

**BOUNDARIES OF THE PORTS, AND HARBOR REGULATIONS.**

In conformity with powers conferred on the Lieutenant-Governor by the Act passed by the Colonial Legislature in the sixteenth year of Her present Majesty's reign, intitled "An Act to Consolidate and Amend the Law relating to Ports, Harbors, and Shipping in the Colony of Victoria," His Excellency, in yesterday's *Government Gazette*, thus defines the limits of the under-mentioned ports:—

The Port of Melbourne, in the said Colony, to consist of all inlets, rivers, bays, and harbours 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 harbours 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 harbours 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 Porthead, Port Albert, Port Fairy, Warrnambool, and Western Port, to consist respectively of the customary anchorages of each of the said harbours or roadsteads.

And His Excellency further proclaims and declares the rules and regulations for the governance and preservation of the said ports respectively, and for the regulation of shipping in the same, mentioned in the Proclamation dated the 2nd day of October, 1853, (1852?) shall be repealed, and that the rules and regulations hereinafter mentioned be substituted in their stead.

**GENERAL RULES AND REGULATIONS.**

1. No boat shall go alongside of any vessel entering any port, except those duly authorised by Government, before the ship is properly secured at her anchorage and has been declared free by the Immigration 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, 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 unshut 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 any vessels in harbor on Sundays, except such as may be necessary for the cleanliness and safety of the ship, or 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, or 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 lay for the purpose of loading and unloading cargo, between the hours of 10 o'clock p.m. and 5 o'clock a.m., except on the days of arrival or departure; nor shall any vessel be fumigated or smoked for the extermination of any vermin without permission from the Harbor Master.

9. All ships and vessels at anchor or alongside any wharf in Victoria, are required to be provided with fire buckets in the proportion of four to every hundred tons per register, one-half of which are to be constantly hung up in some convenient place, with lanyards attached ready for drawing water.

10. No spirits to be drawn off on board of any vessel in the Ports of Victoria by candle or other artificial light, unless secured in a lantern.

11. 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.

12. No unauthorized person shall throw a dead body into any port, or allow any dead animal to be left on the shores thereof.

13. 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 and Harbor Master or Health Officer; and should such death have been sudden, he must also report the circum-

stances immediately to the Coroner.

14. 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; all other descriptions of deck vessels must have at least one person on board by day and by night.

15. 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 proposed to be done on private property.

16. 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.

17. Ships or vessels meeting with any accident, or causing damage to others, while in charge of any officer under the authority of the Port and Harbor Master, have no claim on Government for such damages.

18. 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 Marryatt's code of signals, or a distinguishing flag, shall communicate the same to the Harbor Master.

19. Masters of vessels arriving from ports beyond the Australian Colonies are not allowed to let their steerage passengers leave their vessels for the purpose of landing at Melbourne after one o'clock p.m., during the months of April, May, June, July, August, and September, nor after two o'clock p.m. during the remaining months, unless with the consent of the Immigration Officer. This rule will be strictly enforced.

20. A copy of these regulations shall be delivered to the Master of every vessel upon arrival by the boarding pilot, which is to be returned to the pilot on the vessel leaving the port.

**HARBOR MASTER.**

21. It shall be competent at any time for the Port Officer or Harbor Master, or a person deputed by either of them, to enter any ship, lighter, boat, or timber to be removed 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.

22. 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 haws, 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.

23. 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.

24. 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 performance thereof.

**PILOTS.**

25. 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.

26. 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.

27. Pilots on being appointed to outward bound ships are immediately to repair on board, and, before taking charge, are to ascertain that her decks are clear, and that she is sufficiently manned, and in a proper state for working as regards masts, rigging, sails, chalus, and anchors.

28. The master of any ship requiring a pilot to con-

anchors.

26. 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.

27. 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 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.

28. 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 mainmast head, and keep the same flying until cleared by the Immigration Officer.

29. 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 mainmast head, and if bound into Port Phillip to keep the same flying until past Swan Point.

30. No pilot shall be taken to sea by the master of any vessel, except in cases of absolute and unavoidable necessity.

**RIVER YARRA YARRA.**

31. No lighter or boat shall anchor between the line 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 lay close over on either side of the river, and parallel with it; nor shall any bower, cable, chain, or rope be placed across any such fairway or river without due permission of the Harbor Master.

**WHARVES AND JETTIES.**

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

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

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

33. 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 deck of any ship lying alongside of any quay. Vessels taking in cargo to have an unoccupied berth, which is to be given up when required for other purposes by the Harbor Master.

34. 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.

35. 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 of 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.**

36. 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, gravel, rubbish, earth, stone, wreck, filth, or refuse, shall be removed as and where such Port Officer or Harbor Master may direct.

37. 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.

38. 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

taking in ballast, coals, rubbish, gravel, earth, or filth, so as effectually to prevent any part thereof falling overboard; and no ballast to be taken on board or discharged from any vessel after dark.

39. All lighters or boats employed in carrying ballast shall have a mark cut upon the stern and stern-post, showing the draught of water for every five tons weight they carry.

Such marks and corresponding draughts of water to be endorsed upon their license, which is to be produced when asked for.

**RULES TO BE OBSERVED BY VESSELS PASSING EACH OTHER.**

40. Whenever any vessel proceeding in one direction meets a vessel proceeding in another direction, and the master or other person having charge of either such vessel, perceives that if both vessels continue their respective courses they will pass so near as to involve any risk of a collision, he shall put up the helm of his vessel to port so as to pass on the port side of the other vessel, due regard being had to the tide, and to the position of each vessel with respect to the dangers of the channel, and as regards sailing-vessels to the keeping of each vessel under command; and the master of any steam-vessel navigating any river or narrow channel shall keep as far as is practicable to that side of the fairway or mid-channel thereof which lies on the starboard side of such vessel. And if the master or any other person having charge of any steam-vessel neglect to observe these regulations, or either of them, he shall for every such offence be liable to a penalty not exceeding fifty pounds.

41. Steamers when steering the same course inside of Gellibrand's Point, either with or without vessels in tow, and one overtaking the other, the vessel gained upon to slack her speed, if practicable, until the other has passed her.

42. When steamers have vessels in tow and are steering opposite courses, the steamer bound up the river shall, before meeting the vessel coming down the river, slack her speed, when practicable, until the other has passed her.

43. Steam-vessels when passing or near to sailing-vessels, are always to be considered in the light of vessels navigating with a fair wind.

44. Steamers shall, on tearing any vessel aground, slack their speed until safely passed.

45. No steamer to tow vessels between the upper and lower legal wharves at Melbourne without the sanction of the Harbor Master.

46. Steam-vessels shall not proceed at more than half speed whilst navigating amongst the shipping in any port of Victoria.

47. Steamers at all times when under weigh inside of Point Gellibrand or any narrow channel, must have a responsible person on the bridge to look out.

48. No lower square-sails to be set on board of any steamer whilst navigating amongst the shipping.

The following established nautical rules are appended for the guidance of masters of steamers and sailing-vessels.

49. Sailing-vessels and ships having the wind fair shall give way to ships on a wind.

50. When two ships are going by the wind, the ship on the starboard tack shall keep her wind, and the one on the port tack bear up, thereby passing each other on the port hand.

51. When two ships have the wind large or a beam, and meet, they shall pass each other in the same way on the port hand, the helm of each being put a-port.

**QUARANTINE.**

52. Before any vessel can be allowed to pass beyond Swan Point, at Port Phillip Heads or the nearest anchorage at the entrance of any other port of Victoria, or have communication with the shore or other vessels, the Master thereof is to produce to the pilot or other authorised officer who shall demand the same, all necessary papers or documents, and truly answer all questions touching the state of health on board such vessel as shall be put to him by the pilot, health officer, or other duly authorised person, and is to follow such direction respecting the vessel, crew, and passengers as they may give.

**GUNPOWDER.**

53. All vessels arriving in the ports of Victoria having gunpowder on board exceeding thirty pounds, shall hoist the union jack at the main, and remain at an anchor outside of the regular anchorage off the Point until such gunpowder be landed.

54. Twelve hours after anchoring allowed for land-

until such gunpowder be landed.

56. Twelve hours after anchoring allowed for landing whatever gunpowder there may be on board, whether as cargo or stores, at the appointed magazine.

57. Vessels are not to take on board gunpowder at any other anchorage than that pointed out by the Harbor Master.

58. Gunpowder to be landed or removed only between sunrise and sunset, at the expense of the proprietor or importer, and under the supervision of the water police.

59. All boats used for the conveyance of gunpowder to or from vessels are to be provided with tarpaulins, and to be properly housed over.

60. No fire or light to be burning during the time such gunpowder is being discharged.

61. 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.