

18. Any Justice, upon the complaint of the Harbour Master or any other person, may issue his warrant for the clearing of the harbour, or removing of such sunk or stranded vessel or boat, baulk of timber, or other bulky article, in such manner as such Justice shall direct, and for causing such vessel or boat, baulk of timber, or other bulky article to be sold, and out of the money arising from such sale, may pay the charges of such clearing or removal, as the case may be, paying the surplus to the Harbour Master, to be accounted for by him.

19. Whenever a vessel, not employed in coasting only, arrives within the harbour, the Harbour Master shall appoint the place where she is to cast anchor or be moored; and as often as the Master of any vessel is desirous of moving her from one place of anchorage to another, he shall notify, in writing, such his desire to the Harbour Master, who shall thereupon, unless he sees sufficient reason to the contrary, direct the removal accordingly.

20. In the performance of any such service by the Harbour Master, the Master of the vessel and the crew thereof are required to give and afford to such Harbour Master all possible aid and assistance to effect the same; and in effecting any such service, or any other service in the execution of his duty, the Harbour Master is empowered to make fast and attach any rope or other tackle to any other vessel, and if there is no crew of the vessel to be moved, or the crew thereof refuse or fail to aid and assist as aforesaid, or if the crew, or tackle, or quantity of ballast on board such vessel is not sufficient to enable the Harbour Master to effect such removal, he is empowered to hire and employ such other assistance and tackle, and to purchase and put on board such vessel such other quantity of ballast as to him seems requisite, at the cost or charges of the Master or owner of such vessel, and such cost and charges such Master or owner is required to pay to the Harbour Master, to be accounted for as aforesaid; and if any person, without the consent and authority of the Harbour Master, cuts or casts off any such rope or tackle, so made fast and attached to any other vessel as aforesaid, or in any other manner infringes this regulation, such person shall forfeit a penalty not exceeding twenty pounds.

21. All vessels must unshot their guns immediately after entering any port or harbour, and no guns or firearms are to be discharged, or blue lights, rockets, or other combustibles burned or discharged from any ship, vessel, or boat (except from mail steamers announcing their arrival or departure) unless permission, in writing, has been obtained from the Harbour Master, except only when urgent assistance is required, under a penalty of five pounds.

22. All ships and vessels under 400 tons, at anchor, are required to be provided with fire-buckets in the proportion of four to every hundred tons, and two for every additional hundred tons, one half of which are to be constantly hung up in some convenient place, with lanyards attached, ready for drawing water.

23. In the event of the death of any person on board of any vessel in port, the Master of such vessel is to cause the body to be buried on shore, previously reporting the particulars to the Police.

24. The master, or person in charge of any ship or vessel, with the undermentioned exceptions, shall at all times in port, as well by day as by night, have at least one seaman in charge of the deck of such ship or vessel; and the person having such charge, and all persons having the charge of or being on board of any boat within any port, shall answer to the challenge of the Water Police, or other duly authorised public officer. Vessels laid up, coal hulks, ballast or other lighters, lying in such limits as the Harbour Master may authorise them to occupy, are exempt from the foregoing regulation.

25. Masters requiring to careen, heave down, or haul their vessels on shore for the purpose of inspection, or repairs must apply to the Harbour Master of the port for permission, except when such work is proposed to be done on private property.

26. Accidents involving personal injury, loss of life or property from loss or collision of vessels or boats, are to be reported, in writing, by the person in charge to the nearest Harbour Master and principal Officer of Customs as soon as possible.

27. All Masters, Pilots, or other persons in charge of vessels, are immediately to strike their top-gallant yards and masts, to have their jib, spanker, and all other booms rigged close in, top up, and brace fore and aft all yards, and moor and clear hawse when called upon by the Harbour Master, or person deputed by him, and are generally to follow such directions as the weather, the crowded condition of the port, or other circumstances may render necessary or expedient in the judgment of the Harbour Master, with a view to the safety and interest of the whole shipping.

28. No rubbish or filth is to be landed on any lands belonging to the Crown, except in such places as the Harbour Master may point out, under a penalty of five pounds, to be paid by any person landing such rubbish or filth.

29. No ballast, rubbish, gravel, earth, stones, earthenware, glass, or filth is to be thrown overboard from any vessel or boat, but is to be landed and placed where the Harbour Master may direct; and no gravel, earth, stones, earthenware, glass bottles, filth, or rubbish, is to be placed by any other means at any place below the high water mark within the harbour; and proper tarpaulins are to be used in discharging or taking in ballast, coals, rubbish, gravel, earth, or filth of any kind, so as to prevent any part thereof falling into the harbour; and any person who shall offend against any of the provisions of this regulation shall be liable to a penalty not exceeding twenty pounds.

30. No pitch, tar, resin, or other combustible matter shall be lighted or heated on board of any vessel

or boat while lying alongside or near any vessel in the harbour; and any person who shall offend against this regulation shall be liable to a penalty not exceeding twenty pounds.

31. No wreck is to be left in any part of the harbour, but must be conveyed on shore above high water mark; and if any wreck is so left, the owner thereof shall be liable to a penalty not exceeding twenty pounds.

32. Any person throwing a dead animal into the harbour, or placing any dead animal below high water mark, within the limits of the anchorage, shall be liable to a penalty not exceeding five pounds, and an additional penalty of one pound for every day during which any such animal remains in the harbour, or below high water mark, or buried on the beach above high water mark. Provided that no such penalty and additional penalty shall together exceed the sum of twenty pounds.

33. No ballast, shingle, stone, or shells, or any part of the soil, shall be removed from any land of the Crown without the permission of the Harbour Master, under a penalty of five pounds.

GUNPOWDER.

34. The Master of every vessel arriving with gunpowder on board exceeding the quantity necessary as ship's stores, shall give immediate notice thereof to the Pilot on his boarding the vessel, and if none, to the Harbour Master, and shall land the same at the powder magazine before anchoring at the usual anchorage ground.

35. No gunpowder is to be either received or issued by the Keeper of the Magazine, except between the hours of seven in the morning and five in the afternoon.

36. The Master of every vessel shall cause all gunpowder to be conveyed to the magazine immediately after its being landed, or forfeit a sum not exceeding ten pounds.

37. All gunpowder so landed must be packed in barrels, containing not more than one hundred weight, closely joined and hooped, without any iron about the packages, and so secured that no portion of the gunpowder be in danger of being scattered in the passage; and any person offending against this regulation shall incur a penalty of any sum not exceeding ten pounds.

38. All boats used for the conveyance of gunpowder to or from vessels are to be provided with tarpaulins, and to be properly housed over, and to have a red flag flying when powder is on board.

39. No fire or light is to be burning on board of any vessel or boat during the time gunpowder is being discharged from, or taken on board of, such vessel or boat.

MAIL VESSELS.

40. All vessels having Mails on board for the Province of Canterbury are, on approaching the anchorage, to hoist a white flag at the foremast head, which flag must be kept up until the Mails are taken out of the vessel.

STEAMERS.

41. Every steam-vessel, when navigating any narrow channel, shall, whenever it is safe and practicable keep to that side of the fair-way, or mid-channel, which lies on the starboard side of such steam-ship.

42. Steamers, when steering the same course inside the bar or entrance of any river or harbour, or in any narrow channel, either with or without vessels in tow, and are overtaking the other, the vessel gained upon is to slack her speed until the other has passed her.

43. Steamers at all times, when under weigh within any port, must have, in addition to the helmsman, a competent person on the bridge, in charge of the vessel, and also a competent person in charge of and attending to the engine. The utmost care must be taken by the person or persons in charge to prevent accidents to other vessels and boats.

44. Steamers shall not proceed at more than six miles per hour whilst navigating amongst the shipping of any port, and if entering or leaving after dark, must sound the bell or steam-whistle constantly.

SIGNALS

to be made from all vessels in harbour when the following are required:—

- Sea Pilot—Union Jack at the fore.
- Police Boat—Ensign at the main.
- Police Boat, at night—Two vertical lights at the peak, four feet between each.
- Customs' Boat—Union Jack at the peak end.
- Medical Assistance—Union Jack over the Ensign at the peak end.