

1892.

VICTORIA.

MARINE ACT 1890.

LIFE-SAVING APPLIANCES.

PRESENTED TO BOTH HOUSES OF PARLIAMENT PURSUANT TO LAW.

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

Whereas by section 59 of the *Marine Act* 1890 it is amongst other things enacted that the Marine Board of Victoria may, with the consent of the Governor in Council, make Regulations for prescribing what boats, life-buoys, life-jackets, and other means of saving life at sea shall be carried by ships to which the provisions of Part VI. of the said Act apply, and for regulating the use thereof, and for securing the safety of passengers on board of ships, and generally for regulating all matters relating to the protection of life of passengers and others:

And whereas it is expedient to make Regulations whereby every such ship shall be required to be provided with efficient boats, rafts, or other appliances for saving life, kept at all times fit and ready for use, and supplied with all requisites for use, sufficient in number, and of the size and description proper for such ship, as provided in such regulations so to be made as aforesaid:

Now, therefore, the said Marine Board doth hereby, with the consent of the Governor in Council, make the following Regulations, that is to say:—

These Regulations may be cited as “The Regulations for the equipment of ships with life-saving appliances.”

These Regulations shall come into force on the 1st day of July, 1892.

For the purposes of these Regulations, the ships to which such Regulations apply shall be divided into the following divisions and classes:—

DIVISION A.

Class 1.—Such steam-ships carrying emigrant passengers as are subject to all the provisions of *The Passengers Act* 1855.

Class 2.—Foreign-going steam-ships having certificates of survey, under the *Marine Act* 1890, authorizing them to carry passengers, or having passenger certificates issued by the Board of Trade or by the proper authority of any British possession.

Class 3.—Steam-ships having certificates of survey, under the *Marine Act* 1890, authorizing them to carry passengers *anywhere* within the home-trade limits as defined by the said Act; that is to say, between any port or place in the colony 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 colony of New South Wales, on the one hand, nor beyond Spencer's Gulf, in the province of South Australia, on the other hand, or any port or place in the colony of Tasmania: Provided that steam-ships having certificates of survey under the said Act enabling them to carry passengers between any port or place in the colony of Victoria and any port or place in the colony of Tasmania only shall also be included in this class of this division.

DIVISION B.

Class 1.—Such sailing ships carrying emigrant passengers as are subject to all the provisions of *The Passengers Act* 1855.

[Approximate Cost of Paper.—Preparation, not given; Printing (760 copies), £5 10s. 0d.]

Class 2.—Foreign-going sailing ships carrying passengers, but not subject to all the provisions of *The Passengers Act 1855*.

Class 3.—Foreign-going sailing ships not carrying passengers.

Class 4.—Foreign-going steam-ships not certified to carry passengers.

DIVISION C.

Class 1.—Steam-ships not certified to carry passengers plying anywhere within the home-trade limits defined as aforesaid.

Class 2.—Sailing ships in the same trades not carrying passengers.

Class 3.—Sailing ships of not less than 15 tons gross registered tonnage trading within the limits of any port in the colony of Victoria.

DIVISION D.

Class 1.—Steam-ships having certificates authorizing them to carry passengers within certain specified limits of the home trade; that is to say, on short specified passages along the coasts of Victoria.

Class 2.—Steam-ships carrying passengers within the limits of the port of Port Phillip or in estuaries or mouths of rivers during daylight.

Class 3.—Steam-ships carrying passengers on rivers and [or] lakes, but not going to sea or into rough waters.

DIVISION A.—CLASS 1.

REGULATIONS AND TABLE FOR SUCH STEAM-SHIPS CARRYING EMIGRANT PASSENGERS AS ARE SUBJECT TO ALL THE PROVISIONS OF "THE PASSENGERS ACT 1855."

(a) Ships of Division A, Class 1, shall carry boats placed under davits, fit and ready for use, and having proper appliances for getting them into the water, in number and capacity not less than prescribed by the following table; such boats shall be equipped in the manner required by and shall be of the description defined in the General Rules appended hereto.

(b) Masters or owners of ships of this class claiming to carry fewer boats under davits than are given in the following table must declare before the Collector or other principal officer of Customs, at the time of clearance, that the boats actually placed under davits are sufficient to accommodate all persons on board, allowing ten (10) cubic feet of boat capacity for each adult person, or "statute adult."

(c) TABLE FOR DIVISION A, CLASS I.

Gross Tonnage.	Minimum Number of Boats to be placed under Davits.	Total Minimum Cubic Contents of Boats to be placed under Davits. L. x E. x D. x 6.	Gross Tonnage.	Minimum Number of Boats to be placed under Davits.	Total Minimum Cubic Contents of Boats to be placed under Davits. L. x E. x D. x 6.
1	2	3	1	2	3
9,000 and upwards ...	14	5,250	3,500 and under 3,750	8	2,600
8,500 and under 9,000	14	5,100	3,250 " 3,500	8	2,500
8,000 " 8,500	14	5,000	3,000 " 3,250	8	2,400
7,750 " 8,000	12	4,700	2,750 " 3,000	6	2,100
7,500 " 7,750	12	4,600	2,500 " 2,700	6	2,050
7,250 " 7,500	12	4,500	2,250 " 2,500	6	2,000
7,000 " 7,250	12	4,400	2,000 " 2,250	6	1,900
6,750 " 7,000	12	4,300	1,750 " 2,000	6	1,800
6,500 " 6,750	12	4,200	1,500 " 1,750	6	1,700
6,250 " 6,500	12	4,100	1,250 " 1,500	6	1,500
6,000 " 6,250	12	4,000	1,000 " 1,250	4	1,200
5,750 " 6,000	10	3,700	900 " 1,000	4	1,000
5,500 " 5,750	10	3,600	800 " 900	4	900
5,250 " 5,500	10	3,500	700 " 800	4	800
5,000 " 5,250	10	3,400	600 " 700	3	700
4,750 " 5,000	10	3,300	500 " 600	3	600
4,500 " 4,750	8	2,900	400 " 500	2	400
4,250 " 4,500	8	2,900	300 " 400	2	350
4,000 " 4,250	8	2,800	200 " 300	2	300
3,750 " 4,000	8	2,700	100 " 200	2	250

NOTE.—Where in ships already fitted the required cubic contents of boats placed under davits is provided, although by a smaller number of boats than the minimum required by this table, such ships shall be regarded as complying with the rules as to boats to be carried under davits.

(*d*) Not less than half the number of boats placed under davits shall be boats of the description specified in Section A or Section B, as prescribed in the General Regulation No. 1, hereinafter set forth. The remaining boats may also be of such description or may, in the option of the ship-owner, conform to Section C or Section D, as prescribed by the said Regulation, provided that not more than two boats shall be of Section D.

(*e*) If the boats placed under davits, in accordance with the foregoing Table (*c*), do not furnish sufficient accommodation for all persons on board, then additional wood, metal, collapsible, or other boats of approved description (whether placed under davits or otherwise), or approved life-rafts shall be carried. One of these boats may be a steam-launch; but in that case the space occupied by the engines and boilers is not to be included in the estimated cubic capacity of such boat.

Subject to the provisions contained in paragraph (*g*) of this Regulation, such additional boats or rafts shall be of at least such carrying capacity that they and the boats required to be placed under davits by Table (*c*) provide together in the aggregate three-fourths more than the minimum cubic contents required by column 3 of that table. For this purpose, 3 cubic feet of air-case in the life-raft is to be estimated as 10 cubic feet of internal capacity. Provided always that the rafts will accommodate all the persons for which they are to be certified under the rules.

All such additional boats or rafts shall be placed as conveniently for being available as the ship's arrangements admit of, having regard to the avoidance of undue encumbrance of the ship's deck and to the safety of the ship for her voyage.

(*f*) In addition to the life-saving appliances before mentioned, ships of this class shall carry not less than one approved life-buoy for every boat placed under davits. They shall also carry approved life-belts, or other similar approved articles of equal buoyancy suitable for being worn on the person, so that there may be at least one for each person on board the ship.

(*g*) Provided, nevertheless, that no ship of this class shall be required to carry more boats or rafts than will furnish sufficient accommodation for all persons on board.

DIVISION A.—CLASS 2.

REGULATIONS FOR FOREIGN-GOING STEAM-SHIPS HAVING CERTIFICATES OF SURVEY UNDER THE "MARINE ACT 1890," AUTHORIZING THEM TO CARRY PASSENGERS, OR HAVING PASSENGER CERTIFICATES ISSUED BY THE BOARD OF TRADE OR BY THE PROPER AUTHORITY OF ANY BRITISH POSSESSION.

Ships of this class shall be subject to the same requirements as those in Division A, Class 1.

DIVISION A.—CLASS 3.

REGULATIONS FOR STEAM-SHIPS HAVING CERTIFICATES OF SURVEY UNDER THE "MARINE ACT 1890," AUTHORIZING THEM TO CARRY PASSENGERS ANYWHERE WITHIN THE HOME-TRADE LIMITS; THAT IS TO SAY, BETWEEN ANY PORT OR PLACE IN THE COLONY 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 COLONY OF NEW SOUTH WALES, ON THE ONE HAND, NOR BEYOND SPENCER'S GULF, IN THE PROVINCE OF SOUTH AUSTRALIA, ON THE OTHER HAND, OR ANY PORT OR PLACE IN THE COLONY OF TASMANIA; PROVIDED THAT STEAM-SHIPS HAVING CERTIFICATES OF SURVEY UNDER THE SAID ACT ENABLING THEM TO CARRY PASSENGERS BETWEEN ANY PORT OR PLACE IN THE COLONY OF VICTORIA AND ANY PORT OR PLACE IN THE COLONY OF TASMANIA ONLY SHALL ALSO BE INCLUDED IN THIS CLASS OF THIS DIVISION.

(*a*) Ships of this class shall carry boats placed under davits in accordance with the Regulations and table provided for ships in Division A, Class 1.

(*b*) If the boats placed under davits in accordance with this requirement do not furnish sufficient accommodation for all persons on board, then additional wood, metal, collapsible, or other boats of approved description (whether placed under davits or otherwise), or approved life-rafts shall be carried of at least such cubical capacity that they and the boats required to be placed under davits by Table (*c*) provide together in the aggregate one-half more than the minimum cubic contents provided by column 3 of that table.

(*c*) Provided that if (having regard to the avoidance of undue encumbrance of the ship's deck, and to the safety of the ship for her voyage) it is not practicable for

any ship of this class to carry all the additional approved boats or approved life-rafts required by the preceding Sub-section (*b*), the deficiency so caused may be made up by the supply of an equivalent number of approved buoyant deck seats or other approved buoyant deck fittings.

(*d*) Ships of this class shall carry not less than six approved life-buoys.

(*e*) Such ships shall also carry, in addition to the boats and appliances required above, approved life-belts or other similar approved articles of equal buoyancy suitable for being worn on the person, so that there may be at least one for each person on board the ship.

(*f*) Provided, nevertheless, that no ship of this class shall be required to carry more boats, rafts, and other buoyant deck fittings than will furnish sufficient accommodation for all persons on board.

DIVISION B.—CLASS 1.

REGULATIONS FOR SUCH SAILING SHIPS CARRYING EMIGRANT PASSENGERS AS ARE SUBJECT TO ALL THE PROVISIONS OF "THE PASSENGERS ACT 1855."

(*a*) Ships of Division B, Class 1, shall carry boats in accordance with the Table (*c*) provided for Division A, Class 1, and such boats shall be, as far as practicable, placed under davits, with proper appliances for getting them into the water. All boats not placed under davits are to be so carried that they can be readily got into the water.

(*b*) If the boats so carried do not furnish sufficient accommodation for all persons on board, then additional life-saving appliances shall be supplied as for ships in Division A, Class 1.

(*c*) Provided that no ship in this class shall be required to carry more boats or rafts than will furnish accommodation for all persons on board.

(*d*) Approved life-belts or other similar approved articles shall be carried, as required for ships of Division A, Class 1, and also one life-buoy for each boat of wood or metal.

DIVISION B.—CLASS 2.

REGULATIONS FOR FOREIGN-GOING SAILING SHIPS CARRYING PASSENGERS, BUT NOT SUBJECT TO ALL THE PROVISIONS OF "THE PASSENGERS ACT 1855."

Ships of this class shall be subject to the same requirements as those in Division B, Class 1.

DIVISION B.—CLASS 3.

REGULATIONS FOR FOREIGN-GOING SAILING SHIPS NOT CARRYING PASSENGERS.

(*a*) Ships of this class shall carry a boat or boats of Section A or B sufficient for all the persons on board, and in addition thereto one good serviceable boat of Section D. Such boats shall be, as far as practicable, placed under davits, with proper appliances for getting them into the water; all boats not placed under davits are to be so carried that they can readily be got into the water to the satisfaction of the Inspector or Surveyor of the Marine Board.

(*b*) They shall carry approved life-belts, as required for ships in Division B, Class 1, and also one life-buoy for each boat of wood or metal.

DIVISION B.—CLASS 4.

REGULATIONS FOR FOREIGN-GOING STEAM-SHIPS NOT CERTIFIED TO CARRY PASSENGERS.

(*a*) Ships of this class shall carry, on each side, at least so many and such boats of wood or metal placed under davits (of which one on one side shall be a boat of Section A or Section B, and on the other side shall be a boat of Section A, or Section B, or Section C) that the boats on each side of the ship shall be sufficient to accommodate all persons on board. They shall have proper appliances for getting the boats into the water.

(*b*) They shall carry approved life-belts, as required for ships of Division B, Class 1.

(*c*) They shall carry not less than six approved life-buoys.

DIVISION C.—CLASS 1.

REGULATIONS FOR STEAM-SHIPS NOT CERTIFIED TO CARRY PASSENGERS PLYING ANYWHERE WITHIN THE HOME-TRADE LIMITS.

(a) Ships of this class shall carry, on each side, at least so many and such boats of wood or metal placed under davits (of which one on each side shall be a boat of Section A, or of Section B, or of Section C) that the boats on each side of the ship shall be sufficient to accommodate all persons on board. They shall have proper appliances for getting the boats into the water.

(b) They shall also carry approved life-belts, so that there may be at least one for each person carried on board the ship.

(c) They shall also carry not less than four approved life-buoys.

DIVISION C.—CLASS 2.

REGULATIONS FOR SAILING SHIPS IN THE HOME TRADE NOT CARRYING PASSENGERS.

(a) Ships of this class shall carry 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. Each boat shall be provided with 1 gallon of vegetable or animal oil and a vessel of an approved pattern for distributing it in the water in rough weather.

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

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

DIVISION C.—CLASS 3.

REGULATIONS FOR SAILING SHIPS OF NOT LESS THAN FIFTEEN TONS GROSS REGISTERED TONNAGE, TRADING WITHIN THE LIMITS OF ANY PORT IN THE COLONY OF VICTORIA.

Ships of this class shall be subject to the same requirements as those in Division C, Class 2, except that they shall not be required to be provided with oil as therein specified.

DIVISION D.—CLASS 1.

REGULATIONS FOR STEAM-SHIPS HAVING CERTIFICATES AUTHORIZING THEM TO CARRY PASSENGERS WITHIN CERTAIN SPECIFIED LIMITS OF THE HOME TRADE; THAT IS TO SAY, ON SHORT SPECIFIED PASSAGES ALONG THE COASTS OF VICTORIA.

(a) Ships of this class shall, according to their tonnage, carry boats placed under davits, as required by the table for ships in Division A, Class 1, but all such boats as are not required to be of Sections A or B must be of Section C.

(b) If the boats placed under davits in accordance with the above requirements do not furnish sufficient accommodation for all persons on board, then additional wood, metal, collapsible, or other boats of approved description (whether placed under davits or otherwise), or approved life-rafts shall be carried, of at least such cubical capacity that they and the boats required to be placed under davits by Table (c) provide together in the aggregate one-half more than the minimum cubic contents provided by column 3 of that table. For this purpose 3 cubic feet of air-case in the life-raft is to be estimated as 10 cubic feet of internal capacity; provided always that the rafts will accommodate the persons for which they are certified under the Regulations.

(c) Provided that if (having regard to the avoidance of undue encumbrance of the ship's deck, and to the safety of the ship for her voyage) it is not practicable for a ship of this class to carry all the additional approved boats or approved life-rafts required by the preceding Sub-section (b), the deficiency so caused may be made up by the supply of an equivalent number of approved buoyant deck seats or other approved buoyant deck fittings.

(d) Ships of this class shall also carry approved life-belts or other similar approved articles of equal buoyancy suitable for being worn on the person, so that there may be at least one for each person on board the ship.

(e) At least one approved life-buoy shall also be provided for each boat of wood or metal carried by the ship, but in no case shall less than six approved life-buoys be provided.

(f) Provided, nevertheless, that no ship of this class shall be required to carry more boats, rafts, and other buoyant deck fittings than will furnish sufficient accommodation for all persons on board.

DIVISION D.—CLASS 2.

REGULATIONS FOR STEAM-SHIPS CARRYING PASSENGERS WITHIN THE LIMITS OF THE PORT OF PORT PHILLIP, OR IN ESTUARIES OR MOUTHS OF RIVERS, DURING DAY-LIGHT.

(a) Ships of this class shall carry at least two boats of Section A, or Section B, or Section C, placed under davits, and with proper appliances for getting them into the water.

(b) They shall also carry other boats, approved buoyant apparatus, and [or] approved life-belts sufficient (with the boats required by paragraph (a)) to keep afloat all the persons on board the ship.

(c) Provided that if (having regard to the avoidance of undue encumbrance of the ship's deck, and to the safety of the ship for her voyage or trade) it is not practicable for a ship of this class to carry two boats as specified in Sub-section (a), then in such case one only of such boats shall be carried, and the deficiency so caused may be made up by the supply of an equivalent number of approved buoyant deck seats or other approved buoyant deck fittings.

(d) At least four approved life-buoys shall be carried.

DIVISION D.—CLASS 3.

REGULATIONS FOR STEAM-SHIPS CARRYING PASSENGERS ON RIVERS AND [OR] LAKES, BUT NOT GOING TO SEA OR INTO ROUGH WATERS.

(a) Ships of this class shall carry one boat in such a position that she can readily be got into the water. They shall also carry approved buoyant apparatus or approved life-belts and approved life-buoys at least sufficient, together with the boat, to keep afloat all persons carried on board.

(b) At least four approved life-buoys shall be carried.

NOTE.—A discretion may be exercised by the Marine Board to relieve steam-launches, steamers plying in narrow waters, and ferry boats from the operation of the whole or part of Regulation (a) of this class.

GENERAL REGULATIONS.

(1) BOATS.—All boats shall be constructed, and properly equipped, as provided by these Regulations, and all boats and other life-saving appliances are to be kept ready for use, to the satisfaction of the Marine Board. Internal buoyancy apparatus may be constructed of wood, or of copper, or yellow metal of not less than 18 oz. to the superficial foot, or of other durable material.

The description of boats to be carried by ships in accordance with these Regulations shall be such as are specified in the following sections :—

Section A.—A boat of this section shall be a life-boat, of whale-boat form, properly constructed of wood or metal, having for every 10 cubic feet of her capacity, computed as in Regulation (2), at least 1 cubic foot of strong and serviceable enclosed air-tight compartments, so constructed that water cannot find its way into them.

Section B.—A boat of this section shall be a life-boat, of whale-boat form, 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. At least one-half of the buoyancy apparatus must be attached to the outside of the boat.

Section C.—A boat of this section shall be a life-boat properly constructed of wood or metal, having some buoyancy apparatus attached to the inside and [or] outside of the boat equal in efficiency to one-half of the buoyancy apparatus provided for a boat of Section A or Section B. At least one-half of the buoyancy apparatus must be attached to the outside of the boat.

Section D.—A boat of this section shall be a properly constructed boat of wood or metal.

Section E.—A boat of this section shall be a boat of approved construction, form, and material, and may be collapsible.

(2) **CUBIC CAPACITY.**—The cubic capacity of a boat shall be deemed to be her cubic capacity, ascertained (as in measuring ships for tonnage capacity) by Stirling's rule; but as the application of that rule entails much labour, the following simple plan, which is approximately accurate, may be adopted for general purposes, and when no question requiring absolutely correct adjustment is raised:—Measure the length and breadth outside and the depth inside. Multiply them together and by $\cdot 6$; the product is the capacity of the boat in cubic feet. Thus, a boat 28 feet long, 8ft. 6in. broad, and 3ft. 6in. deep, will be regarded as having a capacity of $28 \times 8\cdot 5 \times 3\cdot 5 \times \cdot 6 = 499\cdot 8$, or 500 cubic feet. If the oars are pulled in rowlocks, the bottom of the rowlock is to be considered the gunwale of the boat for ascertaining her depth.

(3) **NUMBER OF PERSONS FOR BOATS.**—The number of persons a boat of Section A shall be deemed fit to carry shall be the number of cubic feet ascertained, as in Regulation (2), divided by 10.

The numbers of persons a boat of Sections B, C, D, or E shall be deemed fit to carry shall be the number of cubic feet ascertained, as in Regulation (2), divided by 8. 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.

(4) **APPLIANCES FOR LOWERING BOATS.**—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 lower blocks of the davit tackles; the boats placed under davits are to be attached to the davit tackles and kept ready for service; the davits are to be strong enough and so spaced that the boats can be swung out with facility; the points of attachment of the boats to the davits are to be sufficiently away from the ends of the boats to insure their being easily swung clear of the davits; the boats' chocks are to be such as can be expeditiously removed; the davits, falls, blocks, eye-bolts, rings, and the whole of the tackling are to be of sufficient strength; the boat's falls are to be long enough to lower the boat into the water with safety when the vessel is light. The life-lines shall be fitted to the davits and be long enough to reach the water when the vessel is light; and hooks are not to be attached to the lower tackle blocks.

(5) **EQUIPMENTS FOR COLLAPSIBLE OR OTHER BOATS AND FOR LIFE-RAFTS.**—In order to be properly equipped each boat shall be provided 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 baler, a rudder, and tiller, or yoke and yoke lines, a painter of sufficient length, and a boat-hook. The rudder and baler to be attached to the boat by sufficiently long lanyards, and kept ready for use. In boats where there may be a difficulty in fitting a rudder, a steering oar may be provided instead.

(d) A vessel, to be kept filled with fresh water, shall be provided for each boat.

(e) Life-rafts shall be fully provided with a suitable approved equipment.

(6) **ADDITIONAL EQUIPMENTS FOR BOATS OF SECTION A AND SECTION B.**—In order to be properly equipped, each boat of Sections A and B, in addition to being provided with all the requisites laid down in Regulation (5), shall be equipped as follows, but not more than four boats in any one ship require to have this outfit:—

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

(b) With a mast or masts, and with at least one good sail, and proper gear for each.

(c) With a line becketed round the outside of the boat and securely made fast.

(d) With an efficient compass.

(e) With 1 gallon of vegetable or animal oil, and a vessel of an approved pattern for distributing it in the water in rough weather.

(f) With a lantern trimmed, with oil in its receiver sufficient to burn eight hours.

(7) **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 with reference to each separate pattern approved by the Marine Board; provided always that for every person so carried there shall be at least 3 cubic feet of strong and serviceable 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 to plainly indicate the number of adult persons it can carry.

(8) **BUOYANT APPARATUS.**—Approved buoyant apparatus shall be deemed sufficient, so far as buoyancy is concerned, for 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 not require to be inflated before use, shall be of approved construction, and marked in such a way as plainly to indicate the number of persons for whom it is sufficient.

(9) **LIFE-BELTS.**—An approved life-belt shall mean a belt which does not require to be inflated before use, and which is capable at least of floating in the water for 24 hours with 15 lbs. of iron suspended from it. Life-belts are to be cut out 2 inches under the armpits, and fitted so as to remain securely in their place when put on.

(10) **LIFE-BUOYS.**—An approved life-buoy shall mean either—

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

(b) A strong life-buoy of any other approved pattern and material, provided that it is capable of floating in the water for at least 24 hours with 32 lbs. of iron suspended from it, and provided also that it is not stuffed with rushes, cork shavings, or other shavings, or loose granulated cork, or other loose material, and does not require inflation before use.

All life-buoys shall be fitted with beackets securely seized, and not less than two of them shall be fitted with life-lines fifteen fathoms in length.

(11) **POSITION OF LIFE-BUOYS AND LIFE-BELTS.**—All life-buoys and life-belts shall be so placed as to be readily accessible to all persons on board, and so that their position may be known to those for whom they are intended.

(12) **WATER-TIGHT COMPARTMENTS.**—When ships of any class are divided into efficient water-tight compartments to the satisfaction of the Marine Board, they shall only be required to carry additional boats, rafts, and other life-saving appliances of one-half of the capacity required by these rules.

(13) **INEXTINGUISHABLE LIGHTS.**—Every foreign-going and home-trade ship subject to the provisions of Part VI. of the *Marine Act* 1890, shall be provided with six (6) lights, inextinguishable in water, and fitted for attachment to life-buoys, and in like manner every river and bay ship shall be provided with at least three (3) of the aforesaid lights.

Such lights shall be so placed as to be readily accessible for use in case of emergency.

The foregoing Regulations were made and passed at a meeting of the Marine Board of Victoria held this eighteenth day of December, in the year of our Lord One thousand eight hundred and ninety-one.

ROBERT FULLARTON, President.

ARCHD. CURRIE, Vice-President.

C. W. MACLEAN, Acting Secretary.

Approved by the Governor in Council
the 31st December, 1891.

G. WILSON BROWN,
Clerk of the Executive Council.