

COASTAL SHIPPING, PORTS, AND HARBOURS REGULATIONS 1938.⁽¹⁾

PART I.—PRELIMINARY.

1. These Regulations may be cited as the *Coastal Shipping, Ports, and Harbours Regulations 1938.*⁽¹⁾ Short title.

2. These Regulations are divided into Parts, as follows:— Parts.

- Part I.—Preliminary, rr. 1-5.
- Part II.—Pollution of Ports, rr. 6-8.
- Part III.—Explosives and Inflammable Liquids, rr. 9-13.
- Part IV.—General, rr. 14-32.
- Part V.—Charges and Fees, rr. 33-46.
- Part VI.—Registration and Survey, rr. 47-63.
- Part VII.—Equipment, rr. 64-80.
- Part VIII.—Cargo, rr. 81-88.
- Part IX.—Master's Licences, rr. 89-94.
- Part X.—Officers and Qualifications for Command, rr. 95-102.
- Part XI.—Wharf Construction, rr. 103-104.
- Part XII.—Obstructions in Ports, rr. 105-107.
- Part XIII.—Penalties, r. 108.

3.—(1.) The *Coastal Shipping, Ports, and Harbours Regulations* are repealed, except as to acts done, liabilities incurred, and offences committed under or against any of the provisions of those Regulations. Repeal and saving.

(1) The *Coastal Shipping, Ports, and Harbours Regulations 1938* (made under the *Administrator's Powers Ordinance 1923-1938*) comprise the original *Coastal Shipping, Ports, and Harbours Regulations 1938*, as amended by the other Regulations referred to in the following Table:—

REGULATIONS MADE BY THE ADMINISTRATOR IN COUNCIL.

Description and number and year.	Date on which made by Administrator in Council.	Date on which published in <i>N.G. Gaz.</i>	Date on which took effect and came into operation.
<i>Coastal Shipping, Ports, and Harbours Regulations 1938</i> (1938, No. 17)	29. 9. 1938	15. 10. 1938	15. 12. 1938 (<i>N.G. Gaz.</i> of 15. 10. 1938)
<i>Amending Regulations</i> (1938, No. 21)	15. 12. 1938	15. 12. 1938	15. 12. 1938 (<i>N.G. Gaz.</i> of 15. 12. 1938)
<i>Amending Regulations</i> (1939, No. 2)	9. 3. 1939	15. 3. 1939	15. 3. 1939 (<i>N.G. Gaz.</i> of 15. 3. 1939)
<i>Amending Regulation</i> (1940, No. 11)	29. 5. 1940	1. 6. 1940	1. 6. 1940 (<i>N.G. Gaz.</i> of 1. 6. 1940)
<i>Amending Regulations</i> (1941, No. 3)	16. 5. 1941	21. 5. 1941	21. 5. 1941 (<i>N.G. Gaz.</i> of 21. 5. 1941)

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(2.) All appointments, certificates, licences, permits, orders, and notices made, issued, or given under the Regulations repealed by the last preceding sub-regulation shall, unless inconsistent with these Regulations, be deemed to be made, issued, or given under these Regulations.

Definitions.

4.—(1.) In these Regulations, unless the contrary intention appears—

“Chief Collector” means the Chief Collector of Customs of the Territory;

“Collision Regulations” means the Regulations for preventing collision at sea, made under the Imperial Act known as the *Merchant Shipping Act, 1894*⁽²⁾ and any Regulations amending or in substitution for those Regulations;

“handle” or “handling” in relation to cargo includes all operations in or on a vessel, wharf, or pier in connection with the loading, discharging, stowing, or restowing of the cargo;

“Harbour Master” means the Harbour Master of the Port of Rabaul and, in his absence, a person appointed in writing by the Chief Collector to perform and exercise the duties and powers of the Harbour Master of the Port of Rabaul, and, in an outport, includes, subject to the provisions of regulations 47 and 89 of these Regulations, a District Officer;

“inflammable liquid” means any mineral oil or mineral spirits which has a true flashing point of not less than seventy-three degrees Fahrenheit;

Am. by 1938,
No. 21, r. 1.

“lighter” means any boat or craft used for loading or unloading ships or otherwise carrying cargo within any port, but not used in navigation;

“master” in relation to a vessel means the person (other than a pilot) in charge or command of the vessel;

“outport” means any port in the Territory other than the Port of Rabaul;

“oversea vessel” means any vessel passing through or trading in and beyond the Territory of New Guinea;

“owner” includes the owner’s agent in the Territory;

“pilot” means any person not belonging to a vessel who has the conduct thereof;

(2) Neither the *Merchant Shipping Act, 1894*, nor the regulations made thereunder have been printed in this Annotated Reprint.

“port” means any port, harbour, haven, or channel, whether natural or artificial, where vessels can ship or unship goods or passengers;

“Port Authority” includes the Harbour Master, a District Officer, or any officer of the Department of Trade and Customs, or any person appointed in writing by the Chief Collector;

“Quarantine Regulations” means any Regulations relating to quarantine made under or in force in the Territory by virtue of the *Quarantine Ordinance 1931-1938* as amended from time to time;

“small craft” means any craft whose net tonnage does not exceed five tons;

“Territory vessel” means any vessel which does not voyage or ply to or from any place outside the Territory;

“vessel” means any ship, boat, or other craft used in navigation whose net tonnage exceeds five tons;

“wharf” means any wharf, quay, jetty, pier, or landing-place.

(2.) Any reference in these Regulations to a form shall be read as a reference to a form in the First Schedule to these Regulations.

5. The Chief Collector shall be charged with the administration of these Regulations. Administration.

PART II.—POLLUTION OF PORTS.

6. Any person who deposits in a port or on the shores thereof any garbage, rubbish, putrefying matter, dead animal, or refuse of any description, shall be guilty of an offence. Pollution of ports.

7.—(1.) The master of a vessel shall not permit any oil or inflammable liquid to be pumped out of or otherwise discharged from the vessel into the waters of any port. Discharge of inflammable liquid, &c., into ports.

(2.) The owner or person in charge of any tank shall not permit any refuse, oil, or inflammable liquid to be discharged or to flow from the tank into the waters of any port.

8. A master of a vessel who, whilst the vessel is lying alongside a wharf, or whilst within six hundred feet of any wharf or pier, permits ashes to be discharged from the vessel into a port, shall be guilty of an offence. Ashes.

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PART III.—EXPLOSIVES AND INFLAMMABLE LIQUIDS.

Explosives.

9. The master of a vessel having explosives on board shall not permit the vessel to berth at any wharf without the permission of a Port Authority.

Loading and unloading during daytime.

10.—(1.) The master of a vessel shall permit explosives or inflammable liquids to be loaded on to or unloaded from the vessel during daytime only, and by such means, at such places, and under such conditions as a Port Authority directs.

(2.) The owner of any explosives or inflammable liquids discharged on a wharf shall immediately stow them in a shed or place approved by a Port Authority and shall remove them therefrom before sunset on the day they are so discharged.

Protection from fire.

11.—(1.) Any person who brings on to any wharf or into any shed or place on or in which explosives or inflammable liquids are being handled, any fire or naked flame, or who, while on any such wharf or in any such shed or place, smokes, or ignites any match, or otherwise creates any fire or flame, shall be guilty of an offence.

(2.) Any person who brings into any hold of a vessel or on to any deck of a vessel, in or on which explosives or inflammable liquids are stowed or are being handled, any fire or naked flame, or who, while in any such hold or on any such deck, smokes, or ignites any match, or otherwise creates any fire or flame, shall be guilty of an offence.

(3.) Any person who, while in charge of the loading or discharging of any vessel or in control of any persons engaged in the loading or discharging of any vessel, permits an offence against this regulation shall be guilty of an offence.

Possession of matches &c.

12.—(1.) A person engaged in the handling, in or on any vessel or wharf, of any explosives or inflammable liquids, shall not carry or have in his possession any matches, or any material or appliances whatsoever for producing ignition.

(2.) A person engaged in the handling, in or on any vessel or wharf, of any cargo other than explosives and inflammable liquids, shall not carry or have in his possession any matches or any appliances for producing ignition, other than safety matches.

Lights.

13. The master of a vessel in or on which any explosives or inflammable liquids are stowed or are being handled, shall not permit any artificial light of any description whatsoever to be used in any hold or on any enclosed deck of the vessel:

Provided that such hold or deck may be illuminated by "flood" electric lighting suspended above such hold or deck in a manner approved by the Harbour Master.

PART IV.—GENERAL.

14. In this Part "port" means any place which the Administrator by notice⁽³⁾ declares to be a port. Definition of port.

15. A person shall not smoke or loiter or play any game or be drunk in, under, or near any shed or upon any wharf, or lounge or sleep upon the cargo placed in any shed or upon any wharf. Smoking, loitering, &c.

Penalty: Ten pounds or imprisonment for six months.

16.—(1.) The master of a vessel shall not anchor the vessel— Anchorage near wharf.
(a) within six hundred feet of any wharf used by oversea vessels; or
(b) near or at the approach of any wharf in such a manner as to impede the egress or ingress of any vessel.

(2.) In the Port of Rabaul the master of a vessel shall not anchor the vessel on or within two ships' lengths of the line defined by the two red leading lights, that is to say, 351 degrees true bearing from seaboard.

17.—(1.) The Harbour Master may, if he thinks fit, notify the master or owner of any vessel in a port to move the vessel immediately to a particular place in the port. Harbour Master may move vessel.

(2.) If any person fails to comply with a notification given under the last preceding sub-regulation, he shall be guilty of an offence.

(3.) The Harbour Master or any person authorized by the Chief Collector in writing may board any vessel the master or owner of which has failed to comply with a notification under sub-regulation (1.) of this regulation, and direct the removal of the vessel at the master's or owner's expense:

Provided that such expense shall be in addition to any penalty which may be imposed and shall be recoverable at the suit of the Chief Collector in any court of competent jurisdiction.

18.—(1.) The master of a Territory vessel or of a vessel owned in the Territory shall obtain a Sailing Permit in accordance with Form 1 prior to every voyage of the vessel for any place outside the District in which the port of departure is situated. Sailing Permit. Sub-reg. (1) am. by 1939, No. 2, r. 1.

(2.) A Bill of Health under the Quarantine Regulations shall be produced before a Sailing Permit is issued.

(3) The Administrator, by notice dated 15.12.1938 and published in *N.G. Gaz.* of 15.12.1938, declared "the ports of the following places to be ports for the purposes of Part IV., Part V., and Part XI. of the *Coastal Shipping, Ports, and Harbours Regulations 1938*:"—

Rabaul, Kavieng, Madang, Salamaua, Lae, Lorengau, Kieta, Namatanai, Buka Passage, Gasmata, Talasea, Wewak, Aitape, and Wanimo."

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(3.) Notice of intending departure from any port shall be given to the Postmaster in charge of the Post Office at the port, and to the Harbour Master, at least six hours before sailing.

Requirements
before sailing.
Am. by 1939,
No. 2, r. 2.

19. The master of a vessel shall not proceed to sea or upon a voyage in the vessel, and a Sailing Permit shall not be issued in respect of any vessel, unless and until the Harbour Master or a Port Authority is satisfied that all charges due under these Regulations or any other regulations relating to shipping have been paid in respect of the vessel.

Vessels leaving
port.
R. 20 am. by
1939, No. 2, r. 3.

20. The master or owner of a Territory vessel or of a vessel owned in the Territory shall not permit the vessel to leave any port in the Territory—

- (a) unless and until the Harbour Master is satisfied that the provisions of these Regulations with respect to survey and registration of the vessel have been complied with; or
- (b) unless the Harbour Master has issued in respect of the vessel a special permit to proceed; or
- (c) if in the opinion of the Chief Collector or the Harbour Master such vessel is overloaded either as regards cargo or passengers, or is in the opinion of the Chief Collector or the Harbour Master in any way considered unseaworthy or unsafe or unfit to proceed to sea.

Vessel to be
detained or cargo
or passengers to
be discharged if
ordered.

21. The master or owner of a vessel shall—

- (a) detain the vessel when ordered so to do by the Harbour Master; and
- (b) discharge the amount of cargo or number of passengers deemed to be in excess of the amount or number that may safely be carried.

Vessel not to
carry cargo or
passengers in
excess of amount
and numbers
provided.

22. The master or owner of a vessel shall not permit the vessel to carry either cargo or passengers in excess of the amounts and numbers specified in the Certificate of Survey or the Certificate of Registration of the vessel.

Berthage.

23. The Harbour Master shall allot berths at any or all Administration wharves.

Buoys and
mooring chains.

24.—(1.) A person shall not moor any buoy or put down any mooring chain at any place in any port without the written permission of the Harbour Master.

(2.) The Harbour Master shall, by notice,⁽⁴⁾ describe the dimensions, position, and purpose of any buoy which it may be necessary or convenient to place, moor, or anchor in any port.

(3.) The master or owner of a vessel, lighter, or other craft shall not tie up, make fast, or secure the vessel, lighter, or other craft to any Administration buoy.

25.—(1.) The master or owner of a vessel which has damaged an Administration buoy or mooring chain as a result of the vessel's having fouled the buoy or mooring chain shall be liable to pay to the Administration compensation for the damage in addition to the penalty prescribed for a breach of these Regulations.

Liability for damage to buoys and mooring chains.

(2.) The Chief Collector may order the vessel to be detained until compensation for the damage has been made or security to his satisfaction has been given by the master or owner of the vessel for the payment of the compensation.

26. All masters of vessels and persons in charge of small craft, under sail or propelled by machinery, whether at sea or within tidal waters connected with the sea and navigable by seagoing vessels, shall obey the Collision Regulations, and shall from sunset to sunrise exhibit the lights prescribed therein.

Collisions.

27. Every vessel whilst lying at anchor in a port shall have a suitable and efficient gangway fitted with man ropes; and from sunset to sunrise such gangway shall be properly lighted, either by electric light overhead or by not less than two oil lamps suspended one at each end of the gangway.

Gangway at anchor.

28.—(1.) Every vessel lying alongside a wharf shall, immediately upon berthing, be provided with an efficient and safe gangway from

Gangways at wharf.

(4) Pursuant to Regulation 19B of the repealed *Coastal Shipping, Ports, and Harbours Regulations*, the Harbour Master, by notice (undated) published in *N.G. Gaz.* of 30.7.1932, notified "that the undermentioned buoys are moored in the Rabaul Harbour:—

BUOY OFF NEW GOVERNMENT WHARF.

Dimensions. Cylindrical Buoy. Length 9ft. 6in., Diameter 5ft. 6in.

Position. Bearing from Centre Bollard of New Wharf 168 degrees true. Distance 600 feet. Depth in which moored 12½ fathoms.

Purpose. Hauling off Buoy.

BUOY OFF MESSRS. BURNS PHILP & CO. LTD. COPRA WHARF.

Dimensions. Cylindrical Buoy. Length 6ft. 0in. Diameter 4ft. 6in.

Position. Bearing of Buoy from centre of Wharf 130 degrees true. Distance 480 feet. Depth in which moored 13 fathoms.

Purpose. Hauling off Buoy.

BUOY OFF MESSRS. W. R. CARPENTER & CO. LTD. TOBOI WHARF.

Dimensions. Cylindrical Buoy. Length 9ft. 0in. Diameter 5ft. 6in.

Position. Bearing of Buoy from centre of Wharf 111 degrees true. Distance 800 feet. Depth in which moored 16 fathoms.

Purpose. Hauling off Buoy."

This notice is continued in force by Regulation 3(2) of the present Regulations.

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the vessel to the wharf, for the purpose of communication between the vessel and the wharf.

(2.) Such gangway shall be fitted with—

- (a) stanchions at least three feet in height;
- (b) man ropes on either side;
- (c) cross battens to prevent slipping; and
- (d) a suitable net of sufficient size suspended beneath it in such a manner as to prevent accidents.

(3.) When two vessels are lying alongside one another a gangway and accessories as prescribed in the last preceding sub-regulation shall be rigged between them.

(4.) Passenger vessels, when lying alongside a wharf, shall, when circumstances permit, be provided with separate gangways for Europeans and for natives. No cargo or heavy luggage shall be carried up or down the European gangway and no native shall use it unless he is in personal attendance on a European passenger or in charge of European children.

Native accommodation to be separated.

29.—(1.) Vessels carrying passengers within the waters of the Territory shall have their accommodation and deck space arranged and controlled so as to ensure that European passengers and native passengers are separated and that they do not come into contact one with another.

(2.) No native, except a native servant, shall at any time approach or enter any part of the accommodation or deck space of a vessel allotted to European passengers without the permission of the master of the vessel, except for the purpose of carrying passengers' luggage to or from the vessel.

Vessels carrying natives.

30.—(1.) All vessels carrying native passengers or crew shall have sufficient awning protection against rain and sun.

(2.) No deck cargo shall be carried in the part of the vessel allotted to such native passengers or crew.

(3.) Every such vessel shall be provided with such sanitary, cooking, and washing arrangements as may, in the opinion of the Director of Public Health, be necessary.

(4.) Sufficient food of good quality and in a cooked condition shall be supplied to all native passengers and members of the crew.

Medical stores.

31. Vessels shall, if proceeding to sea, carry such medical stores as may, in the opinion of the Director of Public Health, be necessary.

32. The owner and master of a vessel shall be jointly and severally liable for any breach of regulations 27, 28, 29, 30, and 31 of these Regulations.

Liability for breach of regulations.

PART V.—CHARGES AND FEES.

33. In this Part "port" means any place which the Administrator by notice⁽³⁾ declares to be a port.

Definition of port.

34. Light and harbour dues shall be payable in respect of the annual period commencing each year on the first day of July.

Payment of light and harbour dues.

35. The fees for the removal of a vessel from one part of a port to another part of the port by or under the direct supervision of the Harbour Master or of any person authorized by the Chief Collector in writing either under the provisions of regulation 17 of these Regulations or at the request of the master or owner, shall be paid by the master or owner in accordance with the scale of charges contained in the Second Schedule to these Regulations.

Removal of a vessel.

36. Fees in accordance with the scale of charges contained in the Third Schedule to these Regulations shall be paid by the master or owner of any vessel or lighter berthed at or moored to any Administration wharf, or berthed at or moored to any other vessel or lighter berthed at or moored to any Administration wharf:

Berthage.
R. 36 sub. by
1941, No. 3, r. 1.

Provided that fees shall not be payable in the case of—

- (a) any vessel or lighter berthed at or moored to any Administration wharf, or berthed at or moored to any other vessel or lighter berthed at or moored to any Administration wharf, for the sole purpose of discharging or picking up mail and for a period not exceeding one hour; and
- (b) any vessel from beyond the Territory used primarily for pleasure or for purposes other than trade or commerce, when not conveying goods or passengers for hire.

37.—(1.) There shall be levied and paid (irrespective of any duties of customs or other rates payable by law)—

Wharfage &c.

- (a) upon the landing of all goods from a vessel on to an Administration wharf, an inwards wharfage rate according to the scale of charges contained in the Fourth Schedule to these Regulations;
- (b) upon the loading of all goods into a vessel from an Administration wharf, an outwards wharfage rate

(3) See footnote (3) printed on p. 4399

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according to the scale of charges contained in the Fourth Schedule to these Regulations; and

(c) upon goods on an Administration wharf or in any building thereon, a rate according to the scale of charges contained in the Fifth Schedule to these Regulations.

(2.) The fees and rates payable under this regulation shall be payable by the owner of the goods.

Harbour dues.

38. The master or owner of every vessel entering any port in the Territory shall pay harbour dues, in respect of each port entered by the vessel, in accordance with the scale of charges contained in the Sixth Schedule to these Regulations:

Provided that, when an oversea vessel makes one voyage only to the waters of the Territory in the annual period mentioned in regulation 34 of these Regulations, the master or owner of the vessel shall pay harbour dues at one half the rate prescribed by this regulation:

Provided further that the master or owner of every vessel in distress, or calling at a port for fuel or water or fuel and water in order to resume her voyage, or entering for the purpose of refitting, or entering on account of stress of weather or for docking, shall pay harbour dues at one quarter the rate prescribed by this regulation.

Rates of pilotage.

39. The rates of pilotage payable by the master or owner of vessels arriving at or departing from any port in the Territory shall be One penny and one halfpenny for each registered ton.

Fees for registration and survey.

40. A fee of One guinea shall be paid to the Chief Collector by the owner for every Certificate of Registration of a vessel issued by him, and a fee of Two guineas shall be paid, in a like manner, for every annual Certificate of Survey issued.

Master's licence.

41. The fee for a local master's licence or a native master's local licence shall be One guinea.

Fee payable to qualified persons.

42. A fee of One guinea for each half day or part of a half day during which he is so engaged shall be paid to any qualified person, namely, a master mariner holding a master's certificate of competency, or a chief engineer holding a chief engineer's Board of Trade certificate, if appointed by a proper authority for the purpose of assisting at an inquiry under regulation 94 of these Regulations or at any survey of any vessel or connected with any vessel, cargo, or wharf.

43.—(1.) The master or owner of every vessel entering a port in the Territory shall, subject to the next succeeding sub-regulation, pay light dues, in respect of the Territory, in accordance with the scale of charges contained in the Seventh Schedule to these Regulations, but not exceeding Seventy-five pounds:

Light dues.
Sub-reg. (1)
am. by 1938,
No. 21, r. 2.

Provided that, when an oversea vessel makes one voyage only to waters of the Territory in the annual period mentioned in regulation 34 of these Regulations, the master or owner of the vessel shall pay light dues at one-third the rate prescribed by this sub-regulation, but not exceeding Twenty-five pounds:

Proviso am.
by 1938, No. 21,
r. 2.

Provided further that, when an oversea vessel makes two voyages only to the waters of the Territory in the annual period mentioned in regulation 34 of these Regulations, the master or owner of the vessel shall pay light dues at two-thirds the rate prescribed by this sub-regulation, but not exceeding Fifty pounds:

Proviso am. by
1938, No. 21,
r. 2.

Provided also that, when an oversea vessel puts into a port in the Territory—

Proviso am. by
1938, No. 21,
r. 2.

(a) merely for the purpose of taking in stores or water, docking, equipping, or effecting repairs; and

(b) neither embarks nor disembarks any passengers nor loads nor discharges any cargo at the port,

the master or owner of the vessel shall pay light dues equal to half the light dues which, but for the provisions of this proviso, would be payable.

(2.) Where any goods carried in a vessel occupy space which is not included in the registered net tonnage of the vessel, the master or owner of the vessel shall pay light dues upon the tonnage of the space so occupied as well as upon the registered net tonnage of the vessel:

Provided that the tonnage of the space so occupied shall be the quotient ascertained by multiplying together the mean length, breadth, and depth in feet of the space and dividing the product by one hundred.

44. The following vessels are exempt from payment of light and harbour dues:—

Exemptions.

(a) Any vessel of or in the commissioned service of His Majesty or of any foreign State;

(b) Any vessel in the service of the government of any British possession other than a trading vessel;

(c) A vessel chartered by or on behalf of His Majesty or any British possession for naval purposes when the dues would be payable by His Majesty or by any government of such British possession;

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- (d) Any vessel employed solely for scientific, marine-surveying, or exploration purposes;
- (e) Any vessel from beyond the Territory used primarily for pleasure or for purposes other than trade or commerce, when not conveying goods or passengers for hire;
- (f) Vessels obliged to return to a port through stress of weather or other sufficient cause to the satisfaction of the Chief Collector.

Para. (e)
sub. by 1941,
No. 3, r. 2.

Rates to be paid
to the Chief
Collector.

45. The rate of pilotage for any vessel, harbour dues, light dues, and all and every other amount payable under these or any other Regulations having reference to shipping shall be paid to the Chief Collector or any officer authorized by him, by the master or owner of the vessel in respect of which the payment is made, such payment to be made at or before the time of making entry of such vessel or clearing outwards as the case may be.

Administrator
may remit fees.

46. The Administrator may, if he is of the opinion that in any case there is a special reason for doing so, remit the whole or part of a fee.

PART VI.—REGISTRATION AND SURVEY.

Registration of
vessels owned in
the Territory.

Sub-reg. (1)
am. by 1939,
No. 2, r. 4.

Sub-reg. (2)
am. by 1939,
No. 2, r. 4.

47.—(1.) All Territory vessels or vessels owned and trading in the Territory shall, if not registered under the Imperial Act known as the *Merchant Shipping Act, 1894*,⁽²⁾ be registered in accordance with the provisions of these Regulations at the Port of Rabaul.

(2.) All vessels registered in the Territory shall be annually surveyed in accordance with the provisions of these Regulations at the Port of Rabaul or at any port approved by the Chief Collector.

(3.) A District Officer shall not exercise or perform the powers or authorities of the Harbour Master in relation to the registration or survey of any vessel, or the issue of any certificate in respect of any registration or survey or the seaworthiness of any vessel.

Registration of
vessels employed
in navigation in
the Territory.

48.—(1.) Before any vessel which is not registered under the Imperial Act known as the *Merchant Shipping Act, 1894*⁽²⁾ is employed in navigation in the waters of the Territory, the owner or master of the vessel shall report to the Harbour Master the intention to so employ the vessel.

(2.) When a vessel is built in the Territory after the coming into operation of these Regulations, the report referred to in the last preceding sub-regulation shall be made before the vessel enters the water.

(2) Neither the *Merchant Shipping Act, 1894*, nor the regulations made thereunder have been printed in this Annotated Reprint.

(3.) When the report referred to in sub-regulation (1.) of this regulation has been made, the Harbour Master shall, as soon as convenient, cause the vessel to be measured, her tonnage ascertained, and a survey carried out, and when satisfied that all his directions and orders have been carried out and executed the Harbour Master shall issue a Certificate of Registration and a Certificate of Survey in accordance with Forms 2 and 3 respectively.

49. The Certificate of Registration and the Certificate of Survey shall be safely kept on board the vessel in respect of which they are issued, and shall, upon demand, be produced to the Harbour Master or a Port Authority.

Certificates to be kept on board.

50. Every vessel registered in the Territory shall have its name painted on both bows, and have the name and port of registry painted across the stern in letters not less than four inches in depth.

Name to be painted on vessel.

51. It shall not be necessary to register or to have annually surveyed under these Regulations, any lighter used exclusively as a lighter, or any launch used exclusively as a harbour launch unless such launch is in use as a ferry boat or is plying for hire.

Harbour vessels not to be registered.

52. The owner of any lighter or launch referred to in the last preceding regulation shall keep the lighter or launch in repair and in a seaworthy condition to the satisfaction of the Harbour Master or a Port Authority.

Repairs and condition of small vessels and lighters.

53.—(1.) Subject to the provisions of regulation 51 of these Regulations, every vessel registered in the Territory shall be annually surveyed in accordance with the provisions of this Part, and when the Harbour Master is satisfied that the vessel has complied with the requirements of this Part he shall issue to the master or owner of the vessel a Certificate of Survey in accordance with Form 3.

Annual survey. Sub-reg. (1) am. by 1939, No. 2, r. 5.

(2.) If, on the expiration of the Certificate of Survey of a vessel, the vessel is laid up, the annual survey under the last preceding sub-regulation shall not be required.

54. On the expiration of the Certificate of Survey of a vessel the owner shall make arrangements for a further survey and shall inform the Harbour Master—

Vessel to be ready for survey.

- (a) as to when the vessel will be slipped and ready for inspection;
- (b) when any repairs or equipment have been ordered to be executed or supplied to any vessel, that such repairs have been completed and that such equipment is ready for inspection; and

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- (c) that all gear and items of equipment required by these Regulations have been supplied and placed on board.

What survey shall include.

55. The survey of a vessel shall consist of a thorough examination to be made whilst on a slipway, and shall include the examination of the hull, rudder, steering gear, anchors, cables, machinery, masts, sails, standing and running gear, decks, hatches, all lights, life-saving appliances, and equipment generally.

Vessel to be seaworthy and repaired and equipped.

56.—(1.) Before any vessel proceeds to sea after survey the Harbour Master shall satisfy himself that the vessel is in every respect sound, seaworthy, and properly equipped.

(2.) The Harbour Master shall inform the owner of the vessel whether any and what repairs and items of equipment are necessary in order to bring the vessel up to the necessary standard.

Failure to comply with order of Harbour Master.

57. Should the owner, when ordered to do so, fail to carry out repairs or to supply equipment, or otherwise comply with the requirements of the last preceding regulation, the Harbour Master shall withhold his Certificate of Survey.

Mechanically-propelled small craft to be measured.

58.—(1.) Before any person is carried in a mechanically-propelled small craft, the owner of the small craft shall cause the small craft to be brought to Rabaul to be measured by the Harbour Master, or shall cause the small craft to be measured by a District Officer of the District in which the owner resides.

(2.) The length of the small craft shall be measured from the fore side of the stem at the level of the deck, if decked or partially decked, or the gunwhale, if not decked, to the after side of the stern post.

(3.) The number of persons that may be carried by a small craft shall be determined by the length of the small craft, not more than one person to be carried for each foot of length.

(4.) The Harbour Master or the District Officer (as the case may be) who measures a small craft, shall certify in writing the number of persons that the small craft may, subject to regulations 60 and 61 of these Regulations, carry.

Number of persons to be carried by mechanically-propelled small craft, &c.

59. The owner of a mechanically-propelled small craft shall—

- (a) not carry more persons than certified under the last preceding regulation;
- (b) provide fixed seating room of 18 inches for each person;
- (c) leave sufficient space in the small craft to permit of access to any part of the engine;

- (d) not permit seating room to be fitted on the small craft on either side of the engine for its entire length; and
- (e) cause to be cut or painted on a conspicuous part of the small craft the number of persons that the small craft may carry under the last preceding regulation.

60.—(1.) A Port Authority may at any time forbid the owner of a mechanically-propelled small craft to carry the number of persons that may be carried under the last preceding regulation, if the Port Authority is satisfied that the seaworthiness and stability of the small craft are such that it cannot with safety carry that number of persons, and the Port Authority may determine the number of persons that may be carried by the small craft.

Mechanically-propelled craft to be seaworthy.

(2.) The owner of a mechanically-propelled small craft who, after a Port Authority has, under the last preceding sub-regulation, determined the number of persons that may be carried by the small craft, carries persons in excess of that number, shall be guilty of an offence.

61. The owner of a mechanically-propelled small craft, who is navigating the small craft under tow or otherwise beyond the limits of the port, or beyond the mouth of the river, in which the small craft is usually navigated, with intent to make a coastal or overseas voyage of more than 30 miles from the place of departure or more than two miles from the coast, shall not carry more than two-thirds the number of persons that may be carried under regulation 59 of these Regulations, or, if a determination has been made under the last preceding regulation, more than two-thirds the number of persons determined under that regulation.

Mechanically-propelled small craft proceeding to sea.

62. The Harbour Master may appoint a qualified engineer to survey engines, boilers, tailshafts, and any other part of the machinery of any vessel, and to survey all repairs and renewals ordered to be executed under these Regulations.

Harbour Master to appoint a qualified engineer to survey engines and machinery.

63. If, in the opinion of the Harbour Master, a trial run is advisable or necessary, a trial run shall be made to the satisfaction of the Harbour Master and the engineer appointed under the last preceding Regulation.

Trial run.

PART VII.—EQUIPMENT.

64. The master and owner of a vessel shall be jointly and severally liable for any breach of this Part.

Liability for breach of this Part.

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Equipment.

65. The equipment of a vessel shall be as nearly as possible in accordance with the provisions laid down by the *Navigation Act* 1912-1935⁽⁵⁾ of the Commonwealth, and the Regulations made under that Act by the Governor-General:

Provided that such equipment may be modified to the satisfaction of the Harbour Master of the Port of Rabaul to suit the sizes and types of vessels trading in the Territory, regard being had to the services in which such vessels are employed, to the nature and duration of the voyage, and to the number of persons carried.

Vessels to be equipped with standard compass.

66. A vessel shall, before going to sea from any port in the Territory, be equipped with an efficient compass fitted with suitable lights.

Steering gear.

67. A vessel shall be equipped with efficient steering gear.

Anchors.

68. A vessel shall carry at least two anchors of size and weight approved by the Harbour Master, and each attached to a cable of a length of not less than thirty fathoms and approved by the Harbour Master.

Hatches.

69. A vessel shall have efficient hatches and hatch covers and the means of securing them.

Sails.

70. If so required by the Harbour Master, a small vessel shall be fitted with a set of sails to the satisfaction of the Harbour Master.

Lifebuoys.

71.—(1.) A vessel shall carry at least two lifebuoys made of solid cork or other suitable equivalent material and approved by the Harbour Master.

(2.) Lifebuoys shall be carried in brackets or suspended from hooks in such a manner as to be ready for instant use.

Lifejackets.

72. A vessel shall carry for each person on board a lifejacket of approved material and construction, which shall be stowed in suitable overhead racks or as otherwise approved by the Harbour Master.

Lifebuoys and lifejackets to be readily accessible.

73.—(1.) All lifebuoys and lifejackets shall be suitably placed to the satisfaction of the Harbour Master 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.

(2.) All lifebuoys and lifejackets shall always be capable of being readily cast loose, and shall not be rigidly secured in any way.

(5) As to the application of the *Navigation Act* to the Territory, see the *Navigation Act Suspension Ordinance* 1921 and footnote (3) to that Ordinance, printed on p. 4373.

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74.—(1.) A vessel shall carry sufficient lifeboats of capacity and equipment to the satisfaction of the Harbour Master. Lifeboats.

(2.) All such lifeboats shall be attached to davits so far as is practicable or, if not so practicable, by such other means or method as the Harbour Master approves.

75. A vessel shall be equipped with a complete set of efficient navigation lights approved by the Harbour Master. Navigation lights.

76.—(1.) A vessel shall be equipped with at least two fire extinguishers of a type approved by the Harbour Master, one to be placed in the engine room, the other on deck. Fire extinguishers.

(2.) Fire extinguishers shall be placed in a position ready for use and shall be protected from accidental movement.

77. A vessel of less than 50 tons gross register shall be equipped with at least one efficient hand bilge pump carried and fitted so as to be operated from the deck, and a vessel of more than 50 tons gross register shall in addition to a bilge pump be provided with an efficient fire-pump approved by the Harbour Master, together with a fire hose not less than one and a half inches in diameter, in one or more lengths fitted with a nozzle, capable of supplying a forceful supply of water to any part of the vessel, such requirements to be in addition to any type of mechanical pump ordinarily carried by vessels. Pumps.

78.—(1.) The engine room of a vessel propelled by an internal combustion engine shall be efficiently lit and ventilated. Engine room ventilation.

(2.) In addition to the hatchway and skylight—

(a) a cowl ventilator shall be fitted as far forward in the engine room as possible; and

(b) the cowl ventilator shall extend not less than one foot above the level of the skylight, and its shaft shall not be less than five inches in diameter and shall be carried down to a distance of one foot from the floor boards of the engine room.

79. The Harbour Master may, should he deem it necessary, order the owner of a hulk or lighter used for the handling of cargo to replace or repair any gear used for the lifting of heavy weights or the general handling of cargo, which in his opinion is unsafe or a danger to any person. Unsafe gear to be replaced.

80. The Harbour Master may, should he consider it desirable or necessary, either increase or modify the requirements under this Part to suit any particular type of vessel, but a Certificate of Survey Power to increase or modify requirements under this Part.

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shall not be issued unless and until the requirements of these Regulations have been complied with to the satisfaction of the Harbour Master.

PART VIII.—CARGO.

Liability for breach of regulations.

81. The master and owner of a vessel shall be jointly and severally liable for any breach of regulations 82, 83, 84, 85, 86, and 87 of these Regulations.

Deck cargo.

82. Deck cargo shall not be taken on board any vessel unless and until all available cargo space below deck has been completely stowed in an efficient manner:

Provided that any vessel may carry on deck explosives, and sufficient fuel and lubricant oil for its own use.

Deck cargo not to impede the working of the vessel.

83. Deck cargo shall not be stowed—

(a) in the immediate vicinity of the lifeboats, boat-davits, pumps, or fire appliances, or in such a way as to interfere with the proper working of any such equipment of the vessel; or

(b) in or upon the forecastle so as to interfere with the proper working of the anchors or cables;⁽⁶⁾ or

(c) near the rudderhead or quadrant, or so as to cover or interfere with any other part of the steering gear, including rods, chains, fair-leads, and relieving tackle; or

(d) over sounding-pipe caps.

Escape of surplus water.

84. In all cases deck cargo shall be stowed and secured so as not to reduce or impair in any way the efficiency of any freeing port in providing for the escape of surplus water from the deck.

Height to which deck cargo may be stowed.

85. Deck cargo shall not, unless with the approval of the Harbour Master, be stowed to a greater height than to the level of the top of the bulwarks, hatch, or rail of the main weather deck.

Cargo to be secured.

86. All deck cargo on board a vessel shall be securely lashed or otherwise secured before the vessel leaves the place where the cargo has been loaded.

Load lines.

87. Vessels of more than 80 tons net registered tonnage shall have load lines cut in and marked as laid down by the Imperial Act known as the *Merchant Shipping Act, 1894*.⁽⁷⁾

(6) Paragraph (b) as originally published in *N.G. Gaz.* was incorrect, and Regulation 83 was accordingly re-published in *N.G. Gaz.* of 15.11.1938 with paragraph (b) in its correct form.

(7) See particularly Sections 438-445. The *Merchant Shipping Act, 1894*, has not been printed in this Annotated Reprint.

88.—(1.) A person shall not ship or send in any vessel any motor-driven vehicle, machine, or boat using petrol or other liquid fuel, unless—

Motor-driven vehicle &c. using liquid fuel to be drained of all inflammable liquid before shipping.

- (a) the tanks thereof and all engine connections are empty and free from inflammable liquid; and
- (b) the drain and fitting pipes of all tanks thereof are left open.

(2.) No such vehicle, machine, or boat shall have stored, placed, or packed therein any inflammable liquid, whether enclosed in a separate container or not.

(3.) The master of a vessel shall not knowingly receive or carry on board the vessel any motor-driven vehicle, machine, or boat in respect of which the requirements of this regulation have not been complied with.

PART IX.—MASTER'S LICENCES.

89. A District Officer shall not exercise the powers of Harbour Master under this Part.

District Officer not to exercise powers of Harbour Master under this Part.

90.—(1.) The Harbour Master may, after examination, grant to any person a local master's licence in accordance with Form 4 authorizing the person to command Territory vessels not exceeding 40 tons net registered tonnage.

Grant of local master's licence.

(2.) Application for a local master's licence shall be made to the Harbour Master by the applicant, who shall state his age, experience in the waters of the Territory and North West Pacific, previous commands, and qualifications generally.

91. An applicant for a local master's licence shall satisfy the Harbour Master that he—

Examination.

- (a) is a fit and proper person to command a vessel;
- (b) is capable of handling and managing a vessel not exceeding 40 tons net registered tonnage;
- (c) has not less than one year's experience on board vessels in and about the waters and coast of the Territory, North West Pacific, or Papua;
- (d) has a general knowledge of the waters, coastal winds, tides, currents, and local conditions of the Territory and Papua; and
- (e) is conversant with the rule of the road at sea.

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Grant of native master's local licence.

92.—(1.) The Harbour Master may, if he thinks fit, after full and careful investigation and inquiry, grant to a native a native master's local licence in accordance with Form 5 in respect of a vessel not exceeding 40 tons net registered tonnage specified in the licence.

(2.) Application for a native master's local licence shall be made by the owner of the vessel in writing, and shall in addition to the particulars required under regulation 90 of these Regulations, state that, in the event of a native master's local licence being granted to the native, the owner of the vessel shall be responsible for any breach of these Regulations by the native in connection with the vessel.

Owner liable for native holding native master's local licence.

93. Notwithstanding anything contained in these Regulations, when a native master's local licence has been granted to a native in respect of a vessel, and the native has done, or omitted to do, any act which is a breach of a provision of any of these Regulations, the owner of the vessel shall be deemed to have contravened the provision of the regulation prohibiting or requiring the act.

Cancellations &c.

94.—(1.) The Harbour Master may cancel or suspend, for such period as he thinks fit, any local master's licence or native master's local licence granted to any person who, in his opinion, is unfit to hold such licence.

(2.) A person whose local master's licence or native master's local licence has been cancelled or suspended may apply to the Chief Collector to have the Harbour Master's decision reviewed, in which case the Collector shall engage the services of two master mariners to inquire into the cancellation or suspension and furnish him with a written report thereon.

(3.) Upon reading such report the Chief Collector may uphold such cancellation or suspension or may cause the licence to be re-issued on such terms as he thinks fit.

PART X.—OFFICERS AND QUALIFICATIONS FOR COMMAND.

Liability for breach of this Part.

95. The owner of a vessel shall be liable for any breach of the regulations contained in this Part.

Except as prescribed, vessel not to proceed to sea unless in charge of certificated master.

Am. by 1941, No. 3, r. 3.

96. Subject to the provisions of regulations 97, 98, 99, and 102 of these Regulations, the owner of a vessel shall not permit the vessel to proceed to sea from any port in the Territory unless it is commanded by a person holding a British or foreign master's certificate.

Command of vessels not exceeding 40 tons.

97. A vessel not exceeding 40 tons net registered tonnage proceeding to sea may be commanded by a person holding a British or foreign master's certificate, first mate's certificate, or second mate's

certificate or by a person licensed under regulation 90 or 92 of these Regulations.

98. A vessel exceeding 40 tons net registered tonnage but not exceeding 60 tons net registered tonnage proceeding to sea may be commanded by a person holding a British or foreign master's certificate, first mate's certificate, or second mate's certificate.

Command of vessels exceeding 40 tons but not exceeding 60 tons.

99.—(1.) A vessel exceeding 60 tons net registered tonnage but not exceeding 100 tons net registered tonnage proceeding to sea, may be commanded by a person holding a British or foreign master's certificate or first mate's certificate and shall carry, in addition to the master, one officer, either white or Asiatic, not necessarily certificated.

Officers of vessels exceeding 60 tons.

Sub-reg. (1) sub. by 1941, No. 3, r. 4.

(2.) A vessel exceeding 100 tons net registered tonnage but not exceeding 300 tons net registered tonnage, may be commanded by a person holding a British or foreign master's certificate or first mate's certificate and shall carry, in addition to the master, one officer holding a British or foreign master's certificate, first mate's certificate, or second mate's certificate, or a local master's licence granted under Part IX. of these Regulations where the person holding such licence is authorized by the Chief Collector.

Sub-reg. (2) sub. by 1941, No. 3, r. 4.

(3.) A vessel exceeding 300 tons net registered tonnage shall carry, in addition to the master, one officer holding a British or foreign first mate's certificate, and an additional officer, either white or Asiatic, not necessarily certificated.

100. No native, other than a native approved by the Harbour Master, shall be placed in control of any steam engine of more than 10 nominal horsepower, or of any internal combustion engine of more than 30 brake horsepower.

Natives in control of engines on vessels.

101.—(1.) A certificated or an uncertificated engineer, either white or Asiatic, or a native approved by the Harbour Master under the last preceding regulation, shall be in charge of the engine of a vessel propelled by a steam engine of more than 10 but not more than 20 nominal horsepower or by an internal combustion engine of more than 30 but not more than 100 brake horsepower.

Engineers.

(2.) Every vessel propelled by a steam engine of more than 20 but not more than 55 nominal horsepower or by an internal combustion engine of more than 100 but not more than 200 brake horsepower (other than a vessel exempted in writing by the Harbour Master from the provisions of this sub-regulation) shall carry a person holding a British or foreign marine engineer's certificate.

(3.) Every vessel propelled by a steam engine of more than 55 nominal horsepower or by an internal combustion engine of more than 200 brake horsepower, shall carry a person holding a British or foreign

SHIPPING—

marine engineer's certificate and in addition one engineer, either white or Asiatic, not necessarily certificated.

Special provision relating to vessels not exceeding 65 tons.

102. Notwithstanding the provisions of these Regulations, the holder of a local master's licence authorized by the Administrator by notice so to do may command a vessel not exceeding 65 tons net registered tonnage specified in the notice.

PART XI.—WHARF CONSTRUCTION.

Definition of port.

103. In this Part "port" means any place which the Administrator by notice⁽³⁾ declares to be a port.

Chief Collector's consent necessary for wharf construction.

104. No wharf, jetty, or other construction shall be built, having its foundation below high-water mark, in any port in the Territory without the consent in writing of the Chief Collector.

PART XII.—OBSTRUCTIONS IN PORTS.

Removal of obstruction and expenses of removal.

105.—(1.) The Harbour Master may order the removal of, or, if in his opinion such action is necessary, may remove any timber, raft, or other thing afloat or being in any part of a port or in any part of the waters of the Territory, which, in his opinion, obstructs or impedes the free navigation of such port or waters or the lawful use of any pier, jetty, landing-place, wharf, quay, dock, mooring, or other work on any part of the shore or bank in such port or waters.

(2.) The owner of such timber, raft, or other thing shall be liable to pay the reasonable expenses for the removal thereof.

(3.) In the event of any default in the payment of such reasonable expenses after due notice, such expenses shall be recoverable by legal proceedings at the suit of the Chief Collector in any court of competent jurisdiction.

(4.) If the owner of such timber, raft, or other thing fails to comply with an order given under sub-regulation (1.) of this regulation or has negligently or without lawful excuse caused any such obstruction or impediment, he shall be guilty of an offence.

(5.) The onus of proving lawful excuse under the last preceding sub-regulation shall lie upon the person charged.

Raising or removal of sunken vessels or wrecks.

106.—(1.) If any vessel is wrecked, stranded, or sunk in any port so as to impede or be likely to impede navigation, the Harbour Master may, by notice in writing signed by him, require the owner or master of the vessel to destroy, remove, or raise the vessel within the time specified in the notice.

(3) See footnote (3) printed on p. 4399.

(2.) If the owner or master fails within the time specified to destroy, remove, or raise such vessel, he shall be guilty of an offence.

(3.) If the owner or master fails to comply with a notice given under this regulation, the Harbour Master may cause the vessel to be destroyed, removed, or raised at the expense of the owner or master:

Provided that such expenses shall be in addition to any penalty which may be otherwise imposed and shall be recoverable at the suit of the Chief Collector in any court of competent jurisdiction.

107.—(1.) Before or during the destruction, removal, or raising of any vessel under the last preceding regulation the Harbour Master may order to be affixed thereto such lights or marks as he deems necessary.

Lights on sunken vessels or wrecks.

(2.) An order under the last preceding sub-regulation may be directed to the owner or master of the vessel, and in the event of failure to obey the order, the owner or master, as the case may be, shall be guilty of an offence.

PART XIII.—PENALTIES.

108. Any person who contravenes any provision of these Regulations shall be guilty of an offence, and shall, where no other penalty is provided, be liable in respect of the offence to a fine not exceeding Fifty pounds.

Penalties.

THE FIRST SCHEDULE.

Reg. 18.

Form 1.

TERRITORY OF NEW GUINEA.

Coastal Shipping, Ports, and Harbours Regulations 1938.

SAILING PERMIT.

Date: _____, 19 ____.

Vessel:

Registered tonnage:

Master:

Crew (excluding master):—White: Asiatic: Native:

Total:

Passengers:—White: Asiatic: Native: Total:

Cargo:

Destination:

Date and time of departure:

Port Authority.

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Reg. 48.

Form 2.

TERRITORY OF NEW GUINEA.

Coastal Shipping, Ports, and Harbours Regulations 1938.

CERTIFICATE OF REGISTRATION OF VESSEL.

Particulars of

Whether British or foreign built:
Whether a sailing ship, steamship, or motor ship:
Where built: When built:
Construction (iron, wood, or steel):
Name and address of builders:
Vessel built for: Name of present owner:
Port: Name of master:
Crew carried:—White: Asiatic: Native:
Number of passengers vessel licensed to carry:—
White: Asiatic: Native:
Purposes for which vessel is employed:
Value of vessel:

Particulars of Build.

Number of decks: Rigged: Build: Head:
Number of bulkheads: Number of masts: Stern:
Galleries: Framework: Number of water
ballast tanks and their capacity in tons:
Length from forepart of stem, under bowsprit, to aft side of head of stern post:
Length at quarter of depth from top of weather deck at side amidships to bottom
of keel:
Main breadth to outside of plank:
Depth in hold from tonnage deck to ceiling amidships:
Depth in hold from upper deck to ceiling amidships in the case of three decks
and upwards:
Depth from top of beam amidships to top of keel:
Depth from top deck at side amidships to bottom of keel:
Round of beam: Length of engine room:

Particulars of Engines.

Number of sets of engines:
Description of engines:
Whether British or foreign made: When made:
Name and address of makers:
Details of reciprocating engines:
Details of rotary engines:
Speed of ship:

Particulars of Tonnage.

Gross tonnage:—
Under tonnage deck: Closed-in spaces above
tonnage deck:
Spaces between decks: Poop:
Forecastle: Round house:
Other closed-in spaces:

Coastal Shipping, Ports, and Harbours Regulations 1938.

Deduction allowed on account of space required for propelling power:
Gross tonnage:
Deduction allowed:
Registered tonnage:
Dated at Rabaul this day of , 19
Harbour Master.

Reg. 48.

Form 3.

TERRITORY OF NEW GUINEA.

Coastal Shipping, Ports, and Harbours Regulations 1938.

CERTIFICATE OF SURVEY OF VESSEL.

THIS IS TO CERTIFY that the (Owner:
Master: Where built: When built:
Registered No. Tonnage:
Number of passengers licensed to carry:
Amount of cargo licensed to carry:
Crew:—White: Asiatic: Native:)
was surveyed on the day of , 19 in
accordance with the *Coastal Shipping, Ports, and Harbours Regulations 1938*
and has complied with all the requirements of those Regulations.
Issued at Rabaul on the day of , 19
Expires , 19
Fee: Receipt No.
Harbour Master.

Reg. 90.

Form 4.

TERRITORY OF NEW GUINEA.

Coastal Shipping, Ports, and Harbours Regulations 1938.

LOCAL MASTER'S LICENCE.

No.

Full name of master:
Address: Nationality:
Date and place of birth:
THIS IS TO CERTIFY that the abovenamed, whose signature appears hereon,
is permitted to command a vessel not exceeding 40 tons net registered tonnage.
This licence is issued subject to the *Coastal Shipping, Ports, and Harbours
Regulations 1938.*
Dated at Rabaul this day of , 19
Harbour Master.
Signature of master:

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Reg. 92.

Form 5.

TERRITORY OF NEW GUINEA.

Coastal Shipping, Ports, and Harbours Regulations 1938.

NATIVE MASTER'S LOCAL LICENCE.

No.

Full name of owner of vessel:

Address:

Name of native master:

Village:

Sub-district:

District:

Age:

THIS IS TO CERTIFY that the abovenamed native
 is permitted to command the
 a vessel of _____ tons net register, of which vessel the above-
 named _____, whose signature appears hereon,
 is owner.

This licence is issued subject to the *Coastal Shipping, Ports, and Harbours Regulations 1938.*

Dated at Rabaul this _____ day of _____, 19 _____

Harbour Master.

Signature of owner:

THE SECOND SCHEDULE.

	£	s.	d.
(a) Vessels not exceeding 300 tons net register	1	0	0
(b) Vessels exceeding 300 but not exceeding 400 tons net register	1	5	0
(c) Vessels exceeding 400 but not exceeding 500 tons net register	1	10	0
(d) Vessels exceeding 500 but not exceeding 600 tons net register	1	15	0
(e) Vessels exceeding 600 but not exceeding 800 tons net register	2	0	0
(f) Vessels exceeding 800 but not exceeding 1,000 tons net register	2	10	0
(g) Vessels exceeding 1,000 but not exceeding 1,500 tons net register	3	10	0
(h) Vessels exceeding 1,500 but not exceeding 2,000 tons net register	4	10	0
(i) Vessels exceeding 2,000 tons net register plus £1 for every 1,000 tons or part thereof over 2,000 tons.	4	10	0

For removals of a vessel after the first three removals half the above rates only shall be paid.

Coastal Shipping, Ports, and Harbours Regulations 1938.

THE THIRD SCHEDULE.

For every 24 hours or part thereof—

	£	s.	d.
(a) for each lighter and for each vessel not exceeding 50 tons net register	10	0	0
<p>Provided that if such lighter or vessel is using the wharf for the purpose of discharging copra for storage in Administration sheds, no charge shall be made.</p>			
(b) for each vessel exceeding 50 but not exceeding 200 tons net register	2	10	0
(c) for each vessel exceeding 200 but not exceeding 600 tons net register	7	10	0
(d) for each vessel exceeding 600 tons net register	10	0	0

In the case of vessels taking on board fuel or water or fuel and water only, half the above rates shall be charged.

THE FOURTH SCHEDULE.

(a) Horses and cattle	2s. 6d. per head.
(b) Sheep, goats, and pigs	6d. per head.
(c) Motor cars and motor tractors	2s. 6d. each.
(d) All other vehicles	1s. each.
(e) All other cargo	1s. per ton.

Provided that the minimum charge shall be 6d., and that no inwards wharfage rates shall be payable on copra.

THE FIFTH SCHEDULE.

(a) Outwards cargo, not otherwise provided for, stored on an Administration wharf, or in a shed thereon, per week or part thereof	6d. per ton.
(b) Cargo for transhipment, not otherwise provided for, stored on an Administration wharf or in a shed thereon, per week or part thereof	6d. per ton.
(c) Receiving and stacking copra, shell, cocoa, coco-nuts, trepang, and all other cargo not otherwise provided for (where labour is provided by the Administration for the purpose) ..	6d. per ton.
(d) Weighing copra, shell, cocoa, coconuts, trepang, and all other cargo not otherwise provided for (where labour is provided by the Administration for the purpose)	6d. per ton.
(da) Copra, shell, cocoa, coco-nuts, and trepang, stored on an Administration wharf, or in a shed thereon, per week or part thereof ..	3d. per ton.

Para. (b) am.
by 1941, No. 3,
r. 5.

Para. (da) ad.
by 1941, No. 11,
r. 1.

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- (e) Benzine, kerosene, other inflammable liquids, matches, explosives, and detonators, whether inwards or outwards cargo, if not removed or loaded from the wharf on the day of discharging or first bringing on to the wharf, per day 3d. per case.
- (f) Inwards cargo, not otherwise provided for, not cleared from an Administration wharf within 8 days of being discharged from the vessel, for every day after such period of 8 days .. 1d. per day per case, package, or article.
-

THE SIXTH SCHEDULE.

- (a) Vessels not exceeding 60 tons net registered tonnage 10s. per annum.
- (b) Vessels exceeding 60 but not exceeding 120 tons net registered tonnage £1 per annum.
- (c) Vessels exceeding 120 tons net registered tonnage 2d. per registered ton per annum.
-

THE SEVENTH SCHEDULE.

- (a) Vessels not exceeding 80 tons net registered tonnage £3 per annum.
- (b) Vessels exceeding 80 tons net registered tonnage 9d. per registered ton per annum.
-

