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THE MELBOURNE HARBOR TRUST COMMISSIONERS.

IN pursuance of the *Melbourne Harbor Trust Act 1928*, the Melbourne Harbor Trust Commissioners make the following Regulations:—

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

The Act means, and shall include, the "Melbourne Harbor Trust Act 1928", and any Act amending the same.

Ballast includes every kind of stone, gravel, sand and soil, and every commodity or thing commonly used for the ballasting of vessels.

Boat includes every description of vessel used in navigation not being a ship.

Boatman (see "Master").

Buoys and Beacons include all other marks and signs of the sea.

Cargo (see "Goods").

Collector means any person authorized by the Commissioners to collect or receive moneys on their behalf.

Commissioners, Trust, each means the Melbourne Harbor Trust Commissioners.

Consignee (see "Owner").

Consignor (see "Owner").

Day-time means from sunrise to sunset.

Explosive shall have and include the several meanings assigned to, or comprised within it, or defined in the "Explosives' Acts", or in any Act or Order-in-Council amending the same or regulation thereunder.

Goods, Cargo, each includes all wares, merchandise and articles of every description.

Harbor Master includes any person acting as such, or as Assistant Harbor Master, under the authority of the Commissioners.

Master includes any pilot and any person having lawfully or "de facto" the command or management of a vessel for the time being, and in reference to any boat belonging to a vessel, includes the Master of the vessel and includes also boatman, waterman or other person temporarily, or otherwise, engaged in the navigation or management of the boat.

Month means calendar month.

Night-time means from sunset to sunrise.

Officer of the Commissioners means any person employed by the Commissioners.

Owner, when used in relation to goods, includes the Agent of the Owner, and also any Consignor, Consignee, Shipper or Agent for the sale or custody, loading or unloading, of such goods, as well as the Owner thereof, and includes also the holder of any Bill of Lading or other document representing such goods, and every person having or claiming any right, title, or interest thereto or therein.

Owner, when used in relation to a vessel, includes any person and a shareholder in any Company or body corporate to whom the whole or part of a ship belongs, either beneficially or otherwise.

Person includes a corporation, whether aggregate or sole, and any Commission or other public body, although not incorporated, and persons trading together in partnership.

Port, the Port.—The Port means so much of the Port of Melbourne, the waters falling into it, and the lands on the margin as is included within the metes and bounds described in part one of the Second Schedule of the Act (excluding therefrom the lands described in part two of the said Schedule), and any lands over which the Commissioners may acquire or be given control, power or authority.

Rate, Rates, each means any toll, rate, charge, due, license fee or other payment in the nature thereof, now or hereafter imposed or made payable by or under the Act or these Regulations, or any amendment of or addition to either.

River includes the Coode Canal and all rivers and creeks over which the Commissioners have jurisdiction.

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

Ship includes every description of vessel not propelled exclusively by oars, and includes hulk store and repairing ship.

Shore means the shore, so far as the tide flows and re-flows, between high and low water marks at ordinary tides.

Tonnage, Tons or words of similar import, when used in connection with a vessel's carrying capacity, means the gross registered tonnage (British standard).

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

Trust (see "Commissioners").

Vehicle includes any mechanical or artificial contrivance used or capable of being used upon any wharf, road, street, or way for the conveyance or transport of persons, animals, or goods, and in whatsoever manner the same may be drawn or propelled.

Vessel means any ship, lighter, keel, barge, boat, wherry, raft or craft or any other kind of vessel whatever, whether navigated by steam or otherwise.

Wharf includes pier, jetty, landing stage, quay, dock, slip, platform, breastwork, and all approaches to and all sheds or other constructions upon either, and shall include any storage or shelter shed of the Commissioners adjacent to or used in connection with any wharf as herein defined.

Wreck includes jetsam, flotsam, lagan and derelict.

Week, Day or Hour means and includes a portion of a week, day or hour when the whole has not been required or used.

CONDUCT OF BUSINESS AND OFFICERS.

2. The offices of the Commissioners shall be open for the transaction of business between the hours of 9 a.m. to 1 p.m., and from 2 p.m. to 5 p.m. on Monday to Friday inclusive, and between 9 a.m. and 12 noon on Saturday, excepting the office for the collection of Wharfage Rates, which shall be open to the public from 9 a.m. to 3.30 p.m. on Monday to Friday inclusive, and from 9 a.m. to 11.30 a.m. on Saturdays.

3. The Common Seal of the Commissioners shall be kept under lock and key in a box having two locks, of one of which locks the Chairman shall have a key, and of the other of which locks the Secretary shall have a key, and a duplicate of each such keys shall be lodged at such bank as the Commissioners may direct. The Common Seal shall not be affixed to any document unless by order of the Commissioners, and in the presence of the Chairman and one other of the Commissioners, or, in the absence of such Chairman, unless two Commissioners be present, and every document sealed shall bear the signatures of two Commissioners and the Secretary.

4. All moneys due or payable to the Commissioners shall be paid to them only, or to such Collector or Officer as they may authorize to collect or receive the same. No payment otherwise made shall be binding on the Commissioners in any way whatsoever.

5. Every Collector or Officer, as last aforesaid (except Collectors of Wharfage Rates, as hereinafter provided), shall, upon the day on which he has collected or received money, or within such other time as the Commissioners may direct, pay over the same to the Treasurer of the Commissioners, and at the same time furnish him with particulars thereof, and the receipt of such Treasurer for the moneys so paid shall be a sufficient discharge to said Collector or Officer.

6. The Treasurer shall make or cause to be made true entries in the books provided by the Commissioners for that purpose of all moneys or cheques paid to or received by him for and on behalf of the Commissioners, and he shall within twenty-four hours after receipt thereof, or such shorter period as the Commissioners may direct, pay the same moneys and cheques into such bank as the Commissioners may from time to time appoint to the credit of the Harbor Trust Fund. No money shall be drawn out of the bank save by cheque signed by one Commissioner and countersigned by the Secretary and Treasurer, or by

such substitute or substitutes for the Secretary and/or Treasurer as the Chairman of the Trust shall from time to time appoint.

7. Collectors of Wharfage Rates shall daily pay the amount of such rates received by them, without any deduction whatever, to the credit of the Harbor Trust Fund, in such bank as the Commissioners may from time to time direct, and shall, on the day following the receipt by them of such moneys, deliver to the Secretary a credit slip showing the receipt of such moneys by the bank.

8. Every Officer who receives or pays any moneys for or on behalf of the Commissioners, shall first provide security to an amount, and of such a nature, as may be approved of by the Commissioners, for the due and proper payment by him of all such moneys as he shall receive on behalf of the Commissioners and for the faithful execution of his office.

9. No Officer and no Assessor or Auditor of the Commissioners shall be surety for any other Officer, or for the performance of any contract made with the Commissioners.

10. Every Officer of the Commissioners who receives any gift or consideration, or any benefit or advantage whatsoever by way of an inducement or reward for any act done, or to be done, or any forbearance observed, or to be observed, or any favor or disfavor shown or to be shown in relation to the affairs or business of the Commissioners, or for obtaining or having obtained, or aiding or having aided to obtain for any person an agency or contract for or with the Commissioners, shall be liable to be prosecuted for every such offence and to be dismissed.

11. Every Officer of the Commissioners who divulges to any person not in the service of the Commissioners any particulars from or contained in any document submitted or furnished to the Commissioners, or to such Officer for them, or any information whatever not of a public nature, unless authorized by the Commissioners, shall be dismissed from the service of the Commissioners.

12. No Officer or other person employed by the Commissioners shall lend to or borrow from any employee of the Commissioners.

13. The Harbor Master is hereby authorized and required to give such orders and directions relative to the following matters and purposes as may be necessary to promote order within the Port, and for the safety and equal convenience of all vessels therein. That is to say—

- (a) For regulating the time at and the manner in which any vessel shall enter into, go out of, or lie in the Port, and its position, mooring or un-mooring, placing and removing whilst therein.
- (b) For regulating the position in which any vessel shall take in or discharge its cargo, or any part thereof, or shall take in or land passengers, or shall take in or deliver ballast within the Port.
- (c) For regulating the manner in which any vessel entering the Port shall be dismantled, as well for the safety of the vessel as for preventing injury to other vessels, and to the Port and the moorings thereof.
- (d) For removing unserviceable and neglected vessels and other obstructions from the Port, and keeping the same clear, or for removing any such vessel from one part of the Port to another.
- (e) For regulating the quantity of ballast or dead weight in the hold which each vessel in the Port shall have during the unshipping of her cargo, or after having discharged the same.

Provided that nothing in this Regulation shall authorize the Harbor Master to do, or cause to be done, any act repugnant to or inconsistent with the Act, or any other Act of Parliament, or any law relating to Customs or any Regulation thereunder.

14. The Master of a vessel shall keep his vessel sufficiently stiffened so that it may be moved safely at any time, and regulate such vessel according to the directions of the Harbor Master, and any Master of a vessel who neglects or refuses to obey such direction, or does not, after notice in writing, forthwith regulate his vessel in accordance therewith, shall be liable, in addition to any penalty imposed, to pay all expenses incurred in consequence of such neglect or refusal.

15. Every person employed at any work, or engaged in any occupation on any wharf, and every boatman or waterman lying with his boat at any landing or passenger stairs, shall promptly and without question obey every order of the Harbor Master.

16. The Harbor Master may at any time order any person to quit any wharf, shed or building under the control of the Commissioners, and every such person must instantly obey every such order.

17. The Harbor Master may regulate all vehicles delivering or removing goods at or from any wharf, and in the case of goods intended for shipment, the Master, Owner or Agent of the vessel in which goods are to be shipped shall cause the goods to be unloaded from such vehicles as and when directed by the Harbor Master, or when, in the opinion of the Harbor Master such is necessary, give a permit to enable the carter to pass through the gate with his load.

18. A person shall not enter upon any place vested in the Commissioners which shall have been enclosed by the Commissioners with any wall, fence, channel, or otherwise unless he has previously obtained in respect of such entry from the Commissioners, or from a person acting under the authority of the Commissioners, a ticket permitting such entry, or satisfying the Commissioners, or the person acting under the authority of the Commissioners, at any gate or other entrance to such enclosed place, that such person is entitled to go upon some vessel from such enclosed place, or is employed in such enclosed place in connection with some vessel. The Commissioners may for every such ticket as mentioned in this Regulation make such charge as they shall from time to time determine by resolution. Any ticket issued under this Regulation shall, upon every request of the Commissioners, or of a person acting under the authority of the Commissioners, be produced to the person making such request, and shall, if required by any of the persons mentioned, be delivered up to him.

19. No person shall, without reasonable excuse, enter (except from a vessel) or leave (except by going upon a vessel) any such enclosed place as mentioned in the last preceding Regulation otherwise than by means of an entrance or exit provided thereat and appointed for the use of persons who desire to enter or leave such enclosed place.

20. A person shall not, without reasonable excuse, upon any such enclosed place as mentioned in Regulation 18, open or otherwise interfere with any gate, grille, or door which has been closed or locked by the Commissioners, or a person acting under the authority of the Commissioners, or close or otherwise interfere with any gate, grille, or door which has been opened by any such authorized person.

21. A person who commits any breach of any of the provisions of Regulations 18, 19, or 20 may, if he fails to leave any premises of the Commissioners immediately upon being requested so to do by the Commissioners, or by a person acting under the authority of the Commissioners, and notwithstanding any penalty such person may have incurred under the Regulations, be forthwith removed from the premises.

22. A person who has acted in contravention of any of the provisions of Regulations 18, 19, 20, and 21 shall

furnish his correct name and address immediately upon being required so to do by the Commissioners, or by a person acting under the authority of the Commissioners.

NAVIGATION OF VESSELS.

23. The following are the signals to be observed within the Port of Melbourne:—

Meaning.	Signal.	
	Day.	Night.
Want Customs Officer.	Flags EHC. International code.	
Want Pilot.	Flags PT or flag G. International code or Pilot Jack at foremast.	
Want Medical Assistance.	Flag W. International code.	
Want Tug.	Flags YA. International code.	
Want Water.	Flags YJ. International code.	
Want Police.	Flags ST. International code and/or 3 short blasts followed by 1 long blast (ST) on whistle or siren.	
Am Carrying Maile	Flag Y. International code at foremast head or where it can best be seen.	
Explosives on Board.	Flag B. International code.	Red Light.
Inflammable Liquids on Board.	Red Flag with a white circular centre.	Red Light
Pilotage Exemption.	White Flag at mainmast head or where it can best be seen.	
Vessel at Anchor.	Black ball at forestay or where it can best be seen.	
My Ship is Healthy and I Request Pratique.	Flag Q. International code.	
My Ship is Suspect.	Flags Q and Q (1st substitute). International code.	
My Ship is Infected, I Have Not Received Pratique.	Flags QL. International code.	Red Light over White.
Vessel Swinging in River or Narrow Channel.	4 short blasts on whistle or siren. Note.—In addition, after a short interval, the International signal on whistle or siren indicating the movement of the ship's head or engines going astern, should be given.	
Keep clear of me; I am swinging.		

Meaning	Day	Signals	Night
Artillery Practice.			
Keep clear of firing range.	Flags IB International code.		
PORT CLOSED (made at or near Signal Station at entrance to Port).	Signal consisting of 3 shapes shown vertically one over the other; the upper and lower shapes being circular and red and the middle shape triangular (apex up) and green.		Signal consisting of 3 lights in a vertical line one over the other. The upper and lower lights red and the middle light green.

Note.—For details, see Defence Department Notice to Mariners, No. 9, published by Hydrographic Branch, Royal Australian Navy.

Caution When Approaching British Ports.

1. Closing of Ports. Entrance to Port prohibited. (Signal exhibited in some conspicuous place in or near approach.)	3 red balls disposed vertically.		3 red lights disposed vertically.
2. Examination Service. Entrance to Port permitted.	Distinguishing white over horizontal surrounded by a blue border.	Flag red	3 white lights vertically disposed.
Entrance to Port prohibited. (Signal exhibited on examination steamer.)	Distinguishing white over red horizontal surrounded by a blue border. Also 3 red balls disposed vertically.	Flag red	3 red lights vertically disposed.

Note.—For details, see Admiralty or Defence Department Notice to Mariners, No. 1, of each year.

24. (1) The master of a vessel proceeding inwards shall not enter the River Yarra whilst any one or more of the following signals is or are exhibited:—

In Day-time—

- (a) A black ball suspended from a hoist 40 feet above high water adjoining the mast on the Gellibrand Pile Light Beacon;
- (b) A black ball suspended from the yard-arm 34 feet above high water on the mast erected on the Breakwater Pier, Williamstown.

In Night-time—

- (a) An occulting red light every six seconds exhibited on the mast of the Gellibrand Pile Light Beacon 40 feet above high water;
- (b) An occulting red light every six seconds exhibited on the Breakwater Pier, Williamstown, 34 feet above high water, and 10 feet vertically below the green navigation light;
- (c) An occulting red light every six seconds exhibited 24 feet above high water, and 6 feet vertically below the flashing green light on the beacon on the south side of the river entrance.

(2) This Regulation shall not apply to any vessel the property of or used in the service of the Commissioners,

or to any self-propelled vessel of less than the following dimensions:—

Length, between perpendiculars—130 feet.
Breadth—26 feet.

except when any such vessel is towing one or more other vessels.

25. Signals to be used by vessels navigating the Victoria Dock and River:—

- (a) The Master of a vessel proceeding from the Victoria Dock to the River shall, when abreast of the east end of No. 3 Shed, give a prolonged blast on the whistle of not less than six seconds duration, to be repeated when abreast of the centre of No. 1 Shed.
- (b) If such vessel shall have another vessel or vessels in tow, the Master shall give three blasts in succession, viz., one prolonged blast as above followed by two short blasts, the short blast to be of one second duration, with an interval of one second between each blast.
- (c) The Master of a vessel moored on either side of the Dock to the westward of the east end of No. 3 Shed, shall give the signals stated above upon leaving the berth, to be repeated when abreast of No. 1 Shed.
- (d) The Master of a vessel proceeding down the River, upon hearing a warning signal given by a vessel proceeding down the Dock, shall give a prolonged blast on the whistle of not less than six seconds duration, and, if towing one or more vessels, shall also give the two additional short blasts, as above, but not otherwise.
- (e) The above sound signals must be given in all cases, and at all times, day or night, at the points stated, but they may be repeated at any point as often as the circumstances may demand.
- (f) The Master of a vessel proceeding either up or down the River, intending to berth in the Victoria Dock, shall hoist the flag V at the foremast and keep it flying until the vessel has passed into the Dock; in the former case it must be hoisted before entering the Coode Canal, and in the latter as soon as the vessel leaves her berth. The signal shall be hoisted on the vessel when lighters or barges are being towed, and in all other cases the signal shall be hoisted on the vessel being towed.
- (g) On vessels not having a foremast, a temporary pole or staff, on which to show the flag, may be used.
- (h) This Regulation shall not apply to vessels of less than 20 tons gross tonnage.

26. (1) No vessel moored in the River Yarra Victoria Dock shall leave its berth without the permission of the officer in charge of the Control Station at the Dockhead, nor when the following signals are exhibited:—

- (a) Signal for Vessels Moored in the River Yarra
 - In Day-time.**—A ball suspended from the yard at the Dockhead Control Station, height 45 feet.
 - In Night-time.**—A single flashing red light every 5 seconds, thus: Flash 1.0 second, eclipse 4 seconds—exhibited on the mast at the Dockhead Control Station, height 50 feet.
- (b) Signal for Vessels Moored in Victoria Dock—
 - In Day-time.**—A cone suspended from the yard at the Dockhead Control Station, height 45 feet.
 - In Night-time.**—A double flashing red light every 7.5 seconds, thus: Flash 1.0 second, eclipse 1 second, flash 1.0 second, eclipse 4.5 seconds exhibited on the mast at the Dockhead Control Station, height 50 feet.

(c) Signals for Vessels Moored in River Yarra and Victoria Dock—

In Day-time.—Both signals exhibited as described in (a) and (b).

In Night-time.—A triple flashing red light every 10 seconds, thus: Flash 1.0 second, eclipse 1.0 second, flash 1.0 second, eclipse 1.0 second, flash 1.0 second, eclipse 5.0 seconds—exhibited on the mast at the Dockhead Control Station, height 50 feet.

(2) No vessel moored in Maribyrnong River shall leave its berth without the permission of the officer in charge of the Control Station at Dockhead.

(3) This Regulation shall not apply to any vessel the property of or used in the service of the Commissioners or to any self-propelled vessel of less than the following dimensions:—

Length, between perpendiculars—130 feet.

Breadth—26 feet.

except when any such vessel is towing one or more other vessels.

27. The following signals shall be used before swinging in the River:—

- (a) The Master of a vessel proceeding up or down the River shall, when at least 1,500 feet distant from the point at which it is intended to swing, give a warning signal, consisting of four (4) short blasts, on the whistle or siren. Immediately prior to the commencement of swinging repeat the signal and in addition after a short interval the International signal on whistle or siren indicating the movement of the vessel's head or engines going astern should be given.
- (b) When tug-boats are towing sailing vessels, hulks or steamers not under steam, the above signal shall be given on the tug-boat, by the Master of the Tug, in place of on the vessel being towed.
- (c) The Master of a vessel leaving her berth to swing at a point in the River at a distance of less than 1,500 feet from her berth, shall give the first signal immediately on casting off.
- (d) The Master of a vessel shall not cast off the moorings thereof for the purpose of swinging at her berth unless or until the River be sufficiently clear of traffic to enable the vessel to be swung without causing an obstruction.
- (e) This Regulation shall not apply to vessels whose length between perpendiculars does not exceed 130 feet.

28. No vessel of less than 50 tons gross measurement shall enter or leave the Victoria Dock between sunset and sunrise without the special permission in writing of the Harbor Master.

29. The Master of every vessel exceeding 20 tons burden shall in the day-time hoist and keep flying her national colors, under the following circumstances:—

1. When entering the Port from the time of entering until the vessel has arrived at her final destination.
2. On Sundays and public holidays while lying in Port, weather permitting.
3. On leaving the Port.

30. The Master of every vessel within the Port shall observe and obey the Regulations for Preventing Collisions at Sea, or any Collision Regulations of the Commonwealth of Australia substituted therefor or in addition thereto, as well as the Regulations of the Commissioners.

31. The Master of every vessel shall cause the guns thereof to be unshotted before entering the Port, and no person shall, whilst therein, unless permission in writing be given by the Harbor Master, or in case of urgently requiring assistance at night-time, discharge or use any gun, firearm, blue lights, rockets or other explosive.

32. Every vessel under weigh within the Port shall be in charge of a competent Master, and shall be manned by a sufficient number of experienced seamen, and in the case of mechanically propelled vessels, shall carry a properly qualified Engineer and necessary staff.

33. The Master of every steam and every sailing vessel, being under weigh within the Port, either by day or night, shall, provided an uninterrupted view over the bow is not obtainable from the look-out bridge or deck of his ship, cause a special look-out to be kept by a man stationed in such a position that an uninterrupted view over each bow and also right ahead, may be obtained with certainty.

34. Any Regulation applying to steam vessels shall apply to vessels propelled by any other mechanical power.

35. (1) No vessel having a draft of seven or more feet of water or having engine-power of 25 horse-power nominal or greater shall be navigated at a higher speed per hour over the ground than—

- (a) From Spencer Street bridge to west side of entrance to Appleton Dock—four nautical miles.
- (b) From west side of entrance to Appleton Dock and through the remainder of Coode Canal—five nautical miles.
- (c) From west end of Coode Canal to beacons at entrance to River Yarra—seven nautical miles.
- (d) Within any other part of the Port—eight nautical miles.
- (e) When passing works in progress on banks of a river, sunken vessels, vessels aground or at anchor, tugs with train in tow, or vessels moored at any wharf—four nautical miles.

(2) A vessel having a draft of less than seven feet of water and having engine power of less than 25 horse-power nominal shall not be navigated at a higher speed than ten nautical miles per hour over the ground in any part of the Port.

36. Every motor boat or motor launch shall be fitted with an effective silencer for the purpose of preventing offensive noise from the machinery or engine of such boat or launch.

37. The Owner and the person in charge of any vessel emitting an offensive noise shall be guilty of an offence.

38. No sailing vessel under sail alone shall enter any River Channel unless she holds a commanding breeze, which will enable such vessel to be navigated through the same without tacking or luffing up; nor shall any vessel track or pole up or down any River Channel.

39. Vessels proceeding up the River shall give way to vessels proceeding down the River.

40. The Master of a mechanically propelled vessel having a vessel or vessels in tow shall, when meeting another mechanically propelled vessel also towing a vessel or vessels, slacken speed as far as practicable, and keep a reduced speed until the respective mechanically propelled vessel and the tow of each have passed each other.

41. The Master of any vessel employed in towing any vessel shall not, except with the written permission of the Harbor Master—

- (a) In the River or the entrance to Victoria Dock, tow such vessel alongside or abreast of such towing vessel excepting when two vessels are employed in towing.
- (b) Nor tow any vessel stern foremost, excepting between the Spencer Street Bridge and the Victoria Dock entrance, and between the Yarraville and Footscray Wharves.

- (c) Nor tow two vessels alongside or abreast of each other.
- (d) Nor tow vessels in train, when such train exceeds 160 yards in length measured from stem of the towing vessel to the stern or end of the last vessel towed.

42. The Master of a vessel when approaching another vessel proceeding in the opposite direction shall, at a distance of not less than 100 yards apart, reduce speed and keep on that side of the fairway or mid-channel which lies on starboard side of such vessel, so as to afford all possible facility for the vessels safely passing each other. This Regulation shall not apply to dredgers in course of being shifted from one place to another, or to tugs with trains of punts or barges in tow; but the Master of every vessel meeting such dredgers or tugs, and the Masters of such dredgers and tugs, must use every exertion to avoid collision.

43. The Master of every vessel within the Port shall, during night-time, exhibit the lights required by the Regulations for Preventing Collisions at Sea, or any Regulations of the Commonwealth of Australia substituted therefor, or in addition thereto.

44. The Master of every vessel in tow during night-time shall cause to be exhibited thereon a red light on the port side, and a green light on the starboard side, as described in the said Collision Regulations, but shall not exhibit a white light. If the vessel in tow is under 20 tons gross, and does not carry the lights prescribed by such Regulations, the Master thereof shall carry thereon a lantern, having a green slide on one side and a red slide on the other side, and on the approach of any other vessel shall, at a sufficient distance therefrom to prevent a collision, exhibit such lantern so that the light thereof shall show through the red slide only on the port side, and through the green slide only on the starboard side.

45. The Master of every boat under weigh at night-time, and not in tow, shall exhibit an efficient white light thereon, in such a position as to be plainly visible all round, and shall also carry, and cause to be as therein mentioned exhibited, the lantern referred to in the preceding Regulation for vessels under 20 tons burden in tow.

46. The Master of a vessel at anchor, or fastened to a mooring buoy or other fixture, shall, during night-time, cause to be exhibited a bright white light in a globular lantern, of not less than eight inches in diameter, and so constructed and placed as to show a clear, uniform, unbroken light, visible all round the horizon at a distance of at least one mile. In cases of vessels over 150 feet in length there shall be exhibited thereon two such lights, one at the bow and one at the stern thereof, as prescribed by the Regulations for Preventing Collisions at Sea.

This Regulation shall not apply to vessels moored to the shore, or to any wharf, or to vessels within the following limits, viz:—

1. A line drawn from the boat landing of the Port Melbourne Town Pier to the south end of the steamboat jetty on the east side of the Station Pier, Port Melbourne.
2. A line drawn from the inshore end of the Princes Pier, Port Melbourne, to the red dolphin at the northern side of the entrance to the River Yarra.
3. A line drawn from the black dolphin at the southern side of the entrance to the River Yarra, to the end of the Ann Street Pier, Williamstown.

47. A vessel lying in tier outside a vessel moored to the shore or to any wharf, shall, during night-time, exhibit from her off-side bow, and also from her off-side quarter, a light of the same character, and so placed as to effect the same purpose as in the preceding clause prescribed for vessels at anchor.

48. In the event of a vessel grounding, the Master thereof shall, in addition to the white light or lights required by Regulation 45 for vessels at anchor, exhibit or cause to be exhibited at night-time two red lights, placed vertically six feet apart, in globular lanterns not less than eight inches in diameter, and of such a character as to be visible all round the horizon at a distance of at least 2 miles, and in such a position relative to the white light or lights as to indicate to the Master of an approaching vessel the position and extent of the obstruction caused by such grounding, and he shall also have a man on board, or in a boat adjacent, so stationed as to enable such man to give warning to approaching vessels; and the Master shall also during day-time exhibit, or cause to be exhibited, on the vessel grounded, two balls or shapes placed in same positions as the red lights are required to be in the night-time.

49. (1) The Master of a dredger having its moorings laid out, whether such dredger is at work or not, shall in the undermentioned circumstances cause the following signals to be exhibited in day-time and night-time respectively so as to be open to vision from vessels approaching from any direction.

- (a) While the dredger is in a position which in the opinion of the Master thereof would render it proper for any vessel which might approach from seaward to keep the dredger on the starboard side of such vessel in passing:—

In Day-time.—A red cone having its base at least 2 feet 9 inches in diameter and the length of its axis one and a half times the diameter of its base, suspended (with its axis vertical and its base downwards) from the yard-arm on side on which dredger is to be passed.

In Night-time.—In addition to the white light or lights required under Regulation 45 a bright light showing red through a globular lantern of not less than 8 inches in diameter directly above a bright light showing green through a globular lantern of the said diameter, such lanterns to be suspended from the yard-arm on the side on which the dredger is to be passed, and the distance between such lanterns to be not less than 4 feet nor more than 6 feet.

Any passing vessel from whatsoever direction it may approach the dredger shall pass such dredger on the side upon which the signal is exhibited.

- (b) While the dredger is in a position which in the opinion of the Master thereof would render it proper for any vessel which might approach from seaward to keep the dredger on the port side of such vessel in passing:—

In Day-time.—A black cylinder having each of its ends at least 2 feet 9 inches in diameter and the length of its axis one and a half times the diameter of one of its ends suspended (with its axis vertical) from the yard-arm on side on which dredger is to be passed.

In Night-time.—In addition to the white light or lights required under Regulation 45, a bright light showing green through a globular lantern of not less than 8 inches in diameter directly above a bright light showing red through a globular lantern of the said diameter, such lanterns to be suspended from the yard-arm on the side on which the dredger is to be passed, and the distance between such lanterns to be not less than 4 feet nor more than 6 feet.

Any passing vessel from whatever direction it may approach the dredger shall pass such dredger on the side upon which the signal is exhibited.

(c) While dredger is blocking a channel:—

In Day-time.—A green cone having its base not less than 2 feet 9 inches in diameter and the length of its axis one and a half times the diameter of its base (with its axis vertical and its base downwards) between two red spheres each having its axis not less than 2 feet 9 inches in length suspended from the masthead in a vertical line and having a distance between each shape of not less than 4 feet nor more than 6 feet.

In Night-time.—In addition to the white light or lights required under Regulation 45, three bright lights showing consecutively red, green, red through globular lanterns each of not less than 8 inches in diameter, and suspended from the masthead in a vertical line, and having a distance between each of not less than 4 feet nor more than 6 feet.

Any vessel approaching from whatsoever direction must not pass such dredger until one of the signals mentioned in paragraphs (a) and (b) of this sub-clause of this Regulation is exhibited.

(2) A white light shall be shown on the outer rail of a silt barge moored to a dredger on the side upon which any signal indicates that such dredger should be passed, but not otherwise.

(3) Self-propelling dredgers under way when dredging, and unable to manoeuvre as required by the Navigation (Collision) Regulations of the Commonwealth of Australia for the time being in force so as to keep out of the way of other vessels shall by night-time show the lights and by day-time exhibit the shapes prescribed by such Regulations for vessels not under command.

(4) The Master of a dredger having its moorings laid out and being in or near a channel in which ships may be moving during fog, mist, or heavy rain, shall cause the following fog signals to be sounded by the ringing of a bell or gong at intervals of not more than two minutes:—

(a) While dredger is in a position which in the opinion of the Master thereof would render it proper for any vessel which might approach from seaward to keep the dredger on the starboard side of such vessel in passing.

A short ring of about $1\frac{1}{2}$ seconds, followed after an interval of about $1\frac{1}{2}$ seconds by a long ring of about 4 seconds duration (Morse code sound signal for the letter "A").

(b) While dredger is in a position which in the opinion of the Master thereof would render it proper for any vessel which might approach from seaward to keep the dredger on the port side of such vessel in passing.

A long ring of about 4 seconds duration followed after an interval of about $1\frac{1}{2}$ seconds by a short ring of about $1\frac{1}{2}$ seconds duration (Morse code sound signal for the letter "N").

(c) When dredger is blocking channel.

Three short rings each of about $1\frac{1}{2}$ seconds duration with intervals between each of about $1\frac{1}{2}$ seconds (Morse code sound signal for the letter "S").

50. The Master of a mechanically propelled vessel shall, at least 300 yards from any dredging machine, diving punt, or rock-breaking machine, belonging to the Commissioners, go "dead slow", and prior to his vessel passing over or along the mooring chains of any dredging or rock-breaking machine or punt, he shall stop the engines of such vessel until his vessel has passed clear of such mooring chains.

51. Whenever a red flag is hoisted upon a pole on the River bank at each end of any works or silt-landing depot, the Master of any mechanically propelled vessel abreast of the red flag nearest to it shall reduce the speed of the engines of such vessel to "dead slow", until his vessel shall have passed at least 50 yards beyond the flag at the other end of any such work, silt depot or barges or punts used in connection therewith.

52. The Master of every vessel shall, at least 300 yards from any ferry, slow the engines of his vessel to "dead slow", and when his vessel is at a distance of 100 yards from such ferry, shall stop the engines, and shall not put them on ahead again until his vessel has passed clear of such ferry and ferry-boat's chains. Nor shall any vessel navigating the River pass or approach within 50 feet of any part of any ferry-boat while such ferry-boat is moored in her dock on either side of the River.

53. (a) When any vessel (except a vessel towing another vessel equipped with an efficient sound signal) is approaching the Williamstown Road Ferry the Master thereof (if such vessel be not under pilotage) or the Pilot having the conduct thereof (if such vessel be under pilotage) shall, when the bow of the vessel is abreast of the points set out in paragraph (b) hereof, sound or cause to be sounded upon the whistle of such vessel a prolonged signal blast of six seconds duration.

(b) The points at which such signal blast shall be sounded shall be the following:—

(i) When a vessel is proceeding upstream towards the Williamstown Road Ferry: No. 12 beacon on the starboard hand approximately 2,000 feet from the said Ferry and indicated in day-time by the word "Whistle" shown in red letters on a white ground and in night-time illuminated by an occulting red Neon light of the following characteristic:—

Light, 5 seconds; eclipse, 1 second.

(ii) When a vessel is proceeding downstream towards the Williamstown Road Ferry: No. 19 beacon on the starboard hand approximately 2,000 feet from the said Ferry and indicated in day-time by the word "Whistle" shown in red letters on a white ground and in night-time illuminated by an occulting green Neon light of the following characteristic:—

Light, 5 seconds; eclipse, 1 second.

(c) When such signal has been sounded by any vessel approaching the Williamstown Road Ferry the person in charge of such Ferry shall not permit the said Ferry to leave her berth until the vessel which has so sounded the signal shall have passed clear of the Ferry.

54. No rafts or logs of timber shall be navigated anchored or moored in any channel or fairway of the Port, nor in any river under the control of the Commissioners so as to impede the navigation, and every such raft, whenever anchored or moored at night-time, shall have exhibited thereon by the owner thereof the light or lights required by these Regulations for vessels at anchor or moored. Provided, however, that the Commissioners may permit the anchoring or storing of timber or rafts of timber in any place or places they may appoint for the purpose.

55. Except for purposes of navigation, no whistle, siren, bell or fog-horn shall be sounded on any vessel navigating the Port.

56. On the occasion of any race, regatta or public procession within the Port, the Masters of vessels under weigh shall cause them to be navigated so as not to obstruct, impede, or interfere with such race, regatta or procession, or to endanger the safety of any persons assembled thereat, and shall obey all directions given by

the Harbor Master or any person authorized by the Commissioners to superintend or assist in superintending the observance of their Regulations or orders.

57. No vessel shall be taken up or down the River for the purpose of being admitted into any graving dock, nor shall any vessel be docked, undocked, or moved to or from any dock or dock wharf, unless a permit in writing has been obtained from the Harbor Master.

58. No Master of any vessel shall permit her to approach any dock or wharf, for the purpose of coming thereto, whilst any vessel is passing therefrom, or until ordered to do so by the Harbor Master; nor shall the Master of any vessel take, or attempt to take, such vessel out of any dock, or leave any wharf, whilst another vessel is entering or approaching thereto, or until ordered to do so by the Harbor Master.

59. No vessel shall be navigated or lie in the River with its anchor or anchors hanging at the cat head or a'cockbill; but such anchor or anchors shall be hung perpendicularly from the hawse pipe, and when berthed shall be slacked down and kept with the stock awash or taken on board.

60. No vessel, any part whereof, or the cargo therein, is on fire, or (if carrying cargo consisting entirely or principally of oils, chemicals, or any other substance of a dangerous or inflammable nature) on which a fire existed within twenty-four hours previously to her arrival in the Port, or being in such a leaky or otherwise unusual condition, as may in the opinion of the Harbor Master endanger the safety or navigation of the Port, shall enter the River without the special permission in writing of the Harbor Master. The Master of such vessel shall forthwith on arrival in the Port, notify in writing to the Harbor Master, the existence of such fire, or the fact that a fire had existed on board thereof within twenty-four hours previously to her arrival, or the leaky or unusual condition of such vessel, as the case may be.

61. The Harbor Master may at any time survey and examine any vessel and the state of repair thereof, and if after such survey and examination such vessel is or is likely in the opinion of the Harbor Master to become a menace to navigation, the master, owner, or agent on receiving notice in writing from the Harbor Master so to do, shall effect necessary repairs to or clear the port of the same.

62. While any vessel is entering, departing from, or within the Port, the Master shall by every means in his power, consistent with the safety of such vessel, assist every duly authorized officer of the Government or of the Commissioners in boarding or leaving such vessel, and no person on board any such vessel shall interfere with or obstruct any such officer or any Pilot whilst carrying out their duties respectively.

63. No vessel which is liable to pilotage on entering or leaving the Port of Melbourne shall be navigated within the Port, unless such vessel be in charge of a Pilot duly licensed for the purpose, or except under the supervision of the Harbor Master.

64. If any vessel be sunk or stranded within the Port, or if any obstruction shall impede the navigation and use of the Port, or any part thereof, the Master, Owner or Agent of such vessel, or the Owner of the property by which such obstruction is caused, shall immediately notify the Harbor Master of the position of such obstruction, and immediately take steps for the removal thereof, and pending such removal, shall mark the position of such vessel or obstruction as the Harbor Master may direct.

65. Should a collision take place whereby any damage is caused to any vessel or wharf, or should any vessel ground or sink in the River or Bay, then the Master of every such vessel, and every other person concerned in

any such collision, grounding or sinking, shall immediately report the circumstances to the Harbor Master in writing.

66. The Master and Owner of every vessel shall severally be responsible for the due performance and observance of such of the Regulations as apply to such vessel; and when any vessel is under the direction of a Pilot, the said Pilot shall be responsible for the due performance and observance of the Regulations; but the responsibility of the Pilot shall in no wise relieve the Master and the Owner of the vessel of their responsibility.

MOORING OF VESSELS.

67. No vessel shall be permitted, unless unavoidable circumstances compel, to be anchored, moored or to lie in any fairway or channel or near the middle of any river; nor shall any cable, chain, hawser, rope or other obstruction be placed across either through or above water in any such fairway, channel or river, without the permission in writing of the Harbor Master. The Commissioners may from time to time, by notice published at least twice in one Melbourne daily newspaper, at intervals of not less than four or more than seven days, set apart and define by bearings or otherwise, as they may deem most convenient, any other portion of the Port within which no vessel shall be brought up or moored.

68. Whenever by unavoidable circumstances it has become necessary to anchor a vessel in any fairway, channel or river, the Master of the vessel so anchored shall, as soon as possible, weigh anchor, and place the vessel in such a situation as not to interrupt or interfere with the free passage of other vessels.

69. No vessel shall anchor in the Coode Canal, or moor or make fast to the warping piles on its banks; and should any vessel from any cause whatever be detained in the Coode Canal, the Master must immediately procure a steam tug and cause such vessel to be removed therefrom.

70. The Master of a vessel which is not under weigh shall cause her to be, and be kept, properly and effectually moored. If she be moored with her two anchors, they must not be placed in a position which may endanger the safety of other vessels navigating or moored in the Port. Such extra anchors, warps, moorings and chains for securing such vessel shall be run out from time to time as the Harbor Master may direct.

71. A Master or Pilot in charge of any vessel intending to anchor in Hobson's Bay for a period of over 48 hours shall moor such vessel with two anchors in a clear berth, and in such position as will permit her to swing clear of the channels and fairways.

72. The Master of a vessel whose anchor is let go shall cause to be attached to it a watch buoy capable at all stages of the tide of marking the position of such anchor but shall at any time remove such watch buoy if so required by the Harbor Master.

73. The Master of a vessel moored with two anchors shall cause both cables to be kept clear, and the Master of a vessel moored with one anchor shall keep the second anchor ready to be cast. Every cable shall be kept by the Master ready to be slipped, veered or hove in.

74. If any vessel parts from her anchor or mooring, or should an anchor be accidentally dropped overboard from any vessel not being attached thereto, the Master of the vessel concerned shall cause the fact to be reported to the Harbor Master as soon as practicable. Every anchor, kedge, cable or mooring slipped, parted or cut from, or dropped as aforesaid, shall be weighed within two hours, unless permission in writing to the contrary has been obtained from the Harbor Master.

75. A vessel shall not anchor or drop anchor near any of the following positions:—

- (1) A line across the River Yarra, between Johnson Street and the western end of No. 6 Shed.
- (2) A line between the Melbourne and Metropolitan Board of Works pumping station at Spotswood and a point due east on the Port Melbourne side of the River Yarra.
- (3) A line across the River Yarra, between the Williamstown Road and the Strand.
- (4) Any part of the Port in which a ferry-chain, cable, telephone wire or oil or water or sewerage pipe is laid.

Any breach of this Regulation shall be punishable by a fine of £20.

76. Every vessel riding by a hawser or rope, or otherwise attached to any portion of a wharf, or to another vessel moored or berthed thereat, shall be considered as moored or berthed at a wharf, and shall be subject to all rates and Regulations affecting vessels moored directly to or berthed at a wharf.

77. The Master of a vessel about to be berthed at a wharf, and whilst so berthed, shall have the anchors thereof hove up, with the stock awash or taken on board, and the lower yards topped or braced sharp up, and all other projections stowed within the rails of his vessel. In order to facilitate removal, or for other reasons, the Harbor Master may require the vessel to be further dismantled or the gear thereof shifted.

78. No vessel shall lie in tier third off from any berth in the Port, except by special permission in writing of the Harbor Master.

79. The Harbor Master shall appoint the place where all vessels shall lie or take up an anchorage within the Port and no vessel shall be anchored in such place of anchorage, or brought or placed alongside of any wharf, without his authority or contrary to his directions, nor shall the position of any vessel be changed, nor shall any vessel be moved from or leave any berth, without his permission.

80. The Harbor Master shall in all cases decide the question of priority when two or more Masters of vessels desire to occupy a particular berth at a wharf at the same time. Any vessel on being appointed to a berth must immediately proceed to occupy it, and go on discharging or loading, otherwise the berth may be given to another vessel. No vessel, whilst waiting for a berth occupied by another vessel, shall be allowed to approach within 150 yards of the one already berthed.

81. At least 48 hours before a berth at a wharf is required for a vessel, the Agent or Master thereof shall make application to the Harbor Master on the form appointed therefor.

82. The Master or Agent of every registered vessel shall produce the certificate of the registry of such vessel to the Harbor Master, and, on demand, to any other officer of the Commissioners. In the event of any alteration being made in any vessel which requires the certificate to be amended, the Master or Agent shall forthwith advise the Harbor Master thereof, and produce to him the amended certificate.

83. Every vessel arriving at a River berth shall lie with her head up stream, unless permission is granted for her to swing head down before berthing.

84. The Master of a vessel berthed at a wharf shall, if so directed by the Harbor Master, permit mooring or berthing in tier to his vessel, and also give free passage for persons and goods across and over the deck of his vessel to and from the wharf and any other vessel moored or berthed in tier to the vessel first named.

85. The Master of any vessel berthed alongside any wharf, or moored or anchored within the Port, shall run out such extra warps, moorings, chains and anchors for securing such vessel as the Harbor Master may direct.

86. The Master of a vessel which shall be moored or navigated on any part of the River with a warp, hawser, rope or chain across the River, or which shall have a rope across the River for any purpose whatever, unless in the act of entering or departing from any dock, or swinging in any basin, shall, when practicable, cause the same to be slacked down and sufficiently sunk on the approach of any other vessel which shall be proceeding, dropping, steaming or sailing up or down the River, so that such last-mentioned vessel may pass safely over and without delay.

87. The Master of a vessel in Port shall cause at least one seaman to be at watch on deck, except:—

1. Vessels laid up, coal hulks, ballast or other lighters lying within such limits as the Harbor Master may have authorized them to occupy; but all such vessels shall have always one person on board.
2. Vessels (not being vessels moored to or lying at any wharf), and boats lying within either of the areas limited in Regulation 45.

Where there is no Master, the Owner or Agent of such vessel, or person having lawfully or de facto the control thereof, shall be liable for any breach of this Regulation.

88. Every person in charge of or on watch on board a vessel shall at once answer a challenge by Police, Customs Officer or Officer of the Commissioners.

89. No Master of a vessel shall make her fast or hang her on to another vessel without permission, unless ordered to do so by the Harbor Master.

90. No Master of a vessel shall moor or make fast, or hang on to any buoy or beacon not being a compass adjusting, mooring or warping buoy or beacon, and no vessel shall be moored, made fast, or hung on to any mooring buoy without the permission of the Harbor Master.

91. No person shall make fast any rope or mooring to any wharf other than to the mooring piles, rings, hooks or bollards provided for mooring purposes, nor to any steps or hand-rail, nor to any shed, pillar, lamp-post, crane or other erection on a wharf.

92. The Master of a vessel at anchor shall not permit any boat to ride astern of or be attached to such vessel at a greater distance therefrom than 18 feet, nor shall he permit any lighter or deeply-laden boat, log or logs of timber or other floating object, likely to obstruct or injure any other vessel, to ride astern of or be fastened to his vessel while at anchor.

93. No vessel shall, for any purpose of trade or commerce (except vessels plying for hire with passengers only), be unmoored or got under weigh on Sundays, and no work shall be done on or in connection with any vessel in the Port on Sundays, except such as may be necessary for the cleanliness or safety thereof and of the crew, and in the case of the excepted vessels the comfort and safety of the passengers, unless by the express permission in writing of the Harbor Master.

94. No vessel shall be anchored or shall lie at a less distance than one hundred fathoms from any wharf, except for the purpose of immediately hauling alongside.

95. Every hawser or rope by which a vessel is made fast to a wharf or the shore shall, if required by the Harbor Master, be defended by at least one metal disc of a size and pattern approved of by the Harbor Master, and every such metal disc shall, if not affixed to the hawser or

rope to the satisfaction of the Harbor Master, be removed to a position on the said hawser or rope pointed out by him. The Master of every such vessel shall comply with every Regulation of the Board of Public Health affecting vessels moored to a wharf or to the shore.

96. Every vessel moored to a wharf or to another vessel moored to a wharf shall be provided with a good and sufficient gangway stage, which shall be effectively lighted at night-time, for the use of persons coming from or going on board such vessel, and every such stage shall be made of not less than two (2) inch planks, and shall be at least two (2) feet six (6) inches broad, with cross battens and ropes on both sides from the vessel to the wharf, or from vessel to vessel, supported by wooden or iron stanchions not less than three (3) feet high, and also with a good and sufficient net of not less than the following dimensions, viz., length, eighteen (18) feet; breadth, eight (8) feet; to be made of not less than one and a half (1½) inch rope, to be seven and a half (7½) inches from seizing to seizing, so as to form fifteen (15) inch meshes, placed underneath the stage.

So much of this Regulation as refers to providing nets shall not extend or apply to tugs, steamers or small vessels which trade within Port Phillip Bay, or to vessels moored to any wharf in the Yarra or the Maribyrnong Rivers.

97. Every vessel lying in the Bay and not alongside any wharf shall be provided with a good and sufficient gangway ladder, and the same shall be sufficiently lighted at night-time, such gangway and the lighting thereof to be subject to approval by the Harbor Master.

98. During night-time every deck opening or opening in the side of a vessel moored at a wharf shall, unless work in loading or unloading is proceeding on such vessel, either be closed or efficiently lighted and protected.

99. The Master of every vessel carrying passengers shall, when arriving at or departing from a wharf or transferring passengers at night-time, provide and use a sufficient number of bright lights, so placed as to enable passengers to land, board or transfer with ease and safety. Such lights shall both, as to quality and number, be subject to the approval of the Harbor Master.

100. The Master of every vessel moored shall:—

- (a) Cause all furnace fires therein to be so regulated as to prevent accidents by fire and nuisance from smoke.
- (b) Extinguish all other fires between the hours of 10 p.m. and 4 a.m.
- (c) Have all fires for domestic purposes safely secured, and use no naked lights.
- (d) At the close of each day satisfy himself that there are no signs of fire in any part of his vessel, and that the preceding portions of this Regulation are observed, and daily make an entry in his log-book of the facts.

The Harbor Master may at any time board any vessel to ascertain by inspection whether this Regulation is being complied with, and may extinguish all fires and lights contrary thereto.

101. Except with the written permission of the Harbor Master the use of flare-up lamps or naked lights of any sort or design whatsoever in the holds of vessels lying at any of the wharves or jetties of the Port, whether for the purpose of working cargo or for any other purpose, is prohibited.

102. The Master of every vessel under four hundred tons register shall provide such vessel with fire buckets, in the proportion of four to each hundred tons register of the vessel, and two for every additional hundred tons up to a thousand tons, one-half of which buckets shall

be constantly hung up in some convenient place on the vessel, with lanyards attached ready for drawing water.

103. In the event of any fire occurring on board a vessel in the Port, or on any wharf, all persons in charge of or otherwise belonging to any vessel then in the Port, shall afford such assistance towards extinguishing the fire, and the protection of the neighbouring vessels, as the Harbor Master, or person deputed by him, may demand.

104. The Master of a vessel shall not, without the permission of the Harbor Master, work, or allow to be worked, the propeller of his vessel whilst moored to a wharf.

105. No vessel's whistle or siren shall be used on board any vessel whilst moored alongside any wharf, whether as a signal of arrival or departure, or for any other purpose whatever; but a bell may be rung for a reasonable time previous to the departure of any vessel from the wharf.

106. No vessel shall be unmoored from a wharf until the portion of the wharf which has been occupied for, or devoted to, the service of such vessel has been thoroughly cleared of all rubbish and swept clean, and all portable appliances and material used in loading or unloading such vessel, and all rubbish and litter, have been removed to some place appointed or approved of by the Harbor Master. In case of non-observance of this Regulation, the Master, Owner and Agent of the vessel shall respectively be liable for any expense incurred by the Commissioners in remedying the neglect, and any such expense shall be recoverable, in addition to the penalty imposed for breach thereof.

107. No person shall permit a boat in his charge to remain at any landing place for passengers longer than required to receive or land passengers, which must be done expeditiously.

108. The Master of any boat lying alongside any steps or landing place or ship's gangway shall cause such boat to give way to Government vessels on duty, to the vessels of the Commissioners, and also to other vessels with passengers.

109. No refuse of any kind shall be discharged from any vessel or the scuppers thereof whilst in the Port, and all steam pipes shall be effectively screened. No ash ejector shall be used on any vessel within the Port.

110. The Master of every vessel shall moor, unmoor, place or remove such vessel according to the directions of the Harbor Master, given in accordance with the Act and these Regulations, but should there be no person on board of any such vessel to whom directions could be given, or, in the opinion of the Harbor Master, competent to attend to such directions, the Harbor Master, may cause such vessel to be moored, unmoored, placed or removed as he shall under the circumstances think fit, and for that purpose he may cast off, unloose, slacken or cut the rope, or unshackle or break the chain by which any such vessel is moored or fastened, and all expenses attending the mooring, unmooring, placing or removing of such vessel shall be paid to the Commissioners by the Master thereof, together with any costs of ascertaining and recovering the same. Provided always that, before the Harbor Master shall cast off, unloose, slacken, cut, unshackle or break any rope or chain by which any vessel without any person on board competent to protect the same shall be moored or fastened, he shall cause a sufficient number of persons to be put on board of such vessel for the protection thereof, the cost and expense attending which, and of recovering the same, shall also be paid by the Master of such vessel to the Commissioners.

111. The removal by, or in charge of, the Harbor Master, to or from a wharf, of a vessel shall be deemed to be a service performed in respect of such vessel, and

shall be paid for by the Master, Owner or Agent of or for the vessel. The Commissioners may from time to time determine the fees to be charged and paid for such removals.

CARGO OF VESSELS.

112. Except where otherwise provided herein, the Owner of all goods and the Owner or Agent of any vessel in whose custody goods have been placed on any wharf, for the purpose of import or export, shall be bound to see that the Regulations of the Port in all matters affecting such goods are properly observed and carried out, and shall be liable for every breach of such Regulations, whether committed by himself or those acting for him.

113. The Master, Owner or Agent of any vessel shall, within 24 hours after its arrival, deliver to the Harbor Master a statement in writing in the form appointed, signed by such Master, Owner or Agent, and showing the gross and net registered tonnage of the vessel, and the gross tonnage of the cargo on board, which is to be discharged within the Port, and if required by the Harbor Master, furnish him with a copy of the ship's manifest. The Master or Agent of every vessel by which goods are or have been shipped shall, within 48 hours after shipment thereof, deliver to the Commissioners a true copy of the outward manifest of such vessel, upon the form appointed therefor, and shall faithfully render all particulars required in such form and sign the same as correct, and, if required by the Commissioners, verify the same by Statutory Declaration. In the case of a vessel having no cargo on board when entering or leaving the Port, the statement shall be marked "Nil", and shall be delivered as aforesaid.

114. No goods shall be left, placed or allowed to remain upon any wharf or in any shed without the permission in writing of the Harbor Master.

115. No goods shall be unshipped or deposited upon any wharf or road, or in any shed, unless same are delivered to a Licensed Wharfinger and until the Master, Owner or Agent of the vessel, from which goods are to be unshipped, has delivered to the Harbor Master and the Licensed Wharfinger a statement signed by such Master, Owner or Agent, containing full particulars of the quantities and descriptions of the cargo which it is intended to unship.

116. No person shall act as a Wharfinger unless licensed by the Commissioners for that purpose, and all licenses shall be issued under such conditions as the Commissioners may direct. The Owner or Agent of the vessel may be appointed as a Licensee.

117. When goods are delivered to a Licensed Wharfinger, other than the Owner or Agent of the vessel, the Master of the vessel shall deliver to the Commissioners before the vessel casts off or is unmoored from the wharf, a statement in writing, signed by himself and the Licensed Wharfinger, bearing the date of such signatures and containing the following particulars:—

- (a) The name of the ship or vessel from which such goods were unshipped and the name of the Owner and Master of such ship or vessel.
- (b) A description of the goods unshipped and the identifying marks or numbers on the goods or on the outside packages of cases containing the goods, as the case may be.
- (c) The state, order and condition in which the goods were unshipped, or of the outside packages or cases containing the goods, as the case may be.
- (d) The nature and extent of any apparent damage to the goods unshipped, or to the outside packages or cases containing the goods, as the case may be.

Notwithstanding anything herein contained, the Commissioners may exempt any vessel or any berth from the provisions of Regulations Nos. 115 and 117.

118. Licenses granted to act as a Wharfinger shall be subject to the Regulations of the Commissioners, and (inter alia) to the following conditions:—

1. The Licensed Wharfinger shall take delivery of the goods of Owners as and when the same are discharged from the vessel, and shall deal with the goods as the Regulations of the Commissioners prescribe, and shall not part with the possession of the goods except by delivery thereof to the Consignee or Owner of the same, or by delivering same to the Commissioners for removal to a warehouse.
2. All goods taken delivery of by the Licensed Wharfinger shall be deemed to have been received by him in good order and condition, unless the receipt given by him to the vessel for same, and/or the Bill of Lading shows that they were in a damaged or bad condition, and produce to the Owner proof to that effect, then the Licensed Wharfinger shall not be responsible for any such damage if he shall have delivered the goods to the Consignee or Owner thereof, or to the Commissioners, in the same damaged or bad condition in which he shall have received them.
3. The Licensed Wharfinger shall be liable for loss of, or injury to, goods received by him as in good order and condition, damage from fire or causes arising therefrom excepted. The Licensed Wharfinger shall not be liable for loss of, or injury to, such goods occurring after the expiry of 24 hours after notice to remove the goods has been received by the Commissioners from him, provided:—(a) That such notice shall not in respect to an overseas vessel be given prior to 5 p.m. on the fifth day and in the case of other vessels, prior to 5 p.m. on the third day after the vessel from which the goods were unshipped ceased to discharge at the berth. (b) That the quantity of goods to be removed does not exceed 200 tons in weight or measurement. (c) That a notice, in form approved by the Commissioners, stating when the Licensed Wharfinger's liability will cease, has been given to consignees by advertisement in at least one Melbourne daily paper, and by posting in a conspicuous place in the shed containing the goods.
4. The Licensed Wharfinger shall place all packages unshipped in apparent bad order in the cage provided in the shed at which the vessel is discharging, and shall post a list of such goods in a conspicuous place in the shed, so as to be available for inspection by Owners. He shall be liable for the number of packages received by him.
5. Should a person entitled to their delivery desire to repair or open for Customs inspection or sampling any packages landed in apparent good order and condition, he must first sign and deliver to the Licensed Wharfinger an acknowledgment that such packages are thenceforth to be held at the sole risk and expense of such person, and such packages shall be thereafter at his risk and expense. After such repairing, inspection or sampling, such packages must be removed from the shed the same day, but if this is found impracticable, removal may be held over until the next working day, and pending such removal the packages shall be placed in the cage.

6. The charges to be made by Licensed Wharfingers for receiving, stacking, holding, and delivering goods, shall not exceed the amount specified by the Commissioners, who may, by resolution, from time to time vary the amount of all or any of such charges:—

Plate Glass (in cases of one ton or over)	3/10½ per ton (Weight and/or Measurement)
Bark	2/7½ per ton (Weight)
Sulphur	3/7½ " "
Bran	2/11½ " "
Chaff	3/6 " "
Straw and/or Hay	3/11½ " "
Pollard	2/11½ " "
Rice	2/8 " "
Oats, Maize and Lead	2/6½ " "
Pig and Scrap Iron	2/1½ " "
Oil (in barrels)	2/1½ " (Measurement)
Oil (in drums)	2/3 " "
Hemp	3/1½ " (Weight)
Kapok (single bales to 10 feet)	6d. per bale
Kapok (over 10 feet to bale)	2/2½ per ton (Measurement)
All other Goods	2/3 per ton

Charges on all other goods to be calculated on weight or measurement, according to the option of the Commissioners.

(These charges are reviewed quarterly)

7. A Licensed Wharfinger shall not use any wharf or shed for the storage of outward cargo unless with the consent of the Commissioners, who may from time to time determine the charges that may be made by the Licensed Wharfinger for the storage and handling of such goods.
8. The Licensed Wharfinger shall not deliver any goods unless the Commissioners' authority to deliver is presented, as provided in Regulation 122, and in the case of goods liable to storage fees under Regulation 151, unless the Commissioners' receipt for such fees, as well as their authority to deliver, is presented.
9. Each Licensed Wharfinger shall use the wharf and shed accommodation allotted to the vessel for which he is acting to the satisfaction of the Harbor Master, and shall keep and leave the wharf, shed and offices thoroughly cleared of all rubbish and litter, and swept clean. He shall in all matters obey the orders of the Harbor Master.
10. Every Licensed Wharfinger shall give to the Commissioners an undertaking in writing to hold the Commissioners indemnified against all claims of the Department of Trade and Customs in respect of the goods taken delivery of by him.
11. The Commissioners may appoint a Licensed Wharfinger to act in regard to any vessel, or at any berth, provided that when a Licensed Wharfinger, being the Owner or Agent of a vessel, undertakes to act as such for every vessel of which he is either the Owner or Agent, the Commissioners will not require him to act as the Wharfinger in regard to any vessel of which he is not the Owner or Agent.
12. Every person licensed by the Commissioners to act as a Wharfinger, immediately after the granting of such license and before he shall be capable of acting as such Wharfinger, shall give to the Commissioners a bond, to be approved of by them, for the sum of £100, for the due fulfilment of the above conditions, and that he will act whenever called upon by the Commissioners.

119. No person shall enter upon any wharf with goods for shipment without first delivering to the Licensed Wharfinger or Agent of the vessel in which the goods are to be shipped a cart note or other written document in duplicate, as may be required by the Commissioners, containing a full and true account, with the numbers and measurements or weights of such goods. Such Wharfinger or Agent shall give a receipt on the duplicate copy of such cart note or other document for goods received by him.

120. Within twenty-four hours after the arrival of any vessel from which goods other than coal are to be landed, discharged or transhipped in the Port, the Master or Owner shall deliver to the Collector of Wharfage Rates a true and complete copy of the manifest of the said vessel, in respect of all goods intended to be landed, discharged or transhipped in the Port, and such copy shall be in the form appointed therefor, and shall be signed by the Master or Owner and by the Agent (if any) as being correct, and, if required by the Commissioners, the Master or Owner or Agent shall verify the same by Statutory Declaration. The Master, Owner or Agent of the vessel shall on demand by the Collector of Wharfage Rates, produce and submit to the said Collector the Master's copy of all Bills of Lading. No goods shall be landed, discharged or transhipped in the Port without the consent of the Collector until such copy manifest as aforesaid has been delivered to him. If the Master, Owner or Agent fails to deliver the copy of the manifest within the time aforesaid, or lands, discharges or tranships any goods from his vessel before such copy manifest is delivered to the Collector, or prior to his consent being obtained, he shall be liable to a penalty of £20. If the copy manifest delivered to the Collector be inaccurate in any material respect, any person by whom, or by whose authority the said copy was signed as being correct, shall be liable to a penalty of £20.

121. In the case of a vessel not laden, the manifest form shall be marked "Nil" as to goods other than ballast, and shall be delivered as aforesaid, and if any such vessel has ballast on board which the Master thereof intends to discharge, he shall give written notice of his intention to the Collector of Wharfage Rates, and in such notice shall state the nature and quantity of ballast to be discharged.

122. The Owner or Consignee or his Agent of all goods intended to be landed other than coal, shall, before inspecting or removing the goods, sign and deliver to the Collector full and accurate particulars of such goods according to the prescribed form, and shall submit invoices, freight notes, or other documents relating to the goods, and pay to the Collector the rates, tolls and charges payable in respect thereof, and no Licensed Wharfinger, Company, person or persons, occupying any wharf at which goods may be landed, shall deliver such goods unless the Commissioners' authority to deliver is presented. Such authority shall be the Bill of Lading, sub-order on Bill of Lading, or delivery order bearing the "please deliver" stamp of the Trust. Any person interfering with or removing goods, or causing or permitting goods to be removed before the provisions of this Regulation have been complied with, shall be liable to a penalty of £10.

123. No person shall remove any goods from any wharf or shed within the fenced-in area without delivering to the Customs Officer at the gate or where there is no Customs Officer stationed at the gate to the person acting under the authority of the Commissioners a permit from the Master, Owner or Agent of the importing vessel to remove such goods, and satisfying such officer or person that the provisions of Regulation 122 have been complied with.

124. Where goods are intended for transhipment, whether to be landed on any wharf or to be discharged into lighters, or to be transhipped from one vessel to another, the Owner or Consignee or his Agent of the goods shall, before the goods are so discharged or transhipped, deliver to the Collector true and accurate particulars, according to the prescribed form, of all goods intended to be so discharged or transhipped.

125. Goods manifested for other Ports, and not intended for transhipment, shall not be landed on the wharf without the consent in writing of the Harbor Master.

126. Goods unshipped, but not removed from the wharf or vessel whereon or into which they have been discharged, may be transhipped, although not specified therefor in the copy manifest of the vessel from which the same were unshipped, provided that within 48 hours after the unshipment thereof, true and accurate particulars in the form appointed therefor are delivered to the Collector of all goods intended to be transhipped.

127. Transhipment in these Regulations, when used in relation to goods, means transhipment within the Port of goods to be sea-borne without the Port, and the word "transhipped" and the word "transshipping" respectively have a meaning corresponding with that of "transshipment".

(a) Any person transshipping goods shall, within 48 hours after such goods have been finally discharged in the Port, and before transshipment, give notice to the Commissioners in writing of the intention to tranship such goods; and shall specify therein the description of the goods and the name of the vessel or place from which the goods are to be taken, and the name of the vessel into which same are to be placed.

(b) Goods transhipped within the Port not later than 10 days after such goods have been discharged shall, in addition to the exemption provided by Section 110, Sub-section 3, of the Act, be exempt from tolls and rates, if notice of intention to tranship the same shall have been duly given in manner hereinbefore required. Provided that in case notice of intention to tranship goods shall not have been given within the time hereinbefore required, the wharfage rate shall be 1/- per ton, if the goods have not been removed from the wharf or vessel upon or into which they have been discharged, and if, before the actual transshipment of such goods takes place, notice in writing of the intention to tranship such goods be given to the Commissioners.

(c) The following provisions shall apply in the case of goods manifested as through cargo for transshipment at Melbourne, if notice of intention to tranship has been duly given, as provided by Regulation No. 127a, and if shipping space is not available for the purpose of transshipment within the period allowed under the Act or these Regulations for transshipment free of tolls and rates. If within 30 days after such goods have been discharged the same are transhipped, or are forwarded by rail to the Port for which they were to be transhipped, a refund may be allowed of any amount paid as wharfage rates on the goods in excess of 1/- per ton. Provided that no such refund shall be allowed if the goods have been removed from the Trust's property (other than in the course of their immediate transshipment), or have not been forwarded directly from the Trust's property to the custody of the Victorian Railways Commissioners. The cost of any re-stacking of the goods considered necessary by the Commissioners, and the cost of removing the goods, shall in every case be borne by the Owner. The Commissioners may, in any case, refuse to allow any refund unless the Owner of the goods furnishes the Commissioners with a statutory declaration verifying the facts of the case as the Commissioners may require.

128. Where a transshipping entry has not been passed before the expiry of 48 hours, payment at the rate of 1/- per ton may be accepted as the wharfage rate on goods for transshipment, provided that the goods have not been removed from the wharf or vessel whereon or into which they have been discharged, and that the transshipping entry is passed, and the goods be actually re-shipped within 10 days of the final discharge of the vessel in which they were imported.

129. No coal shall be landed upon any wharf from any vessel carrying coal, and hereinafter called a collier, or from any vessel used for storage of coal, hereinafter called a lighter, unless an entry has been previously passed or a permit granted to land such coal by the Collector.

130. When a permit has been granted to land coal, complete entries shall be passed by the Company or person desiring to land such coal, within seven days after the arrival of such vessel within the Port.

131. All such entries must be delivered to the Collector, accompanied by a stevedore's certificate, showing the distribution of the coal and the time and date of the final discharge of the vessel.

132. Pit certificates, issued by the Owner or Owners of collieries, or their duly authorized agents, shall be produced to the Collector by the Master or Agent in Victoria of the vessel carrying such coal at the time of entering such vessel inwards.

133. All coal put overside from any vessel into other vessels will be treated as transshipments, free of wharfage rates, but in all instances (except in the case of lighters used for storage purposes) when coal is put from one vessel into another vessel not intended to go beyond the State of Victoria, import entries must be passed, such as will satisfy the Collector that no wharfage rates are payable. When coal is put into lighters used for storage purposes, transshipment entries shall immediately be passed, clearly stating the word "Lighter" before the name of the receiving vessel.

134. All coal landed from any vessel at any wharf within the Port, and not transhipped within forty-eight hours of the final discharge of such vessel, shall be subject to payment of wharfage rates.

135. Receipts for all coal exported or transhipped shall be produced to the Collector, and such receipts shall, after the entries aforesaid have been endorsed thereon by him, be retained and filed by him.

136. Register books shall be kept by the coal importers at their offices on the wharf, and such register shall show the distribution of the inward cargo of each collier; that is to say, the number of tons landed, the number of tons transhipped into any vessel, and the number of tons retained for stores, and the number of tons (if any) then remaining in such vessel. Such transactions shall be entered immediately after the final discharge of a collier, and must be available for signature by the Collector or any person to be appointed by him to check the same. Such books shall be accessible at any time, and as often as may be required, to any officer of the Commissioners.

137. No coal shall be landed from any lighter at any wharf within the Port without an entry having been previously passed, or a permit granted by the Collector to land such coal.

138. All coal landed from lighters at any wharf within the Port will be subject to payment of wharfage rates, and an "Import" entry must be passed for such coal, the name of the lighter appearing therein as the importing vessel.

139. No coal transhipped from a lighter or lighters shall be subject to payment of wharfage rates; but a transshipment entry must be passed for such coal by the Company or person desiring to tranship, and the name of the lighter or lighters shall appear in such entry as the importing vessel or vessels.

140. Every lighter intended to be used for the storage of coal shall be registered by the Owner thereof with the Collector, and no lighter shall be recognized by the Commissioners for such purpose unless so registered, and books shall be kept at the coal importers' offices on the wharf, showing weight of all coal received and discharged into and from every lighter, the name of the Owner of coal received, and the distribution of all coal, with the names of the persons to whom the same was delivered; such transactions shall be entered within twenty-four hours after the transaction; such books shall be available for inspection, verification and signature by the Collector or any person to be appointed by him for such purpose, so soon after each transaction as he shall think fit, and shall be accessible to, and may be inspected at any time and as often as he may require, by any officer of the Commissioners.

141. The lighter books mentioned in the last preceding Regulation shall be balanced at the end of each quarter year; that is to say, at the end of the months of March, June, September and December in every year, and the Collector or other person aforesaid shall certify as to the correctness or otherwise of each such balance.

142. A false entry in any Register above referred to, shall render the person making the same, and the Master of the vessel, and the Owner of the coal, in respect of which such false entry has been made liable to be prosecuted.

143. No coal shall be discharged, or placed at or upon any of the wharves of the Commissioners except at such places as may be appointed by the Commissioners for that purpose, and in such a manner as shall be approved by the Harbor Master.

144. All coal discharged at any berth not occupied by the Importer under license from the Trust, must be entirely removed from the wharf and site at the rate of 150 tons per day, dating from the commencement of the discharge of the vessel from which the same has been landed, but all coal discharged must be removed before the vessel from which the coal has been discharged leaves the berth. If any part of such coal be not so removed, the Owner, Master or Agent shall pay to the Commissioners one halfpenny for every ton of the gross register tonnage of the vessel for each day or part of a day that coal is left on the said wharf after the vessel has left the berth. Nothing in this Regulation contained shall affect the right of the Commissioners or the Harbor Master to remove the coal from the wharf, or the liability of the Owner, Master or Agent of the vessel, or of the Owner of the said coal, in respect of any breach of this Regulation.

145. The Master of a vessel shall, if required by notice in writing, signed by the Harbor Master and left on board such vessel, cause the loading or unloading thereof to be proceeded with vigorously and without any intermission day or night (except for Sundays), and to the Harbor Master's satisfaction, and shall render all necessary facilities, material and gear to permit of expeditious loading or unloading. On the failure of the Master to cause the loading or unloading of his vessel to be proceeded with to the satisfaction of the Harbor Master, or should the Master refuse or fail to render and provide the necessary assistance, facilities, material and gear as aforesaid, he shall, in addition to all other charges, pay to the Commissioners the sum of £1 for each and every hour and part thereof, during which any such failure or refusal shall continue, or during which the notice aforesaid shall not be faithfully complied with. Sundays and any period during which the weather conditions may, in the opinion of the Harbor Master, be such as to render it impracticable to comply with the notice, or to furnish the assistance required, or be liable to damage the cargo whilst in course of loading or unloading, being excepted.

146. The Harbor Master may at any time require that a vessel shall be loaded or unloaded by stevedores, and the Master, Owner or Agents of the vessel shall comply with such requirements, and shall bear and pay the expense thereof. The Commissioners shall not be responsible for any such employment and subsequent expense.

147. The Master of a vessel discharging alongside a wharf, shall not unload timber from the bow or stern ports, except at such berths as the Commissioners may appoint for that purpose.

148. Cargo may be discharged from or taken in by any vessel berthed in tier over and across the deck of the vessel berthed at the wharf. The Master of the latter vessel shall allow and afford such facilities for the purpose as the Harbor Master may direct.

149. Vessels discharging or taking in cargo shall be removed to any berth pointed out for that purpose by the Harbor Master.

150. Subject to the provisions of these Regulations, all goods (other than ales, wines, spirits or other fermented or spirituous liquors) landed and placed upon a wharf or in a shed shall be removed therefrom within three days after the vessel from which they have been landed has ceased discharging cargo at the berth where such goods were landed.

If in the opinion of the Commissioners the exigencies of trade permit, such goods may be allowed to remain upon the wharf or in the shed for such further time as they may specify, but in no case for more than six days after the vessel has ceased discharging cargo as aforesaid. Unless such goods be removed within the time mentioned, they may be removed by the Commissioners, and stored in any bonded or other warehouse on behalf of and at the risk and expense of the Owners thereof. Provided that no goods liable to duty shall be removed, unless with the consent of the Collector of Customs, who shall nominate the warehouse to which such goods shall be removed.

151. Should any goods be not removed within the time limited by Regulation 150 there shall be payable by the Owner as and by way of storage fees in respect thereof the sum of 1/- per ton of such goods for the first three days, and for every subsequent three days the sum of 6d. per ton, additional to the amounts per ton payable for each immediately preceding three days—that is to say, 1/6 per ton for the second three days, 2/- per ton for the third three days, and so on. For the purpose of this Regulation, a fraction of a ton shall be deemed a ton. Nothing herein contained shall prevent the Harbor Master, without notice, removing or ordering the removal to some warehouse of any such goods at any time after the expiry of the time limited for their removal, and the Owner of the goods shall pay all charges and expenses connected with such removal, including the warehouse rent and charges, in addition to the said storage fees. If, in the opinion of the Commissioners, the non-removal of goods within the time limited has been due to some cause beyond the control of the Owner of the goods, then the Commissioners may, if they think fit, on the application of the Owner, grant a refund of such part of the said storage fees paid under this Regulation as exceeds the rate of 1/- per ton per week. The Commissioners may require a statutory declaration verifying the facts of the case by such person or persons as they shall think proper.

152. In the computation of time, for the purposes of Regulations Nos. 118, 150, 170, 172, and 173, no Sunday and no other day which the Commissioners may declare or appoint to be considered as a holiday on any specified wharf, whereon goods are lying, will be included.

153. No goods shall be placed on any wharf for shipment until the vessel by which it is intended to ship the goods has been berthed at the wharf, except by permission in writing of the Harbor Master.

154. All goods placed in any shed or on any wharf shall be placed and stacked therein in such a manner as may be pointed out by the Harbor Master, and as far as possible as may be convenient for the Customs Officers, and all persons engaged in the depositing, stacking, sorting or removing of any goods at, in or from any sheds, or upon any wharf, shall obey the orders of the Harbor Master.

154a. (1) Every package or article of cargo of a gross weight of one ton (2,240 lb.) or over, before being shipped on any vessel within the Port by means of the cargo gear belonging to or used on the vessel, shall have prominently marked upon it, or upon a label securely attached to it, in legible and durable characters of not less than 1 inch in height, a statement of its approximate gross weight set out in tons and hundredweights.

Provided that in the case of articles, such as logs, baulks of timber, or other articles which by reason of their nature or place of shipment it is not practicable to weigh, but which are of a weight of over 2,240 lb. the gross weight may be stated approximately within a limit of one ton as "Over 1 but under 2 tons", as the case may be.

(2) This regulation shall not apply to articles which, by reason of their nature or place of shipment, it is neither practicable to weigh nor legibly to mark or label, but in respect of such articles and also in respect of articles which have been shipped outside the Port of Melbourne and which are not marked as specified in paragraph (1), the master of the vessel shall arrange for some competent person to give, to the workers actually employed in the shipping or unshipping of the articles by means of the cargo gear, verbal advice as to the approximate weight of each such article about to be shipped or unshipped.

(3) The master, owner, and agent of the vessel, and the consignor of the package or article of cargo shall be jointly and severally liable to penalty in respect of any breach of the requirements of this regulation.

155. No person shall discharge or place any goods on any wharf, or in any shed, at such a time and in such a manner as to cause a greater weight to rest on the wharf or floor of the shed than 5 cwt. to each square foot of the wharf or shed.

156. The cargo of a vessel loading or discharging at any wharf shall not occupy a greater space on any such wharf than the length of such vessel, except by permission in writing of the Harbor Master, and shall be so placed as to keep the mooring post or rings free, and allow a clear passage of at least five feet from the edge of the wharf nearest the vessel, upon which space no goods shall be allowed to remain. All fire plugs must be left clear, with a space of three (3) feet all round each, and a passage of three (3) feet wide leading up thereto.

157. (1) All Stevedores' gear, portable cranes or vehicles of every description required for use in cargo sheds shall be removed from closed sheds excepting during the actual loading and/or unloading of a vessel by the Owner of such gear, crane or vehicle.

Should any such gear be in a closed shed, excepting as aforesaid, there shall be payable by the Owner or Hirer of such gear the sum of ten shillings per day or part of a day during such time as same remains in such shed. Should any such portable crane or vehicle which is not in use be left on the property of the Commissioners, there shall be payable by the Owner or Hirer of such crane or vehicle the sum of five shillings per day or part of a day during which such crane or vehicle remains on such property.

Stevedores' gear which is in general use, i.e., gear used at least once a week may remain in an open shed or on an open wharf if stacked in an orderly manner and to the satisfaction of the Harbor Master.

Should any Stevedores' gear which is not in general use be left on the property of the Commissioners, there shall be payable by the Owner or Hirer thereof the sum of five shillings per day or part of a day during such time as such gear or any part thereof remains on the said property.

Notwithstanding anything in this Regulation contained the Commissioners may without notice cause any such gear, crane or vehicle to be removed from any property vested in the Commissioners and stored at the risk of the Owner and/or Hirer of such gear, crane or vehicle and such Owner and/or Hirer shall pay to the Commissioners all costs charges and expenses of or incurred in and about such removal and/or storage.

(2) Should any railway vehicle which is not in use be left on any wharf or road vested in the Commissioners, there shall be payable by the Owner thereof the sum of five shillings per day or part of a day during which such railway vehicle remains on such wharf or road.

Notwithstanding anything in this Regulation contained the Commissioners may without notice cause to be removed from any such wharf or road any such railway vehicle and the Owner of any such railway vehicle shall pay all costs charges of and/or expenses incurred by the Commissioners in and about such removal.

158. No vehicle and no goods or other articles shall be placed or deposited within 25 feet of any public crane, or so as to prevent the free use and working of the crane.

159. Goods shall not be placed upon any roadway abutting upon a wharf without the permission of the Harbor Master having first been obtained.

160. No person other than an officer of the Commissioners shall make use of, or interfere with for any purpose whatsoever, any goods belonging to any other person while such goods are in any shed or on any wharf or roadway within the Port, and persons taking delivery of goods shall do so in such a manner as not to disarrange the goods remaining in the shed or on the wharf or roadway.

161. No goods, luggage or any other article shall be placed and allowed to remain on any landing, landing-steps or approaches thereto, appurtenant to a wharf.

162. The Master of a vessel loading or unloading goods shall be responsible for the proper slinging of all such goods, and for any damage that may occur either from the breakage of slings, or from goods being improperly slung.

163. The Master of a vessel lying alongside any wharf shall be responsible for all damage caused to goods lying on such wharf by water used for washing-down decks, or for any other purpose, upon such vessel.

164. The Master of a vessel lying alongside any wharf shall have closed from use, or shall have properly screened and protected, in a manner to be approved by the Harbor Master, all openings out of which water, steam or other fluid is liable to be discharged, so as to ensure that such water, steam or other fluid shall not fall on or wet the wharf or goods thereon.

165. The Owner or person in charge of any acids, benzine, chemicals, fibre, gasoline, kerosene, kapok, lime, matches, naphtha, oils, petrol, pitch, resin, spirits, tar, turpentine or any other combustible or inflammable dangerous or objectionable goods or substance, which shall be landed upon any wharf or exposed upon the deck of any vessel moored thereat, shall cause the same to be removed within two hours after being so landed as aforesaid, and until such goods are removed, shall place a watchman, approved by the Harbor Master, in charge of same. No person shall place any such goods or substance upon any wharf for shipment therefrom until the vessel in which the same goods are to be shipped is

moored to the wharf, and until such goods are shipped, the Owner shall place a watchman, approved by the Harbor Master, in charge of same.

166. The Harbor Master may, at the expense of the Owner thereof, provide, during the time of any such combustible, inflammable or dangerous goods or substance are not removed, a sufficient number of persons to guard the same, or may, at the risk and expense of the Owner, remove the same to a suitable warehouse, to be there stored. All expenses incurred for watchman, or in any such removal and storage, shall be paid by the Owners to the Commissioners.

167. No inflammable acids, benzine, gasoline, kerosene, naphtha, petrol, petroleum, turpentine, vitriol, or other goods of a dangerous nature, shall be placed in any transit shed, nor shall any oil, castor oil, cement, chemicals, fibre, green skins or hides, galvanized iron or fencing wire, iron or steel in pig bars or bundles, kapok, lead in pigs or rolls, matches, manures, pitch, rags, resin, tar, salt in bags, or whitening be placed in any closed transit shed.

REGULATIONS RESPECTING OILS AND INFLAMMABLE LIQUIDS.

168. The following Regulations shall apply to oils and inflammable liquids, in addition to any Regulation for the time being in force applicable thereto:—

Section I.

- (1) Notwithstanding anything contained in these Regulations, the Commissioners, in any case in which, in their opinion, the public safety will not be prejudiced, may, by notice in writing, under their hand, grant exemption to any person from compliance with any of the requirements hereof, and such exemption may be for such term, to such extent, and subject to such restrictions, limitations and conditions, as the Commissioners think fit.
- (2) Excepting that the definitions adopted in these Regulations shall not be deemed to affect the interpretation of terms already defined in any existing legislation affecting the Commissioners, the following expressions shall have the meanings hereby assigned to them, namely:—

Approved Electric Lamp.—For the purposes of section II, paragraphs (10) and (11) means an electric lamp approved by the Director of Navigation, Commonwealth of Australia, the British Board of Trade or the American Bureau of Standards.

Approved Safety Lamp.—For the purposes of section II, paragraph (11) means a safety lamp approved by the Director of Navigation, Commonwealth of Australia, the British Board of Trade or the American Bureau of Standards.

Battened Down.—Means and includes all methods of securely closing, to make gas-tight as far as practicable, any hatchway.

Cargo.—Includes inter alia, bunker coal.

Certificate of Test.—Means a certificate of test given on Form 2 by a competent analyst in respect of an oil tank or other part of a vessel which has been carrying oil or inflammable liquids as cargo that he has carried out a test in an adequate and suitable manner for the presence of inflammable vapor and found the space or spaces to be free therefrom.

Competent Analyst.—For the purpose of this Regulation means a member of the Institute of Chemistry of Great Britain and Ireland or of the Australian Chemical Institute with special knowledge of inflammable oils, or any other competent person approved by the Commissioners.

Fire.—Means every description of fire and ignition.

Flashing Point.—Means the true flashing point of a liquid as obtained by Abel's close test apparatus or by any apparatus which has been established by Act of Parliament for the purpose of determining the true flashing point of inflammable liquid.

Gangway.—Means any thoroughfare between vessel and wharf.

Government Explosives Department.—Means the Government Department having Authority in respect to explosives and/or inflammable liquids.

Hatchway.—Means any hatchway or other opening into a hold, not protected to prevent communication of fire.

Hold.—Means, when applied to a vessel, any hold between deck, shelter deck, tank or other covered place where cargo or fuel may be stowed.

In Bulk.—Means with respect to oil and inflammable liquid, such as are conveyed in quantities, exceeding ninety gallons in any one container and are intended to be transferred by pipe line or hose.

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

Inflammable Liquid, "Group A".—Means any inflammable liquid which has a true flashing point of less than seventy-three degrees Fahrenheit (73° F.).

Inflammable Liquid, "Group B".—Means any inflammable liquid which has a true flashing point of not less than seventy-three degrees Fahrenheit (73° F.).

Inspector.—Means an Officer of the Government Explosives Department or other properly constituted authority and includes the Chief Inspector, and any person duly authorized by the Chief Inspector in writing, to act as an Inspector.

Master.—In reference to any vessel, means any person, except a Pilot or Government Officer, having command or charge of such vessel. The term "Master" includes Owner, or Joint Owner, or Agent, of such vessel.

Oil.—Means oil of any description having a true flashing point of not less than one hundred and fifty degrees Fahrenheit (150° F.) and for the purposes of section II, paragraphs (10), (11), and (12) includes petroleum oils or petroleum spirits irrespective of flashing point.

Oil Tank.—Means any tank, compartment or space which contains or has contained any oil or any sludge, deposit, or residue therefrom.

Public Dry Dock or Slip.—Means any dry dock, graving dock, or slip which is available for hire.

Tank Ship.—Means a vessel specially fitted with tanks and used wholly or mainly for the conveyance of oils or inflammable liquids.

Tidal Water.—Means any part of the sea, or inlet thereof, or of a river or other water within the ebb and flow of the tides at ordinary spring tides, such tidal water being within the jurisdiction of the Commissioners.

Wharf.—Means any quay, landing place, landing stage, jetty, pier, hulk, boat, or other place at which goods are landed, loaded or unloaded.

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

Section II.—General Requirements for All Vessels.

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

- (1) The Master, Owner, and Agent of a vessel shall each be responsible for the due performance and observance of all Regulations applying to such vessel, and in no case shall the responsibility of either relieve the other or others, of his or their responsibility.
- (2) All due precautions whether prescribed or not for the prevention of accidents by fire or explosion shall be taken, and no act shall be performed or permitted, which tends to cause fire or explosion, and is not reasonably necessary.
- (3) Inspection of the vessel by the Harbor Master shall be facilitated, and all enquiries respecting the observance of these Regulations shall be answered correctly. No person shall obstruct or interfere with the Harbor Master in the performance of his duty, who is hereby authorized to inspect and examine at any time, any vessel which he has reasonable cause to believe to have inflammable liquid or oil, on board.
- (4) No inflammable liquid or oil or ballast water or water mixed with any oil or inflammable liquid shall be permitted to escape from or be discharged from a vessel into any tidal water, and no liquid of any kind shall be discharged into any tidal water from bilges, tanks, or other spaces which have contained any oil or any inflammable liquid unless it is proved that the tanks or spaces have been cleaned of oil, and inflammable liquid, or that the liquid has been freed from oil or inflammable liquid by means of a separating apparatus.
- (5) No oil in bulk or inflammable liquid of any kind shall be loaded or unloaded at any time unless notice on the prescribed form has been given to the Harbor Master and a permit in writing from such Harbor Master has been obtained. Provided that in lieu of such notice and permit the Commissioners may issue a permit in writing for a fixed period in respect of intra-harbor traffic.
- (6) Heating, boiling, or burning of any pitch, tar, resin, turpentine, spirits, inflammable liquid, oil, refuse, rubbish, or other combustible matter, in or on the vessel is prohibited, and the heating, boiling, or burning of any such substance removed from such vessel on any wharf or on any place within fifty feet of any wharf is prohibited, except in such place and in such manner as may be approved of by the Harbor Master.
- (7) No inflammable liquid shall be conveyed, loaded, or unloaded on into or from the vessel unless such inflammable liquid is contained in tanks, drums, tins or other containers, from which, in the opinion of the Harbor Master the inflammable liquid cannot escape in the form of liquid or vapor.
 - (a) Any containers which have been used for the carriage of inflammable liquid having a flash point of less than 73 deg. F. shall be closed gas-tight prior to being placed on any wharf. The owner or person in charge of such containers which shall be placed upon any wharf shall cause the same to be removed within two hours after being so placed as aforesaid, and, until such containers are removed, shall place a watchman approved by the Commissioners in charge of same.
- (8) (a) No person shall ship or send in any vessel any motor driven vehicle, machine, or boat, using inflammable liquid unless the tanks thereof and all engine connections are empty and free from such liquid and/or vapor.
 - (b) No such vehicle, machine, or boat, shall have stored, placed, or packed therein, any inflammable liquid whether enclosed in a separate container or otherwise.
 - (c) No Master shall knowingly receive or carry on board his vessel any motor-driven vehicle, machine or boat, in respect of which the requirements of this Regulation have not been complied with. Provided however that this Regulation shall not apply to vehicular ferries.
- (9) In the event of any vessel being anchored moored or berthed within one hundred feet of a vessel loading, unloading, or carrying inflammable liquid, such of the requirements of these Regulations relating to vessels carrying inflammable liquid as the Harbor Master deems necessary in the interests of safety in the loading or unloading of such inflammable liquid, shall be complied with.
- (10) (a) Until a certificate of test has been obtained no person shall bring near, or take into any oil tank, any naked light, fire or lamp (other than an approved electric lamp) or apparatus of any kind for producing a light or spark, or enter it except for the purpose of testing the atmosphere or for the necessary preliminary cleaning.
 - (b) If the cargo last contained in the oil tank was oil with a flash point below 73° F. (close test)—inflammable liquid group A—a fresh certificate of test shall be obtained daily before work is commenced therein, and if during the course of the work any pipe or joint in the oil tank is broken or any other risk of oil or oil vapor entering it arises, work therein shall be suspended until a further certificate of test shall have been obtained.
 - (c) No naked lights, fires or lamps other than approved electric lamps and no apparatus of any kind for producing a light or spark shall be permitted in any part of a vessel where oil has been carried as cargo until a certificate of test shall have been obtained in respect of that part.

Provided that, until any oil tank shall have been opened, this clause shall not apply to any part of a vessel where naked lights were allowed when the vessel was at sea.
 - (d) Every certificate of test or a copy thereof shall be posted immediately it has been issued in a conspicuous place where it can be easily read by all persons concerned.

Provided that clauses (a) and (c) of this paragraph shall not apply to any vessel the oil tanks of which have been cleaned and tested in accordance with this Regulation and have not subsequently been used for carrying oil.
- (e) Preliminary cleaning of oil tanks:—
 - (i) All residual oil and any sludge or deposit therein shall be removed. Where it is necessary for any person to be employed in the cleaning of a tank which has contained oil with a flash point below 73° F. (close test) he shall be provided with suitable breathing apparatus consisting of a helmet or face-piece with necessary connections by means of which he can breathe outside air.
 - (ii) The tanks shall be thoroughly steamed by means of steam jets for such period as will ensure the vaporization of all volatile oil.

- (iii) After the tanks have been steamed (a) all covers of manholes and other openings therein shall be removed, and they shall be thoroughly ventilated, by mechanical or other efficient means, so as to ensure the removal of all oil vapor and (b) the interior surfaces shall, if any deposit remains thereon, be washed or scraped down with a wooden or other suitable tool.
 - (iv) The person in charge is to take precautions that no matches or other means of producing fire or sparks are carried by the men who are employed in the cleaning of the tanks.
 - (v) No person employed in the cleaning of tanks shall smoke in or take matches or other means of producing fire or sparks into any tank.
- (11) Where work is being carried out on or in any oil tank in respect of which a certificate of test is required under paragraph (10):—
- (a) No lamps other than approved electric lamps or approved safety lamps shall be used.
 - (b) No fires, naked lights or heated rivets shall be taken into any tank or compartment without the written authority of the person giving the certificate of test under paragraph (10) that work can as far as he is able to ascertain be undertaken without danger to the vessel or men employed.
- (12) Vessels having oil or inflammable liquid on board must apply for special permission from the Commissioners to enter any public dock which may only be granted on compliance with specified conditions. In the case of vessels having bulk oil on board, the permission may only be granted on condition that all oil is discharged and certificates of test obtained in respect of all oil tanks prior to docking. Any oil or inflammable liquid contained in drums or tins must be discharged prior to docking unless the Commissioners give permission in special cases for such to remain on board.

Section III.—Vessels with Oil in Bulk.

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

- (1) The Regulations of Section II, General Requirements for all vessels, shall be complied with.
 - (2) (a) Pipes, hoses, valves, and other appliances used for transferring oil shall be suitable for the work, kept in good condition, and free from leakage, and all due precautions shall be taken to prevent any oil escaping into tidal water.
 - (b) A non-return valve shall be placed immediately behind the connection between hose and shore installation pipe, and also at the shore end of the wharf.
 - (c) On completion of loading or unloading, pipe lines at or within 100 feet of any wharf shall be thoroughly cleared of oil.
- (3) While in a Graving Dock any drainage of oil, or water mingled with oil shall be prevented from running on to the floor of the dock and thence into the pump well. Where it is necessary to drain tanks or bilges in any way, an iron, brick, or cement tray or other impervious and unflammable and efficient arrangement shall be provided in which the casks or drums shall be placed whilst they are being filled. Each tray shall be at least one foot high and have a containing capacity of not less than twelve cubic feet.

- (4) Any drainage of oil or water mingled with oil or oily refuse of any kind, which may be removed from the vessel whilst in Graving Dock shall be forthwith removed from such dock.

Section IV.—Vessels with Inflammable Liquid.

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

GENERAL PROVISIONS.

- (1) The Regulations of Section II (General Requirements for all Vessels) and of Section III (Vessels with Oil in Bulk) shall be complied with.
- (2) The Master, Owner, or Agent of the vessel shall give at least twenty-four hours' notice on Form One to the Harbor Master of the intention to convey, load, or unload, inflammable liquid, and of the quantity of inflammable liquid to be conveyed, loaded or unloaded.
- (3) Before a vessel having on board more than five hundred tons of inflammable liquid and/or inflammable liquid and oil shall be entitled to occupy a berth at the wharf the Master, Owner, or Agent shall obtain and deliver to the Commissioners a Policy of Insurance in the name of the Commissioners against loss of or damage to the property of the Commissioners by explosion and/or fire arising from the combustion or ignition of such inflammable liquid. Such policy shall be obtained from an Insurance Company approved of by the Commissioners and shall be for such amount as the Commissioners may require, and for such period as the vessel shall be at the wharf, or any part of the inflammable liquid shall remain on a wharf of the Commissioners or within fifty feet thereof. Provided, however, that in lieu of such Policy of Insurance the Master, Owner, or Agent may, with the approval of the Commissioners, furnish a Surety Bond in such form and for such amount as the Commissioners may require.
- (4) The Master of every vessel having on board inflammable liquid in quantity exceeding 400 gallons shall, on nearing the harbor, and during the time that such vessel remains in the harbor, display:—
 - (a) by day a red flag not less than 3 feet square with a white circular centre 6 inches in diameter, and by night a red light, at the mast head or where it can be best seen but not less than 20 feet above the deck in addition to any navigation flags, or lights which may be required by any other Regulations: Provided that if such vessel is a self-propelled vessel which cannot normally comply with this Regulation, the Master or Owner of such vessel shall display by day in a conspicuous position above the deck a red flag of metal not less than 18 inches square with a white circular centre 6 inches in diameter and by night an all round red light.
 - (b) When such vessel is berthed at any wharf or landing place, a Notice Board shall be exhibited at the forward side of gangway with the words "DANGER—NO SMOKING" in conspicuous lettering not less than 6 inches in size and by night display a red light at the after side of the gangway, and a white light at the forward side over the said Notice Board.
- (5) A copy of these Regulations shall be obtained and placed in a prominent part of the vessel where they can be readily seen by officers and crew.

- (6) No person other than those actually engaged in the work of loading or unloading inflammable liquid shall be allowed on the vessel without the written permission of the Harbor Master and consent of the Master of such vessel.
- (7) No person shall smoke in or on the vessel during the loading or unloading of inflammable liquid.
- (8) No locomotive on which steam is generated by combustion in open fires shall enter or be permitted to enter on railway tracks within fifty feet of any vessel carrying inflammable liquid.
- (9) Immediately a vessel carrying inflammable liquid has been berthed, a steel wire hawser sufficiently strong to enable the vessel to be hauled away from the wharf thereby shall be placed over the fore and aft end of such vessel, and such hawser shall so remain during the whole of the time the vessel remains alongside the wharf.
- (10) Except with the permission of the Harbor Master no vessel shall be berthed alongside any wharf unless such vessel is ready to discharge and to continue to discharge and arrangements have been made by the consignee to immediately receive the inflammable liquid.
- (11) A responsible officer of the vessel shall be on duty day and night to give effect to these Regulations.
- (12) An inspection fee not exceeding £5 5s. 0d. shall be paid, when required, to the Commissioners in respect to any vessel upon which inflammable liquid or inflammable liquid and oil exceeding five hundred tons (500 tons) is conveyed, loaded, or unloaded.
- (13) No inflammable liquid shall be loaded or unloaded on or from the vessel at any time between sunset and sunrise unless a permit in writing has been obtained in each instance from the Harbor Master to allow such inflammable liquid to be loaded or unloaded on or from such vessel and the conditions of such permission are duly observed.
- (14) Approved fire extinguishers and other approved material shall be provided and so distributed about the vessel as to be available for throwing on any inflammable liquid which may be spilled or ignited.
- (15) Iron or steel hammers or other instruments capable of causing a spark shall not be used for the purpose of opening or closing hatches or tank lids of a vessel.
 Except with the written approval of the Harbor Master, chipping, scraping, or hammering, of iron or steel on the vessel is prohibited when any hold, which contains, or has recently contained inflammable liquid, is open, or while there is any inflammable liquid on deck.
- (16) No vessel (other than a self-propelled vessel) carrying inflammable liquid shall be navigated except in tow of or attended by an efficient tug propelled by steam, electricity, or other mechanical power, and not more than two such vessels shall be towed together at one time, either abreast or in train. No vessel (other than a self-propelled vessel) carrying inflammable liquid shall be towed alongside a tug unless with the permission in writing of the Harbor Master, and upon such conditions as shall have been imposed by the Commissioners.
- (17) A tank used for conveyance of inflammable liquid on a vessel shall as far as practicable and applicable comply with the following:—
- The tank shall be solidly constructed of steel and shall not exceed a capacity approved by the Commissioners.
 - The tank shall be firmly attached to strongly constructed supports.
 - The tank shall be efficiently screened from any engine on the vessel by a fire resisting shield placed at least six inches from the tank and carried up above the tank and down below it, and the exhaust of the engine shall be wholly in front of this shield if the engine is in front of such tank, or wholly behind this shield, if the engine is behind such tank.
 - All vent pipes and vacuum relief valves shall be effectively protected by wire gauze as defined.
 - Effective earthing shall be provided to prevent accumulation of static electricity.
 - The bottom end of each fill pipe shall be carried down to near the bottom of the tank to form a liquid seal.
 - All fill pipes and dip pipes and other openings of a tank shall be fitted with screw caps, bolted covers, or other means of closing gas-tight at all times when such fill pipes or dip pipes are not in use for filling or dipping.
 - Vent pipes on all tanks shall be properly protected at the outlets by wire gauze as defined and these outlets shall not be less than twelve feet above deck, and made weatherproof.
 - No tank shall be filled with inflammable liquid more than 95 per cent. of its capacity and a mark indicating the level at which 95 per cent. of its capacity will be so occupied shall be permanently fixed in the tank.
- SPECIAL PROVISIONS WITH RESPECT TO VESSELS WITH INFLAMMABLE LIQUID OTHERWISE THAN IN BULK.**
- A watchman shall be stationed at each gangway leading on to the vessel to prevent smoking, to prevent unauthorized access to the vessel, and to warn every person that inflammable liquid is being loaded or unloaded by the vessel.
 - Notices warning the crew and all persons on board or coming on board the vessel that smoking or any practice likely to cause fire is prohibited, shall be displayed in conspicuous positions on the vessel and on the gangways of such vessel.
 - All holds containing inflammable liquid in drums, tins, or other packages, shall be thoroughly ventilated before, and during, the time such inflammable liquid is being unloaded.
 - All holds from which inflammable liquid in drums, tins, or other packages have been unloaded shall be thoroughly ventilated. The bilges shall be carefully cleaned by removing any liquid by hand pumps, suitable wooden bailers and by swabbing, and afterwards suitably ventilated. Fire or unauthorized light shall not be permitted at or near such hold until a certificate of test shall have been obtained.
 - All inflammable liquid loaded on the vessel shall be properly and securely stowed to the satisfaction of the Harbor Master.
 - Proper and efficient ventilation for the place of stowage shall be provided, and when required, outlet ventilators passing through the deck and terminating just below such deck, and inlet ventilators extending to the bottom of the holds from above the upper deck, shall be fixed. All outlet and inlet ventilators shall be covered with wire gauze as defined.
 - Holds after inflammable liquid has been stowed in them shall be securely battened down.
 - All inflammable liquid in packages shall be properly marked or branded to indicate the nature of the inflammable liquid, and all inflammable liquid Group "A" shall be marked "Highly Inflammable".

- (26) Sufficient hatch coverings and other coverings, as may be required by the Harbor Master, shall be provided.
- (27) All holds which contain, or have recently contained inflammable liquid, when inflammable liquid or other article is not being loaded into or unloaded from such holds, or such holds are not being cleansed and ventilated, shall be closed gas-tight as far as practicable.
- (28) A permit in writing shall be obtained from the Harbor Master to load or unload general cargo after sunset into or from a vessel carrying inflammable liquid, and the following precautions shall be taken:—
- (a) Every hold containing inflammable liquid shall be securely battened down.
 - (b) No cargo shall be loaded into or unloaded from any hold unless such hold is separated by water-tight and gas-tight bulkheads, decks, battened down hatchways, or other means from all places on such vessel where vapor from inflammable liquid is likely to be.
- (29) Stowing inflammable liquid below deck in a wooden vessel is prohibited. A limited quantity however, may be carried as deck cargo on the weather deck of such a vessel provided the inflammable liquid is stowed at a safe distance from the galley, crew's quarters, and openings leading into machinery or boiler spaces.

SPECIAL PROVISIONS WITH RESPECT TO
TANK SHIPS.

- (29) (a) Except with the written permission of the Harbor Master, the Master, Owner or Agent shall not permit wire ropes to be used in the mooring of Tank ships unless used for the purpose of attaching coir mooring springs to the vessel.
- (30) The loading or unloading of inflammable liquid from a Tank ship shall not commence until a barricade efficient to prevent access to the vessel and pipe line hose connections by any unauthorized person has been erected to the satisfaction of the Harbor Master and until a watchman has been stationed at each opening of the barricade to prevent the entrance of any unauthorized person and to take charge of matches from all persons entering the barrier.
- (31) Before commencing loading or unloading inflammable liquid, all matches shall be collected from members of the crew and other persons on the vessel and no person shall bring matches or other means of making a fire or light on the vessel during such loading or unloading.
- (32) In addition to having a responsible officer on duty as required by these Regulations a crew to assist such officer and a competent member of the engine room staff shall be on duty at all times when inflammable liquid is on board, to be available in case of emergency to operate the fire pumps or other fire extinguishing appliances.
- (33) From the time when the tank or holds of Tank ships carrying inflammable liquid are first unsealed or opened for the purpose of loading or unloading inflammable liquid, and until such tanks or holds have been closed and sealed down, no fires or lights, other than fires or lights approved by the Harbor Master, shall be lit or used, either on board the vessel or on shore, within fifty feet of any place at which inflammable liquid is being loaded or unloaded. Where, however, the Harbor Master is satisfied that the construction of the vessel and the situation of the fires are such that no serious hazard will be created thereby, the use of boiler fires for the purpose of supplying power, necessary for working the machinery or appliances for the unloading of inflammable liquid, and also, for heating galley appliances, may be authorized. No fires or lights of any description shall be permitted on any vessel while the tanks are open, or unsealed for the purpose of loading inflammable liquid.
- (34) Except during inspection or when samples or ullage measurements are being taken, wire gauze as defined shall be fitted over all openings of tanks that contain, or have recently contained, inflammable liquid in bulk.
- (35) Pipes, hoses, pumps, and other appliances used for the transferring of inflammable liquid shall be maintained free from leakage and gas-tight, and, unless it is otherwise authorized, on the completion of loading or unloading all gear shall be thoroughly freed from inflammable liquid and the hoses disconnected from the shore pipe lines.
- (36) The following precautions in the loading or unloading of inflammable liquid in bulk shall be taken:—
- (a) Hoses, constructed to be resistant to inflammable liquid and maintained in good order, shall be used for connecting from ship to shore installation.
 - (b) A non-return valve shall be placed immediately behind the connection between hose and shore installation pipe, and also at the shore end of the wharf.
 - (c) When pumping ceases temporarily, valves on ship and on shore pipe line shall be closed.
 - (d) On completion of the loading or unloading, pipe lines at or within 100 feet of any wharf shall be thoroughly cleared of inflammable liquid by flushing with water and shall be kept full of water.
 - (e) All openings in the tanks shall be closed gas-tight immediately on completion of loading or unloading.
- (37) Subject to the approval in writing of the Harbor Master inflammable liquid in bulk may be discharged in bulk into a tank ashore after sunset provided that the following conditions and such other conditions as may be prescribed by the Commissioners in special cases are complied with:—
- (a) All pipe lines, hoses, valves, and other appliances shall be coupled up and pumping commenced at least one hour before sunset.
 - (b) Pipe lines and hoses shall not be uncoupled or coupled or otherwise interfered with except in daylight.
 - (c) Sufficient electric flood lighting of approved type shall be provided to give ample light for all operations.
 - (d) Arrangements shall be made by the Master of the Tank ship to ensure that there will be a sufficient staff of officers and men available at all times to ensure the efficient carrying on of the work, or to remove the vessel, if so required.
- (38) Before any repairs or alterations are made to tanks on tank ships in which oil or inflammable liquid is or has been conveyed, involving such operations as welding, cutting, boring, soldering, hammering which may produce heat or be liable to cause the ignition of inflammable vapors, measures in accordance with paragraph (11) of section II shall be taken.

Section V.—Inflammable Liquid on Wharves.

- (1) No person shall deposit any inflammable liquid or cause or allow any inflammable liquid to be deposited on any wharf or in any shed on any wharf or on or in any place within fifty feet of any wharf or on any vessel without the permission of the Harbor Master and no person shall deposit any inflammable liquid or allow any inflammable liquid to remain on any such wharf or place at any time between sunset and sunrise, unless he has obtained in writing the permission of the Harbor Master to allow such inflammable liquid to be placed on such wharf, place, or vessel.
- (2) Except with the permission of the Harbor Master, no greater quantity of inflammable liquid shall be placed on any wharf other than can be handled in a period of one hour with the means of transport available.
- (3) No inflammable liquid shall be handled or deposited upon any wharf, or in any place within fifty feet of any wharf, until Notice Boards, not less than five feet by three feet in size and bearing the words:—
 "This vessel handling 'INFLAMMABLE LIQUID—NO SMOKING'."
 have been erected in such conspicuous positions as to be visible from every point of access to such wharf or place.
- (4) When inflammable liquid is upon any wharf or in any place within fifty feet thereof, no person shall smoke or have in his possession or under his control, any fire, or means of ignition, or light, other than an approved safety lamp, within fifty feet of such inflammable liquid.

Section VI.—Penalties.

ANY person contravening any of these Regulations shall be liable to a penalty of not exceeding FIVE HUNDRED POUNDS (£500) and wherever, in connection with any vessel, or cargo, of oil or inflammable liquid, there is any contravention of these Regulations, the Master, Owner, or Agent of such vessel or the Owner of such cargo, as the case may be, shall be liable to a penalty not exceeding FIVE HUNDRED POUNDS (£500) and it shall be lawful for the Harbor Master to cause such vessel or cargo to be removed at the expense of the Owner thereof, to such place as may be in conformity with the Act and the Regulations made thereunder, and in addition to such penalty, shall pay to the Commissioners any expense or loss incurred by them in consequence of the breach of any such Regulation.

Notice to Convey, Load, or Unload.—Form 1.

	Particulars to be Written in this Column.
1. Name of Vessel	1.
2. Owner of Vessel (or Agent)	2.
3. Name of Master of Vessel	3.
4. Port and Place of Loading of Inflammable Liquid	4.
5. Consignors of the Inflammable Liquid	5.
6. Port and Place of Unloading of Inflammable Liquid	6.
7. Consignees of the Inflammable Liquid	7.
8. Quantity of Inflammable Liquid Group "B" (Kerosene, Alcohol, etc.)	8. In Bulk In Cases In Drums (a) Approved for Rail transport. (b) One trip drums.
9. Quantity of Inflammable Liquid Group "A" (Petrol, Benzine, Naphtha, Gasolene, etc.)	9. In Bulk In Cases In Drums (a) Approved for Rail transport. (b) One trip drums.

I HEREBY GIVE NOTICE that it is my intention to Convey, Load, Unload, such Inflammable Liquid as is above specified, on the day of 19 at or about o'clock m.
 I CERTIFY that the above particulars are true to the best of my knowledge and belief.

Dated this (Signed) day of 19

NOTE—This form is to be filled in and forwarded to the Harbor Master, at least Twenty-four Hours before such conveyance, loading, or unloading, is to be effected.

TO THE HARBOR MASTER.

Form of Certificate of Test.—Form 2.

This is to certify that on samples of air from the following tanks, holds, spaces of the s. i.e.:—
 Hold spaces, etc. Number of samples taken, were tested*
 The result of the tests disclosed that the abovementioned space/s tested is/are not as far as can be ascertained, free from explosive, inflammable or injurious fumes.
 Tests have also been made which show that, as far as can be ascertained, there are not substances present in the above-mentioned spaces capable of forming an explosive or inflammable gas during the course of any necessary repairs.
 * State where tests were conducted.
 Signature.

ENDORSEMENT OF CERTIFICATE.

This is to certify that provided adequate precautions are observed the repairs contemplated can be commenced without danger to life or to the vessel, viz.:—
 Date Signature.

169. No vessel having as cargo any oils, chemicals or other materials of a dangerous or inflammable character, shall be anchored within the Port, except in such place as may be pointed out by the Harbor Master, and no cargo shall be discharged except at the wharf or anchorage, and in the manner prescribed by the Harbor Master, nor shall any such cargo be carried or water-borne by any vessel or vehicle, unless such vessel or vehicle shall have been previously approved of by the Harbor Master. The Master of a vessel carrying any such cargo shall take every precaution against loss or damage by fire, or otherwise, to any of the shipping, wharves or buildings in the Port during the time such cargo remains on board his vessel, or while it is being discharged therefrom.

170. The Owner, Consignee or person claiming a right to ales, wines, spirits or other fermented or spirituous liquor imported and landed upon any wharf, or placed in any open or closed transit shed, shall cause the same to be removed within forty-eight hours from the time of landing from the importing vessel, and unless such liquor shall be so removed, it may be removed and stored at the risk and expense of the Owners or Consignees thereof. Provided that no such liquor liable to duty shall be removed unless with the consent of the Collector of Customs. If any such liquor shall not be removed from any wharf or any open or closed transit shed within the time specified, there shall be payable to the Commissioners in respect of the use of such wharf or shed, the sum of one shilling per ton for the first week, and for every subsequent week the sum of threepence per ton additional, to the amount per ton payable for each immediately preceding week; that is to say, one shilling and threepence for the second week, and so on. For the purposes of this Regulation, a fraction of a ton shall be deemed a ton. Nothing herein contained shall prevent the Harbor Master, without notice, from removing, or ordering the removal, to some bonded warehouse of any such liquor at any time after the respective times hereinbefore appointed for its removal, and the Owner of such liquor shall pay all charges and expenses connected with such removal, including the warehouse rent and charges.

171. All such liquor may be removed by the Consignee or Owners to the shed situated in Mountain Street, and known as the "wet shed".

172. The Consignee or Owners of all such liquor removed to the "wet shed" shall pay to the Commissioners, for receiving and delivering, the sum of 2/- per ton, or fraction of a ton, on payment of which the liquor may remain in the "wet shed" free of further charges for a period of six days, but at the risk of the Consignee or Owner.

173. The Owners, Consignees or persons claiming such liquor remaining in the "wet shed" after the expiration of six days from the date of having been placed therein, shall pay to the Commissioners in respect of the use of such shed one shilling per ton for the first week, and for every subsequent week the sum of threepence per ton additional to the amount per ton payable for each

immediately preceding week; that is to say, one shilling and threepence per ton for the second week, one shilling and sixpence per ton for the third week, and so on. For the purposes of this Regulation a fraction of a ton shall be deemed a ton.

If, in the opinion of the Commissioners, the non-removal of liquor within the time limited has been due to some cause beyond the control of the Owner of the liquor, then the Commissioners may, if they think fit, on the application of the Owner, grant a refund of such part of the said storage fees paid under this Regulation as exceeds the rate of 1/- per ton per week. The Commissioners may require a statutory declaration verifying the facts of the case by such person or persons as they shall think proper.

174. All such liquor not removed from the "wet shed" within thirty days of having been placed therein, may be removed by the Commissioners and placed in the King's Warehouse, or a bonded store, at the risk and expense of the Owners thereof, subject to the lien of the Commissioners thereon for all charges and expenses incurred previous to such removal.

175. The Master of a vessel loading or unloading goods which, in the opinion of the Harbor Master, shall require protection, shall cause good and sufficient tarpaulins, port sails, canvas or other protection approved of by the Harbor Master, to be so secured from the side of the vessel during the whole time of loading or unloading, as effectually to prevent any part of such goods from falling into the Port or on to the wharf.

176. If any cargo or other material is by accident or otherwise dropped or let fall overboard, the Master or Agent shall forthwith report the same to the Harbor Master, and the Harbor Master shall be at liberty to take such steps as may seem to him advisable to recover and land such cargo or other material, and all expenses of such recovery and landing shall be paid by the Master of the vessel out of which such goods were being landed, or into which they were being shipped.

177. The Commissioners shall not be responsible for the loss of or damage to any goods from any cause whatsoever, whilst on or in any wharf or shed, or on or in property under their control, whether such goods are under or liable to storage, rent or otherwise. Nor shall the Commissioners be responsible for damage caused to or by any goods drifting loose from any place of storage thereof.

EXPLOSIVES.

The following words, "Explosive", "Gunpowder", "Magazine", shall, if not inconsistent with the context or subject matter, have the several meanings assigned to them in the "Explosives Act 1923".

178. Whenever in these Regulations an explosive is distinguished as belonging to a particular class or division of a class, the classification of explosives, as contained in an Order-in-Council, made in pursuance of the said Explosives Act, is intended.

179. No explosive shall be conveyed through waters under the jurisdiction of the Commissioners, except:—

- (a) Explosives belonging to the First Division of the Sixth Ammunition Class, namely, safety cartridges for small arms, percussion caps, railway fog signals, safety fuse for blasting.
- (b) The following explosives of the Second Division of Fireworks Class, viz., squibs, crackers, serpents, rockets (other than war rockets), maroons, stars, lances, wheels and Roman candles.
- (c) Other explosives, and in such quantities and under such conditions as may from time to time be approved by the Harbor Master.

(d) Explosives carried for a vessel's own use, and in such quantities as are necessary to meet the law's requirements for signalling purposes, and provided that the explosives are kept, while the vessel is in Port, in a magazine of copper or other suitable material, and that if two or more of the following explosives be in the vessel, they be kept in separate and completely enclosed receptacles in the magazine, viz.:— Gunpowder, rockets, sound signal rockets, blue lights, Holmes lights, pyrotechnic signals of any other kind.

(e) Explosives of His Majesty's ships, provided that before being moored alongside any wharf, or before going into dock, ships belonging to His Majesty's Imperial or Commonwealth Navy shall have all explosives on board, except filled shell, small arm, machine gun and quick-firing ammunition removed therefrom. Provided that the Commissioners may, subject to conditions, exempt any ship from the provisions of this sub-clause.

179a. (1) No person shall smoke in or on any vessel which has on board any cargo comprising explosives of any kind whatsoever.

(2) When such vessel is berthed at any wharf or landing place, a notice board shall be exhibited at the forward side of gangway with the words "DANGER—NO SMOKING" in conspicuous lettering not less than 6 inches in size and by night display a red light at the after side of the gangway, and a white light at the forward side over the said notice board.

(3) No explosives shall be handled or deposited upon any wharf, or in any place within 50 feet of any wharf, until notice boards, not less than 5 feet by 3 feet in size and bearing the words "DANGER—NO SMOKING" have been erected in such conspicuous positions as to be visible from every point of access to such wharf or place.

180. Before the expected arrival of a vessel having explosives on board, and before the shipping or unshipping of explosives, at least 48 hours notice in writing shall be given to the Harbor Master by the Importer or Exporter as the case may be, or by the Agent of either.

181. The Port Phillip Rules (Explosives) for the time being, except in so far as is inconsistent with anything herein contained, shall apply to all matters within the jurisdiction of the Commissioners.

VESSELS PLYING FOR HIRE.

182. No vessel shall be used in plying for, or be let out on hire for the carriage of passengers or goods or ballast, for any valuable consideration or reward, or be used as a tug, launch, ferry-boat, ferry-steamer, storage or coal hulk, or for any purpose of trade whatever within the Port, unless such vessel shall have been previously licensed by the Commissioners.

This Regulation shall not apply to mechanically propelled vessels engaged in daily traffic between other ports and the Port of Melbourne, nor to mechanically propelled vessels engaged on holiday or special excursion traffic or towing, between ports outside the Port of Melbourne and the last-mentioned Port.

183. Every application for a licence or renewal of a licence for a vessel to carry goods or ballast, or to be used as a storage or coal hulk, shall be accompanied by the certificate of a duly qualified Marine Surveyor, appointed for the purpose by the Commissioners, setting out that such Marine Surveyor has personally examined such vessel, with the date of such examination, and that such vessel is stout, staunch and in good condition, and in every respect suitable for the purpose for which the license is sought, and that the load-line specifying the depth to which she may be safely immersed is fixed to

his satisfaction. A fresh certificate shall be obtained whenever such shall be considered necessary by the Commissioners or their officers.

184. With every application for a license or renewal of a license, the applicant shall lodge with the Commissioners the appointed fee for the survey and examination of the vessel for which the license is sought.

185. Before the issue of a license, either by way of renewal or otherwise, and provided the required fee has been lodged, the vessel will be surveyed and examined either by a Marine Surveyor, as provided in Regulation 183 or by an officer of the Commissioners authorized for the purpose, who will report to the Commissioners in respect to:—

- (a) The dimensions of the vessel.
- (b) The state of repair, sea-worthiness and cleanliness thereof.
- (c) If mechanically propelled, the state of repair and working capacity of the machinery, and the protection afforded to passengers or others against contact with such machinery.
- (d) The equipment of the vessel with machinery, gear and furniture, having regard to the purpose for which a license is sought.
- (e) If a license for passenger traffic is sought:—
 1. The number of passengers the vessel may with safety be permitted to carry.
 2. The sufficiency of the life-belts or other life-saving means provided.
 3. The sufficiency of the ballast provided in such vessel, and the means taken to secure the same therein.
- (f) If a license for goods traffic is sought:—
 1. The marking of the vessel having regard to the Regulations in that behalf.
 2. The quantity of goods the vessel may with safety be permitted to carry.

And if on such survey and examination the vessel proves to be in every respect pertaining to the nature of the traffic or business for which license has been applied for the examining officer shall give a certificate thereof to the Commissioners.

186. The number of passengers to be carried by a vessel propelled by any mechanical power, shall in no case exceed the number stated in any valid certificate of survey issued by a recognized official authority in respect of such vessel.

187. (a) If a greater number of passengers is taken in any passenger boat than it is licensed to carry, or if not licensed, than it is calculated to carry as hereinafter provided, then the owner or person having charge thereof, whether such boat be licensed to carry passengers or not, shall forfeit and pay for every such offence a sum of not less than Five pounds, and not exceeding Twenty pounds. The number of passengers to be carried by any passenger boat shall not exceed the number which can be seated, allowing 18 inches of the sitting accommodation provided in the same vessel for every adult passenger, two children under twelve years of age being reckoned as one adult. The accommodation measured must be clear of all interference with the working of the boat.

- (b) 1. No person shall drive, propel, or navigate any vessel at any time within the Port recklessly, negligently, or incompetently, or in a manner dangerous to the occupants thereof, or to other vessels or their occupants in the immediate vicinity.
2. Every boatman, waterman, or other person temporarily or otherwise engaged in the navigation or management of any boat shall, while afloat or on duty, obey any direction given by the Harbor Master.

188. For every 150 lbs. weight of luggage carried with passengers in a boat, one passenger shall be deducted from the maximum number of passengers authorized to be carried.

189. Every licensed vessel shall be kept fully equipped with proper gear and furniture, and with every appliance requisite for the particular employment for which the vessel is licensed, and in a seaworthy and clean condition, and properly marked as required by these Regulations, and whilst employed adequately manned for her safe navigation. Not less than two licensed boatmen or watermen, one of whom shall be in charge, shall be deemed to be an efficient crew for vessels licensed to carry upwards of twenty persons.

190. To every vessel licensed will be assigned a serial number, which with the letters "M.H.T." must, as to the vessels hereunder comprised, forthwith be painted, together with the further particulars as hereunder mentioned. All such painting must be approved of by the Harbor Master:—

- (a) In vessels propelled by any mechanical power the serial number of the licensed vessel, in figures not less than four inches in height on each side of the bows, and on the inside of the gunwale in some conspicuous place, the name of the Owner of such vessel, together with, in the case of a vessel licensed to carry passengers, the maximum number of passengers licensed to be carried in letters and figures not less than two inches in height, and on the outside of the stern of all such vessels the name thereof.
- (b) In boats licensed to carry passengers, and not propelled by mechanical power, the serial number of the licensed boat, in figures not less than four inches in height, upon each side of the bows thereof. On the outside of the stern the name of the vessel, and on the inside of the stern, or on some other place approved by the Harbor Master, the maximum number of passengers authorized to be carried, and also the name of the Owner, or of the boatman, or waterman, or ferryman, plying with it for hire; the letters and figures to be not less than two inches in height.
- (c) In all other vessels licensed, the serial number of the licensed vessel on each side of the bows thereof in figures not less than 12 inches deep and two inches wide.

191. In addition to the marks named in the preceding Regulation, every vessel plying for hire for the carriage of goods or ballast or the storage of goods shall have:—

- (a) An iron batten not less than three inches wide secured to both sides of the stem and stern posts, so marked as to show the draft of water for every five tons weight carried.
- (b) Inscribed or cut on her stern and stem post, and also amidships, a mark denoting the depth to which such lighter may be immersed, such marks to be painted white on a black ground not less than twelve inches in length and two inches in width, the lower edge of which marks shall be deemed the load-line, and the full extent of immersion to which such vessel may be loaded, and no vessel shall be loaded to a greater draft than indicated by these lines.
- (c) Her name, the name of her Owner or Owners, and her carrying capacity, painted on both bows in letters of such dimensions as may be approved of by the Harbor Master, and such names and figures shall be kept clear and legible to that officer's satisfaction.

192. No person shall alter any number, name, mark or other writing placed upon any licensed vessel in accordance or compliance with these Regulations without notice

to the Harbor Master, and without obtaining his consent in writing, and every such alteration shall be endorsed upon the license of such vessel.

193. Every license for a vessel shall cease to be valid on change of ownership of such vessel, and on every change of ownership notice in writing must be given to the Commissioners by the holder of the license of such vessel, and the license handed in to them. Should the holder of the license fail to do this, he shall not be eligible to receive any other license.

194. The Harbor Master, or any other officer or person appointed by the Commissioners for the purpose, may at any time survey and examine any licensed vessel, and the state of repair thereof, and the machinery (if any), gear, furniture and equipment therein and thereof, and the accuracy of any measurement, and may appoint the time, place and manner when, where and in which such inspection, examination or measurement shall be made, and the Owner of a licensed vessel shall, when called upon so to do, submit such vessel for survey and examination. Any defects, inaccuracies or deficiencies found, or breach of any Regulation affecting the vessel or license thereof, shall, in addition to the penalty incurred thereby, render the license liable to revocation.

195. The expense of measuring, re-measuring and of marking any vessel sought to be licensed or licensed vessel, shall be borne and paid by the Owner thereof, and no license or renewal thereof shall be issued until all such expenses have been paid.

196. Every licensed vessel must be equipped with the life-saving appliances required for her class by the Regulations of the Marine Board of Victoria, or Regulations under any Act of the Commonwealth in lieu thereof.

197. No person shall be in charge of the machinery on any licensed vessel for the purpose of driving or working the same, unless such person shall hold proper qualifications therefor, which must be produced to and approved by the Commissioners. Every vessel used for carriage or storage of goods must have at least one seaman on board.

198. No licensed vessel shall be used for any purpose other than that for which such vessel was licensed, nor be permitted to carry more passengers or goods than the number or quantity named in the license thereof.

199. No Owner or other person in charge of a licensed vessel shall let any such vessel out for hire to any person or persons, unless the intended hirer or hirers is or are capable of safely navigating the same.

200. The Commissioners may from time to time determine the fares and rates to be charged by the licensees of licensed vessels for the carriage, conveyance, or transport of passengers within the Port, and for the hiring of licensed boats, and upon every such determination notice thereof shall be posted at the offices of the Commissioners, and a copy given to every such licensee, and after such posting no licensee shall charge, or attempt to charge, any sum in excess of the rate so determined. Every such licensee shall keep an authorized copy of the fares and rates permitted to be charged on board his licensed vessel, and shall produce the same on demand to any person engaging or a passenger in such vessel. Failure to provide a licensee with a copy of any such determination as aforesaid shall not be a defence for any breach of this Regulation.

201. A license may be suspended or revoked if, from any cause, the vessel, in respect of which such license has been issued, shall become unseaworthy, or in the opinion of the Harbor Master unfit for the use for which it is licensed, and every such license when so suspended or revoked shall be delivered up to the Commissioners, and the said vessel shall be dealt with as the Commissioners shall direct.

202. All goods or property left in any licensed vessel shall be delivered by the finder to the Master or Owner of the vessel, who shall, as soon as practicable after the same shall have been found, hand same to the Harbor Master.

203. Every person to whom any licensed vessel has been let out on hire, shall, in addition to the Owner, be responsible for the due observance of all Regulations affecting the same.

204. In addition to the above, the following Regulations shall apply to ferry boats:—

- (a) The machinery of all ferry boats shall be inspected half-yearly by an officer appointed by the Commissioners for that purpose.
- (b) No ferry boat shall approach within 20 yards of any vessel in the River, either to put on board or remove passengers or goods, unless the Master or person in charge of such vessel shall have previously stopped the engines.
- (c) Every ferry boat, whilst plying for hire, shall during night-time exhibit a white light in a globular lantern, to be approved by the Harbor Master, and sufficiently elevated as to be visible all round at a distance of at least half a mile.

205. The person in charge of any ferry boat shall not allow a greater number of persons on his boat than that stated in the license of the boat; and no person shall attempt to force his way into any ferry boat after being informed that the licensed number of persons is on board.

The fares and tolls as the Commissioners may from time to time determine shall be payable in advance.

PERSONS PLYING FOR HIRE.

206. No person shall be, or act as a Master of a vessel, or be employed as a boatman, waterman or ferryman in any licensed boat plying for hire or carrying passengers for any valuable consideration or reward, unless such person has been licensed by the Commissioners.

207. No person shall ply for hire either as a carrier or as a porter unless such person has been licensed by the Commissioners.

208. The Commissioners may grant to any person carrying on the business of a carter or carrier such number of licenses as they may think fit, to be called "Carriers' Employees' Licenses", in respect of employees of such person authorizing such employees when approved of by the Commissioners to assist solely in loading the vehicle or vehicles of such person, and each of such employees while so engaged shall wear, so that the same may be easily seen and recognized, a badge specifying the name of his employer.

209. With every application for a license under the last three preceding Regulations, there must be lodged written evidence that the applicant is a person of respectability and of temperate habits, and that the applicant possesses a competent knowledge of the duties for the performance of which a license is sought.

210. The Commissioners may, in addition to the written evidence produced, require an applicant to submit to an examination as to his competency by the Harbor Master or some other person appointed by the Commissioners for the purpose.

211. Every such licensed person shall wear a badge approved by the Commissioners, and having inscribed thereon the number of his license firmly fixed to his coat or other external body dress, or on the front of his hat or cap, so that the same may be distinctly seen at all times when plying for hire, and no licensed person shall transfer or lend his badge to any person whomsoever.

212. No licensed person shall refuse to take an engagement when offered, unless otherwise engaged (the onus of proof of such other engagement shall be on such person), provided that he and his vessel or vehicle are capable of executing such engagement.

213. Every licensed boatman or waterman who takes a passenger out to a vessel moored away from a wharf or pier, shall, if required, return for such passenger unless prevented by weather conditions, of which the Harbor Master shall be the sole judge. Before leaving the wharf or pier he shall announce to his passenger the hour or hours at which he will return to the vessel.

214. No licensed waterman, carrier or porter shall board any vessel without the consent of the Master thereof, nor obstruct any gangway or landing stage of a vessel, nor, unless hired, take hold of or seize any passenger's luggage or article of any kind.

215. No carter or carrier shall bring his vehicle up to the wharf, unless and until he shall have been engaged, when he may back his vehicle into the wharf and load the same, but no carter or carrier, or carriers' employee shall act as a porter or carry goods to any but the vehicle to which he is attached, whether as driver or as licensed employee as aforesaid.

216. No carrier shall be licensed to ply for hire within the Port, and no driver of a vehicle shall ply within the Port, unless duly licensed by the Council of the City of Melbourne, or by some other authorized body; and each carrier or driver shall conform to and obey the rules, regulations and by-laws laid down and enacted by the Council or other authority by which he has been licensed, so far as not inconsistent with these Regulations, and may exact the fares from time to time fixed by such Council, and no more; but the existence of any such license shall in no wise bind the Commissioners to grant a license to such person, and nothing herein contained shall prevent the Commissioners or their officers from prohibiting the driver of any vehicle, even though licensed as in this Regulation mentioned, from plying for hire within the Port, should they consider it necessary to do so.

217. Upon the arrival of any vessel porters shall arrange themselves on the wharf, at least five feet from the edge thereof, until regularly called and passed on board by an officer of the vessel on arriving; and no porter, on being engaged to carry luggage, shall attempt to transfer it to another, but shall himself accompany his employer agreeably to his engagement.

218. The Commissioners may from time to time determine the charges to be made by licensed persons for their services, and upon every such determination the same shall be posted at the offices of the Commissioners, and a copy given to every licensed person, and thereupon no licensed person shall make, or attempt to make, any charge for his services in excess of the amounts so determined as aforesaid. Failure to provide a licensee with a copy of any such determination as aforesaid shall not be a defence for any breach of this Regulation.

COOPERS.

219. No person, other than an officer of His Majesty's Customs, shall open, close or repair, pack or re-pack any case, box, barrel or package in any of the sheds or on any wharf or roadway within the Port, unless such person has been licensed by the Commissioners so to do. This Regulation shall not apply to a member of the crew of a discharging vessel, appointed by the Master and approved by the Harbor Master, to repair packages landed in a broken condition.

220. No such license will be granted to any person who is in the employment of any other person, unless, on the written certificate of the latter, that the applicant is a proper person to receive such license; nor unless the said employer shall undertake to be responsible for all losses and damages sustained by anyone arising from the acts or omissions of the employee while the license shall be in force.

221. No licensed cooper shall open, close, pack, re-pack or repair any case, box, barrel or package in any of the sheds, or on any wharf or place within the Port unless he has previously entered in a register the number of his license and the marks and numbers of the case he intends to deal with, and has signed such entry with his usual signature. The Master, Owner or Agent of each vessel landing cargo shall provide such a register, and shall at all times make such register available for inspection by any officer of the Commissioners or Police Officer.

222. No licensed cooper shall take any bag of any description on to any wharf, unless his name and the number of his license is legibly and conspicuously inscribed on such bag.

223. Every person licensed under the provisions of Regulation No. 219 shall, whilst at work in the sheds or on the wharves of the Commissioners, wear a badge having inscribed thereon the number of his license, which badge must be firmly attached to the left breast or arm of his coat or other external body dress, or on the front of his hat or cap, so that the same may be distinctly seen. No such licensed person shall transfer or lend his license or badge to any other person.

224. Every license to be issued hereunder shall be subject to the condition that it may be revoked or suspended at any time by the Commissioners if, in their opinion, the conduct of the licensee necessitates the revocation or suspension thereof; and when the license is so revoked or suspended, the same shall on demand be delivered up to the Commissioners.

THE SUPPLY AND DISCHARGE OF BALLAST.

225. No person shall supply or discharge or remove ballast to or from any vessel unless such person is licensed by the Commissioners for the purpose.

226. Every person licensed to supply or remove ballast to or from any vessel shall from time to time furnish to the Commissioners a Statutory Declaration, showing the quantity of ballast supplied or removed by him.

227. Where any ballast supplied to or removed from any vessel is placed upon or is taken along or over any wharf, the property of the Commissioners, within the Port, the Master, Owner or Agent of the vessel shall pay to the Commissioners the following charge for the use of the wharf, viz.:—

For every ton or fraction of a ton of such ballast . 6d.

Provided that when the payment required by this Regulation has been made, the ballast in respect of which such payment has been made shall be exempt from any wharfage rate which would otherwise have been payable thereon.

228. No Master or Owner of a vessel shall employ, or be privy to the employment of, nor receive from or discharge ballast to, any unlicensed person or into any unlicensed vessel.

229. The Master or Owner of a vessel receiving ballast shall have power at any time during the employment of a ballast vessel with him, to inspect and examine such ballast vessel, and to order the pumping out thereof, and to test the accuracy of all marks and measurements, and the weight of ballast supplied, and no Master or Owner of a ballast vessel shall refuse to allow any inspection, examination or test, or disobey any order in accordance with this Regulation. The penalty for every such refusal or disobedience shall be £5.

230. Unless the ballast line of a vessel has been accurately defined, or approved of by the Harbor Master, no person shall deliver ballast from any vehicle to the Master of such vessel until such ballast has been weighed on a weighing machine of, or approved of by, the Commissioners, and the weighbridge ticket delivered to the Master of the vessel.

231. Every Master or Owner of a ballast vessel supplying or delivering, and every person contracting for or engaging in the supply, delivery, discharge or removal of ballast, who shall make any misrepresentation or false suggestion, either verbally or in writing, as to the weight of ballast supplied, delivered, discharged, or removed to or from any other vessel, shall be guilty of an offence. The penalty for every such offence shall be £20.

232. The Master or Owner of a vessel taking in or discharging ballast shall use proper tarpaulins or shoots, so as to effectually prevent any part thereof falling overboard; and no ballast shall be taken on board or discharged from any vessel during the night-time without special permission in writing from the Harbor Master.

THE SUPPLY OF WATER.

233. No person shall supply water to any vessel unless such person is licensed by the Commissioners for that purpose. The Commissioners may supply water as required for any vessel, and may from time to time appoint the charges therefor. Such charges shall be at per 1,000 gallons, and shall be payable by the Master or Owner or Agent of the vessel to which the water has been supplied.

MACHINERY ON WHARFS.

234. No person shall place, or permit to be used, on a wharf or other property of the Commissioners, any machinery for the purpose of hoisting or conveying goods or any other material or thing, without the license of the Commissioners, and no machinery shall be used for any such purpose until the same has been licensed by the Commissioners.

235. Every application for a license to place or to use machinery on a wharf, or other property of the Commissioners, for the purpose indicated in the preceding Regulation, shall include particulars of such machinery and of the use intended to be made thereof, and there must be lodged therewith the appointed fee for inspection and examination of such machinery.

236. Before the issue of a license, either by way of renewal or otherwise, the machinery sought to be licensed must be submitted for inspection and examination by an authorized officer of the Commissioners, who will report to the Commissioners in respect to:—

- (a) The nature and condition thereof;
- (b) The suitability and safety thereof for the work to which it is intended to be applied;

and if, on such inspection and examination, the machinery is found to be in good working order and condition, and suitable and safe to be used for the work intended, then such officer shall give his certificate thereof to the Commissioners.

237. No person shall be in charge of any such licensed machinery, for the purpose of driving or working the same unless such person shall hold proper qualifications therefor, which must be produced to the Commissioners.

238. All licensed machinery may be inspected by an officer of the Commissioners authorized for the purpose at any time, and any license may be suspended or cancelled by the Commissioners if the machinery licensed be reported by such officer as defective in any particular, or unfit for the work engaged in.

239. No certificate for machinery will be granted for a longer period than twelve months, and every such certificate shall terminate on the 31st day of December in the year in which the certificate is granted.

WHARF CRANES.

240. Every person desiring to use a crane of the Commissioners shall make application on the prescribed form therefor to the Commissioners, who may grant permission to use the same on payment of the fee which they may from time to time appoint.

241. Every person about to use a crane shall see that all the working parts thereof have been carefully oiled, and must not lift a greater weight than that indicated on the jib as the maximum lift thereof, and must not use any such crane for breaking out weights from vessels, or for any other purpose than lifting and landing.

242. The person who has hired the use of a crane shall be responsible therefor, and shall make good any damage sustained by such crane when in his use.

243. The Commissioners accept no responsibility for a crane when in use by any hirer thereof, and the persons using the crane when hired on behalf of the hirer are to be deemed servants of the latter, and not of the Commissioners.

MOORINGS.

244. No vessel shall be moored to the bed shore margin or bank of the Port, nor shall any person lay down or use any moorings therein unless under license from the Commissioners, and subject to the payment of the appointed rates, and no moorings shall be removed without the permission of the Commissioners.

245. Every application for a license to lay down moorings must be accompanied by full particulars as to site and nature of moorings and vessel to be moored thereat, and whether the moorings are intended to be permanently or otherwise occupied.

246. For the use of moorings, or the right to moor a vessel as aforesaid, for any time exceeding one month, application must be made for a license.

247. For the use of moorings or the right to moor a vessel as aforesaid, for any time being one month or less, no application will be necessary, but the rates appointed therefor must be paid prior to mooring, when practicable, or, failing such prior payment, immediately after mooring, or upon demand by the Collector.

248. The Commissioners may exempt any particular class of vessels or special vessels (not at the time engaged in passenger or goods traffic), which may be brought into the Port, or to any particular part thereof, under special circumstances, or in connection with any public ceremony or event, from the payment of mooring rates.

249. The above Regulations, numbered 244 to 247 inclusive, shall not apply to vessels moored in the stream whilst waiting for a wharf berth, or moorings at which to receive or discharge goods.

OFFICES, LOCKERS, BOXES, ETC.

250. No structure, post or pillar of any material, nature or description, or for any purpose whatsoever, shall be erected or placed upon, over, under or within any property under the control of the Commissioners without their license.

251. Plans of all proposed constructions upon, or to be used upon, any wharf or landing, or within any structure attached thereto, or any building of the Commissioners, must be submitted to them for approval, and no such construction must be proceeded with until the Commissioners have approved of such plans, and no alteration in any such construction must be made without their permission.

252. Every such licensed structure shall, unless otherwise agreed to by the Commissioners, become their property upon the termination from any cause of the license.

253. If the licensee shall have the right to remove any such structure, he shall exercise his right before the termination of his license, and shall leave the site thereof in good order and to the satisfaction of the Commissioners. If the structure is not so removed, the Commissioners shall have the option of retaining the same as their absolute property, free from all claims of the licensee or any other person, or may cause the same to be removed at the risk and expense of the licensee,

including in such expense a sum equal to one-half of the license fee as a penalty for the failure to remove the structure at the termination of the license.

254. The license fees for a site or area on or within a wharf for any purpose will be calculated at per square foot of the superficial area proposed to be occupied, used or enclosed.

255. No person shall construct or place any tool box, locker, or any other receptacle for workmen's tools, on any wharf or in any of the sheds of the Commissioners, nor use any tool box or locker belonging to the Commissioners, unless licensed by the Commissioners so to do.

256. Licenses for a tool box, locker or other receptacle for workmen's tools may be issued under the following conditions:—

- (a) Every such box shall be of a size and pattern to be approved of by the Commissioners, who will provide a common plan and specification, which may be used free of charge by any licensee.
- (b) A serial number will be assigned to each such box, licensed by the Commissioners, which number shall, together with such other letters and signs as the Commissioners may appoint, be painted on some conspicuous part of the box in letters at least one inch in height, to the approval of the Commissioners.
- (c) Every licensee will be entitled to one key for every such licensed box, provided that additional keys may be provided to approved persons on payment by the licensee of an additional fee of £1 for every additional key. A duplicate key of each box shall be retained by the Commissioners. The keys handed to the licensee must be returned to the Commissioners on the termination of the license.
- (d) Every licensee shall deposit with the Commissioners the sum of £1, the whole or any part of which may be forfeited in the event of any damage to the box or lock thereof, and the expense of repairing any damage to the box shall be borne by the licensee, and if not paid by him, may be deducted from the deposit above referred to.

257. Every building, construction, locker or box, and the contents of every such, shall at all times be liable to inspection and examination by any officer of the Commissioners or of His Majesty's Customs, or of the Police, and all locks must be released or opened upon the demand of such officer, and if not so released or opened, may be forced.

SALE OF GOODS.

258. No person shall carry on or conduct any business, or hawk, sell or expose for sale, or barter any goods or articles of trade for sale or exchange within the Port, unless duly licensed to do so by the Commissioners, or upon premises leased from the Commissioners, and no person shall sell or offer for sale any newspaper, periodical, magazine or book unless duly licensed to do so by the Commissioners. Every such licensed person shall wear a badge approved by the Commissioners, so that the same may be distinctly seen at all times when engaged in selling, and no licensed person shall lend or transfer his badge to any person whomsoever.

259. No newspapers, magazines, periodicals, books or pictures which, in the opinion of the Commissioners, are of an immoral, obscene or objectionable nature, are to be sold, exposed for sale or displayed anywhere within the Port.

260. No person shall conduct any auction sale within the Port, unless with the consent in writing of the Commissioners.

BOAT RACES.

261. No boat race, or procession of boats, will be permitted to take place on the River Yarra below the Spencer Street Bridge, or in the Coode Canal, without the

permission of the Commissioners, who may impose such conditions as they may see fit for the safety of the public, and the convenient navigation of the River; nor will any vessel or launch be allowed to follow any race unless the Master or Owner has previously obtained the written consent of the Commissioners, and no vessel or launch allowed to follow a race shall at any time approach nearer than 100 yards of the stern-most boat.

BATHING.

262. No person shall bathe from, or within 100 feet of, any wharf, pier, structure, sheet piling, or training wall within the Port. Public baths or other structures so licensed for the purpose shall be exempt from the provisions of this Regulation.

263. No public or private bath-house or box shall be constructed, erected or built within the Port, unless a license for the area or site to be occupied thereby has been granted by the Commissioners, and no bath-house or box shall be permitted to remain unless licensed by the Commissioners.

264. The lessees, licensees, owners or occupiers of public baths and private bath-houses and boxes, wholly or partly within the boundaries of the area vested in the Commissioners, shall make such improvements or additions thereto, for the convenience and safety of the users of public baths, and for public decency in both public and private baths, as the Commissioners may direct.

265. The licensees, lessees, owners or occupiers of public baths shall:—

- (a) Erect gauges in at least three (3) different portions of the area licensed and used for bathing, which shall properly and plainly show the depth of water at such places at all states of the tide, and shall keep all such gauges in good order.
- (b) Provide proper and sufficient life-saving apparatus, and keep the same in good order and condition, and ready for use at all times.
- (c) Display, or cause to be displayed or affixed, at all times, in conspicuous and convenient places, full and clear-printed instructions for the resuscitation of the apparently drowned.
- (d) If the baths are used during night-time, have the same lighted to the satisfaction of the Commissioners.
- (e) Have in attendance, whenever the baths are in use, a person or persons expert in the art of swimming, and ready to render assistance when necessary.
- (f) Permit children attending schools situate within certain limits defined by the Commissioners to have the use of the baths, without charge, on two days in each week between the hours of 2 p.m. and 4 p.m.

Such children must be accompanied by a teacher engaged at the school at which they attend. The days to be mutually arranged between the licensees, lessees, owners or occupiers of the baths and the head teacher of such school, or in case of disagreement, to be named by the Commissioners; the children to provide their own towels and bathing dresses if required. In the case of baths used by both males and females at different hours, the hours for female children may be those ordinarily set apart for adult females.

266. Every public baths and every bath-house and box may be inspected by an authorized officer of the Commissioners at any time, and if such baths, bath-house or box shall be found in a bad state of repair, or in any way defective, the license thereof may be cancelled.

FISHING.

267. No person shall, without the permission of the Commissioners, use any of the wharves in the River Yarra between the Spencer Street Bridge and Coode Canal, or any of the wharves of the Victoria or Appleton Dock, for the purpose of fishing therefrom; nor shall any person without such permission use any boat in such dock for the purpose of fishing therefrom.

268. No person shall use for the purpose of catching fish any net or any fixed engine (as defined by the "Fisheries Act 1928"), in any waters within the jurisdiction of the Commissioners, or drag or draw therefrom on to the dry land any net containing fish, or catch or take therefrom any protected fish during the close season therefor, or any fish of a length, weight or size the taking whereof is or may be prohibited by any Act of Parliament or proclamation thereunder, or shoot any fish therein.

269. Every breach of any Act of Parliament or proclamation thereunder, affecting the preservation or taking of fish, committed in any waters within the jurisdiction of the Commissioners, shall be an offence against these Regulations.

LICENSES OTHER THAN LICENSES FOR LAND.

270. Every application for a license or a renewal of a license shall be on the proper form therefor, which may be had at the offices of the Commissioners, and must be supported by such documentary or other evidence, certificates, particulars or information as may be required by the Commissioners.

271. Every such application, duly signed by the applicant, together with all required supporting documents, particulars or information above referred to, must be lodged at the offices of the Commissioners, together with any fee, appointed.

272. All license fees must be paid in advance before the issue of the license, and no right or privilege intended to be conferred by license shall be exercised in anticipation of the issue of a license, without the consent in writing of the Commissioners.

273. Unless otherwise provided in the license, all licenses shall terminate on the 31st day of December of the year in which the same shall be issued.

274. The issue of a license shall not, unless otherwise provided, confer a right to a renewal thereof.

275. Every application for a renewal of license must be lodged at the offices of the Commissioners at least 10 days before the expiration of the license sought to be renewed, together with the appointed fee, and before the issue of the renewal license, the expired or expiring license must be delivered to the Commissioners.

276. No personal license shall be assignable or transferable or be lent to any other person, and no other license shall be assignable or transferable, either by action of law or otherwise, without the consent of the Commissioners in writing, and the payment of a transfer fee of £1.

277. Any person licensed who may be prevented by sickness or any cause from pursuing the avocation, business or calling for which he has been licensed may propose a substitute, who shall, if required by the Commissioners, furnish written evidence as to character and ability. The Commissioners, if satisfied, may, upon such terms and for such time or times as they may think fit, grant to the proposed substitute a permit to act for the licensee. Every such substitute shall comply with and observe the Regulations and the conditions of his nominator's license.

278. No licensee shall, in the exercise of any right or privilege conferred by or the performance of any act under his license, conduct himself dishonestly, improperly or disorderly, or be guilty of abusive or insulting

language, or act so as to jeopardise in any way the safety of passengers or goods in any licensed vessel or vehicle, or goods or other property entrusted to his care.

279. Every licensee shall, so far as the same are applicable to the exercise of any right or privilege conferred by his license, conform to and observe the Regulations of the Commissioners, and also the provisions and conditions of the license.

280. Every licensee shall continually retain possession of his license, and shall also provide himself with a copy of the Regulations, and shall, whenever required, produce for inspection either or both, as may be asked for, to any officer of the Commissioners, or to any Customs Officer, Police Officer on duty in the Port, or to any person wishing to hire or having hired him, or being a Master, boatman or waterman engaged on a licensed passenger vessel, to any passenger thereon.

281. Every breach, non-observance or non-performance by a licensee of any Regulation applicable to him, or to the exercise of any right or privilege conferred by license, or of any condition of his license, shall be an offence, and shall, in addition to the penalty incurred thereby, render the license liable to be suspended or cancelled at the discretion of the Commissioners without prior notice, and the licensee shall have no recourse against the Commissioners for any loss or damage which may accrue to him from such suspension or cancellation.

282. The following fees shall be payable in respect of the several licenses specified in these Regulations, viz.:

	£	s.	d.
Ballast—For each person licensed to supply or remove ballast, per annum	0	5	0
For dredging or raising or taking any ballast within the Port, per annum	5	0	0
Boats—Including every boat (howsoever propelled) licensed to carry passengers, per annum—1/- per passenger licensed to be carried, with a minimum of 5/- per annum			
Tugs, Launches, Lighters, Hulks, Barges—			
Not exceeding 200 tons gross register, per annum	1	0	0
Exceeding 200 tons and not exceeding 500 tons, per annum	2	0	0
Exceeding 500 tons and not exceeding 1,000 tons per annum	3	0	0
Exceeding 1,000 tons per annum	4	0	0
For the weighing in or out or measuring of vessels licensed or sought to be licensed—1/- per ton gross register, with a minimum fee of 20/- per vessel.			
Steam Hoist—For each license to place a portable steam hoist on a wharf, road, or other property of the Trust, per annum	2	2	0
For each yearly examination of a portable steam hoist	1	0	0
Boatmen and Watermen—For each license, per annum	0	5	0
Ferryman—For each person employed on a ferry boat, per annum	0	5	0
Itinerant Vendors, with basket or hand barrow, per annum	1	0	0
Itinerant Vendors, with vehicle other than a hand barrow—			
For each such vehicle, per annum	3	0	0
Carters and Carriers—For each license, per annum	0	5	0
Carriers' employee—For each license, per annum	0	5	0
Coopers—For each license—			
Per annum	0	5	0
Per week	0	1	0
Coopers' Boxes—To place a tool box or locker on any wharf or to use any tool box or locker of the Commissioners, per annum	5	0	0
Porters—For each license, per annum	0	5	0

LEASES AND LICENSES OF LAND AND OTHER PROPERTY.

283. Every application for a lease shall be in writing, signed by the applicant and addressed to the Commissioners, and shall clearly set forth full particulars of the land or other property which it is desired to lease, and specify the purpose for which it is required, and the applicant shall, if requested by them, furnish the Commissioners with such further particulars as they may deem necessary.

284. With every application there shall be lodged any fee appointed by the Commissioners, and also, when required by them, a deposit in cash of such proportion of the whole of the first year's rent as they may determine. The fee lodged will not be returned even though the application or tender be withdrawn before consideration of the same by the Commissioners. All other moneys lodged will be refunded to unsuccessful applicants.

285. Every applicant whose application is granted must, within 14 days after request in writing, execute or accept a lease in the form adopted by the Commissioners, and in case of refusal or neglect so to do within the time aforesaid, the application may at the option of the Commissioners be deemed to be abandoned, and all moneys lodged or deposited therewith may be declared absolutely forfeited to them; but no such forfeiture shall be deemed to free the applicant in default from such further liability in respect of his default as the Commissioners may have the power to impose or enforce.

SPECIFIC OFFENCES.

286. Every person who shall commit any of the acts following shall be guilty of an offence, that is to say:—

1. Boil or heat any pitch, tar, resin, turpentine, spirits, oil, or other such-like combustible matter, in or on any vessel or on the property of the Commissioners, except in such places and in such manner as shall be specially appointed by the Harbor Master for that purpose.
2. Burn any refuse or other material in or upon any shed, wharf, or approach thereto, or road within the Port, or on any other property of the Commissioners.
3. Bring or discharge any loaded gun or firearm on any wharf or work, or on any property of the Commissioners.
4. Pump or discharge any oil, oily water, spirit or any inflammable liquid into the waters of the Port, or on to any wharf therein.
5. Cause any vessel within the Port to be fumigated or smoked without the permission in writing of the Commissioners, and under the direction of the Harbor Master.
6. Use drags or grapplings for the purpose of lifting articles or things from the bed of the Port, or disturb such bed in any way whatever, without the consent in writing of the Commissioners first obtained so to do.
7. Remove any stone, sand, shell, marl, seaweed or any other material whatever from any property or place under the control of the Commissioners without having first obtained a license from the Commissioners so to do.
8. Use upon any wharf, or in any shed, any artificial light except the same be securely enclosed and in charge of some trustworthy person, and unless such light be approved by the Harbor Master.
9. Ride or drive upon or along any wharf, street, or road negligently or in a manner or at a rate of speed dangerous to or without proper regard to the safety of the public on or who might reasonably be expected to be on such wharf, street, or road.
10. Ride or drive at a rate of speed greater than four miles per hour on any wharf.
11. Except for some justifiable cause ride or drive on the right-hand side of any wharf, street, or road on which riding or driving is not restricted to one direction.
12. Without the permission of the Harbor Master, drive or conduct two or more vehicles at the same time on any wharf, street, or road, whether or not such vehicles are coupled or fastened together.
13. Without the permission of the Harbor Master, bring on to or cause to move or be moved on any wharf a vehicle drawn by three or more horses.
14. Bring or cause to be brought on to or move or cause to be moved upon any wharf any vehicle of a construction likely to damage any part of such wharf.
15. Ride or drive upon or along any footpath of any wharf, street, or road.
16. Place any obstruction on any wharf, street, or road whereby any person is likely to be caused bodily injury.
17. Except with the permission in writing of the Harbor Master, and then only subject to the Regulations of the Commissioners and to the conditions and stipulations contained in such permit, bring or cause to be brought on to or move or cause to be moved upon or being the driver or person in charge of such vehicle allow to stand upon any wharf any vehicle the weight borne on any wheel of which, together with the weight of such wheel, exceeds the weight for the time being fixed by resolution of the Commissioners in respect of the part of the wharf where such wheel shall be, and specified in a notice placed:—
 - (a) on or near the ramp or other approach leading to such wharf if vessels can berth at either side of such wharf; or
 - (b) on the wharf or part of the wharf affected by such resolution if vessels can berth on one side only of the wharf.

In this and the next succeeding paragraph of this Regulation, any two or more wheels joined together or spaced less than two feet six inches apart from centre to centre, either laterally or otherwise, shall be deemed to be one wheel.
18. Being the driver or person in charge of a vehicle on any wharf the weight borne on any wheel of which vehicle, together with the weight of such wheel, exceeds the weight for the time being fixed by resolution of the Commissioners in respect of the part of the wharf where such wheel shall be, and specified in the notice mentioned in paragraph 17 of this Regulation, shall fail or refuse to produce to any officer of the Commissioners, whenever requested by such officer so to do, the permit which shall have been issued by the Harbor Master to such driver or person to bring such vehicle on to and move the same on or allow the same to stand upon such wharf.
19. Being the driver or person in charge of a vehicle on any wharf, shall neglect or refuse to immediately proceed with such vehicle and the load (if any) carried therein or thereon to the nearest available weighbridge or weighing apparatus, and permit such vehicle with any such load to be weighed at the expense of the Commissioners upon being requested so to do by an officer of the Commissioners.
20. Being the driver or person in charge of a vehicle on any wharf, shall neglect or refuse to immediately move such vehicle (whether loaded or not) to some other position whenever directed so to do by an officer of the Commissioners.

21. Permit any vehicle to be backed up against any wharf or shed, or to stand upon any wharf or road, or other property of the Commissioners, unless while the same is being actually and actively employed in loading or unloading goods or in the transport of passengers to and from the wharf, or if employed as aforesaid to remain so backed up or upon any such place longer than actually required in the course of such employment, and of the time so required the Harbor Master shall be the judge; or without the consent of the Commissioners permit any vehicle to remain on any roadway or other property of the Commissioners during non-working hours.
 22. Bring or cause to be brought on to any wharf, street, or road, any vehicle, the construction of which is such that a pole projects more than four feet at either end of such vehicle, unless the full length of the pole which is projecting is painted white and kept so painted at all times to the satisfaction of the Harbor Master.
 23. Take any vehicle other than hand-trucks into any closed shed for the purpose of loading or unloading goods, except by the permission in writing of the Harbor Master.
 24. Take any vehicle upon or off any wharf except by the nearest ramp.
 25. Negligently or violently or otherwise than as directed by the Harbor Master, discharge or unload from any vessel or vehicle pig-iron, timber, stone, machinery, or other goods or packages, on to any wharf, or draw or trail any sledge, timber or other heavy material upon a wharf, or place any materials or substance upon any wharf or approach thereto, or road or street upon, or within the property under the control of the Commissioners to the injury or obstruction thereof.
 26. Cut, break or destroy the mooring or fastening of any vessel, or remove, unmoor, interfere with, cast off, or take away from any wharf or place appointed or licensed by the Commissioners for the mooring of vessels, any boat, without the permission of the Owner or licensee thereof.
 27. Attach any rope, tackling or other gear to any portion of any shed, crane, lamp-post or other erection on any wharf, or make use of any rope, tackling or gear so attached for any purpose whatever, without the permission in writing of the Harbor Master.
 28. Trespass upon, make fast to, or otherwise interfere with any lighthouse, dolphin, buoy, beacon, or any erection or post used in connection therewith.
 29. Clamber on or about the structure of any wharf below the deck level, or on or over any gate or fence, or interfere with any crane or hoist, or electric fittings or mains, or turn any valve or cock, or open or shut any fire-plug or hydrant, unless authorized by the Harbor Master so to do.
 30. Remove or in any way interfere with any life-saving gear, life-hook, drag, grapnel, life-buoy, or any other life-saving apparatus, unless such interference be for the purpose of saving life, or by the Police in dragging for drowned persons.
 31. Remove or in any way interfere with any board put up for the purpose of publishing any Regulation, notice or penalty, or obliterate any of the letters or figures thereon.
 32. Except for the purposes of examination by the Customs authorities, sort, bulk or repack goods, or weigh or sample grain or other goods upon any wharf or in any shed without the consent in writing of the Commissioners and as directed by the Harbor Master.
 33. Tout for or solicit customers or patronage for any shop, residence, restaurant, boarding-house, hotel or place of amusement, or passengers for any vessel or vehicle.
 34. Throw, drop, deposit or place, or permit to be thrown, dropped, deposited or placed, ballast, gravel, earth, stone, sand, coal, rubbish, filth, cinders, ashes, wreckage, refuse, animals (with intention to drown the same), dead animals, fish, or birds, filth or any putrefying or objectionable matter into the waters of the Port, or on any other property of the Commissioners, except at the places and in the manner approved by the Commissioners.
 35. Permit to be discharged from any sewer or drain into or upon any part of the Port or the waters thereof, or upon or into any wharf, street, road, or other property of the Commissioners, drainage of any description, except in such places and in such manner as the Commissioners may appoint, approve of or direct, or deposit or discharge, or permit to be deposited or discharged, any refuse, rubbish, dead animals, fish or birds, filth, drainage of any description, or any putrefying or objectionable vegetable or animal matter, in a position where the same may be washed by rain or otherwise into or upon the Port or the waters thereof, or into or upon any property under the control of the Commissioners.
 36. Hold any meeting or address any assemblage upon or within property under the control of the Commissioners, without the consent of the Commissioners in writing.
 37. Smoke in, under or near to any shed or upon any wharf, or loiter therein or thereon, or lounge or sleep among the cargo placed in or under any shed or upon any wharf, or when directed by any Police Officer or officer of the Commissioners, refuse to leave any property under the control of the Commissioners or obstruct any officer or employee of the Commissioners in the execution of his duty.
 38. Smoke in the hold or within 20 feet of any open hatchway of any vessel moored at any wharf.
 39. Bring any ale, beer, wine or other fermented or spirituous liquor on to any wharf or approach thereto, or in any shed, except for the purpose of import or export.
 40. Play at any game, be the worse for liquor, use filthy, offensive, abusive or insulting language, or act in an idle, disorderly or obscene manner, or commit any nuisance on or against any property of the Commissioners, or expose his person.
 41. Affix to or post or stick or write on any wharf, building, wall, fence, rail, hoarding, post, board, buoy, beacon or vessel under the control of the Commissioners any printed or written matter, picture or inscription, unless licensed by the Commissioners.
 42. Graze any sheep, cattle or horses upon any lands under the control of the Commissioners, except on such terms as the Commissioners may from time to time determine.
287. In any case where a vehicle is brought on to or moved upon a wharf in contravention of paragraph 18 of Regulation 286:—
- (a) The Harbor Master or any officer of the Commissioners may require the driver or the person in charge of such vehicle to unload so much of the load carried as is in excess of the weight prescribed by the said paragraph 18, or by the permit (if any) issued to such driver or person by the Harbor Master pursuant to the said paragraph 18; and
 - (b) Any such driver or person who fails, neglects, or refuses to unload the same shall be guilty of an offence.

288. Every person who shall commit or be accessory to the committal of any of the acts following shall, for every such offence, unless otherwise provided by the Act, incur a penalty of not less than £5:—

1. Injure, remove, alter or destroy any light exhibited within the Port for navigation or otherwise, or any erection, vessel, buoy, beacon, lamp, lamp-post or lamp iron, bearing or containing such light, or any cable or wire leading thereto, or shall extinguish any such light.
2. Alter, injure or destroy any signal, signal staff, buoy, beacon, pile, guiding post, semaphore or flag.
3. Sink, soil, deface, injure, throw down or destroy any vessel, wharf, shed, fence, wall, hoarding, break-water, breastwork, embankment, drain, pipe or any property whatever under the control of the Commissioners.

GENERALLY.

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

290. Neither the Commissioners nor any officer of the Commissioners shall be responsible for the security and safety of any vessel, nor for any damage to a vessel caused through defective condition of any berth, mooring or appliance used in carrying on the work of the Port.

291. Should any accident causing loss of life, personal injury, loss of or damage to property, occur within the Port or on or within the property under the control of the Commissioners, then each and every person in any way concerned in such accident, or to whom the accident is directly or indirectly due, shall immediately report the circumstances to the Commissioners in writing.

292. The Master of a vessel shall immediately report to the Police the death of any person which may occur on board his vessel, and shall afterwards, in due course and according to law, cause the body to be buried on shore.

293. No vessel shall be careened, hove down or hauled on shore for the purpose of inspection or repairs without permission from the Harbor Master in writing.

294. No ballast lighter, scow or other similar open vessel shall ply within the Port without having sufficient coamings at least eight inches high above the deck planking.

295. No boat shall be placed or allowed to remain on the stage of any landing-place, or hove down alongside thereof.

296. No vessel above 30 tons register shall be hauled up or launched from or removed to or from any patent slip, slipway or launching way within the Port, without the permission of the Harbor Master in writing.

297. No person shall use the slips or launching ways of the Commissioners for the purpose of launching any vessel unless he shall have obtained written permission from them so to do, and shall have paid the fees fixed by them, and have given the security and agreed to comply with the other conditions to be prescribed by them for such use. The fees for the use of the slip or launch-way shall be £10, and the applicant will be required to deposit with the Commissioners the sum of £250 as security that he will properly take up, and, at the end of the time allowed for launching purposes, will relay the roadway to the satisfaction of the Engineer to the Commissioners, and remove all launching ways, cradles and materials used by him, so that the public convenience and traffic may not be interfered with. Not more than twelve consecutive hours will be allowed for launching purposes, and a sum of £5 for every hour after the time herein allowed shall be paid by the applicant. If the applicant fails to do the work required of him, the Commissioners

may without notice do it for him, and the cost thereof, and any sum due as aforesaid for delay shall be deducted from the said deposit, so far as the same will go, and the balance, if any, must be paid to the Commissioners within twenty-four hours after demand made.

298. No person shall make, repair, dress or scrape spars or masts, or do any kind of carpenter, smith, boiler-maker or rigging work on any wharf, or under any shed thereon, or hang or place sails, masts, spars, or any other thing to or upon any of the beams or joists of the sheds, or on any other erection upon the property of the Commissioners, without the permission in writing of the Harbor Master.

299. Every boat and all timber and every other article of value found drifting on the waters of the Port, or stranded on the shores or banks thereof, and not apparently in the charge of any person, shall be immediately delivered up by any finder thereof to the Harbor Master, or may be taken possession of by him, and he shall, subject as hereunder, retain the same until claimed by the Owner, and such Owner shall, before receiving his property from the Harbor Master, pay to the Commissioners all expenses incurred in connection therewith. Should any such property, not being of a perishable nature, be not claimed within six months, or in the case of goods of a perishable nature within one day after the date of possession thereof being taken by the Harbor Master, such property shall be deemed to be forfeited by the Owner, and shall become the property of the Commissioners, to be dealt with as they may think fit, and in case of sale thereof, the former Owner shall have no claim whatever on the proceeds of sale.

300. (1) In this Regulation unless inconsistent with the context or subject matter:—

Appointed.—Means appointed by the Commissioners by means of printed or written notices or symbols upon or attached to a wharf.

Driver.—Means any person driving or being in charge of a vehicle or the owner thereof.

Cargo Vehicle.—Means a vehicle used for transporting goods.

Hire Vehicle.—Means a vehicle used for conveying passengers for hire and registered as a hackney carriage under Part I of the "Carriages Act 1928".

Parking Area.—Means any area appointed by the Commissioners as a standing place for vehicles.

Parking Officer.—Means any officer or person acting under the authority of the Commissioners in the supervision of vehicular traffic or the parking of vehicles on any wharf or to collect prescribed fees for permits to park or allow vehicles to remain upon any wharf.

Private Vehicle.—Means a vehicle other than a cargo vehicle or hire vehicle.

(2) The driver or person in charge of a vehicle on any wharf shall in addition to conducting such vehicle in compliance with the other Regulations conduct such vehicle in accordance with directions of the Commissioners set out on notices displayed on such wharf.

If in the opinion of any officer acting under the authority of the Commissioners there shall be or be likely to be a concourse of vehicles or a congestion of traffic on any wharf, the driver or person in charge of a vehicle on such wharf shall obey all directions given to him by such officer as to the order or place in which such vehicle may stand or move; and if such officer shall direct such driver or person so to do such driver or person shall move such vehicle to some other place on such wharf or remove such vehicle from such wharf.

Notwithstanding anything in this Regulation contained the Commissioners may without notice cause to be removed from any wharf and stored in any place at the sole risk and expense of the Owner thereof any vehicle left unattended on any wharf.

(3) Every person driving a private vehicle or a hire vehicle on to any wharf on which a parking officer is on duty shall, forthwith at the appointed place on such wharf, obtain from a parking officer a permit of the Commissioners to enter upon such wharf with such vehicle.

(4) The driver of a private vehicle or of a hire vehicle shall for the privilege of allowing such vehicle to be or remain upon such wharf at which a parking officer shall be on duty pay to the Commissioners the following charges, namely:—

- (i) For the first fifteen minutes during which the vehicle shall be upon the wharf, Free.
- (ii) For each additional hour or part thereof during which the vehicle shall be or remain upon the wharf the sum of 1/-.

(5) The driver of a private vehicle or of a hire vehicle shall not:—

- (i) Drive such vehicle upon any portion of a wharf appointed for the traffic of goods, vehicles, or pedestrians.
- (ii) Drive such vehicle upon a wharf except in conformity with printed or written notices and/or symbols upon or attached to such wharf by the Commissioners or as directed by a parking officer.
- (iii) Park or allow such vehicle to stand or remain stationary for more than three minutes on any wharf except in a parking area.
- (iv) While such vehicle is on any wharf lock or fasten such vehicle in such a manner that it cannot be readily moved.
- (v) Turn such vehicle on a wharf except at appointed turning points.
- (vi) Allow such vehicle to obstruct any opening left to permit cross traffic through any parking area or between any parking areas.
- (vii) Leave such wharf without delivering his permit to a parking officer and paying the charge prescribed by these Regulations for allowing such vehicle to be or remain upon such wharf.

(6) Every person driving a private vehicle or a hire vehicle on to a wharf shall:—

- (a) If there shall be space for such car in a parking area park such car in a parking area as directed by a parking officer or if no parking officer be present then in accordance with printed or written notices and/or symbols upon or attached to such wharf by the Commissioners.
- (b) If there shall be no space for such car in a parking area drive such car off such wharf.
- (c) While driving such vehicle upon a wharf bring the same to a standstill as and whenever directed by a parking officer.
- (d) While on a wharf produce to any parking officer whenever requested by such officer so to do his permit.
- (e) Whenever directed by a parking officer so to do, forthwith remove such vehicle from any wharf whereon the same may be.
- (f) While such vehicle is on any wharf remain within sight and call of such vehicle.
- (7) The driver of a private vehicle shall not park or allow such vehicle to stand in any parking area appointed for the parking of hire vehicles only.

(8) The driver of a hire vehicle shall not park or allow such vehicle to stand in any parking area appointed for the parking of private vehicles only.

(9) The driver of any vehicle shall not park or allow such vehicle to stand upon or beneath any bridge or any ramp forming a part of or an approach to any bridge.

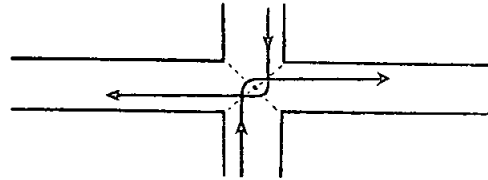
(10) The driver of a vehicle or the rider of an animal upon any road wharf ramp or bridge shall:—

- (a) When travelling in a direction which will intersect the direction in which another driver or rider is

travelling grant the right of way to the vehicle or rider approaching such intersection from his right. Provided that this provision shall not apply at any intersection where a member of the Police Force or an officer of the Commissioners is directing the traffic at such intersection.

(b) Before stopping or turning give notice of his intention so to do by holding up his hand or by displaying some signal approved by the Commissioners so that the same may be seen by any person immediately following.

(c) Before turning to the right or off side from a road wharf ramp or bridge on to any other road wharf ramp or bridge drive or ride upon the left or near side of the road wharf ramp or bridge which he is leaving and parallel to the alignment of the left or near side of such road wharf ramp or bridge until he is as near as practicable to the left hand side of the road wharf ramp or bridge which he is entering as shown in the subjoined diagram.



301. Bathing of horses in the waters of the Port or exercising horses upon the foreshore thereof is prohibited, except at such places and during such hours as the Commissioners may appoint for such purpose.

302. (1) No person shall within the Port take on to the foreshore or into the sea, or the river, or have thereon or therein any dog unless such dog is controlled by a leash, chain, or cord, and, if vicious, is also securely and efficiently muzzled.

(2) Any dog being upon the said foreshore or in the said sea or the river not so controlled shall be liable to be seized, detained, and/or destroyed, and the owner thereof shall be liable to pay to the Commissioners the costs and expenses of and incidental to such seizure, detention, and/or destruction, and shall make compensation for any damage done by such dog.

(3) No person shall within the Port take a dog into the sea or the river within 100 feet of any person bathing therein.

(4) No person shall within the Port bathe any dog from any wharf or from any part of the foreshore or of a bank of the river within 100 yards of any wharf.

303. No Owner or Master of any vessel, or other person, shall give or offer a bribe to any officer or person employed by the Commissioners.

304. Unless otherwise specially provided, Sundays and public holidays shall be counted in the computation of time required by any Regulation, but where the last day of the time within which any act has to be done happens to be a Sunday or public holiday, then such Sunday or holiday, as the case may be, shall be excluded from the computation.

305. All Regulations in force at the date hereof are hereby repealed, except for the purpose of proceedings for offences committed prior to the repeal, and also of enforcing rights and claims arising under the Regulations prior to such repeal.

TOLLS, RATES AND CHARGES, DUTIES, DUES AND FEES.

306. The Owner of goods unshipped or shipped, and in addition in respect of goods shipped, the Master, Owner and Agent of every vessel into which goods are shipped, shall be liable for the payment of rates on or in respect of any such goods, and no claim made or proceedings by the Commissioners upon or against one or more person

or persons liable to pay any such rates shall relieve any other or others of his or their liability or responsibility, either for rates or for any penalty incurred for non-payment or evasion thereof.

307. In case the Commissioners shall, on default in payment of any rates in respect of goods, exercise the power of sale over such goods conferred by the 117th Section of the Act, and the net proceeds of sale shall be insufficient to pay the rates in respect of which default has been made, no person shall, by the exercise of such power of sale, be relieved from the payment of the amount of any deficiency or from the payment of any penalty incurred for non-payment or evasion of such rates.

308. The Commissioners, by their officers, shall have the power to enter any vessel in the Port, in order to ascertain the rates payable in respect of the vessel or of the goods therein, and the Master of such vessel shall give every facility to such officer in the execution of his duty, and no person shall hinder or molest the officer or persons aforesaid, or refuse to allow him or them to enter the vessel for the purpose aforesaid.

309. The charge for the use by any vessel of any wharf or part thereof the property of the Commissioners appropriated by the Commissioners under or by virtue of any power in the Act contained shall, unless otherwise provided or agreed upon, be at the rate of 3/- per 100 feet of the length of the vessel for each quarter of a day during the time such vessel is berthed at such wharf or part thereof appropriated as aforesaid, with a minimum charge equal to the charge for one day for each berthing. The charge shall be paid by the Master, Owner, or Agent of the vessel, and shall be in addition to any toll, rate, or charge, which may be or may become due or payable under the Act or Regulations.

310. In addition to any other toll rate or charge payable under the Act or Regulations, the Commissioners may make such reasonable charges for the use of any sheds, apparatus and/or conveniences provided in connection with any berth at a wharf or part of a wharf as they think proper. They may from time to time alter, amend, vary or revoke any such charges or appoint others in addition thereto or in substitution therefor.

311. The Master, Owner, or Agent of a vessel occupying any berth at a wharf or part of a wharf on which a shed is erected shall, unless otherwise agreed upon, pay to the Commissioners for the right to place goods in such shed, the following charges, namely:—

Where the shed does not exceed 40 feet in width, for the first day on which the vessel is so berthed, the sum of £14 if any cargo is unshipped or to be unshipped, and the sum of £2 if no cargo is unshipped or to be unshipped, and for each subsequent quarter of a day on which the vessel is so berthed the sum of 10/-, irrespective as to whether or not any cargo is unshipped or to be unshipped.

When such shed exceeds 40 feet in width but does not exceed 60 feet in width, the charge for the first day shall be the sum of £21 if any cargo is unshipped or to be unshipped, and the sum of £3 if no cargo is unshipped or to be unshipped, and for each subsequent quarter of a day on which the vessel is so berthed the sum of 15/-, irrespective of whether or not any cargo is unshipped or to be unshipped.

When such shed exceeds 60 feet in width but does not exceed 80 feet in width, the charge for the first day shall be the sum of £28 if any cargo is unshipped or to be unshipped, and the sum of £4 if no cargo is unshipped or to be unshipped, and

for each subsequent quarter of a day the sum of £1, irrespective of whether or not any cargo is unshipped or to be unshipped.

When such shed exceeds 80 feet in width, the charge for the first day shall be the sum of £35 if any cargo is unshipped or to be unshipped, and the sum of £5 if no cargo is unshipped or to be unshipped, and for each subsequent quarter of a day the sum of £1/5/-, irrespective of whether or not any cargo is unshipped or to be unshipped.

Provided always that the charge for any part of a day of or less than six hours shall be that specified for a quarter of a day, and the minimum charge shall be for one day. Provided further that in the case of vessels trading solely between ports within the Commonwealth the charges payable under this Regulation shall be only 50 per cent. of those hereinbefore specified, and in the case of vessels trading solely within Port Phillip Heads the charges under this Regulation shall be only 25 per cent. of such specified charges. Should the charges paid under this Regulation exceed a sum equal to 1/- per ton, on the cargo shipped into and the cargo unshipped from a vessel trading with any port beyond the Commonwealth, or exceed a sum equal to 6d. per ton on the cargo shipped into and the cargo unshipped from a vessel trading solely between ports within the Commonwealth, or exceed a sum equal to 3d. per ton on the cargo shipped into and the cargo unshipped from a vessel trading solely within Port Phillip Heads, the Commissioners shall, on application being made to them, refund the amount paid in excess of such sums respectively.

312. The Master, Owner, or Agent of a vessel requiring any wharf, or part of a wharf or shed, for the storage of outward cargo prior to the berthing of the vessel by which it is to be shipped, shall pay to the Commissioners for the use of such wharf, or part thereof, and shed (if any), from the time when such wharf and/or shed is set apart for the storage of such cargo until the berthing of the vessel, the following charges, namely:—

When there is no shed available exceeding 40 feet in width, the sum of £2 for the first day and 10/- for each subsequent quarter of a day.

When there is a shed available of more than 40 feet in width but not more than 60 feet in width the sum of £3 for the first day, and 15/- for each subsequent quarter of a day.

When there is a shed available of more than 60 feet in width, but not more than 80 feet in width, the sum of £4 for the first day, and £1 for each subsequent quarter of a day; and when there is a shed available of more than 80 feet in width the sum of £5 for the first day, and £1/5/- for each subsequent quarter of a day.

Provided always that the charge for any part of a day of or less than six hours shall be that specified for a quarter of a day, and the minimum charge shall be for one day. If the whole of the cargo stored be not shipped by the vessel, such Master, Owner or Agent shall pay the said charges until all the cargo stored has been removed from the wharf or shed. The granting of the use of any wharf and/or shed for the storage of outward cargo shall be in the discretion of the Commissioners, and any such grant may be revoked.

313. Whenever, in the opinion of the Harbor Master, artificial light is necessary for the safe loading or unloading of a vessel, the Master, Owner or Agent of such vessel shall use such light as may be directed by the

Harbor Master, and shall pay to the Commissioners the sum of £1 per night or part of a night for the use of such light.

314. Whenever the Commissioners shall supply light for working cargo in the hold of a vessel, the Master, Owner, or Agent shall pay to the Commissioners the sum of £1/5/- per night or part of a night for the use of eight clusters and 2/6 for each additional cluster.

TONNAGE RATES.

315. In addition to any other toll or penalty which may be or may become due under the Act or Regulations for the time being in force, a rate shall, except as otherwise provided by these Regulations, be paid in respect of every vessel during the time such vessel uses, directly or indirectly, any wharf of the Commissioners, of three-farthings per ton of the gross register tonnage of such vessel for every day during which any such vessel uses any such wharf, provided that one-fourth, one-half and three-fourths of the above rates shall be paid for parts of a day of or less than 6, 12 and 18 hours respectively, and subject to a minimum charge equal to the charge for one day, provided that vessels trading solely between ports within the Commonwealth shall pay only 50 per cent. of the said rates, and vessels trading solely within Port Phillip Heads shall pay only 25 per cent. of the said rates; but in all cases the minimum charge shall be two shillings and sixpence.

The word "wharf" used in this Regulation shall mean and include any place of mooring or moorings whereat a vessel may be anchored or moored during the shipping or unshipping of passengers or goods on or from such vessel.

316. If any vessel has in the opinion of the Commissioners been prevented from shipping or unshipping goods from any cause beyond the control of the Master, Owner and Agent of the vessel for a period exceeding seven days, then the Commissioners may on the application of the Master, Owner or Agent grant such a reduction in the rate payable in respect of any vessel under the last preceding regulation or such refund as the Commissioners think fit.

317. If the Owner of any vessel licensed under Regulation 182 shall give the Commissioners an undertaking that they are not to be held responsible for any damage to such vessel, howsoever caused, and notwithstanding that such damage may have been caused by the negligence of the Commissioners or their servants and shall also furnish security to the satisfaction of the Commissioners for the payment of the amount of any damage which shall be caused to any of the property of the Commissioners by such vessel and of any loss incurred by the Commissioners in raising, removing, or destroying such vessel in the event of her being sunk or stranded within the Port and becoming in the opinion of the Commissioners an obstruction to the safe and convenient navigation and/or use of the Port, or shall give such other undertaking and/or security in lieu of the foregoing as the Commissioners may in special circumstances require then such vessel shall be exempt from payment of tonnage rates under Regulation 315.

318. The Commissioners may, by agreement in writing, accept in lieu of the rates imposed by Regulation 315, for the use of any wharf or place of mooring, a gross sum per annum, or for any lesser period of a year, and every such gross sum so agreed upon shall be paid by such portions or instalments thereof, in advance, as the Commissioners may determine.

319. A vessel lying in tier outside a vessel moored to or alongside any wharf of the Commissioners shall be liable to the rates imposed by Regulation 315, as if she were directly moored to the wharf.

320. If any vessel shall have been moored or anchored within the Port at any place or in any manner (not rendering tonnage rates payable under Regulation 315) for a period exceeding 14 days, and shall in the opinion of the Commissioners during such period have been continuously laid up and out of commission, the same tonnage rates shall be paid in respect of such vessel from and after the expiration of the said period while she continues in the opinion of the Commissioners to be so laid up and out of commission as would have been payable if she were using a wharf. Provided, however, that if the Owner shall give to the Commissioners an undertaking that they are not to be held responsible for any damage to such vessel howsoever caused while she continues to be so laid up and out of commission, and notwithstanding that such damage shall be caused by the negligence of the Commissioners or their servants and shall also furnish security to the satisfaction of the Commissioners for the payment to them of the amount of any damage which shall be caused to any of the property of the Commissioners by such vessel, and of any loss incurred by the Commissioners in raising, removing or destroying such vessel in the event of her being sunk or stranded within the Port, and becoming in the opinion of the Commissioners an obstruction to the safe and convenient navigation and/or use of the Port, or shall give such other undertaking and/or security in lieu of the foregoing as the Commissioners may in special circumstances require, the tonnage rates payable to the Commissioners in respect of such vessel shall be the following:—

	£	s.	d.
Vessels not exceeding 200 tons, for every period of three months or part thereof, payable in advance	0	5	0
Vessels exceeding 200 tons but not exceeding 500 tons, for every period of three months or part thereof, payable in advance	0	10	0
Vessels exceeding 500 tons but not exceeding 1,000 tons, for every period of three months or part thereof, payable in advance	0	15	0
Vessels exceeding 1,000 tons, for every period of three months or part thereof, payable in advance	1	0	0

Nothing in this Regulation shall prevent the Harbor Master from directing the removal of any vessel laid up and out of commission from any wharf, mooring or anchorage at any time he may think fit.

321. When a vessel arrives in the Port in distress, or where a vessel requires to use any wharf of the Commissioners for the purposes of repairs only, the Commissioners may grant her the use of any wharf of the Commissioners free of rates for a fixed period.

322. The Master, Owner or Agent of a vessel occupying any of the berths mentioned hereunder shall unless otherwise provided or agreed upon in addition to any other tolls, rates or charges whatsoever for the time being payable under the Act or Regulations in respect of such user or of such vessel pay to the Commissioners the charge set forth hereunder for each quarter of a day or part thereof during which the vessel occupies such berth but subject to a minimum charge equal to the charge for one day.

	For each quarter of a day or part there- of during which the vessel occupies the berth.	£ s. d.
Station Pier, Port Melbourne—		
Each berth		4 10 0
Princes Pier, Port Melbourne—		
Each berth		3 0 0
Gellibrand Pier, Williamstown—		
Each berth		1 0 0
Nelson Pier, Williamstown—		
Each berth		1 2 6
Yarraville—		
Berths Nos. 1 and 6		0 2 6
Footscray Wharf—		
Berths Nos. 1 to 3		0 2 6
Victoria Dock—		
Berths Nos. 1 to 15		0 2 6
Berths Nos. 16 to 21		1 0 0
Berths Nos. 22 to 24		0 17 6
North Wharf—		
Berths Nos. 1 to 7		0 2 6
Berths Nos. 9 to 15		0 2 6
Berth No. 16		0 17 6
Berth No. 17		0 2 6
South Wharf—		
Berths Nos. 1 to 10		0 2 6
Berths Nos. 12 to 19		0 2 6
Berths Nos. 21 to 26		0 7 6
Berths Nos. 27 to 29		0 2 6

Provided that if the berth is at a wharf or part of a wharf where the charge under this Regulation is 2s. 6d. per quarter day, no vessel shall be charged under this Regulation a sum greater than £2 in any period of ten consecutive days. Should the charges paid under this Regulation exceed a sum equal to 3d. per ton on the cargo unshipped from and/or shipped into the vessel, the Commissioners may, if they are satisfied that such shipping and/or unshipping of cargo has proceeded continuously, on application being made to them in writing, refund the amount by which the charges paid under this Regulation shall exceed such last-mentioned sum. No refund will be payable on account of a vessel berthed at any wharf which is appropriated for vessels carrying passengers, or at No. 16 Berth, North Wharf.

323. All rates and charges made payable by Regulations 315-322 shall be paid to the Treasurer of the Commissioners, at the office of the Commissioners, or to a Collector appointed to receive the same by the Commissioners, and such Treasurer or Collector shall give to the person who shall pay such rates and charges a receipt signed by such Treasurer or Collector for the amount received by him.

WHARFAGE RATES.

324. There shall be paid to the Commissioners in respect of all goods landed from any vessel within the Port, unless exempted by any Act of Parliament or these Regulations, the rates specified in the Schedule to this Regulation, provided:—

- (1) That goods which have been produced or manufactured within the Commonwealth, and which arrive at this Port from any port in the Commonwealth, shall pay only 50 per cent. of the rates specified.

- (2) That goods arriving from any port within the Commonwealth, but not produced or manufactured within the Commonwealth, shall pay the same rate as they would be liable to if imported direct from outside the Commonwealth.
- (3) That goods arriving from any place within Port Phillip Heads shall pay only 25 per cent. of the rates specified.
- (4) That goods brought in a vessel from any other place within the Port of Melbourne shall when landed pay the same rate as goods arriving from any place within Port Phillip Heads.
- (5) That the rates specified in the Schedule hereto at per ton may be calculated by the Commissioners by weight or by measurement at their option.
- (6) That during the present state of war the rates applicable to lead for use as stiffening in vessels (including lead taken from one vessel to be placed in another vessel for use as stiffening) shall be 1/- per ton.

SCHEDULE.

	per ton s. d.
Ballast consisting of sand, shingle or stone	0 6
Ammonia liquor	2 6
Coal	2 6
Crude Oil	2 6
Empty returns, being drums, casks, cases, boxes, crates, baskets, biscuit and lolly tins and bags	2 6
Phosphatic Rock	2 6
Sand (carried as cargo) and Shell	2 6

Goods at Five Shillings per Ton.

All Goods other than those herein specified.

Goods Exempt from Charges under this Regulation.

- Firewood
- Goods belonging to His Majesty's Government
- Passengers' Luggage
- Guano
- Bones
- Bonedust
- Live Stock

325. Every person liable to pay wharfage rates to the Commissioners in respect of goods, merchandise and things landed from any vessel at any wharf within the Port, shall pay the said rates to the Collector appointed to receive the same at the receiving office of the Commissioners.

326. All rates shall be paid in Australian currency, and Imperial weights and measures shall be used.

PENALTIES.

327. Except where specific penalties are imposed in the Act or in these Regulations, the penalty for each breach of these Regulations shall not be less than £1, nor more than £20, plus any damages and expenses consequent on the particular breach.

Dated the twenty-first day of October, 1942.

The common seal of the Melbourne Harbor Trust Commissioners was hereunto affixed by order of the Commissioners, in the presence of—

A. D. MACKENZIE, Chairman.
(SEAL) J. P. WEBB, Commissioner.
A. C. COOK, Secretary.

Approved by the Governor in Council.
2nd November, 1942.

C. W. KINSMAN,
Clerk of the Executive Council.

