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OF

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Crown Law Department,
Perth, 6th September, 1968.

THE undermentioned Regulations made under the provisions of the Western Australian Marine Act, 1948, and amended from time to time up to and including the 25th March, 1968 are reprinted as so amended pursuant to the Reprinting of Regulations Act, 1954 by authority of the Minister for Justice.

W. J. ROBINSON,
Under Secretary for Law.

WESTERN AUSTRALIAN MARINE ACT, 1948.

REGULATIONS AS TO SCALE OF CREW AND SCALE OF PROVISIONS.

Published in the *Government Gazette* on the 15th March, 1950, and incorporating the amendments thereto published in the *Government Gazette* on the 24th March, 1964 and the 3rd September, 1964, and the amendments that, pursuant to the provisions of section 8 of the Decimal Currency Act, 1965, are deemed for the purposes of this reprint to be amendments to the regulations; and reprinted pursuant to the Reprinting of Regulations Act, 1954.

Reprinted pursuant to the Reprinting of Regulations Act, 1954, by authority of the Minister dated 5th September, 1968.

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.

One 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 seaman, 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 seaman 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.

Reg. 4.
Added
by G.G.
24/3/64,
p. 1693.

4. The agreement to be entered into by a master with any seaman engaged by him shall be in form of Form No. 1 in Appendix 2 to these regulations.

Reg. 5.
Added
by G.G.
24/3/64,
p. 1693.

5. A discharge, when delivered to the shipping master under the provisions of section 117 of the Act, shall be duly completed and in the form of Form No. 2 in Appendix 2 to these regulations.

Reg. 6.
Added
by G.G.
3/9/64,
p. 3138.

6. A report of changes in crew that have taken place otherwise than in the presence of a shipping master shall be in the form of Form No. 3 in Appendix 2 to these regulations.

Reg. 7.
Added
by G.G.
3/9/64,
p. 3138.

7. A master's report of conduct, character and qualifications of a discharged seaman shall be in the form of Form No. 4 in Appendix 2 to these regulations.

Reg. 8.
Added
by G.G.
3/9/64,
p. 3138.

8. The release to be signed before a shipping master, by the master or owner and the seaman about to be discharged, shall be in the form of Form No. 5 in Appendix 2 to these regulations.

Reg. 9.
Added
by G.G.
3/9/64,
p. 3138.

9. The official log book to be kept in any vessel shall be in the same form as Form M. & S.—12 (August, 1963) prescribed under the Navigation (Master and Seaman) Regulations, of the Commonwealth.

Appendix 1
SCALE OF PROVISIONS IN THE CASE OF SHIPS ENGAGED IN THE COAST TRADE

	Water	qt.	(a) 7
	Soft Bread	lb.	2
	Biscuit	lb.	6
	Beef or Mutton, Salt or Fresh	lb.	2
	Salt Pork	lb.	2
	Preserved Meat	lb.	2
	Bacon	lb.	1
	Rabbit	lb.	1
	Fish	lb.	2
	Potatoes	lb.	6
	Fried or Compressed Vegetables	lb.	1
	Peas, Split	lb.	1
	Peas, Green	lb.	1
	Galvanacs or Hartcot Beans	lb.	1
	Flour	lb.	2
	Rice	lb.	1
	Oatmeal	lb.	1
	Pearl Barley	lb.	1
	Tea	oz.	4
	Coffee	oz.	4
	Sugar	lb.	1 $\frac{1}{2}$
	Milk, Condensed	lb.	1
	Butter	lb.	1
	Marmalade or Jam	lb.	1
	Syrup or Molasses	lb.	1
	Suet or Lard	lb.	1
	Pickles	pt.	1
	Dried Fruits	lb.	1
	Vinegar	oz.	4
	Fine Salt	oz.	4
	Mustard	oz.	1
	Pepper	oz.	1
	Curry Powder	oz.	1
	Onions	lb.	1
Weekly			(a)

(a) Full and plenty, of good quality, without waste.

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.
Coffee	½ oz.	} To be considered equal.
Cocoa	....	....	....	....	½ oz.
Tea	....	....	....	....	¼ oz.
Flour	1 lb.	} To be considered equal.
Biscuit	....	....	....	....	1 lb.
Rice	....	....	....	....	1 lb.
Split peas	½ pint	} To be considered equal when issued with meat rations.
Flour	....	....	....	....	½ lb.
Calavances or Haricot Beans	....	....	....	....	½ pint
Rice	....	....	....	....	¾ lb.
Marmalade	1 lb.	} To be considered equal.
Jam	....	....	....	....	1 lb.
Butter	....	....	....	....	½ lb.
Mustard	} To be considered equal.
Curry Powder	....	....	....	....	....

Appendix 2
 added by G.G.
 24/3/64, pp.
 1695-1706;
 amended by
 G.G. 3/9/64,
 pp. 3138-41.

Appendix 2.

Form No. 1

No.....

OFFICE COPY

GOVERNMENT OF WESTERN AUSTRALIA

Executed in.....pages

Harbour and Light Department

Western Australian Marine Act, 1948-1966

AGREEMENT

AND

ACCOUNT OF CREW

PART I—DESCRIPTION OF SHIP

TRADE.....

Name of Ship	Particulars of Registration				
	Official No.	Port	Date	Tonnage	
				Gross	Net
M.V.					
S.S.					

REGISTERED OWNER OR OTHER PERSON FOR WHOM MASTER IS ACTING

Name	Address in Full	Relationship to Registered Owner

POSITIONS OF THE DECK-LINE AND LOAD LINES

	Freeboard from Deck-line	Load Line
1. Tropical	.....feet.....inches	.....inches above S.
2. Summer	.....feet.....inches	Upper edge of line through centre of disc (S).
3. Winter	.....feet.....inches	.....inches below S.
4. Winter North Atlantic (if assigned)	.....feet.....inches	.....inches below S.

Allowance for fresh water for all freeboards.....inches.

The upper edge of the deck-line from which these freeboards are measured is.....inches above the top of the.....deck at side

PART II—TERMS OF AGREEMENT

THIS AGREEMENT between the Master of the Ship described above and each seaman who signs this Agreement WITNESSES :

1. Each seaman shall serve on board the ship on a voyage from voyages

2. Each seaman will conduct himself in an orderly, faithful, honest and sober manner, and will be at all times diligent in his duties and obedient to the lawful commands of his superior officers and the Master, or person who lawfully succeeds the Master, in everything relating to the ship, her stores and cargo whether on board, in boats or on shore.

3. Each seaman will assist each other seaman in the general duties of the ship and will perform cargo, coal and ballast duties if required, but while in port will not be required to perform those duties except as provided by law.

4. Subject to any industrial award or agreement that is applicable, the Master will pay to a seaman wages at the rate specified in relation to that seaman.

5. The Master may, if a seaman has specified a capacity for which he is incompetent, disrate the seaman.

6. If a seaman considers himself aggrieved by a breach of this Agreement or otherwise, he may bring the matter to the attention of the Master or officer-in-charge of the ship in a quiet and orderly manner and the Master or officer will thereupon take such action as the case requires.

7. If a seaman commits a breach of discipline specified in the table in this paragraph, that breach is a breach of this Agreement and the Master shall impose a fine of the amount specified in that table opposite to that breach of discipline.

Breach of Discipline	Amount of Fine
1. Striking or assaulting any person on board or belonging to the ship (if not otherwise dealt with according to law)	Ten dollars
2. Bringing or having on board intoxicating liquors without the concurrence of the master	One dollar
3. Drunkenness— First offence	Two dollars
Each subsequent offence	Four dollars
4. Taking on board and keeping possession of any firearm, knuckle-duster, loaded cane, sling-shot, sword-stick, bowie-knife, dagger or any other offensive weapon or offensive instrument, without the concurrence of the master—for every day during which a seaman retains that weapon or instrument	Two dollars
5. Insolent or contemptuous language or behaviour to the master or an officer or disobedience to lawful commands (if not otherwise dealt with according to law)— First offence	Two dollars
Each subsequent offence	Ten dollars
6. Failure or refusal without reasonable cause to go to sea in the ship when lawfully ordered to do so by the master (if not otherwise dealt with according to law)	Two days' pay
7. Absence from duty or from the ship without leave and without reasonable cause at the time fixed for the ship's departure (if not otherwise dealt with according to law)	Ten dollars
8. Absence from duty or from the ship without leave and without reasonable cause at a time other than that fixed for the ship's departure (if not otherwise dealt with according to law)—for each day on which that absence occurs	Two days' pay

PART II—TERMS OF AGREEMENT—continued

Page 3

8. If a seaman commits any embezzlement or wilful or negligent destruction of any part of the ship's cargo or stores, the loss may be made good to the owner out of the seaman's wages.

9. This Agreement does not derogate from the provisions of the Western Australian Marine Act, 1948, or the Regulations in force from time to time under that Act and is subject to those provisions.

(Here include any lawful provisions agreed upon by the Master and seamen and approved by a Shipping Master.)

IN WITNESS WHEREOF the Master has subscribed his name this.....day of....., 19.....

.....
(Signature of Master)

Signed by the Master in my presence.

.....
(Signature of Shipping Master)

Page..... PART IV—ACCOUNT OF YOUNG PERSONS UNDER 18 YEARS OF AGE, OTHER THAN APPRENTICES, EMPLOYED ON BOARD

Name in Full	Date of Birth	Capacity	Date of Joining for the Voyage

PART V—ACCOUNT OF APPRENTICES

Name in Full	Date and Place of Birth	Nationality (State whether natural-born or naturalized)	Date and Place of Execution of Indentures	Date of Joining Ship for the Voyage	Particulars of Leaving Ship		
					Date	Place	Cause

PART VI—CERTIFICATES

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PART VI—CERTIFICATES—*continued*

Page.....

GOVERNMENT OF WESTERN AUSTRALIA
 WESTERN AUSTRALIAN MARINE ACT, 1948

Form No. 3

REPORT OF CHANGES IN CREW
 THAT HAVE TAKEN PLACE OTHERWISE THAN IN THE PRESENCE OF A SHIPPING MASTER

Name of Ship..... Port of Registry..... Trade..... Date and Place of Signing Agreement.....

Ref. No. in Agreement	Proper Return Port	Name of Seaman	Year of Birth	Place of Birth	Nationality	Home Address	Date and Place of Signing of Agreement	Capacity in which Engaged	Nos. of Certificates (if any)	Date of Failure to Join or Loss of Services	Reason for Loss of Services
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SEAMEN WHO FAILED TO JOIN THE SHIP OR WHOSE SERVICES WERE LOST WITHIN 24 HOURS BEFORE THE SHIP PUT TO SEA

SUBSTITUTES ENGAGED

Dated this..... day of..... 19.....

(Signature of Master)

NOTE.—The discharges of the men listed in the upper section of the form are to be lodged with the form.
 No entries or marks of any kind are to be made on the discharges.

FOR OFFICIAL USE ONLY

(To be forwarded at once by the Proper Authority with whom this report is lodged)
 Forwarded to the Shipping Master.....(where the Seamen were engaged and/or left behind).
 (Signature of Shipping Master with whom this report was lodged).....
 Port..... Date...../...../19.....

Recorded and forwarded to the Officer-in-Charge, General Register of Seamen.
 (Signature of Shipping Master at port where the seamen were engaged and/or left behind).....
 Date...../...../19.....

Crown Law Department,
Perth, 6th September, 1968.

THE undermentioned Regulations made under the provisions of the Western Australian Marine Act, 1948, and amended up to and including the 25th March, 1968, are reprinted as so amended pursuant to the Reprinting of Regulations Act, 1954, by authority of the Minister for Justice.

W. J. ROBINSON,
Under Secretary for Law.

Western Australian Marine Act, 1948.

COURT OF MARINE INQUIRY RULES.

Published in the *Government Gazette* on the 15th March, 1950, and incorporating the amendments that, pursuant to the provisions of section 8 of the Decimal Currency Act, 1965, are deemed for the purposes of this reprint to be amendments to the regulations; and reprinted pursuant to the Reprinting of Regulations Act, 1954.

Reprinted pursuant to the Reprinting of Regulations Act, 1954, by authority of the Minister dated 5th September, 1968.

Western Australian Marine Act, 1948, Rules of Courts of Marine Inquiry.

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.

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 document 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 Act 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 survey the ship " " the surveyor appointed by the Department to (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 hours 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 the case may be).

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 maybe).
 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 attend-
 ing 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 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 dollars 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

Crown Law Department,
Perth, 6th September, 1968.

THE undermentioned Regulations made under the provisions of the Western Australian Marine Act, 1948, and amended from time to time up to and including the 25th March, 1968 are reprinted as so amended pursuant to the Reprinting of Regulations Act, 1954 by authority of the Minister for Justice.

W. J. ROBINSON,
Under Secretary for Law.

WESTERN AUSTRALIAN MARINE ACT, 1948.

REGULATIONS FOR SWINGING SHIPS.

Published in the *Government Gazette* on the 15th March, 1950, and incorporating the amendments thereto published in the *Government Gazette* on the 3rd April, 1964, and the amendments that, pursuant to the provisions of section 8 of the Decimal Currency Act, 1965, are deemed for the purposes of this reprint to be amendments to the regulations; and reprinted pursuant to the Reprinting of Regulations Act, 1954.

Reprinted pursuant to the Reprinting of Regulations Act, 1954, by authority of the Minister dated 5th September, 1968.

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.

Reg. 2
Amended by
G.G. 3/4/64,
p. 1743.

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:—

	\$
For vessels up to 250 tons gross register	10.50
For vessels over 250 tons and up to 1,000 tons gross register	12.60
For vessels over 1,000 tons and up to 3,000 tons gross register	16.80
For vessels over 3,000 tons gross register	25.20

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 \$6.30 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 \$6.30 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 \$6.30.

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 one hundred dollars (\$100).

Crown Law Department,
Perth, 6th September, 1968.

THE undermentioned Regulations made under the provisions of the Western Australian Marine Act, 1948 and amended from time to time up to and including the 25th March, 1968, are reprinted as so amended pursuant to the Reprinting of Regulations Act, 1954 by authority of the Minister for Justice.

W. J. ROBINSON,
Under Secretary for Law.

WESTERN AUSTRALIAN MARINE ACT, 1948.

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

Published in the *Government Gazette* on the 15th March, 1950, and incorporating the amendments thereto published in the *Government Gazette* on the 4th November, 1965, and the amendments that, pursuant to the provisions of section 8 of the Decimal Currency Act, 1965, are deemed for the purposes of this reprint to be amendments to the regulations; and reprinted pursuant to the Reprinting of Regulations Act, 1954.

Reprinted pursuant to the Reprinting of Regulations Act, 1954, by authority of the Minister dated 5th September, 1968.

WESTERN AUSTRALIAN MARINE ACT, 1948.

**Regulations for the Examination of Applicants
for Masters, Mates, Coxwain, 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 engineroom 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.

Reg. 16
amended by
G.G. 4/11/65,
p. 3801.

16. Candidates shall be required to possess the qualifications of a mate of a coast trade ship over 300 tons gross register, and shall have served at least six months of the qualifying period of four years at sea—

- (a) as mate of a coast trade vessel; or
- (b) as skipper (Grade 1) of a fishing vessel of more than 50 tons.

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—

	\$
Master of a Coast Trade Ship over 300 tons	5.00
Master of a Coast Trade Ship under 300 tons	4.00
Mate of a Coast Trade Ship over 300 tons	4.00
Mate of a Coast Trade Ship under 300 tons	3.00
Master of a Harbour and River Ship	3.00
Coxswain of a Harbour and River Ship	1.50
Third-class Engineer (Steam)	3.00
Third-class Engineer (Motor)	3.00
Marine Motor Engine-driver	2.00
Marine Surveyors	6.30
Copies of any of the above certificates	0.50

Provided that if a candidate is examined for Third-class Engineer steam and motor at the one examination the fee shall be \$4.