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REGULATIONS FOR THE EQUIPMENT OF SHIPS WITH LIFE-SAVING APPLIANCES.

IN pursuance of the powers conferred upon it by the *Marine Act* 1890, the Marine Board of Victoria, with the consent of His Excellency the Governor of Victoria, acting by and with the advice of the Executive Council thereof, doth hereby make the Regulations following, that is to say :—

Short Title.—These Regulations may be cited as "The Regulations for the Equipment of Ships with Life-saving Appliances 1913."

Commencement and Repeal.—These Regulations shall take effect on and from the first day of November, 1913, from which date all previous regulations relating to the equipment of ships with life-saving appliances shall be and stand repealed.

Penalty.—In cases where section 123 of the *Marine Act* 1890 does not apply, every person guilty of a breach of these Regulations shall be punishable by a fine not exceeding Fifty pounds.

Classes of Ships.—For the purposes of these Regulations ships shall be arranged in the following classes, under the headings "Foreign-going" and "Home Trade" :—

FOREIGN-GOING.

CLASS I.

Foreign-going steam-ships having certificates of survey issued under the *Marine Act* 1890, or issued by the Board of Trade, or by the properly constituted authority in any British Possession, authorizing them to carry passengers exceeding twelve in number; also "emigrant ships."

CLASS II.

Foreign-going steam-ships not certified to carry passengers or certified to carry passengers not exceeding twelve in number.

CLASS III.

Foreign-going sailing ships carrying passengers.

CLASS IV.

Foreign-going sailing ships not carrying passengers.

HOME TRADE.

CLASS I.

Steam-ships having certificates of survey issued under the *Marine Act* 1890 authorizing them to carry passengers exceeding twelve in number within the Home-trade limits as defined by the said Act—that is to say, between any port or place in the State of Victoria and any port or place on the mainland of Australia, or any island on the coast thereof not beyond Port Stephens, in the State of New South Wales, on the one hand, nor beyond Spencer's Gulf, in the State of South Australia, on the other hand, or any port or place in the State of Tasmania.

CLASS II.

Steam-ships plying anywhere within Home-trade limits, defined as aforesaid, not certified to carry passengers, or certified to carry passengers not exceeding twelve in number.

CLASS III.

Sailing ships carrying passengers anywhere within Home-trade limits defined as aforesaid.

CLASS IV.

Sailing ships plying anywhere within Home-trade limits defined as aforesaid, not carrying passengers.

CLASS V.

Sailing ships of not less than 15 tons gross registered tonnage plying within the limits of any Port in the State of Victoria.

CLASS VI.

Steam-ships certified to carry passengers on short excursions to sea, *i.e.*, beyond partially smooth water limits during daylight.

CLASS VII.

Steam-ships certified to carry passengers in partially smooth water.

CLASS VIII.

Steam-ships certified to carry passengers in smooth water in estuaries and lakes.

CLASS IX.

Steam-ships certified to carry passengers in smooth water on rivers.

CLASS X.

Steam-ships not certified to carry passengers plying or trading within the limits of any Port in the State of Victoria.

CLASS XI.

Steam fish carriers, tugs, steam lighters, dredgers, steam hoppers, and hulks, which proceed to sea.

CLASS XII.

Steam fish carriers, tugs, steam lighters, dredgers, steam hoppers, and hulks, which do not proceed to sea.

FOREIGN-GOING.

CLASS I.

Regulations for Foreign-going steam-ships having Certificates of Survey issued under the Marine Act 1890, or issued by the Board of Trade, or by the properly constituted authority in any British Possession, authorizing them to carry passengers, exceeding twelve in number, and for emigrant ships.

Regulation A.—A ship of this class shall carry life-boats in such number and of such capacity as shall be sufficient to accommodate the total number of persons which is carried, or which the ship is certified to carry, whichever number is the greater.

The master or owner of a ship of this class claiming to carry on any voyage fewer life-boats than will provide sufficient accommodation for all the persons for which the ship is certified, must declare before the Collector or other Officer of Customs, or the Secretary to the Marine Board, before the time of clearance, that the life-boats actually carried will be sufficient to accommodate all persons that will be carried at any time during the intended voyage.

Regulation B.—Where a ship of this class is required to carry more than four life-boats, one or two boats of Section D, fitted with internal buoyancy, may be carried in lieu of the same number of life-boats.

Regulation C.—Subject to the provisions of General Regulation 16 (1), a ship of this class shall be provided, in accordance with its length, with such number of sets of davits of approved form as is specified in the Table in Appendix A, and they shall be suitably placed to the satisfaction of the Board. Each set of davits shall have a life-boat attached to it: Provided that no ship shall be required to have a larger number of sets of davits than the number of boats required to accommodate the total number of persons which is carried, or which the ship is certified to carry, whichever number is the greater: Provided also, that appliances or arrangements at least as effective as davits for launching boats may be accepted by the Board in lieu of davits: Provided also that the Board may, where it appears to them necessary, having regard to the height at which the boats are carried above the centre of the load line disc, and to the other circumstances of the case, require a ship of this class to carry in lieu of, or in addition to, davits, some other approved form of launching appliances, or such arrangements for launching boats, as may be, in their opinion, effective.

Regulation D.—(1) All life-boats which are directed by Regulation C to be attached to davits shall be open life-boats of Section A or Section B, except as provided by paragraph (5) of this Regulation, and except that where boats of Section D are carried in accordance with Regulation B they may be attached to davits.

(2) The additional life-boats (if any) not directed to be attached to davits, but required to make up the total life-boat accommodation, may be either open or decked.

(3) All additional life-boats shall be placed as readily available for attachment to davits as may be practicable.

(4) An additional life-boat of Section C may be stowed under an open life-boat of Section A or Section B which is attached to davits.

(5) If the open life-boats attached to davits, together with the decked life-boats stowed underneath them, in pursuance of the last paragraph, are not sufficient to provide the required life-boat accommodation, decked life-boats in sets of three, one over the other, the uppermost being attached to davits, may, if it is desired, be substituted for any of the open boats attached to davits and the decked life-boats stowed thereunder, within the limits defined by the third column of the Table in Appendix A.

(6) Where additional life-boats are stowed across deck, bridge, or poop, means satisfactory to the Board shall be provided for their ready transfer to the ship's side and thence to the water.

Regulation E.—All the boats shall be equipped as provided in the General Regulations.

Regulation F.—If the ship is under 200 feet in length, at least six approved life-buoys shall be carried; if of 200 feet or over, but under 400 feet in length, at least twelve approved life-buoys shall be carried; if of 400 feet or over, but under 600 feet, at least eighteen approved life-buoys shall be carried; if of 600 feet or over, but under 800 feet, at least twenty-four approved life-buoys shall be carried; and if of 800 feet or over, at least thirty approved life-buoys shall be carried.

Regulation G.—One approved life-jacket or other approved article of equal buoyancy suitable to be worn on the body shall be carried for each person on board. A sufficient proportion of the life-jackets shall be of a size suitable for children.

Regulation H.—If, in the case of an emigrant ship, over 10 per cent. of the passengers to be carried on any particular voyage consist of children under the age of 12 years, the Emigration Officer shall divide by two the number of children under the age of 12 years carried in excess of that 10 per cent. in arriving at the total number of persons for whom boat accommodation is to be provided for that voyage.

CLASS II.

Regulations for Foreign-going Steam-ships not Certified to Carry Passengers, or Certified to Carry Passengers not Exceeding Twelve in Number.

Regulation A.—A ship of this class shall carry on each side of the ship life-boats in such number and of such capacity as will accommodate all persons on board. Provided that if the total number of life-boats required under this Regulation exceeds two, a boat of section D may be carried in lieu of one of them; and if the number exceeds three, one or two boats of section D may be carried in lieu of the same number of life-boats. All the boats shall be equipped as provided in the General Regulations.

Regulation B.—The life-boats shall be attached to davits, or other approved appliances at least as effective as davits shall be provided in lieu of davits.

Regulation C.—At least six approved life-buoys shall be carried, together with one approved life-jacket for each person on board.

CLASS III.

Regulations for Foreign-going Sailing Ships Carrying Passengers.

Regulation A.—A ship of this class shall carry life-boats in such number and of such capacity as shall be sufficient to accommodate all persons on board. Provided that if the number of life-boats required under this Regulation exceeds two, a boat of section D fitted with internal buoyancy may be carried in lieu of one of them. All the boats shall be equipped as provided in the General Regulations.

Regulation B.—All the life-boats shall be attached to davits so far as practicable, in the opinion of an Inspector or Surveyor of the Marine Board, or other approved appliances at least as effective as davits shall be provided in lieu of davits.

Regulation C.—At least six approved life-buoys shall be carried, together with one approved life-jacket for each person on board. A sufficient proportion of the life-jackets shall be of a size suitable for children.

CLASS IV.

Regulations for Foreign-going Sailing Ships not Carrying Passengers.

Regulation A.—A ship of this class shall carry life-boats in such number and of such capacity as shall be sufficient to accommodate all persons on board. Provided that if the number of life-boats required under this Regulation exceeds two a boat of section D may be carried in lieu of one of them. All the boats shall be equipped as provided in the General Regulations.

Regulation B.—Two boats at least shall be attached to davits, or other approved appliances at least as effective as davits, shall be provided in lieu of davits.

Regulation C.—At least four approved life-buoys shall be carried, together with one approved life-jacket for each person on board.

HOME TRADE.

CLASS I.

Regulations for Steam-ships having Certificates of Survey issued under the Marine Act 1890, authorizing them to Carry Passengers exceeding Twelve in number within the Home-trade Limits—that is to say, between any Port or Place in the State of Victoria and any Port or Place on the Mainland of Australia, or any Island on the Coast thereof, not beyond Port Stephens, in the State of New South Wales, on the one hand, nor beyond Spencer's Gulf, in the State of South Australia, on the other hand, or any Port or Place in the State of Tasmania.

Ships of this class shall be subject to the same requirements as those in Class I. (Foreign-going).

CLASS II.

Regulations for Steam-ships trading anywhere within Home-trade Limits, defined as aforesaid, not Certified to Carry Passengers, or Certified to Carry Passengers not exceeding Twelve in Number.

Regulation A.—A ship of this class, having a length of 100 feet or over, shall carry a boat or boats on each side of the ship of such capacity as shall be sufficient to

accommodate all persons on board. Such boats shall be attached to davits, or other approved appliances at least as effective as davits shall be provided in lieu of davits.

Regulation B.—One of such boats may be a boat of section D. The remaining boats shall be life-boats, and all the boats shall be equipped as provided in the General Regulations.

Regulation C.—A ship of this class, having a length under 100 feet, shall carry at least one boat of section A, or of section B, or of section D, fitted with internal buoyancy, so stowed that it can be readily placed in the water on either side of the ship, and of sufficient capacity to accommodate all the persons on board. The method of stowage and the means of putting the boat overboard shall be to the satisfaction of the Board. The boat shall be equipped as provided in the General Regulations.

Regulation D.—A ship of this class, if 100 feet in length or over, shall carry at least four approved life-buoys, and if under 100 feet, at least two approved life-buoys. One approved life-jacket shall be carried for each person on board.

CLASS III.

Regulations for Sailing Ships Carrying Passengers anywhere within Home-trade Limits defined as aforesaid.

Regulation A.—A ship of this class shall carry a life-boat or life-boats sufficient to accommodate all persons on board. Provided that one boat of section D, fitted with internal buoyancy, may be carried in lieu of one life-boat. All the boats shall be equipped as provided in the General Regulations.

Regulation B.—Such boats shall, as far as practicable, be attached to davits. All boats not attached to davits shall be so carried that they can be readily placed in the water to the satisfaction of the Board.

Regulation C.—At least four approved life-buoys shall be carried, together with one approved life-jacket, for each person on board. A sufficient proportion of the life-jackets shall be of a size suitable for children.

CLASS IV.

Regulation for Sailing Ships Trading anywhere within Home-trade Limits defined as aforesaid, not Carrying Passengers.

Regulation A.—Subject to the provisions of Regulation B, a ship of this class shall carry a boat or boats of such capacity as shall be sufficient to accommodate all persons on board. The boats shall be stowed in such a manner that they can readily be placed in the water on either side of the ship to the satisfaction of the Board. At least one of the boats shall be a boat of section A, or of section B, or of section D, fitted with internal buoyancy; and all the boats shall be equipped as provided in the General Regulations.

Regulation B.—A ship of this class, having a length of under 100 feet, and engaged solely in trading between ports on the coast of Victoria, shall comply with the requirements of Regulation A, except that the boat or boats carried may be of section D, without internal buoyancy.

Regulation C.—A ship of this class, if 100 feet in length or over, shall carry at least four approved life-buoys, and if under 100 feet, at least two approved life-buoys. One approved life-jacket shall be carried for each person on board.

CLASS V.

Regulations for Sailing Ships of not less than 15 tons gross registered tonnage plying within the limits of any Port in the State of Victoria.

(*a*) Ships of this class shall carry, equipped to the satisfaction of the Board, a boat or boats of wood or metal, at least sufficient for all persons on board, and in such a position as to be readily got into the water.

(*b*) Ships of this class shall also carry an approved life-jacket for each person on board.

(*c*) They shall also carry at least two approved life-buoys.

CLASS VI.

Regulations for Steam-ships certified to Carry Passengers on Short Excursions to Sea, i.e., beyond partially Smooth Water Limits, during Daylight.

Regulation A.—Subject to the provisions of General Regulation 16 (1), a ship of this class shall be provided, in accordance with its length, with such number of sets of davits of approved form as is specified in the table in Appendix B, and they shall be suitably placed to the satisfaction of the Board; each set of davits shall have a life-boat attached to it:

Provided that no ship shall be required to have a larger number of sets of davits than the number of boats required to accommodate the total number of persons which the ship is certified to carry:

Provided also that appliances or arrangements at least as effective as davits for launching boats may be accepted by the Board in lieu of davits.

Regulation B.—Subject to the provisions of General Regulation 16 (2) and (3), such further number of life-boats, or such number of approved life-rafts, approved buoyant deck seat, or other approved buoyant apparatus, shall be provided, as shall be sufficient (together with the life-boats required by Regulation A) for 70 per cent. of the total number of persons for which the ship is certified.

Regulation C.—Where a ship of this class is required to carry more than two life-boats, a boat of section D, fitted with internal buoyancy, may be carried in lieu of one of them, and where such a ship is required to carry more than three life-boats, one or two boats of section D so fitted may be carried in lieu of the same number of life-boats. All boats shall be equipped as provided in the General Regulations.

Regulation D.—The boats carried shall be of such reasonable capacity, having regard to the size of the ship, as the Board may require:

Provided that no ship shall be required to carry life-boats of an aggregate capacity greater than is required to accommodate the total number of persons which the ship is certified to carry.

Regulation E.—If the ship is under 200 feet in length, at least four approved life-buoys shall be carried, and if of 200 feet in length or over, at least eight approved life-buoys shall be carried. One approved life-jacket shall be carried for each person on board. A sufficient proportion of the life-jackets shall be of a size suitable for children.

CLASS VII.

Regulations for Steam-ships Certified to Carry Passengers in Partially Smooth Water.

Regulation A.—Subject to the provisions of General Rule 16 (1), a ship of this class shall be provided in accordance with its length with such number of sets of davits of approved form as is specified in the Table in Appendix B, and they shall be suitably placed to the satisfaction of the Board; each set of davits shall have a life-boat attached to it:

Provided that no ship shall be required to have a larger number of sets of davits than the number of boats required to accommodate the total number of persons which the ship is certified to carry:

Provided also that appliances or arrangements at least as effective as davits for launching boats may be accepted by the Board in lieu of davits.

Regulation B.—Subject to the provisions of General Regulation 16 (2) and (3), such additional life-boats, or such number of approved life-rafts, approved buoyant deck seats, or other approved buoyant apparatus shall be provided as shall be sufficient (together with the life-boats required under Regulation A) for 60 per cent. of the total number of persons for which the vessel is certified.

Regulation C.—Where a ship of this class is required to carry more than two life-boats, a boat of section D fitted with internal buoyancy may be carried in lieu of one of them, and where such a ship is required to carry more than three life-boats, one or two boats of section D so fitted may be carried in lieu of the same number of life-boats. All boats shall be equipped as provided by the General Regulations.

Regulation D.—The boats carried shall be of such reasonable capacity, having regard to the size of the ship, as the Board may require:

Provided that no ship shall be required to carry life-boats of an aggregate capacity greater than is required to accommodate the total number of persons which the ship is certified to carry.

Regulation E.—If the ship is under 200 feet in length, at least four approved life-buoys shall be carried, and if of 200 feet in length or over, at least eight approved life-buoys shall be carried. One approved life-jacket shall be carried for each person on board. A sufficient proportion of the life-jackets shall be of a size suitable for children.

CLASS VIII.

Regulations for Steam-ships certified to carry Passengers in smooth water, in estuaries, and lakes.

Regulation A.—Subject to the provisions of General Regulation 16 (2) and (3), a ship of this class shall carry such boats, approved life-rafts, approved buoyant deck seats, or other approved buoyant apparatus as shall be sufficient (together with the boat or boats required by Regulation B, where that rule applies) for 40 per cent. of the total number of persons for which the ship is certified.

Regulation B.—A ship of this class having a length of not less than 70 feet and less than 150 feet shall carry at least one boat, and if of 150 feet or over, at least two

boats. The boats shall be attached to davits, or other approved appliances at least as effective as davits shall be provided in lieu of davits, and such boat or boats shall be equipped to the satisfaction of the Board.

Regulation C.—If the ship is under 150 feet in length, at least four approved life-buoys shall be carried, and if of 150 feet in length or over, at least six approved life-buoys shall be carried. One approved life-jacket shall be carried for each person on board.

Regulation D.—The Board may in their discretion relieve a ship of this class wholly or partially from the operation of these rules.

Class IX.

Regulations for Steam-ships certified to carry Passengers in smooth water on rivers.

Regulation A.—Subject to the provisions of General Regulation 16 (2) and (3), a ship of this class shall carry such boats, approved life-rafts, approved buoyant deck seats, or other approved buoyant apparatus, as shall be sufficient (together with the boat carried under Regulation B, where that rule applies), for 40 per cent. of the total number of persons for which the ship is certified.

Regulation B.—A ship of this class having a length of not less than 70 feet shall carry a boat in such a position that it can readily be got into the water, and such boat or boats shall be equipped to the satisfaction of the Board.

Regulation C.—At least four approved life-buoys shall be carried. One approved life-jacket shall be carried for each person on board.

Regulation D.—The Board may in their discretion relieve a ship of this class wholly or partially from the operation of these Regulations.

Class X.

Regulations for Steam-ships not certified to carry Passengers Plying or Trading within the Limits of any Port in the State of Victoria.

Regulation A.—Steam-ships of this class shall carry, equipped to the satisfaction of the Board, a boat or boats of wood or metal, placed under davits, such boat or boats being of sufficient capacity to accommodate at least all persons carried on board; and such steam-ships shall have proper appliances for getting the boat or boats into the water.

Regulation B.—Such steam-ships shall also carry a sufficient number of approved life-jackets, so that there may be at least one for each person carried on board any such steam-ship.

Regulation C.—Such steam-ships shall also carry not less than two approved life-buoys.

Regulation D.—The Board may, in any case wherein they think it expedient to do so, relieve any steam-ship of this class from the operation of the whole or any part of Regulation A hereof.

Class XI.

Regulations for steam fish carriers, tugs, steam lighters, dredgers, steam hoppers, and hulks, which proceed to sea.

Regulation A.—A ship of this class shall comply with the Regulations in Class II. Home Trade.

Class XII.

Regulations for steam fish carriers, tugs, steam lighters, dredgers, steam hoppers, and hulks, which do not proceed to sea.

Regulation A.—A ship of this class shall carry a boat sufficient to accommodate all persons on board, and equipped to the satisfaction of the Board.

Regulation B.—A ship of this class shall carry two approved life-buoys.

Regulation C.—A ship of this class shall carry one approved life-jacket for each person on board.

General Regulations.

1. *Definitions.*

In these Regulations, unless the context otherwise requires:—

"*Person*" includes not only an adult but every child over the age of one year.

"*Passenger*" has the same meaning as in Section 3 of the *Marine Act* 1890.

"*The Board*" shall mean the Marine Board of Victoria.

"*Emigrant ship*" has the same meaning as in Section 268 of the *Merchant Shipping Act* 1894, as amended by Section 14 of the *Merchant Shipping Act* 1906.

"*Daylight*" shall be reckoned as extending from one hour before sunrise to one hour after sunset.

"*Life-boat*" includes an open life-boat of Section A, or Section B, and a decked life-boat of Section C, as respectively described in General Regulation 3 (4).

"*Approved*" means approved by the Marine Board of Victoria.

"*Length*" when a ship is referred to, means the registered length.

2. *Power of the Board to accept alternatives.*

The Board shall have power, in general or in any particular case, to accept any boat, raft, buoyant apparatus, or other life-saving appliance, in lieu of a life-saving appliance required by these Regulations, subject to such conditions as they may impose, if they are satisfied that under those conditions it will be as effective as the appliance required by these Regulations.

3. *Boats.*

(1) All boats shall be properly constructed and equipped as provided by these Regulations, and shall be of such form and proportions that they shall have sufficient freeboard, and ample stability in a seaway, when loaded with their full complement of persons and equipment.

(2) All boats shall be marked in such a way as to indicate plainly their dimensions and the number of persons for which they are approved.

(3) The structural strength of the boats shall be to the satisfaction of the Board, and in all cases in which a boat would have to be lowered with its full complement on board to comply with General Regulation 7 (2), the strength shall be sufficient for that purpose.

In all open boats, all thwart and side seats must be fitted as low in the boat as practicable, and must provide seating accommodation for all persons the boat is deemed fit to carry, and bottom boards must be fitted so that the thwarts shall not be more than 2 feet 9 inches above them.

All boats and other life-saving appliances shall be kept fit and ready for use, and fitted and arranged to the satisfaction of the Board. Internal buoyancy apparatus shall be constructed of copper or yellow metal of not less than 18 ozs. to the superficial foot, or of other durable material.

(4) Save as expressly provided in these Regulations to the contrary, the life-boats carried on any vessel may be either open life-boats of Section A or B, or decked life-boats of Section C.

Section A.—A boat of this section shall be a life-boat pointed at both ends, properly constructed of wood or metal, having for every 10 cubic feet of her capacity, computed as in General Regulation 4, at least 1 cubic foot of strong and serviceable air-tight compartments, so constructed that water cannot find its way into them. In the case of a metal boat an addition shall be made to the cubic capacity of the air-tight compartments, so as to give it buoyancy equal to that of the wooden boat.

Section B.—A boat of this section shall be a life-boat pointed at both ends, properly constructed of wood or metal, having inside and outside buoyancy apparatus together equal in efficiency to the buoyancy apparatus provided for a boat of Section A. The volume of the inside buoyancy apparatus shall be not less than three-fourths of a cubic foot, and if the outside buoyancy apparatus is of cork its volume shall be not less than one-third of a cubic foot for every 10 cubic feet of the boat's capacity.

Section C.—A boat of this section shall be a life-boat pointed at both ends, fitted with a strong water-tight deck, and constructed of wood or metal in a manner approved. The deck of a boat of this section need not necessarily have sheer, provided a suitable addition is made to its freeboard. A decked metal life-boat must be fitted with strong and serviceable air-tight compartments, having a capacity of at least 1 cubic foot for each person whom the boat is deemed fit to carry; but in a wooden decked boat, enclosed air-tight compartments may be dispensed with, subject to such conditions as may be approved.

Section D.—A boat of this section shall be a properly constructed boat of wood or metal, and may be square sterned. A boat of this section which is required to be fitted with internal buoyancy shall be fitted with air-tight compartments of the capacity and description required in the case of a boat of Section A.

(5) *Motor Boat.*—A motor boat may be carried as a life-boat subject to the following conditions:—

(*a*) It shall be approved, and proper appliances must be provided for putting it into the water speedily to the satisfaction of the Board.

(*b*) It shall be adequately provided with fuel, and kept so as to be at all times fit and ready for use.

(*c*) Where the number of life-boats carried is not less than four and less than ten, one of them may be a motor life-boat; where the number of life-boats is not less than ten and less than fifteen, two of them may be motor life-

boats; and of every five life-boats beyond ten one may be a motor life-boat. The Board may, on the application of an owner, allow an increased proportion of motor life-boats to be carried, if they are satisfied that the efficiency of the life-saving equipment will not thereby be diminished.

4. *Cubic Capacity.*

The cubic capacity of an open boat shall be ascertained by multiplying the product of the length, breadth, and depth by .6, subject, however, to the following provisions :—

The length shall be measured from the foreside of the rabbet on the stem to the afterside of the rabbet on the stern post (in square sterned boats to the end of the planking); and the breadth shall be measured from the outside of plank to the outside of plank amidships at the point where the width of the boat is greatest. The depth shall be measured amidships from the top of the gunwale to the top of the bottom plank next to the keel, but the depth used in calculating the cubic capacity shall not in any case exceed 45 per cent. of the breadth.

If the oars are pulled in rowlocks, the bottom of the rowlock is to be considered as the gunwale in measuring the depth of the boat.

If any question is raised requiring absolute accuracy of adjustment, the cubic capacity of a boat shall be ascertained by Stirling's rule, subject to the foregoing provisions as to depth.

The cubic capacity of a decked lifeboat shall be deemed to be the number of cubic feet obtained by multiplying by 10 the number of persons the boat is deemed fit to carry.

No boat shall be carried in purported compliance with these Regulations of a capacity of less than 125 cubic feet, subject to the provisions of General Regulation 16 (4).

5. *Number of Persons for Boats.*

(1) Subject to the provisions of sub-sections (2) and (4) of this Regulation, the number of persons an open boat shall be deemed fit to carry shall be the number of cubic feet ascertained as in General Regulation 4 divided by 10. The space in the boat shall be sufficient for the seating of the persons carried in it, and for the proper use of the oars.

(2) An open life-boat constructed after these Regulations come into force shall not be deemed to be fit to carry the number of persons ascertained as in sub-section (1) of this Regulation unless it has passed a satisfactory test with that number on board; or unless the boat is so constructed that it has a mean sheer of at least half an inch for each foot of its length, that the boat's half-girth amidships measured outside the planking, from the centre line of the keel to the top of the gunwale, is at least equal to eighty-eight hundredths of the sum of the boat's depth inside and half its maximum breadth amidships, and that the mean of the half-girths measured in the same manner at two points, one-quarter of the length of the boat from the stem and sternpost respectively, is at least equal to eight-tenths of the sum of the depth inside and half the maximum breadth amidships. If the sheer and the girth do not comply with this sub-section, the number of persons shall be found by dividing the number of the cubic feet by 12, unless and until the boat has been tested afloat with its equipment and a number of persons on board, when the number allowed shall be the number which the boat is able to carry, subject to the provisions of sub-section (1).

The number of persons a boat of Section D shall be deemed fit to carry shall be determined in the same manner, except that the half-girth amidships and the mean of the half-girths at one-quarter of the length from the ends shall be 86 per cent. and 78 per cent. respectively of the sum of the boat's depth and half-breadth amidships.

The number of persons that an open boat, constructed before the commencement of these Regulations, shall be deemed fit to carry, is to be found by the following rule, unless and until the boat has been tested afloat with its equipment and a number of persons on board, when the number allowed shall be the number which the boat is able to carry, subject to the provisions of sub-section (1) hereof :—When the mean of the two half-girths, measured as described in sub-section (2) at one-quarter of the length of the boat from the stem and sternpost respectively is 78 per cent. or more of the sum of the boat's depth inside and half its maximum breadth amidships, the number of cubic feet is to be divided by 10.

When the mean of the two half-girths is 74 per cent. of the sum of the depth and half-breadth, the number of cubic feet is to be divided by 12, and when the percentage is betwen 78 and 74, or less than 74, the divisor is to be in proportion.

(3) The number of persons a decked boat shall be deemed fit to carry shall be such that the top of the deck amidships shall be at such height above the water as may be approved by the Board when the boat is so loaded, subject to there being a deck space of at least 4 square feet for each person.

Provided, however, that if the boat is so constructed that persons can be accommodated below the deck, the Board may allow a deck space of less than 4 square feet for each person.

When the dimensions and form of the boat are such that, in the opinion of the Board, a practical test of the boat afloat is unnecessary, and the boat is not so constructed that persons can be accommodated below the deck, the number of persons the boat is fit to carry shall be deemed to be the number obtained by dividing the area of the deck in square feet by 4.

(4) If the depth of an open boat exceeds 3.6 feet the number of persons the boat is deemed fit to carry shall be determined by the Board on the application of the owner, and until the application of the owner has been received and determined the depth of the boat for the purpose of ascertaining its cubic capacity shall be deemed not to exceed 3.6 feet.

(5) If the surveyor is doubtful as to the number of persons any open or decked boat is fit to carry, he may require the boat to be tested afloat with the intended number of persons on board.

(6) Boats that have been properly marked need not be re-measured, unless there is reason to believe that the marks have been tampered with, or are otherwise defective or improper.

6. *Stowage of Boats.*

(1) A decked lifeboat may be stowed underneath an open lifeboat, and decked lifeboats may be stowed in sets of three, one above another.

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

7. *Appliances for Lowering Boats.*

(1) The davits or appliances for lowering boats shall be fitted on one or more of the decks in such positions that the boats can be efficiently lowered from them. Davits shall not be fitted in the bows of a ship, but they may be fitted in any other position in the ship, provided that the boats are not brought into dangerous proximity to a propeller on being lowered into the water.

Where boats are stowed on more than one deck, the arrangements for lowering them shall be such as to prevent the boats from a lower deck being fouled by those from a deck above.

(2) Appliances for getting a boat into the water must fulfil the following conditions :—

Means are to be provided for speedily, but not necessarily simultaneously or automatically, detaching the boats from the falls; the boats placed under davits are to be attached to the falls and kept ready for service; the davits are to be so spaced and placed that the boats can be swung out with facility; the points of attachment of the boats to the falls are to be sufficiently away from the ends of the boats to insure their being easily swung clear of the davits; the boats' chocks shall be of such construction and arrangement as shall be satisfactory to the Board. The strength of the davits, falls, blocks, and all other gear required for lowering the boats shall be to the satisfaction of the Board, and in the case of any steam-ship launched on or after the 1st March, 1913, and carrying passengers as a "foreign-going ship" within the meaning of the *Marine Act* 1890, when the deck from which the passengers will ordinarily enter any boat is 12 feet or more above the centre of the load-line disc, the davits and all the gear shall be of sufficient strength to lower such boat when loaded with its full complement of persons and equipment. The boat's falls are to be long enough to lower the boat into the water with safety when the vessel is light. Life-lines shall be fitted to the davit spans, and shall be long enough to reach the water when the vessel is light. Hooks are not to be attached to the lower tackle blocks.

(3) If a boat is not attached to davits the appliance or appliances or arrangements for getting it into the water must be such as to insure it being put into the water speedily to the satisfaction of the Board.

(4) Where more than three boats are served by one set of davits, there shall be provided an approved appliance for lowering the boats in turn and rapidly.

(5) The Board may accept in lieu of the appliances for lowering boats described in this Regulation any other appliance, appliances, or arrangements, which appear to them at least as effective as the appliances herein described.

8. *Equipment for Boats and Life-rafts.*

(1) *Boats.*—Every boat which is carried by any ship in Classes I. to IV., inclusive (Foreign-going), or in Class I., II., III., IV., VI., VII., or XI. (Home Trade) shall be equipped as follows:—

(*a*) With the full single banked complement of oars and two spare oars.

(*b*) With two plugs for each plug hole, attached with lanyards or chains, and one set and a half of thole pins or crutches, attached to the boat by sound lanyards.

(*c*) With a sea anchor, a bailer, a galvanized iron bucket, a rudder and a tiller, or yoke and yoke lines, a painter of sufficient length, and a boat-hook. The rudder, the bailer, and the bucket shall be attached to the boat by sufficiently long lanyards, and kept ready for use. In a boat where there may be a difficulty in fitting a rudder, a steering oar may be provided instead.

(*d*) With a vessel capable of holding one quart for each person that the boat is deemed fit to carry. This vessel shall be kept filled with fresh water, and provided with a dipper with lanyard.

(*e*) With two hatchets, one to be kept in each end of the boat, and to be attached to the boat by a lanyard.

(*f*) With a line securely becketted round the outside of the boat.

(*g*) With an efficient lantern, trimmed, with oil in its receiver sufficient to burn eight hours; or with some other lantern or light at least as effective approved by the Board.

(2) *Boats.*—Every boat which is carried by any ship in Class V., VIII., IX., X., or XII. (Home Trade), shall be equipped to the satisfaction of the Board.

3. *Life-rafts.*—Life-rafts shall be provided with a suitable approved equipment.

9. *Additional Equipment for Certain Boats.*

(1) In addition to the equipment prescribed in the preceding Regulation, the boats in all classes of foreign going ships shall be equipped as provided in paragraphs (*a*) to (*e*), inclusive, of this sub-section of this Regulation, but not more than half the boats in a ship of Class I., Foreign-going, or four of them, whichever number is the larger, need have the equipment prescribed in paragraph (*a*). The boats in Classes I. to IV., inclusive, of the Home Trade shall be equipped as provided in paragraphs (*b*), (*d*), and (*e*) of this sub-section of this Regulation.

(*a*) With a mast or masts, and with at least one good sail and proper gear for each; but this does not apply to an approved motor boat.

(*b*) With an efficient compass.

(*c*) With an air-tight case containing 2 lbs. of biscuits for each person for whom the boat is approved.

(*d*) With one gallon of vegetable or animal oil, and a vessel of approved pattern for distributing it in the water in rough weather.

(*e*) With one dozen self-igniting red lights in a water-tight tin, and a box of suitable matches in a water-tight tin.

(2) All boats shall be fully equipped, and provided with the additional equipment prescribed in this rule, where this applies, before the ship leaves harbor, and both the equipment and the additional equipment, if any, shall remain in the boat throughout the voyage, while the ship is at sea. In the case of a boat which is stowed beneath another boat, if it is not practicable to place the whole of the equipment or of the additional equipment in the boat, such part as is not placed in the boat shall be stowed in a suitable locker near the boat, and each article shall be marked with the number of the boat to which it belongs. Such of the articles placed in a boat as are liable to be stolen or mislaid shall be properly secured to the boat.

10. *Number of Persons for Life-rafts.*

The number of persons that any approved life-raft for use at sea shall be deemed to be capable of carrying shall be determined by the Board with reference to each separate pattern approved; provided always that for every person so carried there shall be at least 3 cubic feet of strong and servicable enclosed air-tight compartments, constructed so that water cannot find its way into them. Any approved life-raft of other construction may be used provided that it has equivalent buoyancy to that hereinbefore described. Every such approved life-raft shall be marked in such a way as plainly to indicate the number of persons for which it is approved.

11. *Buoyant Apparatus.*

Approved buoyant apparatus, whether buoyant deck seats, buoyant deck chairs, or other buoyant apparatus, shall be deemed sufficient, so far as buoyancy is concerned, for a person or a number of persons, to be ascertained by dividing the number of pounds of iron which it is capable of supporting in fresh water by 32. Such buoyant apparatus shall be of approved material and construction, and if it depends for its buoyancy on air shall not require to be inflated before use, and shall be marked in such a way as plainly to indicate that it is buoyant and the number of persons for which it is approved.

12. *Life-jackets.*

An approved life-jacket shall mean a jacket of approved material and construction, which, if it depends for its buoyancy on air, does not require to be inflated before use, and which is capable of floating in fresh water for 24 hours with 15 lbs. of iron suspended from it. Life-jackets for children shall be of suitable size, and capable of floating in fresh water for 24 hours with 12 lbs. of iron suspended.

13. *Life-buoys.*

An approved life-buoy shall mean either:—

(1) A life-buoy built of solid cork, capable of floating in fresh water for at least 24 hours with 32 lbs. of iron suspended from it; or

(2) A strong life-buoy of any other approved pattern and material, which is capable of floating in fresh water for 24 hours with 32 lbs. of iron suspended from it, and which is not stuffed with rushes, cork shavings, or other shavings, or loose granulated cork, or other loose material, and which, if it depends for its buoyancy on air, does not require inflation before use.

All life-buoys shall be fitted with becketts securely seized, and at least one on each side of the vessel shall be fitted with a life-line at least 15 fathoms in length. At least half the life-buoys required in any ship, and not fewer than six in any steam-ship certified to carry more than twelve passengers (other than a steam-ship in Class VI., VII., VIII., or IX. in the Home Trade), shall have placed near them, with means for attachment to them, efficient life-buoy lights, inextinguishable in water, to the satisfaction of the Board.

14. *Position of Life-buoys and Life-jackets.*

All life-buoys and life-jackets shall be suitably placed to the satisfaction of an inspector or surveyor of the Marine Board, and so as to be readily accessible to all persons on board; and their position shall be plainly indicated so that it may be known to those for whom they are intended.

15. *Application of Rules.*

These Rules shall come into force on the 1st November, 1913, subject to the following exceptions:—

(1) Such requirements as involve structural alterations to the ship shall not apply until the 1st May, 1914. Provided that in the case of a ship having a certificate of survey authorizing the carriage of passengers exceeding twelve in number, and in force on the 1st November, 1913, the Board may in their discretion postpone the application of such requirements until the date fixed in that certificate for the expiry of that certificate.

(2) Any boat which forms part of the equipment of a ship that was launched before the 1st March, 1913, and which has been inspected and approved by the Board before the date on which these Regulations come into operation, may be accepted as equivalent to a life-boat until the 1st March, 1915, so long as it remains in good condition.

(3) Boats and rafts which were ordered before the 1st March, 1913, in order to complete the equipment of a ship, but which were not delivered in sufficient time to be inspected by the Board before the date on which these Regulations come into operation, and rafts which were so ordered and which have been inspected, may be accepted, the boats as equivalent to life-boats until the 1st March, 1915, and the rafts as equivalent to life-boats until the 1st May, 1914, so long as they respectively remain in good condition. Provided that the boats and rafts shall not be so accepted unless—

(*a*) they have been inspected, where this has not already been done;

(*b*) they would have complied with the requirements of the Regulations for which these Regulations are substituted.

16. *Exemptions.*

(1) If it shall appear to the Board, on the application of of the owner of any ship, that it is not practicable or reasonable to fit or place in that ship the number of sets of davits required by these Regulations, the Board may direct that one or more sets of davits may be dispensed with in that ship, subject to such conditions, if any, as the Board may impose. The Board may in their discretion impose as such a condition, in respect of a ship in Class I. of the Home Trade, launched before the 1st March, 1913, that the boats carried shall be of a required capacity greater than the minimum capacity prescribed in General Regulation 4.

(2) If it shall appear to the Board, on the application of the owner of any steam-ship in Class VI., Class VII., Class VIII., or Class IX. in the Home Trade, launched before the 1st March, 1913, that it is not practicable or reasonable to provide in that ship the boats, approved life-rafts, approved buoyant deck seats, or other approved buoyant apparatus required, the Board may direct that the requirements of these Regulations may be modified as regards that ship, subject to such conditions as they may impose, provided always that the total number of persons which can be accommodated in the boats, approved life-rafts, approved buoyant deck seats, or other approved buoyant apparatus, shall not be a lower percentage of the total number of persons which the ship is certified to carry than is required in sub-section (3) of this Regulation for these classes of ships respectively.

(3) Notwithstanding anything contained in these Regulations, a steam-ship in Class VI., Class VII., Class VIII., or Class IX., in the Home Trade, launched before the 1st March, 1913, shall not, until the 1st June, 1916, be required to be provided with boats, approved life-rafts, approved buoyant deck seats, or other approved buoyant apparatus more than sufficient to accommodate the following percentage of the total number of persons which the ship is certified to carry :—

In Class VI. ...	... 50 per cent.
In Class VII. ...	... 40 per cent.
In Class VIII. ...	... 25 per cent.
In Class IX. ...	... 25 per cent.

In every case, subject to the discretionary power given to the Board by Class VIII., Regulation D, and by Class IX., Regulation D, approved life-jackets shall be carried sufficient for all persons on board.

(4) If a small ship is unable to carry more than one boat, the Board may in their descretion exempt that ship from carrying more than one, but whenever one boat only is carried there must be proper provision to enable it to be placed readily in the water on either side of the ship.

If it is impracticable in any case for a ship to carry a boat of the minimum capacity prescribed by General Regulation 4, the Board may in their discretion allow a boat of smaller capacity to be carried by that ship.

17. *References to General Rules.*

Where in a Regulation in any Class reference is made to a General Regulation, that reference shall not be deemed in any way to limit or to derogate from the general force and application of the Regulation to which reference is made.

The foregoing Regulations were made and passed at a meeting of the Marine Board of Victoria, held this twenty-seventh day of June, in the year of our Lord One thousand nine hundred and thirteen.

W. D. GARSIDE, President.
(SEAL) C. W. MACLEAN, Vice-President.
J. GEO. McKIE, Secretary.

Approved by the Governor in Council,
15th July, 1913.

F. W. MABBOTT,
Clerk of the Executive Council.

APPENDIX A.

TABLE showing the Minimum Number of Sets of Davits and of Open Boats required to be provided in a Steamship in Class I., Foreign-going, or in Class I., Home Trade.

Length of Vessel in Feet.	Minimum Number of Sets of Davits.	Minimum Number of Open Boats to be attached to Davits.
Under 160	2	2
160 and under 190 ..	3	3
190 ,, 220 ..	4	4
220 ,, 245 ..	5	4
245 ,, 270 ..	6	5
270 ,, 300 ..	7	5
300 ,, 330 ..	8	6
330 ,, 360 ..	9	7
360 ,, 390 ..	10	7
390 ,, 450 ..	12	9
450 ,, 510 ..	14	10
510 ,, 590 ..	16	12
590 ,, 670 ..	18	13
670 ,, 750 ..	20	14
750 ,, 840 ..	22	15
840 ,, 940 ..	24	17
940 ,, 1,040 ..	26	18

In the case of a steamship of over 1,040 feet the number of sets of davits to be provided shall be prescribed by the Board.

APPENDIX B.

TABLE showing the Minimum Number of Sets of Davits required to be provided in a Steamship in Class VI. or Class VII., Home Trade.

Length of Steamship in Feet.	Minimum Number of Sets of Davits.
Under 200	2
200 and under 240	3
240 ,, 280	4
280 ,, 320	5

In the case of a steamship of over 320 feet, the number of sets of davits to be provided shall be prescribed by the Board.

By Authority: ALBERT J. MULLETT, Government Printer, Melbourne.