BOUNDARIES OF THE PORTS, HARBOR, AND HARBOR MAINTENANCE.

In conformity with powers conferred on the Lieutenant-Governor by the Act passed by the Colonial Parliament, entitled "An Act to Consolidate and Amend the Acts relating to Ports, Harbors, and Sailing in the Port of Melbourne," the Governor, on the authority of the Colonial Government, has defined the limits of the undermentioned ports:

1. The Port of Melbourne, in the said Colony, to consist of all wharves, rivers, bays, and harbors within Hobson’s Bay, and any part thereof, together with the Port of Port Phillip, as far as Portsea Point, and all wharves, rivers, bays, and harbors within the Port of Port Phillip, as far as Point Lonsdale, and not included in the Ports of Melbourne and Geelong respectively.

2. The Port of Geelong, in the said Colony, to consist of all wharves, rivers, bays, and harbors within the Port of Port Phillip, as far as Portsea Point, as far as Point Lonsdale, and not included in the Ports of Melbourne and Geelong respectively.

3. The respective ports of Portland, Port Albert, Port Fairy, Warrnambool, and Western Port, to consist respectively of the customary anchorage of each of the said harbors or roadsteads.

And His Excellency further proclaims and declares the rules and regulations for the government and preservation of the said ports respectively, and for the regulation of shipping in the same, mentioned in the Act of the 27th day of May, 1853, to be observed, and that the rules and regulations hereinafter mentioned shall be observed by all persons respectively.

PORTS, HARBOR, AND HARBOR MAINTENANCE.

1. No boat shall go alongside of any vessel entering any port, except those duly authorised by the Governor, before the vessel is secured at her anchorage, and has been declared free by the Immigration or other proper officer.

2. All vessels shall have buoyant and sufficient buoy ropes to secure their anchors. Any anchor or hodge slipped, parted, or torn between the tides, may be seized by the order of the Port Officer or Harbor Master, and the risk and expense of the owner, and if no buoy rope has been attached, the anchor or hodge to be forfeited.

3. All vessels are to unlash their guns before they anchor, and no guns or arms are to be discharged from any ship, unless permission has been obtained from the Master or Harbor Master.

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

5. No vessel shall be manned on Sunday from her anchorage or from her being alongside any quay, and no work is to be done on board any vessel in harbor or roadsteads, except when 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 at anchor within the ports of Melbourne and Geelong, at a greater distance than two miles from their respective limits.

7. No pitch, tar, resin, or other combustible matter, shall be burnt on board any vessel, or kept within any vessel, on any port or harbor of Victoria.

8. No fires shall be lighted or allowed to burn on board any vessel in any port or harbor of Victoria, where vessels are for the purpose of loading or unloading cargo, between the hours of 8 o'clock p.m. and 6 o'clock A.M., except on the days of arrival or departure, and no vessel be anchored or moored 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 register, one half of which must constantly hang up in some convenient place, with lanyards attached ready for use at short notice.

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

11. No person shall make fast any vessel, raft, timber, or other article, to any vessel, bank, or sea mark in any way improper.

12. No unauthorised person shall throw a dead body into the sea, or in any way deaden the sale of the shores thereof.

13. In the event of death on board of any vessel, the Master of such vessel shall cause the body to be buried on shore, according to the particular in the Port and Harbor Master’s register, and should such death have been male, he must also report the circumstances immediately to the Governor.

14. All masters of ships exceeding two hundred tons, lying in any of the ports of the said harbor, shall cause a sufficient guard to be kept on deck both by day and night, and of one man if the ship shall not exceed the tonnage of three hundred tons. If the ship shall exceed that tonnage, all other descriptions of deck vessels must have at least one man on board by day and by night.

15. Masters requiring to carry or leave from their vessels for the purpose of inspection or repair, are to be entitled to apply to the Port Officer or Harbor Master of the port for permission, except such as such work is proposed to be done on private property.

16. 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, shall have no claim on Government for such damage.

17. All masters and others in charge of vessels, or traders entering any port in the colony, shall show their number or distinguishing flag, and keep the same flying until answered at the respective signal stations. Such vessels as are not provided with Murray’s code of signals, or any other suitable order, are to be demurred, or their grievance making a signal for a distinguishing flag, and communicate the same to the Port Officer at once.

18. Masters of vessels arriving from ports beyond the Australian Colonies are not to allow their seamen during the voyage to be landed at Melbourne after one o’clock p.m., during the months of May, June, July, August, and September, after two o’clock p.m., during the remaining months, unless with the consent of the Immigration Officer. This rule will be strictly observed.

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

HARBOR MASTER.

20. It shall be competent at any time for the Port Officer or Harbor Master, or any person appointed by either of them, to order any ship, lighter, boat, or timbers to be removed from any berth alongside any quay or wharf, from or to any part of the harbor, whenever such removal shall be found necessary, for the general accommodation of the shipping, be proper.

21. All masters or other persons in charge of vessels are immediately to strike their topmost yards and masts, to have their ship and powder house hoisted clear of water, and closed, when called upon by the Port Officer or Harbor Master, or any person appointed 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.

22. The master or any vessel desiring to remove such ship or vessel 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.

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

PILOTS.

24. Qualified persons appointed by the Lieutenant-Governor to act as pilots are to board all ships arriving at the Heads, except such as shall have a pilot already on board, or have not been at the Heads within the last twenty-four hours, and shall be supplied with a written order from the Master of the vessel, stating the name of the vessel, the name of its master, and any other particulars relating to the voyage, as may be required.

25. All masters of every ship not by law exempt from the necessity of employing the services of a pilot, or if in the case of the first pilot (daily appointed) that may come alongside.

26. Pilots on being appointed to outward bound ships are immediately to report on board, and, before taking charge, are to ascertain that her decks are cleared, that the master is sufficiently manned, and in a proper state for working as regards masts, rigging, sails, chalks, and anchors.

27. The master of any ship requiring a pilot to assist in the execution of any operation or any part of the voyage.
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The master of any ship requiring a pilot to conduct her in or out of any port, must make an application in writing, at least twenty-four hours previously, to the Port Officer of the port:

1. Any person, directly or indirectly, of any kind, or any part of any cargo, except at the place point out by the Port Officer or Harbor Master, may not be landed or discharged at the port, except as is allowed by the Port Officer or Harbor Master, in writing.

2. Masters of ships are not to land and other materials at any port of the colony for ballasting the ships, except as allowed by the Port Officer or Harbor Master of the port.

3. Proper persons are to be used in discharge of ballast, in the port, and unless the master shall land, in the port, for ballast, gravel, earth, or other material, so as to prevent such persons from discharging the cargo, so as to prevent any port thereof failing.

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

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

RULES TO BE OBSERVED BY VESSELS進入ING EACH OTHER.

5. 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 reciprocal courses they will pass so near as to involve any risk of collision, he shall put 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 such vessel with respect to the dangers of the channel, and as regards sailing-vessels to the keeping of each under command; and the master of any steam-vessel navigating any narrow channel shall keep as far as practicable to that side of the channel not in 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, on sailing-vessels to give way, he shall for every such offence be liable to a penalty not exceeding fifty pounds.

6. Sailing-vessels shall in all cases bear to the right of the vessel in the opposite course, and to that side of the channel, and as regards sailing-vessels to the keeping of each under command; and the master of any steam-vessel navigating any narrow channel shall keep as far as practicable to that side of the channel not in 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, on sailing-vessels to give way, he shall for every such offence be liable to a penalty not exceeding fifty pounds.

7. Sailing-vessels, when meeting or passing, are always to consider the light of vessels navigating with a fair wind.

8. Sailing-vessels, when meeting or passing, are always to consider the light of vessels navigating with a fair wind.

9. No steamers to pass between the upper and lower legal wharves at Melbourne without the sanction of the Harbor Master.

10. Steamers shall not proceed at more than half speed whilst navigating among the shipping in any port of Victoria.

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

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

The following established signals are arranged for the guidance of masters of steamers and sailing-vessels:

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

14. 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.

15. 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 to port.

QUARANTINE.

16. No vessel may be allowed to pass beyond Steav Point, at Port Phillip Heads, or the nearest anchorage at the entrance of any other port of Victoria, or have communication with any other port, without the Master thereof being to produce to the pilot or other authorized officer who shall examine the vessel, all necessary papers of officers, or men, and truly answer all questions touching the state of health on board such vessel as shall be put to him by the pilot, medical officer, or other duly authorized person, and to follow such direction respecting the vessel, water, carriage, or passengers as they may give.

CONTAMINATION.

17. All vessels arriving in the ports of Victoria having passengers on board exceeding thirty pounds, shall not enter the union jack at the main, and all day signal of the regular anchor off the Point until such passengers be landed.

18. Vessels after anchoring allowed for land.
until such gunpowder be landed.

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

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

54. Gunpowder to be landed or removed only between sunrise and sunset, at the expense of the proprietor or importer, and under the inspection of the Water Police.

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

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

57. 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.