

1853

VICTORIA.

HARBOR REGULATIONS—GEE LONG.

RETURN TO ADDRESS, No. 48.

ON THE MOTION OF MR. COWIE.—16TH NOVEMBER, 1853.

L A I D upon THE COUNCIL TABLE by THE COLONIAL SECRETARY, by Command of HIS EXCELLENCY THE LIEUTENANT GOVERNOR, and ordered by THE COUNCIL to be printed, 29th November, 1853.

HARBOR REGULATIONS—GEE LONG.

A List of all the Informations laid under the Harbor Regulations at the Police Office, Geelong, from the first day of October ultimo to this date (16th November), distinguishing those cases upon which convictions have followed from those dismissed, and the amount of fines imposed in each case. Also, a copy or copies of such Harbor Regulations as may have been issued or been in force within the Harbor (Geelong) during the same period.

LIST of all the INFORMATIONS laid under the HARBOR REGULATIONS at the Police Office, Geelong, from 1st October, 1853, to 16th November, 1853.

No.	Name of Case.	Date of Information.	Date of Conviction.	Date of Dismissal.	Amount of Fines in each case.	Remarks.
1	Deputy Harbor Master } v. Milne.	3rd October	7th October	...	£5 0 0	{ Against the Master of the barque <i>Ino</i> for making fast to a Buoy in the Ship Channel.
2	Harbor Master } v. Hawkins.	13th October	...	17th October	...	{ Against the Master of the brig <i>Traveler</i> for not heaving out when ordered.
3	Deputy Harbor Master } v. Laphorne.	18th October	...	21st October	...	{ Against the Master of the steam boat <i>Victoria</i> for not removing his vessel when ordered.
4	Deputy Harbor Master } v. Laphorne.	18th October	...	21st October	...	{ Against the Master of the steam boat <i>Victoria</i> for interfering with Deputy Harbor Master.
5	Harbor Master } v. Langwill.	24th October	28th October	...	£5 0 0	{ Against the Mate of the <i>Duncan Hoyle</i> (steam boat) for not removing his vessel when ordered.
6	Harbor Master } v. Montefiore.	25th October	...	28th October	...	{ Against the Agents of the schooner <i>Siren</i> for not removing bricks from the Jetty.

WILLIAM HERVEY BONSEY, P.M.

PROCLAMATION

By His Excellency Charles Joseph La Trobe, Esquire, Lieutenant Governor of the Colony of Victoria.

WHEREAS by an Act of the Lieutenant Governor and Legislative Council of the Colony of Victoria, made and passed in the sixteenth year of the Reign of Her present Majesty, intituled, "*An Act to consolidate and amend the Law relating to Ports, Harbors, and Shipping, in the Colony of Victoria,*" it is enacted that it shall be lawful for the Lieutenant Governor of the said Colony, with the advice of the Executive Council thereof, by Proclamation, published in the *Government Gazette* from time to time, to define the limits and boundaries of Ports in the said Colony, and to frame Rules for the governance and preservation of the said Ports respectively, and for the regulation of Shipping in the same, and of Pilots to be appointed as therein-after mentioned: *Now I, the Lieutenant Governor* aforesaid, with the advice of the said Executive Council, *do hereby order and define* the limits and boundaries of the undermentioned Ports in the said Colony to be as follows:

THE PORT OF MELBOURNE, in the said Colony, to consist of all Inlets, Rivers, Bays, and Harbors within Hobson's Bay, and contained within a line from the Black Buoy off Point Gellibrand to Fisherman's Point.

THE PORT OF GEELONG, in the said Colony, to consist of all Inlets, Rivers, Bays, and Harbors within Corio Bay, and contained within a line from Point Richards to Point Wilson.

THE PORT OF PORT PHILLIP, in the said Colony, to consist of all Inlets, Rivers, Bays, and Harbors within the Port Phillip Bay, within a line from Point Nepean to Point Lonsdale, and not included in the Ports of Melbourne and Geelong respectively.

THE RESPECTIVE PORTS OF PORTLAND, PORT ALBERT, PORT FAIRY, WARRNAMBOOL, AND WESTERN PORT, to consist, respectively, of the customary anchorages of each of the said Harbors or Roadsteads.

And I do, with the advice aforesaid, further proclaim and declare the Rules and Regulations hereinafter mentioned, for the governance and preservation of the said Ports respectively, and for the regulation of Shipping in the same.

GENERAL RULES AND REGULATIONS.

1. No boat shall go alongside of any vessel entering any Port, except those duly authorised by the Government, before the ship is properly secured at her anchorage, and has been declared free by the Health or other proper Officer.

2. All vessels shall have buoys and sufficient buoy ropes to their anchors; any anchor or kedge slipped, parted, or cut from, if not weighed within twelve hours, they may be weighed by order of the Port Officer or Harbor Master at the risk and expense of the owner, and when no buoy rope has been attached the anchor or kedge to be forfeited.

3. All vessels are to unshot their guns before they anchor, and no guns or fire-arms, except in self defence, are to be discharged from any ship, unless permission in writing has been obtained from the Harbor Master.

4. All vessels moored or at anchor are to have both cables clear and in readiness to slack away when required.

5. No vessel shall be unmoored on Sunday from her anchorage or from her berth alongside any quay, and no work is to be done on board vessels in Harbor on Sunday, except such as may be necessary for the cleanliness and safety of the ship, or by the express permission in writing from the Harbor Master.

6. No boat to ride astern of any vessel at anchor, within the ports of Melbourne and Geelong, at a greater distance from such vessel than three fathoms.

7. No pitch, tar, resin, oil, or other combustible matter shall be heated on board any vessel or boat without the permission in writing of the Port Officer or Harbor Master.

8. No fires shall be ignited, or allowed to burn, on board any vessel in any part of a Port or Harbor of Victoria, where vessels lie for the purpose of loading or unloading cargo, between the hours of 10 P.M. and 5 A.M., except on the days of arrival and departure.

9. No person shall make fast any vessel, raft, timber, or other article, to any Buoy, Beacon, or Sea-mark, or in any way injure such.

10. No unauthorised person shall throw a dead body into any Port, or allow any dead animal to be left on the shores thereof.

11. In the event of death on board of any vessel, the Master of such vessel is to cause the body to be buried on shore, reporting the particulars to the Port Officer, Harbor Master, or Health Officer; and should such death have been sudden, he must also report the circumstances immediately to the Coroner.

12. All Masters of ships exceeding "two hundred tons" burthen, lying in any of the Ports of the said Colony shall cause a sufficient guard or watch to be kept on deck both by day and night, of one man, if the ship shall not exceed the burthen of "three hundred" tons, or of two men, if the ship shall exceed that burthen.

13. Masters requiring to careen or heave down their vessels for the purpose of inspection or repair, must apply to the Port Officer or Harbor Master of the Port for permission, except where such work is purposed to be done on private property.

14. Accidents involving personal injury, loss of life or property, from collision of vessels or upsetting of boats, to be reported to the Port Officer or Harbor Master as soon as practicable.

15. All Masters and others in charge of vessels or traders, entering any port in this Colony, shall hoist their number or distinguishing flag, and keep the same flying until answered at the respective Signal Stations. Such vessels as are not provided with Marryat's Code of Signals, or a distinguishing flag, the Commander must adopt some distinguishing flag, and communicate the same to the Harbor Master.

Harbor Master.

16. It shall be competent, at any time, for the Port Officer, or Harbor Master, or a person deputed by either of them, to remove, or cause to be removed, any ship, lighter, boat, or timber, from any berth alongside any quay or anchorage, from or to any part of the Harbor, whenever such removal shall, in his opinion, for the general accommodation of the shipping, be proper.

17. All Masters or other persons in charge of vessels are immediately to strike their top-gallant yards and masts, to have their jib and spanker booms rigged close in, and moor or clear hawse when called upon by the Port Officer, or Harbor Master, or person deputed by either of them, to do so; and are generally to follow such directions as the state of the weather, the crowded condition of the Port or River, or other circumstances may render necessary or expedient, in the judgment of the Port Officer or Harbor Master, with a view to the safety and interest of the whole shipping.

18. The Master of any vessel desiring to remove such ship, either from her moorings, or from her berth alongside any quay, must make an application in writing to the Port Officer or Harbor Master for that purpose.

19. No person shall, without due authority, interfere with any Port Officer, Harbor Master, or person deputed by either of them, in the execution of his duty, or resist, obstruct, or impede him in the proper performance thereof.

Pilots.

20. Qualified persons, appointed by the Lieutenant Governor to act as Pilots, are to board all ships arriving off the Heads, except such as shall have a White Flag flying at the main mast head, which will denote the ship being by law exempt from the necessity of accepting the services of a Pilot; and such Pilots are to produce their appointments whenever required to do so by the Masters of such ships.

21. The Master of every ship, not by law exempt from the necessity of accepting the services of a Pilot, is to place her in charge of the first Pilot (duly appointed) that may come alongside.

22. The Master of any ship requiring a Pilot to conduct her to sea, must make an application in writing, at least "twelve" hours previously, at the office of the Port Officer or Harbor Master.

23. Pilots, "twenty-four hours" after securely anchoring any ship at the Heads of Port Phillip Bay, or any place in any Port of the said Colony, may, if such ship be prevented from going to sea by stress of weather, or any act of the Master, leave such ship until she is ready for sea.

24. Pilots, or any other person in charge of ships not being from a Port in the Colony of Victoria, are to hoist a Blue Flag at the main mast head, and keep the same flying until boarded by a Health Officer.

25. The Master of every ship, which by law is exempt from payment of pilotage, is, on arriving within three leagues of any Harbor of the said Colony, to cause a White Flag to be hoisted at the main mast head, and if bound into Port Phillip, keep the same flying until past Swan Point.

26. No Pilot shall be taken to sea by the Master of any vessel, excepting in cases of absolute and unavoidable necessity.

River Yarra Yarra.

27. No ship, lighter, or boat, shall anchor between the lines of buoys marking the fairway leading to the entrance of the River Yarra Yarra, nor in the middle of any other fairway, or any navigable river, but when detained they shall lie close over on either side of the river, and parallel with it, nor shall any hawser, cable, chain, or rope, be placed across any such fairway or river without due permission of the Harbor Master.

Wharves and Jetties.

28. The time allowed ships to occupy berths at quays, for the purpose of discharging cargo, shall be (exclusive of Sundays and public holidays, and the day of removal) :—

For ships under 100 tons.....	2 days.
For ships from 100 to 150 tons.....	4 "
" 150 to 200 "	5 "
" 200 to 250 "	6 "
" 250 to 300 "	7 "
" 300 to 350 "	8 "
" 350 to 400 "	9 "
" 400 to 450 "	10 "
" 450 to 500 "	11 "

And so on at the rate of two days for every additional hundred tons register.

29. Ships discharging cargo at outside berths to be allowed two days for one of the foregoing scale. Cargo may be discharged from any ship lying outside, over and across the decks of any ship lying alongside of any quay.

30. All goods landed on any wharf or jetty are to be so placed as to keep the mooring posts or rings free, and allow a clear passage of at least eight feet, from the edge of the wharf nearest the vessel, upon which space no goods are allowed to remain.

31. Any vessel whose time at a discharging berth has expired, or which the Officer or Harbor Master considers it necessary to remove, and on board which there shall not be sufficient men or ballast, or the requisite tackle to enable her to be removed therefrom, shall be removed by the Port Officer or Harbor Master at the expense of the owner.

Ballast.

32. No ballast, rubbish, gravel, earth, stone, wreck, filth, or refuse is to be thrown from any ship or boat, or by any person, into any port, river, or anchorage, in the said Colony of Victoria, except only where the tide or water never flows or runs, nor be landed or shipped in any part of the said Colony, except at the places pointed out by the Port Officer or Harbor Master of the nearest port, and all such ballast, rubbish, gravel, earth, stone, wreck, filth, or refuse, shall be removed as and where such Port Officer or Harbor Master may direct.

33. Masters of ships are not to raise sand or other materials at any port of the said Colony for ballasting their ships, except at places duly appointed by the Port Officer or Harbor Master of the Port.

34. Proper tarpaulins are to be used in discharging or taking in ballast, coals, rubbish, gravel, earth, or filth, so as effectually to prevent any part thereof falling overboard.

Penalty.

35. The Penalty which may be inflicted upon any person for the non-observance of any of the above Rules is from five to one hundred pounds.

Given under my Hand and the Seal of the Colony, at the Government Offices,
Melbourne, this 30th day of September, in the year of Our Lord
One thousand eight hundred and fifty-two, and in the sixteenth
year of Her Majesty's Reign.

(L.S.)

C. J. LA TROBE.

By His Excellency's Command,

W. LONSDALE.

GOD SAVE THE QUEEN!

THE FOLLOWING SIGNALS ARE IN USE AT THE PORTS OF MELBOURNE
AND GEELONG.

HARBOR }
PILOT. } The Ensign at the fore topgallant mast head.

BAY PILOT. The Union Jack at the fore topgallant mast head.

WATER }
POLICE. } Day Signal :—The Ensign at the main topgallant mast head.
Night Signal :—Two lights vertical at the mast head or peak,
having five feet between the two.

CUSTOMS' }
BOAT. } Union Jack at the peak.

LLOYDS' }
SURVEYOR. } No. 7 at the peak.

STEAM }
BOATS. } Rendezvous flag at the peak or mizen mast.

GUNPOWDER }
ON BOARD. } Union Jack at the main.

MEDICAL }
ASSISTANCE. } No. 5 at the peak.

CHARLES FERGUSON,

Harbor Master.