4. The master of every vessel discharging ballast at the said wharves shall have all such ballast taken away and deposited above high-water mark, or at such place as may be approved of by the Minister or by any person appointed by the Minister for that purpose.

SECOND SCHEDULE

REGULATIONS

1. IN these regulations, if not inconsistent with the context,—

"Council" means the Otamatea County Council, its successors and assigns :

"Boat" means any open, decked, or half-decked boat, punt, or barge attached to or used in connection with any ship or other vessel lying in or belonging to or visiting the Kaipara Harbour, and also any such boat, punt, or barge used for the purposes of business or pleasure by residents of the district of Kaipara, in which the means of propulsion is either exclusively by oars or partly by oars and partly by sails :

"Master" means and includes the person actually in charge of any vessel, whether or not he is certificated :

"Vessel" means and includes every description of launch or ship whether used in navigation or in any way kept or used as a hulk or storeship, or for any other purpose whatsoever, whether business or pleasure, and not coming within the above definition of "boat" :

"Wharf" has the same meaning as in the Harbours Act, 1923 ; and includes for the purpose of these regulations a road-metal hopper or ferry-slip :

"Wharfinger" includes every person actually in charge of any wharf for the time being.

2. The master of any vessel loading or discharging at any wharf shall be deemed responsible for the proper slinging and landing of all goods, and responsible for all damage that may occur either from the breakage of slings or from the goods being improperly slung or improperly handled.

3. It shall be the duty of the master to cause proper tarpaulins to be stretched from the wharf to the vessel loading or discharging as aforesaid, and to be there maintained while cargo or ballast is being handled or shipped.

4. In case any vessel does or causes any damage to any wharf or any part thereof, or to any machinery or building thereon or appertaining thereto, then, and in any such case, the master of such vessel shall forthwith report the occurrence to the wharfinger by telegraph, or by at once reporting to the wharfinger in person, or should there be no wharfinger, then shall he report to the Council in like manner.

5. Any damage done or caused as aforesaid may be repaired by the Council, and the cost thereof shall be recoverable by the Council from the master and owner of any such vessel, or either of them, in any Court of competent jurisdiction.

6. The owner of all goods landed on any wharf, or brought thereon for shipment, shall place such goods as the wharfinger or other authorized person directs, and so as to keep all mooring posts or rings free and all rails or tramways clear.

7. Before any vessel or boat is removed from any wharf, the master or other person in charge of the said vessel or boat shall cause all dirt or rubbish to be thoroughly cleared from the portion of the said wharf occupied by such vessel or boat, and shall deposit such dirt or rubbish at such places as may be appointed by the wharfinger or other person in charge.

8. No person shall make fast any boat to any steps or landing-place or so near thereto as to obstruct the approach of other vessels, nor shall any person permit any boat to lie longer alongside any steps or landing-place than is required for landing passengers.

9. (a) No person shall take, drive, or work, or cause to be driven, taken, or worked, any cart, vehicle, or horse on any wharf on which carts, vehicles, or horses are permitted by the wharfinger or person in charge to be taken at other than a walking pace.

(b) If such cart or vehicle is drawn by one horse, the person in charge shall walk at the head of and lead the horse, and no person shall ride on any wharf, but shall dismount and lead his horse.

(c) Every person driving or taking any vehicle on any such wharf shall remain in attendance thereon, so as to have control of his horse or horses.

10. All watermen, stevedores, carters, and other persons employed on any wharf or any public landing-place shall be under the control of the wharfinger or other person in charge, and shall obey all orders given by such person in charge.

11. No person shall in any way obstruct or impede traffic on any wharf, nor make use of any provoking, abusive, obscene, or other improper language thereon.

12. (a) No person shall, otherwise than as specifically permitted by these regulations, obstruct or impede ingress to or egress from any wharf by any vessel, boat, or cable, or in any other way.

(b) If in breach of this clause any person obstruct or impede ingress or egress as aforesaid, and does not, upon being ordered so to do by the wharfinger or other person in charge, remove such obstruction, then, irrespective of the penalty to which such person is liable for such obstruction, the officer in charge may remove, cast off, or cut any such obstruction, and may recover the cost of so doing from such person.

13. The wharfinger shall have power, on authority of the Chairman of the Council, to close the wharves, or any of them or any portion thereof whenever in his opinion it is advisable so to do, and no person shall enter upon any wharf or portion of the wharf so closed without the consent of the wharfinger.

14. The master of every vessel lying at a wharf shall give way to any mail steamer, whether discharging cargo or passengers, and shall either vacate his berth or assist the master of the mail steamer to moor alongside his vessel, and allow the cargo and passengers to be shipped or unshipped over and across the deck of his vessel, as the case may require, under such conditions as the wharfinger may impose.

15. The master of every vessel, whether carrying passengers or not, when lying alongside any wharf shall fix, and at all times keep fixed, a safe and proper gangway from such vessel to the wharf. Such gangway shall have side rails and stanchions, with ropes rove taut through same, the top rail or rope being not less than 2 ft. 9 in. high ; and he shall also keep a gangway net properly secured beneath the gangway, and shall at all times throughout the night—that is to say, from sunset to sunrise—show and exhibit a proper light fixed at each gangway, and shall conform to and obey all orders the wharfinger may give regarding the position, size, and kind of such gangways and lights.

16. The master, owner, or agent of every vessel shall produce the certificate of registry of his vessel, and shall give to the wharfinger or other person in charge a copy of the bill of lading, freight list, or manifest of the cargo, or other proper accounts of the weights and measurements of all goods according as freight is payable, intended to be unshipped from the vessel on to a wharf, and also of all goods shipped from the wharf on to his vessel.

THIRD SCHEDULE

DUES AND RATES

1. EVERY person, firm, or company who uses any wharf under the control of the Council, and any other wharf that may hereafter come under the control of the Council, for landing or shipping any goods, shall pay to the Council dues as follows :—

	s.	d.
Bricks, per 100 bricks	0	3
Butter, up to 3 boxes, per box	0	1
Butter, over 3 boxes, per box	0	0½
Cattle, over 10 months old, each	1	0
Cattle, under 10 months old, each	0	3
Cement, per sack	0	1
Chaff, per sack	0	0½
Coal, per ton	1	0
Cream, per cwt. (up to 15 cwt.)	0	0¾
Cream, over 15 cwt. and not exceeding 1 ton	1	0
Grass-seed, per sack	0	1
Hides, each	0	1
Horses, each	1	0
Kauri-gum, per sack	0	2
Kauri-gum, per case	0	3
Kerosene and benzine, per case of 2 tins	0	1
Lime, per sack	0	1
Manure, per sack	0	1
Oats and grain, per sack	0	1½
Oysters, per sack	0	1½
Paint, oil, and varnish, keg or drum, each	0	2
Parcels, packages, boxes, jars, up to 12 lb., placed on board by consignor or taken off by consignee	Free.	
Parcels, packages, boxes, jars up to 12 lb., when left in charge of wharfinger, each	0	1
Personal luggage, up to half a ton	Free.	
Personal luggage, over half a ton, per ton	1	0
Pigs (dead or alive), each	0	1
Pipes (iron and galvanized), per 100 lineal feet	0	3
Pipes (earthenware), each	0	1
Ploughs, each	0	6
Harrows, each	0	3
Poultry, per dozen	0	3
Saddles, with or without bridles, each	0	3
Sheep, each	0	1
Sheepskins, each	0	0½
Tanks, empty, each	0	6
Timber, per 100 superficial feet	0	2
Vegetables, per sack	0	1½
Vehicles, two wheels, each	0	9
Vehicles, four wheels, each	1	3
Wool, per bale	0	6
Wool, per half-bale	0	3
Wool, per bag	0	1

The owner of any goods sent for repairs shall pay wharfage once only.

For all goods and merchandise, not specially provided for in the foregoing Schedule, landed on or shipped from any wharf, a rate of one shilling and sixpence (1s. 6d.) per ton weight or measurement, at the option of the Council.

Per ton weight means 20 cwt.

Per ton measurement means 40 cubic feet.

Weight shall be gross weight (i.e., including covering).

Measurement shall be outside measurement of all packages.

For smaller quantities according to the following scale :—

Weight.—For every fractional part of a ton as follows :—

	s.	d.
200 lb. and under	0	3
Over 200 lb. and not exceeding 500 lb.	0	6
Over 500 lb. and not exceeding 1,000 lb.	0	9
Over 1,000 lb. and not exceeding 1,500 lb.	1	2
1,500 lb. to one ton	1	6

Measurement.—For every fractional part of a ton as follows :—

	s.	d.
4 cubic feet and under	0	3
Over 4 cubic feet and under 9 cubic feet	0	6
Over 9 cubic feet and under 18 cubic feet	0	9
Over 18 cubic feet and under 27 cubic feet	1	2
27 cubic feet to one ton (40 cubic feet)	1	6

Half the above rates shall be paid to the Council when delivery taken in boats from vessel discharging alongside the wharf.

All charges on goods shall be paid by the owner thereof to the Council before the goods are delivered.