

(No. 74.)



1883.

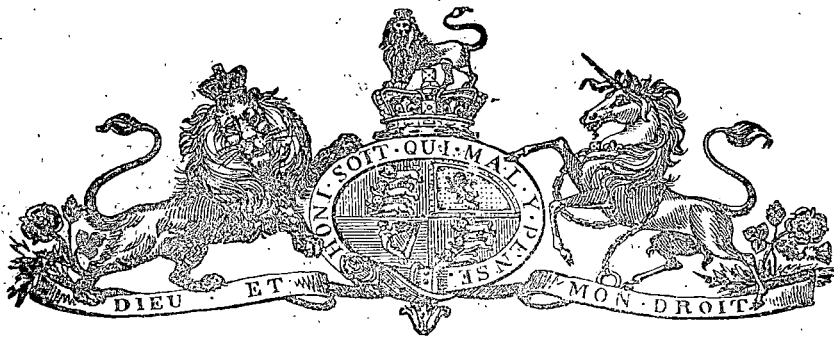
TASMANIA.

LEGISLATIVE COUNCIL.

HOBART MARINE BOARD:

BY-LAWS Nos. 13, 14, AND 15.

Laid upon the Table by Mr. Moore, and ordered by the Council to be printed,
August 8, 1883.



GOVERNMENT NOTICE.

No. 145.

Treasury, Hobart, 23rd April, 1883.

THE HOBART MARINE BOARD.

THE Governor directs the publication of By-laws Nos. 13 and 14 made by the Hobart Marine Board in substitution of those published in the *Gazette* of the 17th instant, the Master Warden having reported that, at a Meeting of the Board held on the 20th instant, at which a majority of the Members were present, it was decided that the By-laws as published in the *Gazette* of 17th instant should be cancelled.

By His Excellency's Command,

J. S. DODDS.

BY-LAW No. 13.

For fixing and regulating the Fees or Charges to be paid by any Vessel not liable to pay Wharfage Rates which embarks or disembarks passengers, or loads or lands any goods, at any Wharf completed, made, or constructed by the Board.

At a Meeting of the Hobart Marine Board, at which a majority of the Members were present, the following By-law was duly made and passed for the purposes above-named, pursuant to the powers vested in the Board by "The Marine Board Act" (21 Vict. No. 16), and "The Marine Board Amendment Act, 1882," (46 Vict. No. 37), and of every other power enabling the Board in that behalf:—

1. The following Fees or Charges shall be paid by every Vessel not liable to pay Wharfage Rates which shall embark or disembark passengers at any Wharf completed, made, or constructed by the Board, or which shall use any such Wharf without loading or landing any goods liable to wharfage on, from, or upon any such Wharf:—

For every Steam Ferry-boat, River or Coasting Steamer, of less than 25 tons register, an annual fee or charge of £5, to be paid to the Collector of Customs at the Port of Hobart, by two half-yearly instalments, payable in advance, on the 1st day of July and the 1st day of January in each year; the first of such instalments to be payable on the 1st day of July, 1883. And for every Steam Ferry-boat, River or Coasting Steamer above 25 tons register, an annual fee or charge of £10 per annum, payable as above.

For every Barge, Boat, or Vessel propelled with sails, trading to or from Hobart and any place within Cape Pillar, on the eastern side of Storm Bay, and Recherche Bay, at the southern extremity of D'Entrecasteaux Channel, a Fee of Twopence per ton (register) per month: such Fee to be payable monthly, in advance, to the said Collector of Customs, the first payment to be made on the 1st day of July, 1883.

For every Barge, Boat, or Vessel propelled with sails, trading to or from Hobart coastwise beyond the limits above defined, a Fee of Twopence per ton (register) for each trip of such vessel: such Fee to

be payable to the said Collector of Customs immediately such vessel is moored alongside the wharf.

For every Intercolonial Trader or Foreign-going Ship or Vessel, whether propelled by steam or sails, for each occasion of entering the port upon which passengers are landed or disembarked, but on which no goods liable to pay Wharfage Rates are landed from such vessel, a Fee or Charge of Threepence per ton (register) shall be paid to the said Collector of Customs when entering the ship inwards at the Custom House.

2. Every owner, master, or person in charge of any ship, steamer, vessel, barge, steam ferry-boat, or other boat who shall infringe this By-law shall be liable to a penalty not exceeding £10 for every such offence, in addition to being ordered to pay the fee or charge hereby imposed.

In any prosecution for breach of this By-law the onus of proving that the ship, steamer, vessel, barge, steam ferry-boat, or other boat in respect of which any fee or charge hereby imposed is sought to be enforced is exempt from such fee or charge, shall be upon the defendant.

E. M. FISHER, *Master Warden.*

13th April, 1883.

BY-LAW No. 14.

For prescribing and regulating the limits within which any Steam Ferry-boat or any Steamship conveying passengers or goods for hire within the River Derwent and the Port or Harbour of Hobart, or within any other River or Harbour within the jurisdiction of the Hobart Marine Board, shall ply for hire or convey passengers or goods for hire within such River or Harbour, and for the prevention of the overloading of such Steamships or Steam Ferry-boats, and of overcrowding of the same with passengers.

At a Meeting of the Hobart Marine Board, at which a majority of the Members were present, the following By-law was duly made and passed for the purposes above-named, pursuant to the powers vested in the Board by "The Marine Board Act" (21 Victoria, No. 16), and "The Marine Board Amendment Act, 1882," (46 Victoria, No. 37), and of every other power enabling the Board in that behalf:—

1. The master or person in charge of every Steam Ferry-boat or Steamship which shall ply for hire or convey passengers or goods for hire within the River Derwent or the Port or Harbour of Hobart, or within any other River or Harbour within the jurisdiction of the Hobart Marine Board, shall, in addition to such Certificate of the sufficiency of the machinery as is provided by "The Marine Board Amendment Act, No. 4" (38 Victoria No. 4), obtain a Licence, in such form as the Board may prescribe, setting forth the number of passengers which such vessel can safely and conveniently carry, and such Licence when obtained shall remain in force until some alteration is made in the vessel whereby the passenger accommodation is or may be interfered with, or until such Licence is withdrawn or revoked by the Board. The fee for such Licence shall be Five Shillings.

2. Every such Licence shall specify the name of the vessel and the number of passengers which such vessel is authorised to carry, and, in any case in which the Board shall deem

necessary, it may specify the decks on which such passengers may be carried, and the number authorized to be carried on each of such decks; and every such Licence may also specify the number of passengers which may be carried by any such vessel in "smooth water," "rough water," and "partly rough water" in any case in which it is intended to authorize a vessel to carry passengers in such waters or any of them, and may fix and limit the waters in which such vessel may convey passengers.

3. For the purposes of this Bye-law, "smooth water" means and includes so much of the River Derwent as is above an imaginary line drawn from the Signal Station at Battery Point, Hobart, to the Kangaroo Bluff. "Partly rough water" means and includes so much of the water of the Derwent and of the Port or Harbour of Hobart or any other waters within the jurisdiction of the Hobart Marine Board which extend or are below the imaginary line last mentioned as far as the Iron Pot Lighthouse at the entrance to the River Derwent on the one hand, to the north end of Huon Island in D'Entrecasteaux Channel on the other, including the Huon River by passing from the Channel to the Huon through the passage at the northern end of Huon Island. "Rough water" means and includes so much of the waters of the Port or Harbour of Hobart or any other waters within the jurisdiction of the Hobart Marine Board as are outside the limits last before-mentioned, but not extending beyond Norfolk Bay on the one hand and Southport on the other.

4. The owner, master, or person in charge of every vessel holding such Licence as aforesaid shall keep suspended in the cabin or other conspicuous part of such vessel the Licence under which such vessel is then carrying passengers, or a copy of such Licence certified to be such by the Secretary to the Board. The fee for a certified copy of a Licence shall be One Shilling. Any person infringing this Bye-law shall be subject to a penalty not exceeding Five Pounds for such offence.

5. The owner, master, or person in charge of any Steam Ferry-boat or Steamship conveying passengers as aforesaid who shall convey any number of passengers at any one time in excess of the number authorized by his Licence then in force to be carried, or who shall convey passengers outside the limits (if any) named in his Licence, shall forfeit and pay a penalty not exceeding Ten Pounds for every such offence.

E. M. FISHER, *Master Warden.*

13th April, 1883.

GOVERNMENT NOTICE.

No. 211.

Treasury, Hobart, 29th June, 1883.

THE MARINE BOARD ACT, &c.

THE Governor directs the publication of By-Law No. 15, made by the Hobart Marine Board, in respect to Pilotage and Harbour Dues.

By His Excellency's Command,

J. S. DODDS.

HOBART MARINE BOARD.

By-Law No. 15.

A BY-LAW to regulate and determine the Rates of Pilotage and Fees for service by the Harbour Master.

AT a Meeting of the Hobart Marine Board at which a majority of the Members were present, the following By-Law was duly made and passed, pursuant to the powers vested in the Board by "The Marine Board Act" (21 Victoria, No. 16,) and of every other power enabling the Board in that behalf:—

1. By-Law No. 3 shall be and the same is hereby repealed.
2. Clauses 7 and 9 of By-Law No. 4 shall be and the same are hereby repealed.

Pilotage.

3. The rate of pilotage payable on and in respect of vessels not exempt therefrom, on each and every occasion on entering into the Port of Hobart, shall (save as hereinafter provided) be as follows:—

For every sailing vessel the sum of Sixpence per ton.

For every steam vessel the sum of Fourpence per ton.

Provided that the total amount payable by any vessel so entering the said Port shall not exceed the sum of £15 nor be less than the sum of £4.

4. Any vessel under 80 tons register shall not be liable to pay pilotage unless the master thereof shall require and employ the services of a pilot.

5. All vessels (other than such as are exempted from pilotage by the said Act or any Amendment thereof) entering the Port of Hobart, and exceeding 80 tons register, shall be liable to pilotage whether a pilot be actually employed or not.

Harbour Dues.

6. The following services performed to any vessel by or under the direction of the Harbour Master shall (save as hereinafter provided) be severally paid for at the rate of One half-penny per ton; that is to say,—

For mooring or anchoring on arrival.

For unmooring and moving to the wharf.

For hauling off the wharf and remooring.

For unmooring and moving to a fair way to sea.

For any removal from one place of anchorage or mooring to another.

Provided that the total amount payable for all or any one or more of the several services above-mentioned shall not exceed the sum of £7 10s.

7. This By-Law shall commence and take effect on and from the 1st day of August next.

E. M. FISHER, *Master Warden.*
29th June, 1883.