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THE undermentioned Regulations made under the provisions of the Western Australian Marine Act, 1948, and unamended as at the 1st December, 1969, are reprinted 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.

LIMITED COAST-TRADE VESSELS REGULATIONS

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WESTERN AUSTRALIAN MARINE ACT, 1948.

LIMITED COAST-TRADE VESSELS REGULATIONS

PART I.—PRELIMINARY.

1. These regulations may be cited as the Limited Coast-trade Vessels Regulations.
2. These regulations are divided into Parts, as follows—
 - PART I.—PRELIMINARY—Regulations 1 - 3.
 - PART II.—SURVEY—Regulations 4 - 6.
 - PART III.—EQUIPMENT—Regulations 7 - 38.
 - PART IV.—EXAMINATIONS AND CERTIFICATES—Regulations 39 - 47.
 - PART V.—MISCELLANEOUS—Regulations 48 - 53.
3. In these regulations unless the contrary intention appears—
 - “approved” means approved by the Department;
 - “master” means master of a vessel;
 - “Master’s Certificate” means a limited coast-trade master’s certificate for the purposes of section 182A of the Act;
 - “the Act” means the Western Australian Marine Act, 1948;
 - “the Manager” means the person for the time being appointed to the office of Manager of the Department;
 - “vessel” means a limited coast-trade vessel.

PART II.—SURVEY.

4. (1) An application for the survey of a vessel—
 - (a) shall be made in the form approved for the purpose;
 - (b) shall be accompanied by the appropriate fee calculated in accordance with regulation 6 of these regulations;
 - (c) shall be so made as to be received at the Department not less than forty-eight hours before the time specified in the application; and
 - (d) shall, in the case of the survey of a vessel that has not been previously surveyed under these regulations and that was not built under survey of the Board of Trade or Lloyds Register, be accompanied by such further information relating to the vessel as the Department considers necessary for the purpose, which information may be retained by the Department if a certificate of survey is issued in respect of that vessel.
- (2) The owner of a vessel, or his agent, may appoint one person to accompany the surveyor while a survey of the vessel is being made.
- (3) Where, after the making of a survey of a vessel, the surveyor is satisfied that—
 - (a) the hull of the vessel;
 - (b) the machinery, and the installation thereof, upon the vessel; and
 - (c) the equipment, including lifesaving equipment, in and upon the vessel,are complete, sound and serviceable and comply with the provisions of these regulations, the surveyor shall issue a certificate of survey to that effect.
- (4) A certificate of survey issued pursuant to this regulation takes effect upon the day of its issue, and ceases to have effect at the expiration of twelve months from that day.

- (5) A vessel shall be surveyed out of the water unless—
- (a) the vessel was, at its last survey, surveyed out of the water; and
 - (b) the certificate of survey issued as a result of that last survey is still in force.
- (6) At the first survey of any vessel, and forthwith upon the completion of any structural alteration that alters the appearance of a vessel that has been previously surveyed, the owner of the vessel shall submit to the Department a photograph thereof measuring not less than five inches in length and three inches in width.
5. (1) A surveyor shall, when issuing a certificate of survey in respect of a vessel, if he considers it necessary so to do in the interests of the safety of persons who may be on the vessel at any time during the next ensuing twelve months, endorse upon the certificate that the navigation of the vessel is prohibited—
- (a) unless the vessel is manned by such number of persons, in addition to the persons required under paragraphs (a) and (b) of subsection (1) of section 182A of the Act, as he specifies in the endorsement;
 - (b) during the periods, or times of the day, that he specifies in the endorsement;
 - (c) in such areas of waters as he specifies in the endorsement.
- (2) A surveyor may, when issuing a certificate of survey in respect of a vessel, endorse on the certificate of survey the greatest number of persons which, in his opinion, the vessel is capable of carrying in safety when the vessel goes to sea.
- (3) A person shall not cause or permit a vessel to go to sea while there is on board the vessel a greater number of persons than the number that is specified on the current certificate of survey of the vessel pursuant to subregulation (2) of this regulation.
- (6) The survey fees payable under this Part shall be in accordance with the following scale:—

Length of Vessel	Survey Fee
	\$
Not exceeding 20 feet	4
Over 20 but not exceeding 30 feet	7
Over 30 but not exceeding 40 feet	11
Over 40 but not exceeding 50 feet	15
Over 50 feet	20

PART III.—EQUIPMENT.

7. For the purposes of paragraph (b) of section 182B of the Act, a vessel is equipped in the prescribed manner if the equipment of the vessel complies with the whole of the provisions of this Part, are capable of being applied to that vessel, and not otherwise.
8. In every vessel—
- (a) fuel shall be carried in containers soundly constructed of an approved material and, in any event, plastic containers shall not be used;
 - (b) the pipes leading from the fuel tank to the engine shall be either of steel or of copper, having all joints brazed and all union faces ground; and
 - (c) an efficient valve shall be fitted against the fuel tank outlet.
9. The engine compartments in every vessel shall be ventilated, to the satisfaction of the Department.
10. A vessel carrying male and female passengers shall be equipped with separate toilet facilities for males and females.

11. Every vessel shall—

- (a) have painted upon the top of the wheelhouse in black letters and figures at least two feet in height and four inches in width upon a yellow background, in full or in an abbreviated form, the vessel's name; or
- (b) where the structure of the vessel does not permit that name or abbreviated name to be so painted on the top of the wheelhouse, have the name or abbreviated name painted in the manner prescribed in paragraph (a) of this regulation upon a canvas sheet which shall be carried upon the vessel whenever it goes to sea and be displayed when required for identification of the vessel from the air.

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

13. (1) Subject to subregulations (2) and (3) of this regulation, every vessel shall be equipped with an efficient compass in accordance with the following table:—

Length of Vessel.	Minimum Diameter of card in inches.
Less than 30 feet	4
30 feet or more but not exceeding 60 feet	5
Exceeding 60 feet	6

(2) Subject to subregulation (3) of this regulation, a vessel not constructed of steel and less than twenty-five feet in length may, instead of being equipped with a compass of the type referred to in subregulation (1) of this regulation, be equipped with a lifeboat type of compass if—

- (a) the proper working of the compass is first certified to the Department by a qualified compass adjuster; and
- (b) the compass is thereafter inspected by a qualified compass adjuster once in each period of twelve months and a certificate of efficiency is then issued by the compass adjuster.

(3) The Department may, by instrument in writing, exempt a vessel from the requirements of this regulation where it is satisfied that, because of the use to which the vessel is put or the size and design of the vessel, the equipping of the vessel with a compass would be unreasonable or impracticable.

14. (1) Every vessel shall be equipped with a means of taking bearings and facilities for laying off courses and plotting positions.

(2) Any compass fitted in pursuance of subregulation (1) of regulation 13 of these regulations shall be swung for deviation at least once in every period of twelve months by a qualified compass adjuster and upon the issue of a deviation card by that compass adjuster the Department shall issue a compass certificate.

15. Every vessel shall carry one electric torch for signalling purposes and general use, one heliograph mirror, dye markers and distress signal flags "NC".

16. (1) Every vessel shall be provided with efficient means of making signals of distress of the kind and number set out in the following table:—

Gross Register of Vessel.	Number of Red Lights.	Number of Rocket Signals.	Number of Smoke Signals.
Under 15 tons	2	3	2
15 tons but not more than 50 tons	4	6	2

(2) The rocket signal shall—

- (a) consist of a single bright red star which is projected to a height of not less than six hundred feet by means of a rocket, and which burns while falling, its rate of fall being controlled by means of a small parachute to an average rate of 15 feet per second; and

- (b) be fitted with a self-contained means of ignition, so designed as to operate from the hand-held position without external aid, and as to enable the rocket to be discharged from a boat or life-raft without harm to the occupants.
- (3) The rocket shall be such that—
- (a) when it is fired approximately vertically, the star and parachute is ejected at or before the top of the trajectory, at a minimum height of 600 feet; and
- (b) it is capable of functioning when fired at an angle of 45 degrees to the horizontal.
- (4) All components, compositions and ingredients shall be of such a character and of such a quality as to enable the rocket to maintain its serviceability under good average storage conditions for a period of at least four years.
- (5) The date on which the rocket is filled shall be stamped indelibly on the rocket.
- (6) Clear and concise directions for use in the English language shall be printed indelibly on the rocket.
- (7) No person shall deface or alter or attempt to deface or alter the date of manufacture on any pyrotechnic signal carried on a vessel for the purposes of compliance with these regulations.

17. (1) Subject to the remaining provisions of this regulation, every vessel shall be provided with anchors and cables in sound condition, in accordance with the scale set out in the following table:—

Gross Tonnage of Limited Coast-Trade Vessels	Number and Weight of Anchors	Diameter of Anchor Chain	Size of Manilla Rope (as alternative to chain)	Length of Chain (or Rope where accepted as alternative for each Anchor)
Not over 2 tons	1 Anchor 26 lb.	Inches 5/16	Inches 2	Fathoms 60
Over 2 but not over 3 tons	1 „ 30 lb.	5/16	2	60
Over 3 but not over 4 tons	1 „ 33 lb.	5/16	2½	60
Over 4 but not over 5 tons	1 „ 36 lb.	5/16	2½	60
Over 5 but not over 6 tons	1 „ 39 lb.	5/16	2½	60
Over 6 but not over 7 tons	1 „ 41 lb.	5/16	2½	60
Over 7 but not over 8 tons	2 „ 44 lb. ea.	5/16	2½	60
Over 8 but not over 9 tons	2 „ 49 lb. ea.	5/16	2½	60
Over 9 but not over 11 tons	2 „ 55 lb. ea.	5/16	2½	60
Over 11 but not over 13 tons	2 „ 63 lb. ea.	3/8	2¾	60
Over 13 but under 15 tons	2 „ 70 lb. ea.	3/8	3	60
15 tons but not exceeding 17.5 tons	2 „ 76 lb. ea.	3/8	} No alternative permitted	60
Over 17.5 tons but not exceeding 20 tons	2 „ 84 lb. ea.	3/8		60
Over 20 tons but not exceeding 25 tons	2 „ 98 lb. ea.	7/16		60
Over 25 tons but not exceeding 30 tons	2 „ 1 cwt ea.	15/32		60
Over 30 tons but not exceeding 35 tons	2 „ 1½ cwt ea.	9/16		60
Over 35 tons but not exceeding 40 tons	2 „ 1½ cwt ea.	9/16		60
Over 40 tons but not exceeding 50 tons	2 „ 1¾ cwt ea.	5/8		60

(2) Where in the table to subregulation (1) of this regulation, a size is specified in column 4 as the size of manilla rope which may be used as an alternative to chain, an approved type of synthetic rope of equivalent breaking strain may be used in substitution for manilla rope.

(3) The Department may require any vessel not over 7 tons gross to carry an additional anchor and rope or chain of the weight and size specified for the tonnage of the boat in the scale.

(4) In all cases where rope is used with an anchor, a chain pennant of the proper tabulated size and at least 3 fathoms in length shall be attached to the anchor.

18. Every vessel shall be provided with an approved first aid kit.

19. A vessel on which there has been constructed a self draining cockpit shall not go to sea if—

(a) the vessel is equipped with an inboard petrol motor which is not independently ventilated to the atmosphere; or

(b) the decks of the vessel are not completely watertight.

20. Every vessel shall be fitted with such mechanical and hand pumps as the Department shall, taking into account the size and construction of the vessel and the area of the vessels operations, specify to be necessary in the interests of safety.

21. Every vessel shall be equipped with an approved range of spare parts and tools.

22. Where a vessel proceeds to sea, there shall be maintained in good condition upon the vessel until the vessel returns within the limits of a port, sufficient food and water to support every person on board the vessel for a period of three days.

23. (1) Every vessel shall be equipped with adequate charts of the areas in which the vessel is operated, and with parallel rules and dividers.

(2) Subject to subregulation (3) of this regulation, any vessel exceeding thirty feet in length shall be equipped with an efficient echo-sounding device and every other vessel shall be equipped with a lead-line.

(3) The Department may, by instrument in writing, exempt any vessel that is required by subregulation (2) of this regulation to be equipped with an efficient echo-sounding device from that requirement, and any vessel so exempted shall be equipped with a lead-line.

24. Any item of equipment required by this Part to be carried in or fitted to a vessel shall, if that item of equipment is not permanently affixed to the vessel and if it is practicable to so mark the item, have clearly and permanently marked upon it the name of the vessel.

25. Every vessel shall carry a boat, or a self-inflating liferaft or a rigid liferaft of a type, and in a manner, approved by the Department and of such a number as is capable of carrying all persons on board clear of the water.

26. (1) Every boat carried pursuant to regulation 25 of these regulations shall—

(a) be soundly constructed, and shall be of such form and proportions that it has ample stability in a seaway, and sufficient freeboard when loaded with its full complement of persons and equipment; and

(b) be fitted and arranged as approved.

(2) The structural strength of any boat so carried shall be as approved.

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

(4) The seats in boats of not less than ten nor more than fourteen feet in length shall be seven inches below the gunwhale, and the rowlocks shall be placed fourteen inches aft of the seat centres.

(5) The cubic capacity of every boat shall be as approved.

(6) Sufficient buoyancy shall be fitted to enable the boat to float when it is filled with water and in addition one cubic foot of buoyancy shall be fitted for each person that the boat is deemed fit to carry.

(7) A boat the buoyancy of which depends upon the previous adjustment of one of the principal parts of the hull shall not be approved by the Department for the purposes of compliance with regulation 25 of these regulations.

27. (1) The number of persons which a boat is deemed fit to accommodate shall not exceed the number of adult persons wearing lifejackets 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 or the operation of other propulsion equipment.

(2) If the surveyor is doubtful as to the number of persons any boat is fit to carry, he may require the boat to be tested afloat with the intended number of persons all wearing lifejackets.

(3) In 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.

28. Every inflatable liferaft carried pursuant to regulation 25 of these regulations, shall comply with the following requirements—

- (a) the liferaft shall be so constructed that—
 - (i) when fully inflated and floating with the cover uppermost, it is stable in a seaway; and
 - (ii) when it is dropped into the water from a height of 20 feet, neither the liferaft nor its equipment will be damaged;
- (b) the construction of the liferaft shall include a cover of a highly visible colour—
 - (i) which is automatically set in place when the liferaft is inflated;
 - (ii) which is capable of protecting the occupants against injury from exposure; and
 - (iii) the top of which is fitted with a lamp which derives its luminosity from a sea-activated cell;
- (c) a lamp of the type referred to in subparagraph (iii) of paragraph (b) of this regulation shall also be fitted inside the liferaft;
- (d) the liferaft shall be fitted with a painter and shall have a lifeline becketed around the outside and shall have another lifeline fitted round the inside of the liferaft;
- (e) the liferaft shall be capable of being readily righted by one person if it inflates in an inverted position;
- (f) the liferaft shall be fitted at each opening with an efficient means of enabling persons in the water to climb on board;
- (g) the liferaft shall be contained in a valise or other container that is so constructed as to be capable of withstanding hard wear under conditions encountered at sea and the liferaft in its valise or other container shall be inherently buoyant;
- (h) the buoyancy of the liferaft shall be so arranged by a division into an even number of separate compartments, half of which are capable of supporting out of the water the number of persons which the liferaft is deemed fit to accommodate, or by some other equally efficient means, that there is a reasonable margin of buoyancy if the raft is damaged or partially fails to inflate;
- (i) the total weight of the liferaft, its valise or other container and its equipment shall not exceed 400 pounds;
- (j) the number of persons which a liferaft shall be deemed fit to be capable of accommodating shall be equal to—
 - (i) the greatest whole number obtained by dividing by 3.4 the volume, measured in cubic feet, of the main buoyancy tubes (which for this purpose shall not include either the arches or the thwart or thwarts if fitted) when inflated; or

- (ii) the greatest whole number obtained by dividing by 4 the area, measured in square feet, of the floor (which for this purpose may include the thwart or thwarts if fitted) of the liferaft when inflated,
whichever number shall be the less;
- (k) the floor of the liferaft shall be waterproof;
- (l) the liferaft shall be inflated by a gas which is not injurious to the occupants and the inflation shall take place automatically either on the pulling of a line or by some other equally simple and efficient method and a means shall be provided whereby a topping-up pump or bellows may be used to maintain pressure in the liferaft;
- (m) the liferaft shall be constructed in such a manner and from such material as to be capable of withstanding exposure for 30 days afloat in all sea conditions;
- (n) the liferaft shall have a carrying capacity calculated in accordance with subparagraph (j) of this paragraph of not less than four persons or more than twenty-five persons;
- (o) the liferaft shall be capable of operating throughout a temperature range of 150°F to 0°F; and
- (p) the liferaft shall be fitted with arrangements enabling it to be readily towed.
29. Every rigid liferaft carried pursuant to regulation 25 of these regulations shall comply with the following requirements—
- (a) the liferaft shall be so constructed that if it is dropped into the water from its stowed position neither the liferaft nor its equipment will be damaged;
- (b) the liferaft shall be so constructed that its air cases or buoyant material are placed as closely as possible to the sides of the liferaft;
- (c) the deck area of the liferaft shall be situated within that part of the liferaft which affords protection to its occupants and the nature of the deck shall be such as to prevent so far as practicable the ingress of water and it shall effectively support the occupants out of the water;
- (d) the liferaft shall at all times be effective and stable when it is floating either way up;
- (e) the number of persons which the liferaft shall be deemed to be capable of accommodating shall be equal to—
- (i) the greatest whole number obtained by dividing by 3.4 the volume, measured in cubic feet, of the air cases or buoyant material; or
- (ii) the greatest whole number obtained by dividing by 4 the deck area of the liferaft measured in square feet,
whichever number shall be the less;
- (f) the liferaft shall have a painter attached and a lifeline securely becketed round the outside;
- (g) the liferaft shall be so constructed as to be unaffected by oil or oil products; and
- (h) the liferaft shall be so stowed as to float free in the event of the vessel sinking.
30. All boats and liferafts carried pursuant to regulation 25 of these regulations shall be permanently marked to the satisfaction of the Department with the name of the vessel to which the boat or liferaft belongs.
31. Every vessel shall carry at least one approved lifebuoy which shall be fitted with an approved self igniting light which cannot be extinguished in water.
32. (1) 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 pounds weight 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 for the purposes of this subregulation.

(2) All lifebuoys shall be fitted with beackets securely seized.

33. Every vessel shall carry one lifejacket for each person on board.

34. Every lifejacket carried pursuant to regulation 33 of these regulations shall be a jacket or other approved appliance that is capable of being fitted on the body, is of approved material and construction, and is capable of floating in fresh water for at least 24 hours with 16½ pounds weight of iron suspended from it.

35. (1) All lifebuoys and lifejackets carried pursuant to this Part shall be stowed in an approved manner and so as to be readily accessible to the persons on board.

(2) Lifebuoys shall be so carried as to be capable of being rapidly cast loose, and shall not be permanently secured in any way.

36. All fire appliances required to be carried on a vessel pursuant to these regulations shall be complete and in working order and available for immediate use at all times.

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

(2) Except where otherwise provided in these regulations all fire extinguishers shall be of not more than three imperial gallons capacity, and not less than two imperial gallons capacity unless that the Department has, in its discretion, permitted the carriage 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) Fire extinguishers shall be kept in places on vessels in which those fire extinguishers are likely to prove most useful in an emergency.

(b) There shall be printed on each fire extinguisher instructions regarding its use, the maker's name, and a dated guarantee by the maker 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 intervals of not more than twelve months.

(b) All fire extinguishers of the sealed bottle type constructed to discharge soda acid mixture shall be discharged and recharged at intervals of not more than two years.

38. Every vessel shall be provided with two approved fire extinguishers, but in the case of a vessel under 20 feet in length the Department may approve of one only extinguisher being provided on that vessel.

PART IV.—EXAMINATIONS AND CERTIFICATES.

39. No alien or person of less than twenty-one years of age may be examined for any certificate under this Part, and the Department may refuse to examine any candidate until he has satisfied the Department that he is not disqualified by this regulation.

40. Every candidate for a certificate under this Part shall submit to the Department a form of application in the form approved for the purpose accompanied by the fee—

(a) in the case of an application for a Master's Certificate—of ten dollars; and

(b) in the case of an application for a Marine Motor Engineer's Certificate—of eight dollars.

41. (1) Every candidate for a certificate under this Part shall—

- (a) produce testimonials establishing that he is of good character;
- (b) produce testimonials or discharges evidencing his service at sea and, in the case of a candidate for a Master's Certificate, his record of service book;
- (c) if required, produce evidence establishing that he is not so affected by deafness or any speech impediment, or any other physical infirmity or by any mental infirmity, so as to render him unable to properly execute the duties that he would undertake if he were granted the certificate applied for;
- (d) satisfy the examiner that he can so read and write the English language as to enable him to perform his duties on board a vessel.

(2) A candidate who fails to satisfy the examiner as to the matter referred to in paragraph (d) of subregulation (1) of this regulation shall not be permitted to attempt to again so satisfy the examiner before the expiration of a period of six months.

42. (1) Every candidate for a Master's Certificate shall have had not less than three years' sea service of a nature approved by the Department and shall produce to the examiner a certificate that he has satisfactorily undertaken a course in coastal navigation conducted by the Education Department of the State, or an equivalent course in navigation.

(2) Every candidate for a Master's Certificate shall submit to two sight tests, called a letter test and lantern test, the particulars of which are set out in subregulation (3) of this regulation and shall not be issued with a Master's Certificate unless he has passed both those sight tests.

(3) (a) The letter test is a test in which the candidate is examined to ascertain whether he is able to read not less than 9 out of 12 letters on the sixth line, and not less than 8 out of 15 letters on the seventh line, of a Snellens test card from a distance of sixteen feet, unless the candidate is not less than forty-five years of age, in which case the candidate shall be passed if he is able to read not less than 5 out of 8 letters on the fifth line on such card at such a distance.

(b) The lantern test is a test of colour vision.

(4) A candidate who fails in the letter test referred to in paragraph (a) of subregulation (3) of this regulation shall not be permitted to undergo that test before the expiration of a period of three months from the date of his failure.

43. (1) Where, after the issue of a Master's Certificate to a person, it is discovered that that person had not, at the date of the issue thereof, had the sea service referred to in subregulation (1) of regulation 42 of these regulations, the Department shall—

- (a) if the Manager is satisfied that that person wilfully misstated or misled the examiner as to the period of his sea service, cancel that Master's Certificate and retain the fee paid for the examination by that person;
- (b) in any other case, cancel that Master's Certificate but refund the fee paid for the examination by that person.

(2) A person whose Master's Certificate has been cancelled pursuant to paragraph (a) of subregulation (1) of this regulation shall not be again issued with a Master's Certificate until he has again met the requirements prescribed by this Part relating thereto including the passing of all examinations prescribed for the purpose.

(3) A person whose Master's Certificate has been cancelled pursuant to paragraph (b) of subregulation (1) of this regulation may again be issued with a Master's Certificate without further examination upon—

- (a) payment of the prescribed fee; and
- (b) his having had the required period of service at sea.

44. (1) Every candidate for a Master's Certificate shall be examined in navigation, seamanship and signalling.

(2) A candidate for a Master's Certificate shall, in order to pass the examination in navigation be able—

- (a) to solve problems in simple numeration, addition, subtraction, multiplication and division;
- (b) to take a bearing by compass; 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 a ship's position by cross bearings of two objects, and the set and drift experienced; to find the error of the compass by land running fix; to find the error of the compass by land objects; to know the use of doubling the angle on the bow; and
- (c) to find the times and heights of tides, high and low water at any given place using the Admiralty or North West Tide Tables.

(3) A candidate for a Master's Certificate shall, in order to pass the examination in seamanship—

- (a) have a thorough knowledge of the rule of the road, regulation lights and fog and sound signals, and the signals to exhibit when in distress;
- (b) be able to describe the uniform system of buoyage;
- (c) know the regulations generally relating to harbour traffic, bridges and dredges;
- (d) know the master's responsibilities and authority under the laws regarding his crew, vessel and equipment and the legislation under which he exercises that authority;
- (e) be able to describe a sea anchor and its uses;
- (f) know the marking and use of the lead line;
- (g) have a knowledge of the use and reading of the aneroid barometer; and
- (h) be able to give satisfactory answers to any other questions relating to the duties of a master which the examiner thinks necessary to ask.

(4) The examination in signalling for a Master's Certificate shall consist of an examination on the Morse Code and the International Code of Signals, and a candidate, in order to pass that examination, shall also be required to attain a standard of six words per minute in Morse flashing.

(5) A candidate who fails in the examination in seamanship and shows during that examination, that he has a serious weakness in practical knowledge of that subject may be required by the Manager to have such further period of sea service, not exceeding three months, as the Manager specifies, on the deck of any seagoing vessel before he becomes eligible to be examined again in seamanship.

45. (1) For the purposes of subparagraph (i) of paragraph (b) of subsection (1) of section 182A of the Act, the prescribed certificate is a certificate for a Third-class Engineer (Motor) issued under the regulations for the Examination of Applicants for Masters, Mates, Coxswain, Engineers, Marine Motor Engine Drivers and Marine Surveyors, made and in force under the Act.

(2) For the purposes of subparagraph (ii) of paragraph (b) of subsection (1) of section 182A of the Act, the prescribed certificate is a marine motor engineer's certificate issued pursuant to regulation 46 of these regulations.

46. Any candidate for a marine motor engineer's certificate who—

- (a) complies with the provisions of regulations 39, 40 and 41 of these regulations; and
- (b) at an examination conducted by the Department for the purpose, satisfies the examiner that he—
 - (i) has had twelve months' practical experience of a kind approved for the purpose, not less than six months of which experience was had on board vessels of any kind that are approved;

- (ii) possesses a satisfactory knowledge of marine motor engines and their fittings, shafting, propeller and pumps;
- (iii) has a general knowledge of the characteristics of various fuels and lubricating oils used in connection with motor engines, and is conversant with precautions necessary for the prevention of fire or explosion;
- (iv) is able to give a practical explanation of what should be done in the event of fire or anything going wrong with the machinery, and is capable of performing those tasks; and
- (v) is competent to take charge of machinery to the limit of the certificate applied for, and can satisfactorily answer any other questions relating to the duties of a marine motor engine driver of a coast trade vessel which the examiner thinks necessary to ask,

shall be issued with such a certificate.

47. A person who satisfies the Department that he has lost a certificate issued to him under this Part may, on payment of a fee of fifty cents, be issued with a further certificate in substitution for the lost certificate.

PART V.—MISCELLANEOUS.

48. (1) Subject to subregulation (2) of this regulation, every master or person for the time being in charge of a vessel of more than twenty feet in length shall cause a log book to be carried on the vessel and cause the log book to be entered up daily.

(2) The Manager may, in any case where the carrying and maintaining of a log book pursuant to subregulation (1) of this regulation appears to him to be unreasonable, exempt any person from the requirements of that subregulation.

49. (1) Every member of the crew of a vessel shall keep a record of service book.

(2) The master or person for the time being in charge of a vessel shall—

(a) enter in the record of service book kept by each member of the crew of that vessel the period of service of that member upon that vessel; and

(b) place his signature alongside each entry so made.

(3) A person shall not make a false entry, or cause or permit a false entry to be made, in a record of service book kept pursuant to this regulation.

50. A person shall not make, or assist in the making of, or procure the making of, a false representation for the purpose of procuring for himself or for any other person a certificate under Part IV of these regulations.

51. (1) A person who is not the holder of a Master's Certificate shall not operate any vessel while that vessel goes to sea or remains at sea.

(2) A person who is not the holder of the certificate referred to in subregulation (1) of regulation 45 of these regulations or a certificate of a higher grade, shall not operate the machinery on a vessel the propelling power of which is more than two hundred brake horsepower, except under the supervision of another person who is the holder of such a certificate, or a certificate of a higher grade.

(3) A person who is not the holder of a certificate issued under regulation 46 of these regulations or a certificate of a higher grade shall not operate the machinery on any vessel of which the propelling power does not exceed two hundred brake horsepower, except under the supervision of another person who is the holder of such a certificate, or a certificate of a higher grade.

52. The master or person for the time being in charge or having the control of a vessel shall not cause or permit the vessel to proceed to sea or to remain outside the limits of any port unless at least one person remains on watch upon the vessel whenever the vessel is under way.

53. Any person who fails to do any thing which by a provision of this Part he is required to do, or who does any thing which what by this Part or by sub-regulation (3) of regulation 5 of these regulations he is forbidden from doing, commits an offence.

Penalty: Two hundred dollars or imprisonment for three months.