onions or vegetables in the proportion of one ounce to half a pound of fresh onions must be issued.
- (9) In port—
 - (a) soft bread shall be issued in lieu of biscuit; and
 - (b) when procurable at a reasonable cost, a pound and a half of fresh meat and half a pound of fresh vegetables shall be issued daily, and when fresh meat and fresh vegetables are so issued salt and preserved meat and dried or compressed vegetables need not be issued.
- (10) The stokehold hands are to receive sufficient oatmeal and one quart of water extra daily while under steam.

Substitutes and Equivalents—Not to be used without Reasonable Cause.

Fresh meat	1½ lb.	} To be considered equal.
Salt meat	....	....	....	....	1 lb.
Preserved meat	¾ lb.	} To be considered equal.
Coffee	....	....	....	....	½ oz.
Cocoa	....	....	....	....	½ oz.
Tea	....	....	....	....	¼ oz.
Flour	1 lb.	} To be considered equal.
Biscuit	....	....	....	....	1 lb.
Rice	....	....	....	....	1 lb.
Split peas	1 pint	} To be considered equal when issued with meat rations.
Flour	....	....	....	....	¾ lb.
Calavances or Haricot Beans	¾ pint	} To be considered equal.
Rice	....	....	....	....	¾ lb.
Marmalade	1 lb.	
Jam	1 lb.	
Butter	½ lb.	
Mustard	
Curry Powder	} To be considered equal.

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WESTERN AUSTRALIAN MARINE ACT, 1948, RULES OF COURTS OF MARINE ENQUIRY.

Short Title and Commencement.

1. These Rules may be cited as the Western Australian Marine Act, 1948, Court of Marine Inquiry Rules. They shall come into operation on the date of their publication in the *Government Gazette*, and shall, so far as practicable, and unless otherwise expressly provided, apply to all matters arising in any pending inquiry, appeal, or reference, and also to all inquiries, appeals, references, or re-hearings instituted on or after that date.

Part I.—Interpretation.

2. "Court" means a Court of Marine Inquiry.
 "Clerk" means Clerk of the Court of Marine Inquiry.
 "Department" means the Harbour and Light Department of the State.

Part II.—Appointment of Court and Notice to Parties.

Clerk to Inform Magistrates when Notice of Appeal Filed.

3. Immediately upon the filing of a notice of appeal or reference, the Clerk shall communicate the fact to the Magistrate of the Court, who shall appoint a time and place for the hearing of the appeal or reference.

Notice to Parties.

4. As soon as the Clerk has ascertained when an appeal or reference will be heard, he shall send notice thereof to the Department, and to the appellant, or, in the case of a reference, to the owner or master, in the form No. 2 in the Appendix.

Department to Give Notice to Complainant.

5. If the appeal or reference is in respect of the detention of a ship after a survey made on the complaint of any person, hereinafter called the complainant, the Department shall send to the complainant notice of the time and place appointed for the hearing.

Notice of Inquiry.

6. When the time and place for holding an inquiry have been fixed by the Court, the Clerk shall cause a notice, to be called a notice of inquiry, to be served upon the Department, and the owner, master, and officers of the ship, as well as upon any person whom the Court may direct to be served with such notice. The notice shall be in the form No. 5 of the Appendix with such variations as circumstances may require.

Part III.—Assessors.

Qualifications of Assessors.

7. Persons placed on the list of assessors, who assist in a Court of Marine Inquiry, under the Western Australian Marine Act, 1948, shall be classified according to their qualifications as follows:—

Qualifications—Classes.

Class I.—Mercantile Marine Masters.

- (a) Five years' service as a master in the merchant service of which two years must have been service in command of a sailing ship with a certificate of competency.

- (b) Five years' service as a master in the merchant service, of which two years must have been service in command of a steamship with a certificate of competency.

Class II.—Mercantile Marine Engineers.

- (a) Five years' service as an engineer in the merchant service, and at the time of appointment holding a first-class certificate of competency as an engineer.

Appointment of Assessors.

8. Subject to these Rules, assessors for investigations into shipping casualties shall be appointed from the list of assessors by the Minister controlling the Department, and, so far as in his opinion circumstances permit, shall be taken in order of rotation from each class or sub-class abovementioned.

9. If any investigation involves, or appears likely to involve, the cancelling or suspension of the certificate of a master, mate, or engineer, there shall be appointed from the list of assessors not less than two assessors, from Class I. and Class II., or from either of those classes.

10. Subject to any special appointment or appointments which the Minister may think it expedient to make in any case where special circumstances appear to him to require a departure from these Rules (the requirements of the last preceding Rule being always complied with), assessors shall be appointed as follows:—

- (1) Where the investigation involves, or appears likely to involve, the cancelling or suspension of a certificate of a master or mate, but not of an engineer, at least two assessors shall be appointed from Class I.
- (2) Where the investigation involves, or appears likely to involve, the cancelling or suspension of the certificate of a master or mate of a sailing ship, one at least of the assessors shall be appointed from subsection (a) of Class I.; and where the investigation involves, or appears likely to involve, the cancelling or suspension of the certificate of a master or mate of a steamship, one at least of the assessors shall be appointed from subsection (b) of Class I.
- (3) Where the investigation involves, or appears likely to involve, the cancelling or suspension of the certificate of an engineer, one at least of the assessors shall be appointed from Class II.

11. The Department shall inform the Minister when assessors are required, and shall state from which of the aforesaid classes assessors ought, in its opinion, to be appointed; but the Department shall not request the appointment of any individual assessor.

12. An appointment made by the Minister of any assessor or assessors for an investigation shall not be open to question on the ground that it was not in accordance with these Rules, or does not give full effect to the requirements of these Rules.

Part IV.—Parties.

Inquiries.

Parties to Inquiries.

13. The Department, and any certificated officer upon whom a notice of inquiry has been served, shall be deemed to be parties to the proceedings; and, unless the Court shall otherwise order, the Department shall be the party having the conduct of the case.

Who may Appear.

14. Any other person upon whom a notice of inquiry has been served, and any person who shows that he has an interest in the inquiry shall have a right to appear, and any other person may, by leave of the Court, appear; and any person who appears under this rule shall thereupon become a party to the proceedings.

Appeals or References.

Parties to Appeals or References.

15. The Department and the appellant, or, in the case of a reference the owner or master, shall be parties to the proceedings.

Court may make any Person a Party.

16. Any other person, on entering an appearance, may by permission of the Court, be made a party to the proceedings.

Part V.—Notice of Appeal.

Notice of Appeal to be given.

17. Where the owner or master of a ship, hereinafter called the appellant, desires to appeal to the Court, in respect of the detention of a ship alleged to be unsafe, he shall file at the office of the Clerk of the Court nearest to the place in which the ship is, a notice in the Form No. 1 in the Appendix.

Part VI.—Evidence.

Notice to Produce.

18. Either party may give to the other a notice in writing to produce such documents (saving all just exceptions) as relate to any matters in difference, and which are in the possession or control of such other party; and if such notice be not complied with, secondary evidence of the contents of the said documents may be given by or on behalf of the party who gave such notice.

Notice to Admit.

19. Either party may give to the other party a notice in writing to admit any document (saving all just exceptions); and in the case of neglect or refusal to admit after such notice, the party so neglecting or refusing shall be liable for all costs of proving such documents, whatever the results may be, unless the Court is of opinion that the refusal to admit was reasonable; and no costs of proving any documents shall be allowed unless such notice be given, except where the omission to give notice is, in the opinion of the officer by whom the costs are taxed, a saving of expense.

Subpoenas.

20. Subpoenas shall be according to one of the forms (Forms Nos. 6 and 7) in the Appendix, and may be issued to any party without leave of the Court; and the Court may direct the Clerk to Subpoena any person to attend for the purpose of being examined.

Report of Survey to be Produced.

21. On the hearing of an appeal or reference in respect of the detention of a ship, the Department shall produce as evidence all the reports of the survey of the ship.

Part VII.—Proceedings in Court.

Method of Taking Down Evidence.

22. The evidence shall be taken down by a shorthand writer or typewriter, or in such other way as the Court may direct.

Inquiries.

Proceedings on Non-appearance of Any Party.

23. At the time and place appointed for holding an inquiry the Court may proceed with the inquiry, whether the parties upon whom a notice of inquiry has been served, or any of them, are present or not.

Department to Begin.

24. The proceedings on the inquiry shall commence by the Department opening its case and then proceeding with the examination of its witnesses. Each witness, after being examined on behalf of the Department, may be cross-examined by the parties in such order as the Court may direct, and may then be re-examined by the Department.

Order in which Parties to be Heard.

25. When the examination of the witnesses produced by the Department has been concluded, each party to the investigation shall be entitled to produce witnesses, or recall any of the witnesses who have already been examined for further examination, and generally adduce evidence. The parties shall be heard, and their witnesses examined, cross-examined and re-examined in such order as the Court shall direct. The Department may also produce and examine further witnesses, who may be cross-examined by the parties and re-examined by the Department.

Parties may Address the Court.

26. When the whole of the evidence has been concluded, any of the parties who desire so to do may address the Court upon the evidence, and the Department may address the Court in reply upon the whole case.

Appeals or References.

Department to Begin.

27. At the hearing the Department shall open its case and then call its witnesses, and having done so, shall state, in writing, what order it requires the Court to make.

Complainant to Follow.

28. The complainant, if he has appeared shall then call his witnesses and having done so, shall state, in writing, what order he requires the Court to make.

Appellant to follow Complainant.

29. The appellant, or, in the case of a reference, the master or owner shall then call his witnesses, and having done so shall state, in writing, what order he requires the Court to make.

Department and Complainant may Call Evidence in Reply.

30. After the appellant or, in the case of a reference the master or owner has examined all his witnesses, the Department and the complainant may, on cause shown to the satisfaction of the Court call further witnesses in reply.

Order in Which Parties to Address.

31. After all the witnesses have been examined the Court shall first hear the appellant or in the case of a reference the master or owner, then the complainant (if any), and afterwards the Department.

Order for Release or Detention.

32. As soon as possible after the Court has come to its decision, the Court shall issue an order for the release or detention (either finally or on condition) of the vessel, in the Form No. 3 in the Appendix.

Adjournment.

Court May Adjourn Hearing.

33. The Court may adjourn the hearing of the inquiry, appeal, or reference from time to time and from place to place; and, where an adjournment is asked for by a party or by the Department, the Court may impose such terms as to payment of costs or otherwise as it may think just as a condition to granting the adjournment.

Part VIII.—Re-hearing by Order of the Governor.

Magistrate to Fix Time and Place for Re-hearing.

34. Where the Governor directs a re-hearing of any case, the Magistrate shall fix a time and place for the re-hearing, and the clerk shall give such reasonable notice to the parties affected by the order for re-hearing as the circumstances of the case may permit.

Parties May be Added.

35. The Court may, if it thinks fit, order any other person, other than the parties served with the notice of re-hearing, to be added as a party or parties to the proceedings for the purpose of the re-hearing, on such terms with respect to costs and otherwise as the Court may think fit. Any party to the proceedings may object to the appearance on the re-hearing, of any other party as unnecessary.

Copy of Evidence on Hearing to be Admitted on Re-hearing.

36. The evidence taken at the hearing shall be proved before the Court at the re-hearing by a copy of the notes of the shorthand writer, or other person authorised by the Court to take down evidence. For the purpose of this rule, copies of the notes of the evidence, as well as a copy of the decision given by the Court, shall be supplied to any party to the proceedings, on request, on payment of the usual charge for copying.

Copy of Decision and Notes of Evidence to be Sent to Governor.

37. On the conclusion of the re-hearing the Court shall send to the Governor a copy of the decision, together with notices of any further evidence which may have been given.

Part IX.—Costs.

Court May Order any Party to Pay Costs.

38. The Court may, in its discretion, order the costs and expenses of the inquiry, appeal, reference, or re-hearing, or any part thereof, to be paid by any party. An order for the payment of costs shall be in the Form No. 9 in the Appendix, with such variations as circumstances may require.

Taxation of Costs.

39. Where the costs are not assessed by the Court, they shall be taxed by the clerk on one of the scales provided by the Local Court Rules, so far as same may be applicable; and the Court shall direct on what scale the taxation shall take place.

Part X.—General Provisions.

Court to Report to Governor.

40. At the conclusion of the inquiry, or of the hearing, of the appeal or reference, the Court shall draw up its decision or report, which shall be in one of the forms (Forms Nos. 4 and 8) in the Appendix, with such variations as circumstances may require; and shall send the report, or a copy of the decision, together with notes of the evidence given, to the Governor.

Master or Officer May Obtain Copy of Decision.

41. Where the certificate of a master, mate, or engineer has been cancelled or suspended, the clerk shall, on application by any party to the proceedings, give him a copy of the decision of the Court.

Computation of Time.

42. In computing the number of days within which any act is to be done, the same shall be reckoned exclusive of the first day and inclusive of the last day, unless the last day shall happen to fall on a Sunday, Christmas Day, or Good Friday, or public holiday, in which case the time shall be reckoned exclusive of that day also.

Service of Process.

43. Service of any notice, subpoena, summons, or other process shall be deemed good service if made personally on the person to be served, or if made at his last known place of abode or business, or if made on board any ship or vessel to which he belongs and accompanied with a statement of the purport thereof to the person being or appearing to be in command or charge of such ship or vessel; and in the case of an owner of a ship if made on board such ship in manner aforesaid, or at any address he may give for service.

Proof of Service.

44. The service of any notice, subpoena, summons, or other process or document may be proved by the oath or affidavit of the person by whom it was served.

Local Courts Acts and Rules to Apply.

45. The provisions of the Local Courts Act of 1904, and any Act amending the same, and of the Local Court Rules made thereunder, shall apply to inquiries, appeals, references, and re-hearings, so far as may be applicable, save and except in so far as they may conflict with these Rules.

Fees.

46. No fees shall be demanded of any person for filing any document, or for issuing any process of the Court, other than process to enforce an order for the payment of money.

Clerk.

47. For every Court there shall be a clerk, who shall sign and issue all process of the Court and have the custody of all records, minutes and proceedings of the Court.

Clerk of Local Court to Act as Clerk.

48. The officer of the Local Court performing for the time being the duties of Clerk of that Court shall act as Clerk of the Court of Marine Inquiry.

Minute Book.

49. The Clerk shall keep a minute book, according to the Form No. 10 in the Appendix, in which he shall enter a minute of the decision or report of the Court as to every inquiry, appeal, reference, or re-hearing.

Seal.

50. For each Court there shall be a seal bearing an impression of the Royal Arms, and having inscribed thereon the words "Court of Marine Inquiry," with the name of the town where the Court is held.

All Process to be Sealed.

51. The Clerk shall seal with the seal of the Court all process of the Court issued by him.

Appendix.

The following forms shall be employed, as far as possible, with such alterations as circumstances may require, but no deviation from the prescribed forms shall invalidate the proceedings, unless the Court shall be of opinion that the deviation was material:—

Form No. 1.

Western Australian Marine Act, 1948.

NOTICE OF APPEAL.

To the Clerk of the Court of Marine Inquiry at
held at

Take notice that I (name and address) the master (or managing owner or owner of shares) of the ship " " of the port of do appeal from the report of the surveyor appointed by the Department to survey the said ship (or as the case may be).

The address at which all notices and documents may be served on me is
Dated this day of , 19

(To be signed by Appellant).

Form No. 2.

Western Australian Marine Act, 1948.

NOTICE OF SITTING OF COURT.

The Court of Marine Inquiry at _____
 In the matter of an appeal by _____, from the report of
 _____, the surveyor appointed by the Department to
 survey the ship "_____" (or as the case may be).
 To A.B., the master (or managing owner or owner of _____ shares) of the
 ship "_____" the appellant (or the Department).
 Take notice that the Court of Marine Inquiry will meet at
 on _____ the _____ day of _____, 19____, at
 _____ o'clock in the _____ noon to hear the (appeal) in the above matter.
 Dated this _____ day of _____, 19____,
 _____ Clerk of the Court.

Form No. 3.

Western Australian Marine Act, 1948.

ORDER OF COURT FOR RELEASE OR DETENTION OF SHIP.

The Court of Marine Inquiry at _____
 In the matter of an appeal by _____ from the report of
 _____ the surveyor appointed by the Department to survey the
 ship "_____" (or as the case may be).
 The Court (or I, _____) (with the concurrence of _____)
 orders (or do order) the said ship to be released (or detained) (finally or
 conditionally upon _____).
 Given under my hand this _____ day of _____, 19____.
 _____ Presiding Magistrate.
 We (or I) concur in the above report.
 _____ Assessor.
 _____ Assessor.

Form No. 4.

Western Australian Marine Act, 1948.

REPORT OF MAGISTRATE OF COURT OF MARINE INQUIRY.

The Court of Marine Inquiry at _____
 In the matter of an appeal by _____ from the report of the
 surveyor appointed by the Department to survey the ship "_____" (or
 as the case may be).
 I, _____, do report that (this Court) having heard this
 appeal (I) did with (concurrence of _____) order the
 said ship to be released (or detained) (finally and conditionally upon _____).
 The Court (or I) did also order that the costs of this appeal be paid by
 _____ to the Department (or that all parties shall pay
 their own costs, or as the case may be).
 Dated this _____ day of _____, 19____.
 _____ Magistrate.
 We (or I) concur in the above report.
 _____ Assessor.
 _____ Assessor.
 I dissent from the above report, for the following reasons, viz.:—
 _____ Assessor.

Form No. 5.

Western Australian Marine Act, 1948.

NOTICE OF INQUIRY.

The Court of Marine Inquiry at _____
 To the Department (or to _____ Master or _____ (or as the case
 may be) of (or belonging to) the ship "_____"
 I hereby give you notice that the Court of Marine Inquiry will, on
 the _____ day of _____, 19____, at the hour of _____ o'clock in the
 noon, at the Court-house, situate at _____ make inquiry into the
 circumstances attending the shipwreck of the "_____" (or as to the
 charge of incompetency on the part of _____) (or as to the
 I have further to give you notice to produce to the Court
 (your master's certificate, the log books of the vessel, and) any (other) docu-
 ments relevant to this case which may be in your possession.
 Dated this _____ day of _____, 19____,
 _____ Clerk of the Court.

Form No. 6.

Western Australian Marine Act, 1948.

SUBPOENA TO WITNESS TO GIVE EVIDENCE.

The Court of Marine Inquiry
 In the matter of an inquiry as to the shipwreck of the " " (or as the case may be).
 You are hereby commanded to attend at the Court-house at on the day of 19 , at the hour of in the noon, to give evidence in the above case (on behalf of), and thence from day to day until the said case shall be disposed of.

Dated this day of , 19 .
 Clerk of the Court.

To.

Form No. 7.

Western Australian Marine Act, 1948.

SUBPOENA TO WITNESS TO PRODUCE DOCUMENTS.

The Court of Marine Inquiry at
 In the matter of an inquiry as to the shipwreck of the (or as the case may be). You are hereby commanded to attend at the Court House, at , on the day of , 19 , at the hour of in the noon, to give evidence in the above case (on behalf of), and thence from day to day until the said case shall be disposed of; and you are also to bring with you and produce at the time and place aforesaid the several documents hereunder specified (and all other books, papers, writing, and other documents relating to the above case which may be in your custody, possession, or power).

Dated this day of , 19 .
 Clerk of the Court.

To

List of documents required to be produced:—

Form No. 8.

Western Australian Marine Act, 1948.

DECISION OF THE COURT.

The Court of Marine Inquiry at
 In the matter of a formal inquiry held at before (name of Magistrate) assisted by (names of assessors) into the circumstances attending the shipwreck of the (or as the case may be).
 The Court having carefully inquired into the circumstances attending the abovementioned (shipping casualty) finds that the (here state the decision of the Court).

Dated this day day of , 19 .
 Magistrate.

Form No. 9.

Western Australian Marine Act, 1948.

ORDER ON A PARTY FOR PAYMENT OF COSTS.

The Court of Marine Inquiry at
 In the matter of a formal inquiry held at , before (name of Magistrate) assisted by (names of assessors) into the circumstances attending the shipwreck of the (or as the case may be).
 The Court orders (or I do order) that A.B. do pay to the Department (or as the case may be) the sum of pounds on account of the expenses of this (inquiry).

Given under my hand this day of , 19 .
 Magistrate.

Form No. 10.

Western Australian Marine Act, 1948.

MINUTE BOOK.

Minutes of Proceedings in the Court of Marine Inquiry at

No. of Case	Name of Ship	Name of Parties	Nature of Inquiry, Appeal or Reference	Judgment or Decision of the Court	Names of Members of the Court and Assessors	Date of Judgment or Decision

Reprinted pursuant to the Reprinting of Regulations Act, 1954, by authority of of the Minister dated 29th September, 1958.

[Published in the *Government Gazette* on 31st December, 1953, and reprinted pursuant to section five of the Reprinting of Regulations Act, 1954.]

WESTERN AUSTRALIAN MARINE ACT, 1948-1952.

Chief Secretary's Department,
Perth, 17th December, 1953.

C.S.D. 12/48.

WHEREAS by section 89 (2) of the Western Australian Marine Act, 1948-1952, it is enacted that the Governor may from time to time make new regulations relating to matters provided for in the Second Schedule to the Act and may amend, vary and revoke any of the regulations and the new regulations and make regulations in addition to, or in substitution for any of them: Now therefore His Excellency the Lieutenant-Governor acting with the advice and consent of the Executive Council and in exercise of the power conferred upon him by the Act doth hereby revoke as from the 1st day of January, 1954, the regulations contained in the Second Schedule to the Act and substitute the regulations in the Schedule hereunder.

(Sgd.) H. T. STITFOLD,
Under Secretary.

Schedule.

REGULATIONS FOR PREVENTING COLLISIONS AT SEA.

Part A.—Preliminary and Definitions.

Regulation 1.

(a) These regulations shall be followed by all vessels and seaplanes upon the high seas and in all waters connected therewith navigable by seagoing vessels, except as provided in regulation 30. Where, as a result of their special construction, it is not possible for seaplanes to comply fully with the provisions of regulations specifying the carrying of lights and shapes, these provisions shall be followed as closely as circumstances permit.

(b) The regulations concerning lights shall be complied with in all weathers from sunset to sunrise, and during such times no other lights shall be exhibited, except such lights as cannot be mistaken for the prescribed lights or impair their visibility or distinctive character, or interfere with the keeping of a proper look-out.

(c) In the following regulations, except where the context otherwise requires—

- (i) the word "vessel" includes every description of water craft, other than a seaplane on the water, used or capable of being used as a means of transportation on water;
- (ii) the word "seaplane" includes a flying boat and any other aircraft designed to manoeuvre on the water;
- (iii) the term "power-driven vessel" means any vessel propelled by machinery
- (iv) every power-driven vessel which is under sail and not under power is to be considered a sailing vessel, and every vessel under power, whether under sail or not, is to be considered a power-driven vessel;
- (v) a vessel or seaplane on the water is "under way" when she is not at anchor, or made fast to the shore, or aground;
- (vi) the term "height above the hull" means height above the uppermost continuous deck;
- (vii) the length and breadth of a vessel shall be deemed to be the length and breadth appearing in her certificate of registry;

- (viii) the length and span of a seaplane shall be its maximum length and span as shown in its certificate of airworthiness, or as determined by measurement in the absence of such certificate;
- (ix) the word "visible," when applied to lights, means visible on a dark night with a clear atmosphere;
- (x) the term "short blast" means a blast of about one second's duration;
- (xi) the term "prolonged blast" means a blast of from four to six second's duration;
- (xii) the word "whistle" means whistle or siren;
- (xiii) the word "tons" means gross tons.

Part B.—Lights and Shapes.

Regulation 2.

- (a) A power-driven vessel when under way shall carry—
 - (i) on or in front of the foremast, or if a vessel without a foremast then in the forepart of the vessel, a bright white light so constructed as to show an unbroken light over an arc of the horizon of 20 points of the compass (22½ degrees), so fixed as to show the light 10 points (112½ degrees) on each side of the vessel, that is, from right ahead to 2 points (22½ degrees) abaft the beam on either side, and of such a character as to be visible at a distance of at least 5 miles;
 - (ii) either forward of or abaft the white light mentioned in subsection (i) a second white light similar in construction and character to that light. Vessels of less than 150 feet in length, and vessels engaged in towing, shall not be required to carry this second white light but may do so;
 - (iii) these two white lights shall be so placed in a line with and over the keel that one shall be at least 15 feet higher than the other and in such a position that the lower light shall be forward of the upper one. The horizontal distance between the two white lights shall be at least three times the vertical distance. The lower of these two white lights or, if only one is carried, then that light, shall be placed at a height above the hull of not less than 20 feet, and, if the breadth of the vessel exceeds 20 feet, then at a height above the hull not less than such breadth, so however that the light need not be placed at a greater height above the hull than 40 feet. In all circumstances the light or lights, as the case may be, shall be so placed as to be clear of and above all other lights and obstructing superstructures.
 - (iv) on the starboard side a green light so constructed as to show an unbroken light over an arc of the horizon of 10 points of the compass (112½ degrees), so fixed as to show the light from right ahead to 2 points (22½ degrees) abaft the beam on the starboard side, and of such a character as to be visible at a distance of at least 2 miles;
 - (v) on the port side a red light so constructed as to show an unbroken light over an arc of the horizon of 10 points of the compass (112½ degrees), so fixed as to show the light from right ahead to 2 points (22½ degrees) abaft the beam on the port side, and of such a character as to be visible at a distance of at least 2 miles;
 - (vi) the said green and red sidelights shall be fitted with inboard screens projecting at least 3 feet forward from the light, so as to prevent these lights from being seen across the bows.
- (b) A seaplane under way on the water shall carry—
 - (i) in the forepart amidships where it can best be seen a bright white light, so constructed as to show an unbroken light over an arc of the horizon of 220 degrees of the compass, so fixed as to show the light 110 degrees on each side of the seaplane, namely, from right ahead to 20 degrees abaft the beam on either side, and of such a character as to be visible at a distance of at least 3 miles;

- (ii) on the right or starboard wing tip a green light, so constructed as to show an unbroken light over an arc of the horizon of 110 degrees of the compass, so fixed as to show the light from right ahead to 20 degrees abaft the beam on the starboard side, and of such a character as to be visible at a distance of at least 2 miles;
- (iii) on the left or port wing tip a red light, so constructed as to show an unbroken light over an arc of the horizon of 110 degrees of the compass, so fixed as to show the light from right ahead to 20 degrees abaft the beam on the port side, and of such a character as to be visible at a distance of at least 2 miles.

Regulation 3.

(a) A power-driven vessel when towing or pushing another vessel or seaplane shall, in addition to her sidelights, carry two bright white lights in a vertical line one over the other, not less than 6 feet apart, and when towing more than one vessel shall carry an additional bright white light 6 feet above or below such lights, if the length of the tow, measuring from the stern of the towing vessel to the stern of the last vessel or seaplane towed, exceeds 600 feet. Each of these lights shall be of the same construction and character and one of them shall be carried in the same position as the white light mentioned in regulation 2 (a) (i), except the additional light, which shall be carried at a height of not less than 14 feet above the hull. In a vessel with a single mast, such lights may be carried on the mast.

(b) The towing vessel shall also show either the stern light specified in regulation 10 or in lieu of that light a small white light abaft the funnel or aftermast for the tow to steer by, but such light shall not be visible forward of the beam. The carriage of the white light specified in regulation 2 (a) (ii) is optional.

(c) A seaplane on the water, when towing one or more seaplanes or vessels, shall carry the lights prescribed in regulation 2 (b) (i), (ii) and (iii); and, in addition, she shall carry a second white light of the same construction and character as the white light mentioned in regulation 2 (b) (i), and in a vertical line at least 6 feet above or below such light.

Regulation 4.

(a) A vessel which is not under command shall carry, where they can best be seen, and, if a power-driven vessel, in lieu of the lights required by regulation 2 (a) (i) and (ii), two red lights in a vertical line one over the other not less than 6 feet apart, and of such a character as to be visible all round the horizon at a distance of at least 2 miles. By day, she shall carry in a vertical line one over the other not less than 6 feet apart, where they can best be seen, two black balls or shapes each not less than 2 feet in diameter.

(b) A seaplane on the water which is not under command may carry, where they can best be seen, two red lights in a vertical line, one over the other, not less than 3 feet apart, and of such a character as to be visible all round the horizon at a distance of at least 2 miles, and may by day carry in a vertical line one over the other not less than 3 feet apart, where they can best be seen, two black balls or shapes, each not less than 2 feet in diameter.

(c) A vessel engaged in laying or in picking up a submarine cable or navigation mark, or a vessel engaged in surveying or underwater operations when from the nature of her work she is unable to get out of the way of approaching vessels, shall carry, in lieu of the lights specified in regulation 2 (a) (i) and (ii), three lights in a vertical line one over the other not less than 6 feet apart. The highest and lowest of these lights shall be red, and the middle light shall be white, and they shall be of such a character as to be visible all round the horizon at a distance of at least 2 miles. By day, she shall carry in a vertical line one over the other not less than 6 feet apart, where they can best be seen, three shapes each not less than 2 feet in diameter, of which the highest and lowest shall be globular in shape and red in colour, and the middle one diamond in shape and white.

(d) The vessels and seaplanes referred to in this regulation, when not making way through the water, shall not carry the coloured sidelights, but when making way they shall carry them.

(e) The lights and shapes required to be shown by this regulation are to be taken by other vessels and seaplanes as signals that the vessel or seaplane showing them is not under command and cannot therefore get out of the way.

(f) These signals are not signals of vessels in distress and requiring assistance. Such signals are contained in regulation 31.

Regulation 5.

(a) A sailing vessel under way and any vessel or seaplane being towed shall carry the same lights as are prescribed by regulation 2 for a power-driven vessel or a seaplane under way, respectively, with the exception of the white lights specified therein, which they shall never carry. They shall also carry stern lights as specified in regulation 10, provided that vessels towed, except the last vessel of a tow, may carry, in lieu of such stern light, a small white light as specified in regulation 3 (b).

(b) A vessel being pushed ahead shall carry, at the forward end, on the starboard side a green light and on the port side a red light, which shall have the same characteristics as the lights described in regulation 2 (a) (iv) and (v) and shall be screened as provided in regulation 2 (a) (vi), provided that any number of vessels pushed ahead in a group shall be lighted as one vessel.

Regulation 6.

(a) In small vessels, when it is not possible on account of bad weather or other sufficient cause to fix the green and red sidelights, these lights shall be kept at hand lighted and ready for immediate use, and shall, on the approach of or to other vessels, be exhibited on their respective sides in sufficient time to prevent collision, in such manner as to make them most visible, and so that the green light shall not be seen on the port side nor the red light on the starboard side, nor, if practicable, more than 2 points ($22\frac{1}{2}$ degrees) abaft the beam on their respective sides.

(b) To make the use of these portable lights more certain and easy, the lanterns containing them shall each be painted outside with the colour of the lights they respectively contain, and shall be provided with proper screens.

Regulation 7.

Power-driven vessels of less than 40 tons, vessels under oars or sails of less than 20 tons, and rowing boats, when under way shall not be required to carry the lights mentioned in regulation 2, but if they do not carry them they shall be provided with the following lights:—

(a) Power-driven vessels of less than 40 tons, except as provided in sub-regulation (b), of this regulation, shall carry—

(i) in the forepart of the vessel, where it can best be seen, and at a height above the gunwale of not less than 9 feet, a bright white light constructed and fixed as prescribed in regulation 2 (a) (i) and of such a character as to be visible at a distance of at least 3 miles;

(ii) green and red sidelights constructed and fixed as prescribed in regulation 2 (a) (iv) and (v), and of such a character as to be visible at a distance of at least 1 mile, or a combined lantern showing a green light and a red light from right ahead to 2 points ($22\frac{1}{2}$ degrees) abaft the beam on their respective sides. Such lantern shall be carried not less than 3 feet below the white light.

(b) Small power-driven boats, such as are carried by seagoing vessels, may carry the white light at a less height than 9 feet above the gunwale, but it shall be carried above the sidelights or the combined lantern mentioned in sub-regulation (a) (ii).

(c) Vessels of less than 20 tons, under oars or sails, except as provided in sub-regulation (d), of this regulation, shall, if they do not carry the sidelights, carry where it can best be seen a lantern showing a green light on one side and a red light on the other, of such a character as to be visible at a distance of at least 1 mile, and so fixed that the green light shall not be seen on the port side, nor the red light on the starboard side. Where it is not possible to fix this light, it shall be kept ready for immediate use and shall be exhibited in sufficient time to prevent collision and so that the green light shall not be seen on the port side nor the red light on the starboard side.

(d) Small rowing boats, whether under oars or sail, shall only be required to have ready at hand an electric torch or a lighted lantern showing a white light, which shall be exhibited in sufficient time to prevent collision.

(e) The vessels and boats referred to in this regulation shall not be required to carry the lights or shapes prescribed in regulations 4 (a) and 11 (e).

Regulation 8.

(a) (i) Sailing pilot-vessels, when engaged on their station on pilotage duty and not at anchor, shall not show the lights prescribed for other vessels, but shall carry a white light at the masthead visible all round the horizon at a distance of at least 3 miles, and shall also exhibit a flare-up light or flare-up lights at short intervals, which shall never exceed 10 minutes.

(ii) On the near approach of or to other vessels they shall have their sidelights lighted ready for use and shall flash or show them at short intervals, to indicate the direction in which they are heading, but the green light shall not be shown on the port side, nor the red light on the starboard side.

(iii) A sailing pilot-vessel of such a class as to be obliged to go alongside of a vessel to put a pilot on board may show the white light instead of carrying it at the masthead and may, instead of the sidelights abovementioned, have at hand ready for use a lantern with a green glass on the one side and a red glass on the other to be used as prescribed above.

(b) A power-driven pilot-vessel when engaged on her station on pilotage duty and not at anchor shall, in addition to the lights and flares required for sailing pilot-vessels, carry at a distance of 8 feet below her white masthead light a red light visible all round the horizon at a distance of at least 3 miles, and also the sidelights required to be carried by vessels when under way. A bright intermittent all round white light may be used in place of a flare.

(c) All pilot-vessels, when engaged on their stations on pilotage duty and at anchor shall carry the lights and show the flares prescribed in sub-regulations (a) and (b), of this regulation, except that the sidelights shall not be shown. They shall also carry the anchor light or lights prescribed in regulation 11.

(d) All pilot-vessels, whether at anchor or not at anchor, shall, when not engaged on their stations on pilotage duty, carry the same lights as other vessels of their class and tonnage.

Regulation 9.

(a) Fishing vessels when not fishing shall show the lights or shapes prescribed for similar vessels of their tonnage. When fishing they shall show only the lights or shapes prescribed by this regulation, which lights or shapes, except as otherwise provided, shall be visible at a distance of at least 2 miles.

(b) Vessels fishing with trolling (towing) lines, shall show only the lights prescribed for a power-driven or sailing vessel under way as may be appropriate.

(c) Vessels fishing with nets or lines, except trolling (towing) lines, extending from the vessel not more than 500 feet horizontally into the seaway shall show, where it can best be seen, one all round white light and in addition, on approaching or being approached by another vessel, shall show a second white light at least 6 feet below the first light and at a horizontal distance of at least 10 feet away from it (6 feet in small open boats) in the direction in which the outlying gear is attached. By day such vessels shall indicate their occupation by displaying a basket where it can best be seen; and if they have their gear out while at anchor, they shall, on the approach of other vessels, show the same signal in the direction from the anchor ball towards the net or gear.

(d) Vessels fishing with nets or lines, except trolling (towing) lines, extending from the vessel more than 500 feet horizontally into the seaway shall show, where they can best be seen, three white lights at least 3 feet apart in a vertical triangle visible all round the horizon. When making way through the water, such vessels shall show the proper coloured sidelights but when not making way they shall not show them. By day they shall show a basket in the forepart of the vessel as near the stem as possible not less than 10 feet above the rail; and, in addition, where it can best be seen, one black conical shape, apex upwards. If they have their gear out while at anchor they shall, on the approach of other vessels, show the basket in the direction from the anchor ball towards the net or gear.

(e) Vessels when engaged in trawling, by which is meant the dragging of a dredge net or other apparatus along or near the bottom of the sea, and not at anchor—

(i) if power-driven vessels, shall carry in the same position as the white light mentioned in regulation 2 (a) (i) a tri-coloured lantern, so constructed and fixed as to show a white light from right ahead

to 2 points ($22\frac{1}{2}$ degrees) on each bow, and a green light and a red light over an arc of the horizon from 2 points ($22\frac{1}{2}$ degrees) on each bow to 2 points ($22\frac{1}{2}$ degrees) abaft the beam on the starboard and port sides, respectively; and not less than 6 or more than 12 feet below the tri-coloured lantern a white light in a lantern, so constructed as to show a clear, uniform, and unbroken light all round the horizon. They shall also show the stern light specified in regulation 10 (a);

(ii) if sailing vessels, shall carry a white light in a lantern so constructed as to show a clear, uniform, and unbroken light all round the horizon, and shall also, on the approach of or to other vessels show, where it can best be seen, a white flare-up light in sufficient time to prevent collision.

(iii) By day, each of the foregoing vessels shall show, where it can best be seen, a basket.

(f) In addition to the lights which they are by this regulation required to show vessels fishing may, if necessary in order to attract attention of approaching vessels, show a flare-up light. They may also use working lights.

(g) Every vessel fishing, when at anchor, shall show the lights or shape specified in regulation 11 (a), (b) or (c); and shall, on the approach of another vessel or vessels, show an additional white light at least 6 feet below the forward anchor light and at a horizontal distance of at least 10 feet away from it in the direction of the outlying gear.

(h) If a vessel when fishing becomes fast by her gear to a rock or other obstruction she shall in daytime haul down the basket required by sub-regulations (c), (d) or (e) of this regulation and show the signal specified in regulation 11 (c). By night she shall show the light or lights specified in regulation 11 (a) or (b). In fog, mist, falling snow, heavy rainstorms or any other condition similarly restricting visibility, whether by day or by night, she shall sound the signal prescribed by regulation 15 (c) (v), which signal shall also be used, on the near approach of another vessel, in good visibility.

Note.—For fog signals for fishing vessels, see regulation 15 (c) (ix).

Regulation 10.

(a) A vessel when under way shall carry at her stern a white light, so constructed that it shall show an unbroken light over an arc of the horizon of 12 points of the compass (135 degrees), so fixed as to show the light 6 points ($67\frac{1}{2}$ degrees) from right aft on each side of the vessel, and of such a character as to be visible at a distance of at least 2 miles. Such light shall be carried as nearly as practicable on the same level as the sidelights.

Note.—For vessels engaged in towing or being towed, see regulations 3 (b) and 5.

(b) In a small vessel, if it is not possible on account of bad weather or other sufficient cause for this light to be fixed, an electric torch or a lighted lantern shall be kept at hand ready for use and shall, on the approach of an overtaking vessel, be shown in sufficient time to prevent collision.

(c) A seaplane on the water when under way shall carry on her tail a white light, so constructed as to show an unbroken light over an arc of the horizon of 140 degrees of the compass, so fixed as to show the light 70 degrees from right aft on each side of the seaplane, and of such a character as to be visible at a distance of at least 2 miles.

Regulation 11.

(a) A vessel under 150 feet in length, when at anchor, shall carry in the forepart of the vessel, where it can best be seen, a white light in a lantern so constructed as to show a clear, uniform, and unbroken light visible all round the horizon at a distance of at least 2 miles.

(b) A vessel of 150 feet or upwards in length, when at anchor, shall carry in the forepart of the vessel, at a height of not less than 20 feet above the hull, one such light, and at or near the stern of the vessel and at such a height that it shall be not less than 15 feet lower than the forward light, another such light. Both these lights shall be visible all round the horizon at a distance of at least 3 miles.

(c) Between sunrise and sunset every vessel when at anchor shall carry in the forepart of the vessel, where it can best be seen, one black ball not less than 2 feet in diameter.

(d) A vessel engaged in laying or in picking up a submarine cable or navigation mark, or a vessel engaged in surveying or underwater operations, when at anchor, shall carry the lights or shapes prescribed in regulation 4 (c) in addition to those prescribed in the appropriate preceding sub-regulation of this regulation.

(e) A vessel aground shall carry by night the light or lights prescribed in sub-regulations (a) or (b) of this regulation and the two red lights prescribed in regulation 4 (a). By day she shall carry, where they can best be seen, three black balls, each not less than 2 feet in diameter, placed in a vertical line one over the other, not less than 6 feet apart.

(f) A seaplane on the water under 150 feet in length, when at anchor, shall carry, where it can best be seen, a white light, visible all round the horizon at a distance of at least 2 miles.

(g) A seaplane on the water 150 feet or upwards in length, when at anchor, shall carry, where they can best be seen, a white light forward and a white light aft, both lights visible all round the horizon at a distance of at least 3 miles; and, in addition, if the seaplane is more than 150 feet in span, a white light on each side to indicate the maximum span, and visible, so far as practicable, all round the horizon at a distance of 1 mile.

(h) A seaplane aground shall carry an anchor light or lights as prescribed in sub-regulations (f) and (g) of this regulation, and in addition may carry two red lights in a vertical line, at least 3 feet apart, so placed as to be visible all round the horizon.

Regulation 12.

Every vessel or seaplane on the water may, if necessary in order to attract attention, in addition to the lights which she is by these regulations required to carry, show a flare-up light or use a detonating or other efficient sound signal that cannot be mistaken for any signal authorised elsewhere under these regulations.

Regulation 13.

(a) Nothing in these regulations shall interfere with the operation of any special rules made by the Government of any nation with respect to additional station and signal lights for ships of war, for vessels sailing under convoy, or for seaplanes on the water; or with the exhibition of recognition signals adopted by shipowners, which have been authorised by their respective Governments and duly registered and published.

(b) Whenever the Government concerned shall have determined that a naval or other military vessel or waterborne seaplane of special construction or purpose cannot comply fully with the provisions of any of these regulations with respect to the number, position, range or arc of visibility of lights or shapes, without interfering with the military function of the vessel or seaplane, such vessel or seaplane shall comply with such other provisions in regard to the number, position, range or arc of visibility of lights or shapes as her Government shall have determined to be the closest possible compliance with these regulations in respect of that vessel or seaplane.

Regulation 14.

A vessel proceeding under sail, when also being propelled by machinery, shall carry in the daytime forward, where it can best be seen, one black conical shape, point upwards, not less than 2 feet in diameter at its base.

Regulation 15.

(a) A power-driven vessel shall be provided with an efficient whistle, sounded by steam or by some substitute for steam, so placed that the sound may not be intercepted by any obstruction, and with an efficient fog-horn, to be sounded by mechanical means, and also with an efficient bell. A sailing vessel of 20 tons or upwards shall be provided with a similar fog-horn and bell.

(b) All signals prescribed by this regulation for vessels under way shall be given—

- (i) by power-driven vessels on the whistle;
- (ii) by sailing vessels on the fog-horn;
- (iii) by vessels towed on the whistle or fog-horn.

(c) In fog, mist, falling snow, heavy rainstorms, or any other condition similarly restricting visibility, whether by day or night, the signals prescribed in this regulation shall be used as follows:—

- (i) A power-driven vessel making way through the water, shall sound at intervals of not more than 2 minutes a prolonged blast.
- (ii) A power-driven vessel under way, but stopped and making no way through the water, shall sound at intervals of not more than 2 minutes two prolonged blasts, with an interval of about 1 second between them.
- (iii) A sailing vessel under way shall sound, at intervals of not more than 1 minute, when on the starboard tack one blast, when on the port tack two blasts in succession, and when with the wind abaft the beam three blasts in succession.
- (iv) A vessel when at anchor shall at intervals of not more than 1 minute ring the bell rapidly for about 5 seconds. In vessels of more than 350 feet in length the bell shall be sounded in the forepart of the vessel, and in addition there shall be sounded in the after part of the vessel, at intervals of not more than 1 minute for about 5 seconds, a gong or other instrument, the tone and sounding of which cannot be confused with that of the bell. Every vessel at anchor may in addition, in accordance with regulation 12, sound three blasts in succession, namely, one short, one prolonged, and one short blast, to give warning of her position and of the possibility of collision to an approaching vessel.
- (v) A vessel when towing, a vessel engaged in laying or in picking up a submarine cable or navigation mark, and a vessel under way which is unable to get out of the way of an approaching vessel through being not under command or unable to manoeuvre as required by these regulations shall, instead of the signals prescribed in paragraphs (i), (ii) and (iii) of sub-regulation (c) of this regulation, sound, at intervals of not more than 1 minute, three blasts in succession, namely, one prolonged blast followed by two short blasts.
- (vi) A vessel towed or, if more than one vessel is towed, only the last vessel of the tow, if manned, shall, at intervals of not more than 1 minute, sound four blasts in succession, namely, one prolonged blast followed by three short blasts. When practicable, this signal shall be made immediately after the signal made by the towing vessel.
- (vii) A vessel aground shall give the signal prescribed in paragraph (iv) of sub-regulation (c) of this regulation and shall, in addition, give three separate and distinct strokes on the bell immediately before and after each such signal.
- (viii) A vessel of less than 20 tons, a rowing boat, or a seaplane on the water, shall not be obliged to give the abovementioned signals, but if she does not, she shall make some other efficient sound signals at intervals of not more than 1 minute.
- (ix) A vessel when fishing, if of 20 tons or upwards, shall at intervals of not more than 1 minute, sound a blast, such blast to be followed by ringing the bell; or she may sound, in lieu of these signals, a blast consisting of a series of several alternate notes of higher and lower pitch.

Regulation 16.

Speed to be Moderate in Fog, etc.

(a) Every vessel, or seaplane when taxi-ing on the water, shall, in fog, mist, falling snow, heavy rainstorms or any other condition similarly restricting visibility, go at a moderate speed, having careful regard to the existing circumstances and conditions.

(b) A power-driven vessel hearing, apparently forward of her beam, the fog-signal of a vessel the position of which is not ascertained, shall, so far as the circumstances of the case admit, stop her engines, and then navigate with caution until danger of collision is over.

Part C.—Steering and Sailing Rules.

Preliminary.

1. In obeying and construing these regulations, any action taken should be positive, in ample time, and with due regard to the observance of good seamanship.

2. Risk of collision can, when circumstances permit, be ascertained by carefully watching the compass bearing of an approaching vessel. If the bearing does not appreciably change, such risk should be deemed to exist.

3. Mariners should bear in mind that seaplanes in the act of landing or taking off, or operating under adverse weather conditions, may be unable to change their intended action at the last moment.

Regulation 17.

When two sailing vessels are approaching one another, so as to involve risk of collision, one of them shall keep out of the way of the other, as follows:—

- (a) A vessel which is running free shall keep out of the way of a vessel which is close-hauled.
- (b) A vessel which is close-hauled on the port tack shall keep out of the way of a vessel which is close-hauled on the starboard tack.
- (c) When both are running free, with the wind on different sides, the vessel which has the wind on the port side shall keep out of the way of the other.
- (d) When both are running free, with the wind on the same side, the vessel which is to windward shall keep out of the way of the vessel which is to leeward.
- (e) A vessel which has the wind aft shall keep out of the way of the other vessel.

Regulation 18.

(a) When two power-driven vessels are meeting end on, or nearly end on, so as to involve risk of collision, each shall alter her course to starboard, so that each may pass on the port side of the other. This regulation only applies to cases where vessels are meeting end on, or nearly end on, in such a manner as to involve risk of collision, and does not apply to two vessels which must, if both keep on their respective courses, pass clear of each other. The only cases to which it does apply are when each of two vessels is end on, or nearly end on, to the other; in other words, to cases in which, by day, each vessel sees the masts of the other in a line, or nearly in a line, with her own; and by night, to cases in which each vessel is in such a position as to see both the sidelights of the other. It does not apply, by day, to cases in which a vessel sees another ahead crossing her own course; or, by night, to cases where the red light of one vessel is opposed to the red light of the other or where the green light of one vessel is opposed to the green light of the other or where a red light without a green light or a green light without a red light is seen ahead, or where both green and red lights are seen anywhere but ahead.

(b) For the purposes of this regulation and regulations 19 to 29 inclusive, except regulation 20 (b), a seaplane on the water shall be deemed to be a vessel, and the expression "power-driven vessel" shall be construed accordingly.

Regulation 19.

When two power-driven vessels are crossing, so as to involve risk of collision, the vessel which has the other on her own starboard side shall keep out of the way of the other.

Regulation 20.

(a) When a power-driven vessel and a sailing vessel are proceeding in such directions as to involve risk of collision, except as provided in regulations 24 and 26, the power-driven vessel shall keep out of the way of the sailing vessel.

(b) A seaplane on the water shall, in general, keep well clear of all vessels and avoid impeding their navigation. In circumstances, however, where risk of collision exists, she shall comply with these regulations.

Regulation 21.

Where by any of these regulations one of two vessels is to keep out of the way, the other shall keep her course and speed. When from any cause, the latter vessel finds herself so close that collision cannot be avoided by the action of the giving-way vessel alone, she also shall take such action as will best aid to avert collision (see regulations 27 and 29).

Regulation 22.

Every vessel which is directed by these regulations to keep out of the way of another vessel shall, if the circumstances of the case admit, avoid crossing ahead of the other.

Regulation 23.

Every power-driven vessel which is directed by these regulations to keep out of the way of another vessel shall, on approaching her, if necessary, slacken her speed or stop or reverse.

Regulation 24.

(a) Notwithstanding anything contained in these regulations, every vessel overtaking any other shall keep out of the way of the overtaken vessel.

(b) Every vessel coming up with another vessel from any direction more than 2 points ($22\frac{1}{2}$ degrees) abaft her beam, i.e., in such a position, with reference to the vessel which she is overtaking, that at night she would be unable to see either of that vessel's sidelights, shall be deemed to be an overtaking vessel; and no subsequent alteration of the bearing between the two vessels shall make the overtaking vessel a crossing vessel within the meaning of these regulations, or relieve her of the duty of keeping clear of the overtaken vessel until she is finally past and clear.

(c) If the overtaking vessel cannot determine with certainty whether she is forward of or abaft this direction from the other vessel, she shall assume that she is an overtaking vessel and keep out of the way.

Regulation 25.

(a) In a narrow channel every power-driven vessel when proceeding along the course of the channel shall, when it is safe and practicable, keep to that side of the fairway or mid-channel which lies on the starboard side of such vessel.

(b) Whenever a power-driven vessel is nearing a bend in a channel where a power-driven vessel approaching from the other direction cannot be seen, such vessel, when she shall have arrived within, one-half mile of the bend shall give a signal by one prolonged blast of her whistle, which signal shall be answered by a similar blast given by any approaching power-driven vessel that may be within hearing around the bend. Regardless of whether an approaching vessel on the farther side of the bend is heard, such bend shall be rounded with alertness and caution.

Regulation 26.

All vessels not engaged in fishing shall, when under way, keep out of the way of any vessels fishing with nets or lines or trawls. This regulation shall not give to any vessel engaged in fishing the right of obstructing a fairway used by vessels other than fishing vessels.

Regulation 27.

In obeying and construing these regulations due regard shall be had to all dangers of navigation and collision, and to any special circumstances, including the limitations of the craft involved, which may render a departure from the above regulations necessary in order to avoid immediate danger.

Part D.—Miscellaneous.

Regulation 28.

(a) When vessels are in sight of one another, a power-driven vessel under way, in taking any course authorised or required by these regulations, shall indicate that course by the following signals on her whistle, namely:—

One short blast to mean "I am altering my course to starboard."

Two short blasts to mean "I am altering my course to port."

Three short blasts to mean "My engines are going astern."

(b) Whenever a power-driven vessel which, under these regulations, is to keep her course and speed, is in sight of another vessel and is in doubt whether sufficient action is being taken by the other vessel to avert collision, she may indicate such doubt by giving at least five short and rapid blasts on the whistle. The giving of such a signal shall not relieve a vessel of her obligations under regulations 27 and 29 or any other regulations, or of her duty to indicate any action taken under these regulations by giving the appropriate sound signals laid down in this regulation.

(c) Nothing in these regulations shall interfere with the operation of any special rules made by the Government of any nation with respect to the use of additional whistle signals between ships of war or vessels sailing under convoy.

Regulation 29.

Nothing in these regulations shall exonerate any vessel, or the owner, master or crew thereof, from the consequences of any neglect to carry lights or signals, or of any neglect to keep a proper look-out, or of the neglect of any precaution which may be required by the ordinary practice of seamen, or by the special circumstances of the case.

Regulation 30.

Reservation of Rules for Harbours and Inland Navigation.

Nothing in these regulations shall interfere with the operation of a special rule duly made by local authority relative to the navigation of any harbour, river, lake, or inland water, including a reserved seaplane area.

Regulation 31.

Distress Signals.

When a vessel or seaplane on the water is in distress and requires assistance from other vessels or from the shore, the following shall be the signals to be used or displayed by her, either together or separately, namely:—

- (a) A gun or other explosive signal fired at intervals of about a minute.
- (b) A continuous sounding with any fog-signal apparatus.
- (c) Rockets or shells, throwing red stars fired one at a time at short intervals.
- (d) A signal made by radiotelegraphy or by any other signalling method consisting of the group . . . — — — . . . in the Morse Code.
- (e) A signal sent by radiotelephony consisting of the spoken word "Mayday."
- (f) The International Code Signal of distress indicated by N.C.
- (g) A signal consisting of a square flag having above or below it a ball or anything resembling a ball.
- (h) Flames on the vessel (as from a burning tar barrel, oil barrel, etc.).
- (i) A rocket parachute flare showing a red light.

The use of any of the above signals, except for the purpose of indicating that a vessel or a seaplane is in distress, and the use of any signals which may be confused with any of the above signals, is prohibited.

Note.—A radio signal has been provided for use by vessels in distress for the purpose of actuating the auto-alarms of other vessels and thus securing attention to distress calls or messages. The signal consists of a series of twelve dashes, sent in 1 minute, the duration of each dash being 4 seconds, and the duration of the interval between two consecutive dashes 1 second.

Regulation 32.

All orders to helmsmen shall be given in the following sense: right rudder or starboard to mean "put the vessel's rudder to starboard"; left rudder or port to mean "put the vessel's rudder to port.

Regulation 33.

These regulations shall come into operation on the 1st day of January, 1954.