

Approved for reprint 9 November 1984.

WESTERN AUSTRALIA.

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# SHIPPING AND PILOTAGE ACT 1967.

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## ARRANGEMENT.

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Approved for reprint 9 November 1984.

WESTERN AUSTRALIA.

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# SHIPPING AND PILOTAGE.

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No. 17 of 1967.

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[As amended by Acts:

- No. 12 of 1976, assented to 27 May 1976;
- No. 88 of 1978<sup>1</sup>, assented to 8 November 1978;
- No. 38 of 1983<sup>2</sup>, assented to 22 November 1983;
- No. 26 of 1984<sup>3</sup>, assented to 31 May 1984,

and reprinted pursuant to the Amendments Incorporation Act 1938.]

**AN ACT relating to Shipping and Pilotage in and about the Ports, Fishing Boat Harbours and Mooring Control Areas of the State; to repeal the Shipping and Pilotage Act 1855-1954 and the Ports and Harbours Act 1917; and for incidental and other purposes.**

Long title.  
Amended by  
No. 88 of  
1978, s. 3.

[Assented to 20 October 1967.]

**BE** it enacted—

1. This Act may be cited as the *Shipping and Pilotage Act 1967*. Short title.

2. (1) The Shipping and Pilotage Act 1855 is repealed. Repeal.

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<sup>1</sup> Came into operation on 1 September 1981 except sections 3, 4 (a) and (c), 7, 8, 9, 10 (a) (1) and 10 (a) (ii) insofar as it inserts a new paragraph in section 12 (i); see *Gazette* 28/8/81, p. 3553. The exceptions referred to came into operation on 28 November 1983; see *Gazette* 28/11/83, p. 4707.

<sup>2</sup> Came into operation on 25 November 1983; see *Gazette* 25/11/83, p. 4706.

<sup>3</sup> Came into operation 1 November 1984; see *Gazette* 27/8/84, p. 2632.

*Shipping and Pilotage.*

(2) The Ports and Harbours Act 1917 is repealed.

(3) Without affecting the application of the Interpretation Act 1984 in relation to the repeal effected by subsection (1) of this section, the provisions of section 36 of that Act apply in relation to—

- (a) all offices constituted and appointments of officers made;
- (b) all proclamations, orders, regulations, by-laws, rules, certificates and documents made or issued; and
- (c) all acts, matters and things done,

under the Shipping and Pilotage Act 1855, and in force, or in operation, or in existence, as the case may be, at the commencement of this Act.

Interpre-  
tation.  
Amended by  
No. 88 of  
1978, s. 4;  
No. 26 of  
1984, s. 3.

3. In this Act, unless the contrary intention appears—

“controlling authority”, when used in relation to a fishing boat harbour or a mooring control area, means the body corporate or the Department, as the case may be, specified as the controlling authority of the fishing boat harbour or mooring control area pursuant to subsection (2) of section 10 of this Act;

“Department” has the meaning given to that term by section 3 of the Marine and Harbours Act 1981;

“fishing boat harbour” means any place for the time being declared to be a fishing boat harbour pursuant to subsection (2) of section 10 of this Act;

“harbour master” means a harbour master appointed under section 4 of this Act for any port and includes a person for the time

being carrying out the duties of that harbour master during any absence, illness or incapacity of that harbour master;

“mooring control area” means any place for the time being declared to be a mooring control area pursuant to subsection (2) of section 10 of this Act;

“port” means any place for the time being declared to be a port by or under section 10 of this Act.

4. The Governor may appoint—

Appoint-  
ments.

- (a) any person to be the harbour master of any port;
- (b) any person to be a pilot at any port.

5. (1) The harbour master of any port may—

Powers and  
duties of  
harbour  
masters.

- (a) control the entry and departure of vessels into and from the port;
- (b) control the berthing, mooring and moving of vessels within the port;
- (c) exercise such other powers relating to the control and the direction of vessels and persons within the port and the maintaining of good order within the port, as are prescribed; and
- (d) remove any wreckage that is within, or in or about the approaches to, the waters of the port and is obstructing or likely to obstruct the safe movement of vessels therein.

(2) Where a harbour master has removed wreckage pursuant to paragraph (d) of subsection (1) of this section, he may by notice served on the owner of the wreckage, demand payment of the cost of effecting the removal of the wreckage.

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(3) Where—

- (a) an owner fails within twenty-eight days of the service on him of a notice under subsection (2) of this section to pay the amount specified in the notice; or
- (b) the harbour master is unable, after making reasonable enquiries, to ascertain the owner of the wreckage,

the harbour master may cause the wreckage so removed to be sold and the proceeds of the sale shall be applied—

- (c) firstly, in payment of the costs of the sale;
- (d) secondly, in payment of the costs of the removal of the wreckage,

and the balance, if any, shall be paid to the owner of the wreckage or, if the owner is not known, into the Consolidated Revenue Fund.

(4) In this section “wreckage” means any cargo, sunken hull or vessel, article or thing, other than a vessel that is afloat.

Removal of  
unservice-  
able vessels.

6. (1) Where a vessel within a port is, in the opinion of the harbour master, not regularly used for sea service and either unfit for sea service or so situated as to constitute an obstruction to the safe movement of vessels within the port, the harbour master may—

- (a) by notice served on the owner of the vessel;
- or
- (b) if the identity or whereabouts of the owner cannot be ascertained after the making of reasonable enquiries, by notice affixed to the vessel,

require the removal of the vessel within the time specified in the notice to such place, subject to subsection (3) of this section, as is specified in the notice.

(2) Where the terms of a notice given under subsection (1) of this section are not complied with, the harbour master may cause the vessel to be removed to the place specified in the notice, and the cost of so doing is a debt due to the Crown and recoverable in a court of competent jurisdiction.

(3) The harbour master of a port shall not order the removal of a vessel to a place outside the port unless he is satisfied that in the circumstances of the case, including the condition of the vessel, there is no place within the port where the vessel might lie without obstructing or prejudicing the safe movement of vessels within the port.

(4) An action shall not be brought against the Crown, the Minister, a harbour master or a person acting under the authority of a harbour master, for loss or damage occasioned by any act done in good faith pursuant to the powers conferred by this section.

7. (1) Where the harbour master of a port is satisfied that a dangerous situation exists in a port and that—

Special powers of harbour master in emergencies.

- (a) the presence of a vessel within the port constitutes a danger to the safety of persons, or to another vessel or to valuable property within the port; and
- (b) it is impossible to remove the vessel from the port or that the removal of the vessel from the port would itself create a danger to the safety of persons or to another vessel or to valuable property within the port,

the harbour master may order the master of the vessel, the presence of which constitutes such a danger, to forthwith scuttle the vessel and, if the

master fails to comply forthwith with that order, the harbour master may by any means that he thinks fit, cause the vessel to be scuttled.

(2) An action shall not be brought against the Crown, the Minister, a harbour master or any person acting under the authority of a harbour master for loss or damage occasioned by any act done in good faith pursuant to the powers conferred by this section.

Conservancy  
dues.  
Amended by  
No. 88 of  
1978, s. 5.

8. (1) Subject to subsection (2) of this section, and to section 12 of this Act, there are payable upon the entry of every vessel into a port, in respect of the provision of lights, beacons and like navigational facilities at the port, fees, known as conservancy dues, at such rates as are prescribed.

(2) The regulations may provide that vessels of a specified class, or of specified classes, are exempt from the payment of the fees referred to in subsection (1) of this section.

Pilotage  
charges.  
Amended by  
No. 88 of  
1978, s. 6;  
No. 26 of  
1984, s. 4.

9. (1) Subject to subsection (2) of this section, and to section 12 of this Act, there are payable, in respect of the use of pilotage facilities by a vessel entering, departing from or moving within a port, pilotage charges at such rates as are prescribed.

(2) The regulations may—

- (a) provide that, except as otherwise provided by the regulations, the use of pilotage facilities at any port is compulsory;
- (b) provide for the issue of pilotage exemption certificates to masters who hold the prescribed qualifications and—
  - (i) prescribe the privileges that, except as otherwise expressly provided therein, are conferred by, and the duration of, a pilotage exemption certificate;

- (ii) make provision for a pilotage exemption certificate to be subject to such conditions as may be specified therein and such other conditions (if any) as may be prescribed;
  - (iii) provide for the renewal, surrender, cancellation, and suspension of a pilotage exemption certificate and the making thereon, at the time of its issue or renewal or at any other time, of an endorsement imposing conditions on or extending the privileges attaching to that certificate;
  - (iv) provide for the examination and testing of persons applying for the issue or renewal of a pilotage exemption certificate, or the making or variation of an endorsement thereon or the removal of an endorsement therefrom;
  - (v) prescribe the matters in relation to which a fee shall be payable and the amount of any such fee;
- (c) provide for exemptions from the requirement to pay pilotage charges and for any such exemption to be according to the class of vessel or circumstance;
- (d) provide for the payment by the owner of the vessel concerned of prescribed charges in respect of the detention of a pilot in quarantine or otherwise and of such incidental expenses as are prescribed;
- (e) provide for the payment—
- (i) where a person fails to comply with a requirement of the regulations to use pilotage facilities; or



- (ii) where a person who, not being required to use pilotage facilities by reason of his being the holder of a pilotage exemption certificate, fails to comply with a requirement of the regulations relating to the use of that certificate,

of the pilotage charges that would have been payable had pilotage facilities been used for the entry, departure, or movement in respect of which the failure occurred.

Fishing  
boat  
harbour  
dues and  
mooring  
charges.  
Inserted by  
No. 88 of  
1978, s. 7.

**9A.** (1) Subject to subsection (2) of this section, there are payable at such intervals as are prescribed to the controlling authority of—

- (a) a fishing boat harbour in respect of each fishing boat using—
  - (i) the facilities of the fishing boat harbour fees, known as fishing boat harbour dues; and
  - (ii) mooring pens within the fishing boat harbour fees, known as mooring charges; or
- (b) a mooring control area in respect of each boat using a mooring site within the mooring control area fees, known as mooring charges,

at such rates as are prescribed.

(2) The regulations may provide that fishing boats or boats of a specified class, or of specified classes, are exempt from the payment of the fees referred to in subsection (1) of this section.

10'. (1) Every port specified in the Schedule to this Act continues and is declared to be a port for the purposes of this Act and shall be—

Declaration of ports. Amended by No. 88 of 1978, s. 8; No. 38 of 1983, s. 3; No. 26 of 1984, s. 5.

- (a) known by the name; and
- (b) bounded by the limits,

specified in the Schedule in relation to that port.

(2) The Governor may by proclamation—

- (a) declare any place described in the proclamation to be a port, fishing boat harbour or mooring control area for the purposes of this Act;
- (b) vary the boundaries of a place declared to be—
  - (i) a port by subsection (1) of this section; or
  - (ii) a port, fishing boat harbour or mooring control area under this subsection;

or declare a port referred to in subparagraph (i) of this paragraph or a port, fishing boat harbour or mooring control area referred to in subparagraph (ii) of this paragraph to be no longer a port, fishing boat harbour or mooring control area, as the case may be, for the purposes of this Act;

- (ba) in relation to a fishing boat harbour or mooring control area, specify a body corporate or the Department as the controlling authority of the fishing boat harbour or mooring control area; or

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<sup>1</sup> Section 3 (2) of Act No. 38 of 1983 reads as follows—

(2) All proclamations made prior to the commencement of this section, under section 10 (2) of the principal Act are hereby revoked.

- (c) vary or revoke any proclamation made under this section.

Application  
of this Act  
to certain  
ports.

(3) Notwithstanding any other provision of this Act—

- (a) the provisions of sections 4, 5, 6, 7, 9, 9A, 10 and 11 of this Act do not apply in respect of the port of Fremantle but do apply in respect of a fishing boat harbour or mooring control area of which the controlling authority is the Fremantle Port Authority;
- (b) the Governor may by proclamation declare that such of the provisions of this Act as are specified in the proclamation do not apply to a port, fishing boat harbour or mooring control area;
- (c) the provisions of the regulations in force under this Act apply—
  - (i) in respect of the port of Fremantle, only insofar as they relate to the matters referred to in section 8 of this Act; and
  - (ii) in respect of any port, fishing boat harbour or mooring control area referred to in a proclamation made under paragraph (b) of this subsection, only insofar as they relate to a provision of this Act that is applicable in respect of that port, fishing boat harbour or mooring control area.

Offences.  
Amended by  
No. 88 of  
1978, s. 9.

11. Any person who—

- (a) fails to comply with any order or direction of a harbour master given or made under the powers conferred by section 5 or 7 of this Act;
- (b) unlawfully interferes with any mooring, beacon, buoy, light or other port, fishing boat harbour or mooring control area facility; or

- (c) deposits or removes earth or spoil within a port, fishing boat harbour or mooring control area beneath high water mark,

commits an offence.

Penalty: Two hundred dollars.

12. (1) The Governor may make regulations for any purpose necessary or convenient for the administration of this Act and in particular, but without limiting the generality of the foregoing—

Regulations.  
Amended by  
No. 12 of  
1976, s. 19;  
No. 88 of  
1978, s. 10;  
No. 26 of  
1984, s. 6.

- (a) relating to special precautions and measures to be taken in relation to the movement, berthing, loading and unloading of vessels carrying flammable liquids, gunpowder and other explosive substances, or other dangerous goods and enabling the Minister to specify substances that, in addition to those identified in the regulations, are dangerous goods for the purposes of the regulations;
- (b) prescribing tide signals and other signals to be used in ports, fishing boat harbours or mooring control areas;
- (ba) relating to the ascertainment of the tonnage of any vessel;
- (bb) relating to the provision within a mooring control area of mooring sites and the hire, sale or free allocation thereof to the owners of boats, to the registration of mooring sites and of all or any of the boats using the same, to the supervision of mooring sites and to the maintenance and use thereof by the owners or users of boats, to the maintenance of safe and unimpeded navigation within a mooring control area, to the regulation or prohibition of the use by owners or users of boats of mooring sites hired, sold or allocated to other persons

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and to the control, with the approval of the Department and of any body corporate having an interest in or right over the whole or any part of the mooring control area concerned, of changes in, or the development of, mooring sites within that mooring control area;

- (c) requiring persons to comply with directions given or requirements made under the authority of those regulations and providing, where a person fails to comply with such a direction or requirement, for measures to be taken at the risk and expense of that person for achieving the purposes of the direction or requirement;
- (d) empowering persons authorized in that behalf in accordance with the regulations to board vessels and enter places for the purposes of enforcing this Act and take such other action as appears to them appropriate for the purposes of this Act.

(1a) Regulations referred to in paragraph (ba) of subsection (1) of this section—

*[Paragraphs (a), (b) and (c) deleted by No. 26 of 1984, s. 6.]*

- (d) may authorize the calculation or determination of tonnage—
  - (i) by measurement;
  - (ii) by estimation; or
  - (iii) by reference to information appearing in the certificate of registry or certificate of tonnage of a vessel or in any specified record or publication,

or partly by one of the methods referred to in subparagraphs (i) to (iii) of this paragraph and partly by either or both of the other two methods;

- (e) may make provision concerning the spaces, whether covered or closed or not, to be included and the spaces to be excluded in the ascertainment of the tonnage of any vessel and may prescribe the method by which any space to be included or excluded is to be calculated;
- (f) may confer power on an authorized person—
  - (i) to board, inspect, measure or survey the whole or any part of a vessel, or any goods therein or thereon;
  - (ii) to detain a vessel;
  - (iii) to require the unshipment of any goods in or on a vessel at the expense and risk of the owner of those goods,for the purpose of ascertaining the tonnage of the vessel or enabling that tonnage to be ascertained;
- (g) may exempt the responsible authority concerned and any authorized person from liability for any loss or damage occasioned by any act done in good faith pursuant to powers conferred by those regulations;
- (h) may require the owner or master of a vessel to produce the certificate of registry, and any certificate of tonnage, of the vessel if and when requested to do so by an authorized person;
- (i) may require the owner, master or agent of a vessel, upon request by an authorized person, to afford all necessary facilities to enable the vessel or any goods therein or thereon or both the vessel and those goods to be inspected, measured or surveyed for the purpose of ascertaining the tonnage of the vessel.

(1b) In subsection (1a) of this section—

“authorized person” means an officer or person appointed by the responsible authority concerned to ascertain the tonnage of vessels generally or to ascertain the tonnage of a particular vessel;

“specified” means specified in regulations referred to in paragraph (ba) of subsection (1) of this section.

(2) Regulations made under this Act may—

- (a) create offences and provide, in respect of an offence so created, for the imposition of a penalty consisting of a fine not exceeding \$2 000 with or without imprisonment for a term not exceeding 12 months;
- (b) provide that a person committing an offence referred to in paragraph (a), in addition to suffering any penalty imposed under those regulations, is liable to pay to the Crown all expenses incurred by reason of the commission of that offence, and make provision for the recovery of those expenses from that person in a court of competent jurisdiction as a debt due to the Crown;
- (c) adopt, either wholly or in part or with modifications and either specifically or by reference, any rules, regulations, codes, instructions or other subordinate legislation made, determined or issued under any other Act or under any Act of the Parliament of the Commonwealth or the United Kingdom, or any of the standards, rules, codes or specifications of the bodies known as the Standards Association of Australia, the British Standards Institution, The Association of Australian Port and Marine Authorities or other body specified in those regulations;

- (d) provide that if by reason of unavailability of materials or for any other reason that the responsible authority considers valid any requirement adopted by those regulations cannot be conformed to, the responsible authority may approve such use of materials or other matters as it considers to be consistent with the achievement of the objects of those regulations;
- (e) be of general application or may be limited in their application according to time, place, or circumstance;
- (f) make different provision for different classes of vessels or for the same class of vessels in different circumstances;
- (g) make the application of any provision of the regulations dependent on compliance with specified conditions, to be evidenced in a specified manner;
- (h) apply according to an approval or other administrative decision of a specified person or body notwithstanding that such approval or other decision may not have been, or may not have been primarily, given or made for the purposes of this Act;
- (i) require a matter affected by them to be in accordance with a specified requirement, or as approved by, or to the satisfaction of, a specified person or body, or class of person or body, and delegate to or confer on a specified person or body, or class of person or body, a discretionary authority;
- (j) exempt, or provide for the exemption of, persons or things from the provisions of those regulations, or any of them, and impose, or provide for the imposition of, conditions on any such exemption;
- (k) require any matter or thing to be verified by statutory declaration.



(3) In subsection (2) of this section—

“responsible authority” means—

- (a) in relation to a port under the control of a Port Authority constituted or established under an Act, that Port Authority;
- (b) in relation to any other port, the Department;

“specified” means specified in the regulations.

Schedule.  
Added by  
No. 38 of  
1983, s. 4.

## SCHEDULE.

(Section 10)

### BOUNDARIES OF PORTS OF WESTERN AUSTRALIA.

#### *Albany.*

All waters from King George Sound and Princess Royal Harbour lying westward of lines starting from the eastern extremity of Bald Head, and extending north-easterly to the lighthouse on Breaksea Island, and thence north-westerly to Herald Point.

#### *Augusta.*

All that portion of water bounded by lines starting at the high water mark of Flinders Bay at the southern extremity of Ledge Point and extending south-westerly to the high water mark at the northern extremity of St. Alouarn Island; thence north-westerly to the high water mark at the northern extremity of Seal Island; thence northerly to the high water mark of Flinders Bay at the southern extremity of Point Matthew and thence generally north-easterly along that mark to the starting point.

#### *Balla Balla.*

All that portion of water situate north-westerly of the high water mark of the Indian Ocean and contained within an arc of a circle having a radius of 8 nautical miles from the intersection of the prolongation northerly of the centre-line of Walch Street (Balla Balla Townsite) with the high water mark of the Indian Ocean.

*Barrow Island.*

All that portion of water situate east of the high water mark of the Indian Ocean on the eastern shore of Barrow Island and contained within the arc of a circle having a radius of 7 nautical miles from the intersecion of latitude  $20^{\circ} 46' 50''S$  with  $115^{\circ} 27' 54''E$ .

*Broome.*

All that portion of water bounded by lines starting from the high water mark of Roebuck Bay at the southern extremity of Fall Point and extending south to an east-west line situate 3 nautical miles south from the southern extremity of Entrance Point; thence west to a north-south line situate 3 nautical miles west from the southern extremity of Entrance Point; thence north to a point situate west of the summit of Station Hill; thence east to the high water mark of the Indian Ocean and thence generally south-westerly and generally south-easterly along that mark and generally north-easterly, generally north-westerly, again generally north-easterly and generally easterly along the high water mark of Roebuck Bay to the starting point and including all of the waters of Dampier Creek.

*Bunbury.*

All that portion of water below high water mark bounded by a line due north from the Casuarina Point lighthouse in position latitude  $33^{\circ} 19.2'S$  longitude  $115^{\circ} 37.9'E$  to the position in latitude  $33^{\circ} 15'S$  longitude  $115^{\circ} 37.9'E$  and thence due east to the coast in position latitude  $33^{\circ} 15'S$  longitude  $115^{\circ} 40.8'E$  excluding all of the waters of the Leschenault Inlet and the MacLeod Point Channel.

*Carnarvon.*

All that portion of water bounded by a line due west for 4 nautical miles from a point on the mainland in latitude  $24^{\circ} 10'S$  and longitude  $113^{\circ} 26' 45''E$  and thence in a south-southwest direction to Cape Ronsard at the north end of Bernier Island; then by the western shores of Bernier and Dorre Islands to Cape Saint Cricq; then by a straight line to Cape Inscription at the north end of Dirk Hartog Island and by its western shore to Surf Point, thence by a straight line to Steep Point on the mainland, and from thence by the coastline to the starting point at latitude  $24^{\circ} 10'S$  longitude  $113^{\circ} 26' 45''E$  and including all those waters of the Carnarvon Fishing Boat Harbour inside of Mangrove Point.

*Dampier.*

All that portion of water bounded by a line commencing at the high water mark on the coast of the mainland in longitude  $116^{\circ} 36'E$  and extending eastwards along the high

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water mark of the coast of the mainland to the northernmost north-western extremity of Burrup Peninsula; thence north-easterly crossing the western entrance of Boat Passage to the high water mark of the westernmost south-western extremity of Dolphin Island and then along the west coast of that Island to a position in longitude  $116^{\circ} 50'E$ ; thence north along meridian  $116^{\circ} 50'E$  and along the high water marks of the coasts of Gidley, Keast and Legendre Islands west of that meridian to latitude  $20^{\circ} 18.2'S$ ; thence in a south westerly direction to latitude  $20^{\circ} 23.7'S$ , longitude  $116^{\circ} 36'E$ ; thence south along meridian  $116^{\circ} 36'E$  and the high water marks of the coasts of Rosemary Island, West Lewis Island and West Intercourse Island east of that meridian to the high water mark on the coast of the mainland in longitude  $116^{\circ} 36'E$ .

*Derby.*

All that portion of water bounded by lines starting at the intersection of the prolongation south-westerly of a line joining the summit of Saddle Hill and the high water mark at the eastern extremity of Valentine Island with the high water mark of the western shore of King Sound and extending generally south-easterly, generally northerly, again generally south-easterly, again generally northerly and generally north-westerly along that mark to a line joining the summit of Saddle Hill and the high water mark at the eastern extremity of Valentine Island and thence south-westerly along that line and onwards to the starting point.

*Dongara.*

All that portion of water situate west of the high water mark of the Indian Ocean and contained within an arc of a circle having a radius of 0.75 nautical miles from the rear beacon (obelisk) within Port Denison Lot 155.

*Emu Point Fishing Boat Harbour—Albany.*

All that portion of water shown bordered red on Lands and Surveys Miscellaneous Diagram 73.

*Esperance.*

All that portion of water within a radius of 10 nautical miles from western entrance point of Bandy Creek.

*Fremantle.*

The Port of Fremantle includes Inner and Outer Harbours and the respective water area of—

- (a) *The Inner Harbour* is all that situate within the mouth of the Swan River extending from a line at the western extremity of the North and South Moles

to the western alignment of the Fremantle Traffic Bridge;

and

- (b) *The Outer Harbour* is bounded by a line commencing at a point on the high water mark of the Indian Ocean at latitude  $31^{\circ} 56' 22''S$  and extending west to meridian  $115^{\circ} 34'E$ ; thence southerly to latitude  $32^{\circ} 4'S$ ; thence south-easterly to Entrance Point Garden Island; thence along the high water mark of the northern, eastern and southern shores of that Island to South West Point; thence southerly to John Point on the mainland; thence easterly and northerly along the high water mark to the eastern extremity of the South Mole (excluding the Fremantle Fishing Boat Harbour); thence along the southern side of the South Mole to the latter's western extremity; then west north-westerly to the western extremity of the North Mole; thence along the northern side of the North Mole to the latter's eastern extremity at the high water mark of such ocean and then northerly along that mark to the starting point.

*Fremantle Fishing Boat Harbour.*

All that portion of water that lies within the area shown bordered red on Lands and Surveys Miscellaneous Plan 1464.

*Geraldton.*

The Port of Geraldton includes Inner and Outer Harbours and the respective water area of—

- (a) *The Inner Harbour* is all that situate in Champion Bay bounded by a line drawn from Gregory Street, Geraldton, along the foreshore to a point due south of the western extremity of the breakwater; thence to the western extremity of the breakwater; thence along the breakwater to the eastern extremity of the eastern breakwater; thence south-easterly to the foot of said Gregory Street, and also including the entrance channel thereto;

and

- (b) *The Outer Harbour* is all that situate in Champion Bay and Geelvink Channel below the high water mark bounded by a line drawn from Point Moore lighthouse true west to the position in longitude  $114^{\circ} 30'E$ ; thence true north to the shore of the mainland about 2.75 nautical miles north and west of Woolawar Gully.

*Shipping and Pilotage.**Maud Landing.*

All that portion of water bounded by lines starting at the high water mark of the Indian Ocean at the western extremity of Point Maud and extending west 3 nautical miles; thence north 9 nautical miles; thence east to the high water mark of the Indian Ocean and thence generally south-westerly along that mark to the starting point.

*Onslow.*

All that portion of water bounded by lines starting from the high water mark of the Indian Ocean at the northern extremity of Entrance Point and extending north-westerly to the high water mark of the Indian Ocean at the southern extremity of Ashburton Island; thence north-easterly to the high water mark of the Indian Ocean at the southern extremity of Direction Island; thence south-easterly to the high water mark of the Indian Ocean at the eastern extremity of Coolgra Point and thence generally westerly along that mark to the starting point but including all the waters of those rivers and creeks abutting the area.

*Perth.*

All that portion of water bounded by lines starting at the intersection of the high water mark of the right bank of the Swan River with the south-western side of the north-western section of the Causeway and extending south-easterly along that side to the highwater mark of Heirisson Island; thence generally south-westerly, generally south-easterly and generally north-easterly along that mark to the south-western side of the south-eastern section of the Causeway; thence south-easterly along that side to the high water mark of the left bank of the Swan River; thence generally south-westerly, generally north-westerly and generally southerly downwards along that mark and generally southerly upwards along the high water mark of the right bank of the Canning River to the north-western side of Canning Bridge; thence south-westerly along that side to the high water mark of the left bank of the Canning River; thence generally north-westerly downwards along that mark and generally westerly, generally south-westerly, generally north-westerly, again generally south-westerly, again generally north-westerly and again generally south-westerly downwards along the high water mark of the left bank of the Swan River to the western side of Fremantle Bridge (Traffic); thence northerly along that side to the high water mark of the right bank of the Swan River; thence generally north-easterly, generally south-easterly, again generally north-easterly, again generally south-easterly, generally easterly and again generally south-easterly upwards along that mark to the starting point.

*Point Cloates.*

All that portion of water situate west of the high water mark of the Indian Ocean and contained within an arc of a circle having a radius of 12 nautical miles from the intersection of latitude  $22^{\circ} 35'S$  and longitude  $113^{\circ} 41'E$ .

*Port Hedland.*

All that portion of water within a radius of 10 nautical miles of Hunt Point, at the entrance of Port Hedland.

*Port Walcott.*

All that portion of water bounded by a line starting from the north end of Dolphin Island running to the north end of Delambre Island then in a  $081^{\circ}$  direction to a position in latitude  $20^{\circ} 21.5'S$  longitude  $117^{\circ} 31.5'E$  and then due south to meet the high water mark on the shore, then following the high water mark of the shoreline generally in a westerly and northerly direction to Sloping Point; thence generally westerly to the northernmost north-western extremity of Burrup Peninsula; thence north-easterly crossing the western entrance of Boat Passage to the high water mark at the westernmost south-western extremity of Dolphin Island and thence generally easterly and generally north-easterly along the shoreline of that Island to the starting point.

*Wyndham.*

All the waters of Cambridge Gulf seaward of high water mark situate southerly from a line starting from the high water mark at the southern extremity of Cape Dussejour and extending easterly to Trigonometrical Station SO34 on Lacrosse Island and thence south-easterly to the high water mark at the northern extremity of Cape Domett.

*Yampi Sound.*

All that portion of water bounded by lines starting at the intersection of latitude  $16^{\circ} 13' 13''S$ ; with longitude  $123^{\circ} 32' 32''E$  and extending north 10 nautical miles; thence east 15 nautical miles; thence south to the high water mark of the Indian Ocean; thence generally north-westerly, generally westerly and generally southerly along that mark to latitude  $16^{\circ} 13' 13''S$  and thence west to the starting point including all the waters of abutting bays and creeks flowing into the area.