

Serial Number 1950/143

THE DECK CARGO REGULATIONS 1950

B. C. FREYBERG, Governor-General

ORDER IN COUNCIL

At the Government House at Wellington, this 23rd day of
August, 1950

Present :

HIS EXCELLENCY THE GOVERNOR-GENERAL IN COUNCIL

PURSUANT to the Shipping and Seamen Act, 1908, His Excellency the Governor-General, acting by and with the advice and consent of the Executive Council, doth hereby make the following regulations.

REGULATIONS

1. These regulations may be cited as the Deck Cargo Regulations 1950, and shall come into force on the seventh day after the date of their notification in the *Gazette*.

2. In these regulations, unless inconsistent with the context,—

“ The Act ” means the Shipping and Seamen Act, 1908 :

“ Certificate of survey ” means a certificate of survey issued under the provisions of the Act :

“ Dangerous goods ” has the same meaning as in section 214 of the Act, whether by virtue of subsection (3) of that section or by virtue of a declaration of the Minister under subsection (4) of that section :

“ Deck ” means the ordinary upper deck of a ship, and any hurricane-deck, flying-deck, or other deck, by whatever name it may be known, above it :

“ Deck cargo ” means any cargo, including coal for ship’s use and live-stock, carried on the deck of a ship :

“ Licence ” means a licence to carry deck cargo issued pursuant to these regulations :

“ Live-stock ” includes horses, mules, asses, cattle, sheep, goats, pigs, and all circus animals and menagerie animals :

“ Pen ” means a structure affixed to the deck of a ship for confining more than one animal :

“ Stall ” means a structure affixed to the deck of a ship for confining one animal :

“ Ton ” means the imperial or long ton of 2,240 lb. weight avoirdupois :

Expressions defined in the Act have the meaning so defined.

3. (1) These regulations shall, subject to subclause (2) of this regulation, apply to every ship, whether registered in any part of the British Commonwealth or in any foreign country, loading live-stock or other cargo on the deck of the ship in New Zealand territorial waters.

(2) Except as provided in regulation 19 hereof, these regulations shall not apply to—

- (a) Any ship carrying live-stock or other cargo on the deck thereof which has been loaded at places beyond New Zealand and which is to be discharged at a place either in or beyond New Zealand :
- (b) Any ship not exceeding 25 tons net register holding a valid certificate of survey to ply within river or extended river limits as defined by the Minister in a certain Warrant defining river, extended-river, and extreme limits for ships dated the 7th day of November, 1949,* as amended by Warrant dated the 13th day of March, 1950†, or by any subsequent amendment thereof :
- (c) Any fishing-vessel not exceeding 10 tons net register :
- (d) Any ship built expressly for the purpose of carrying vehicles on the deck thereof and voyaging exclusively in river limits for that purpose.

4. Nothing in these regulations shall be deemed to limit the powers of the Minister, conferred on him under the provisions of Part VII of the Act relating to unseaworthy ships, to detain an unsafe ship or to limit the powers in respect thereof of any officer appointed by the Minister in that behalf.

5. Nothing in these regulations shall be deemed to affect, so far as they are applicable, the provisions of the Shipping and Seamen (Safety and Load Line Conventions) Act, 1935, or any regulations made thereunder.

DECK CARGO LICENCES

6. (1) No master or owner of any ship shall carry in New Zealand territorial waters on the deck of any ship to which these regulations apply any live-stock or other cargo unless the master or owner of the ship holds a permit or licence issued under the provisions of these regulations specifying the maximum weight of live-stock and of other cargo which the master may carry on the deck of that ship.

(2) Every such permit or licence shall be either a deck cargo general licence issued in accordance with the provisions of regulation 7 hereof or a deck cargo special licence issued in accordance with the provisions of regulation 8 hereof, and the terms "deck cargo licence" or "licence", where hereinafter used in these regulations, shall, unless inconsistent with the context, be deemed to include both a deck cargo general licence and a deck cargo special licence.

DECK CARGO GENERAL LICENCES

7. (1) A deck cargo general licence in the form numbered (1) in the First Schedule hereto may be issued for any ship holding a certificate of survey issued under the provisions of the Act.

* Statutory Regulations 1949, Serial number 1949/193, page 777.

† Statutory Regulations 1950, Serial number 1950/24, page 65.

(2) An application for the issue of a deck cargo general licence for a ship under these regulations, or an application for an increase in the maximum weight of live-stock or of other deck cargo specified in such a general licence already issued under these regulations, shall be made in writing by the master or the owner of the ship to a Superintendent and shall state—

- (a) The weight of live-stock and other cargo to be carried on the deck of the ship :
- (b) The description and position of the deck or decks of the ship on which the live-stock or other cargo is to be carried :
- (c) The weight to be carried on each deck of the ship if more than one deck thereof is to be occupied by the live-stock or other cargo :
- (d) Such further information as may be required by the Superintendent to enable the stability of the ship to be estimated in all conditions of loading with the live-stock or other cargo on the deck thereof.

(3) Where suitable information relating to the stability of a ship is not submitted to the Superintendent, the maximum amount of deck cargo specified in a deck cargo general licence for the ship may be fixed by the Superintendent on the report of the Chief Surveyor :

Provided that whether or not suitable information relating to the stability of a ship is submitted a deck cargo general licence shall not be granted in respect thereof if a Surveyor considers that the ship is unfit to carry deck cargo.

(4) A Superintendent, on receipt of a report from the Chief Surveyor that a specified weight of live-stock or a specified weight of other cargo is approved as deck cargo for a ship, may issue a deck cargo general licence for the ship.

(5) A deck cargo general licence shall remain in force until the expiry of the ship's certificate of survey :

Provided that any extension of the period of currency of the ship's certificate of survey shall also apply to extend the period for which any current deck cargo general licence issued in respect of that ship remains in force.

(6) A Superintendent may, on the application of the owner or master of a ship, renew a deck cargo general licence, provided that the Superintendent is in receipt of a report from a Surveyor that no material alterations which would affect the stability of the ship or the conditions on which the deck cargo general licence was issued have been made to the ship since the date of issue of the licence. If any such alterations have been made in respect of the ship since the date of issue of the deck cargo general licence, the owner or master of the ship shall furnish full particulars of the alterations to a Surveyor, who shall refer those particulars to the Chief Surveyor for his consideration, and the licence for the ship shall not be renewed by the Superintendent until a report by the Chief Surveyor has been given to the Superintendent.

DECK CARGO SPECIAL LICENCES

8. (1) A Superintendent may issue a deck cargo special licence in the form numbered (2) in the First Schedule hereto for any ship not normally surveyed in New Zealand and not holding a certificate

of survey where the master or owner of the ship requires to load live-stock or other cargo on the deck thereof in New Zealand territorial waters.

(2) A Superintendent may also issue a deck cargo special licence to the master or owner of any ship which holds a certificate of survey but,—

- (a) Does not hold a deck cargo general licence ; or
- (b) Holds a deck cargo general licence but desires to load deck cargo in excess of the amount allowed by the deck cargo general licence.

(3) An application for the issue of a deck cargo special licence for any ship shall be made in writing to a Superintendent by the master or owner of the ship and shall state—

- (a) The weight of live-stock and other deck cargo in respect of which a deck cargo special licence is required for the ship :
- (b) The description and position of the deck or decks of the ship on which the live-stock or other cargo is to be carried :
- (c) The weight of live-stock or other cargo to be carried on each deck of the ship if more than one deck thereof is to be occupied by the live-stock or other cargo :
- (d) Such further information as may be required by the Superintendent to enable the stability of the ship to be estimated in all conditions of loading with the live-stock or other cargo on the deck thereof.

(4) A Superintendent, on receipt of a report from the Chief Surveyor that a specified weight of live-stock or a specified weight of other deck cargo is approved as deck cargo for a ship, may issue to the master or owner of the ship a deck cargo special licence for the ship :

Provided that where, on receipt of information from a Surveyor that he is satisfied that the weight of live-stock or weight of other deck cargo specified in the application for a deck cargo special licence is so small as to require no special investigations, the Superintendent may issue a deck cargo special licence without obtaining a report from the Chief Surveyor.

(5) The Superintendent shall promptly report to the Secretary the issue, with the particulars thereof, of every deck cargo special licence issued under the last preceding subclause.

(6) A deck cargo special licence shall remain in force for the period stated in the licence, but that period shall not be greater than that required for the particular voyage or voyages specified in the licence, or in any case exceed a period of twelve months from the date of issue thereof.

LICENCES TO BE KEPT ON BOARD SHIP

9. The master of every ship holding a deck cargo licence shall keep the licence on board the ship and shall produce the licence for inspection on being requested so to do by a Superintendent, or Surveyor, or by an officer of the Customs Department.

10. When a licence has expired or has been revoked, the master or owner of the ship for which the licence was issued shall, on request, deliver up the licence to a Superintendent or Surveyor.

REVOCATION OF LICENCES

11. Any Superintendent may, by notice in writing to the master or owner of a ship holding a licence, revoke the licence where the Superintendent has reason to believe—

- (a) That the licence has been issued upon or as the result of the receipt of false or erroneous information :
- (b) That, since the issue of the licence, alterations have been made in the structure or the equipment of the ship in respect of which the licence was issued or in the space on the deck or decks thereof used for carrying deck cargo which would adversely affect the stability of the ship :
- (c) That any condition upon or subject to which the licence was issued has not been maintained or complied with.

STABILITY INFORMATION

12. (1) The owner of every ship for which a licence has been issued shall furnish and place on board the ship, and the master shall retain on board thereof and shall make accessible for reference by the officers thereof, such information as may be necessary to give practical guidance to maintain the adequate stability of the ship.

(2) In order to maintain the accuracy of the information required to be furnished and placed on board the ship in accordance with the provisions of subclause (1) of this regulation, the owner of the ship shall from time to time, where necessary, amend and keep up to date the information.

(3) For the purposes of this regulation the information required for the purpose of giving guidance with respect to the stability of the ship shall be of such a nature as will furnish, by rapid and simple processes, reasonably accurate guidance to the master and officers thereof.

RESPONSIBILITY OF MASTERS

13. Nothing in these regulations or in any licence issued hereunder shall be construed to relieve the master of a ship of his responsibility for the stowage, loading, or ballasting of the ship in order to maintain the ship at all times in an adequately safe condition.

STOWAGE

14. The master of every ship shall stow and secure all deck cargo in such a manner so as—

- (a) To maintain safe and ready access to the crew's quarters, to passengers' spaces, and to all other compartments of the ship to which access is necessary for the safe working of the ship :
- (b) Not to obstruct safe access to nor hinder the efficient operation of life-saving appliances, steering-gear, fire-extinguishing appliances (including branches and hydrants in water-service pipes), deck pumps, sounding-pipes, anchor gear, and any other fittings or equipment necessary for the safe navigation and security of the ship :
- (c) Not to reduce or impair in any way the efficiency of any freeing port or scupper provided for the escape of water from the deck :

- (d) To provide safe working access to winches, derrick guys, preventers, and topping lifts :
- (e) To ensure that the deck cargo shall not project beyond the sides of the ship, except with the written approval of a Surveyor :
- (f) Not to obstruct the exits or normal means of escape in an emergency from a hold or underdeck space in which any person is employed while the ship is in port.

15. (1) The owner or master of any ship carrying deck cargo on a hatchway shall provide—

- (a) Beams, carriers, and covers for the hatchway of sufficient strength safely to support the deck cargo ; and
- (b) Adequate means to transfer the weight of the deck cargo to the hatchway beams and coamings in any case where the deck cargo, if concentrated locally on one or more portions of the hatchway, would injure the covers and tarpaulins of the hatchway.

(2) Before any deck cargo is loaded on a hatchway of a ship, the master thereof shall securely batten down the hatchway watertight and shall make provision to prevent damage being done to any hatchway tarpaulin.

16. In order to ensure the safety of the ship the master thereof shall properly distribute all deck cargo on the decks licensed for the carriage of the deck cargo, and, where the type of cargo allows, the master shall not stow the deck cargo to a greater height than the level of the top of the bulwarks or rails of the ship :

Provided that the master may in his discretion stow on a hatchway a reasonable amount of light or perishable cargo, being cargo the stowage factor of which is not less than 50 cubic feet per ton :

Provided further that the master of a deck scow may stow cargo on the deck thereof to a height above the keel not exceeding a height equal to one-half of the scow's breadth.

17. (1) In the loading of deck cargo on a ship the master thereof shall carry only so much deck cargo as will not interfere with the provision, at all stages of the voyage, of a safe margin of stability for the ship, and in any case the master thereof shall not carry more deck cargo than is permitted by the licence in respect of the ship issued pursuant to these regulations.

(2) The master of a ship, in determining the amount of deck cargo the ship can safely carry on a voyage in the circumstances referred to in subclause (1) of this regulation, shall pay due regard to the fluctuations of weight in the ship due either to the addition of weight caused by the absorption of water or to the loss of weight caused by consumption on board the ship of fuel, water, and stores.

PASSAGEWAYS

18. For the purpose of maintaining safe and ready access to the crew's quarters and all other parts of a ship as required in regulation 14 hereof, the owner or master of the ship shall provide—

- (a) A clear fore and aft passageway not less than 3 ft. wide on each deck on which deck cargo is stowed ; or
- (b) An elevated fore and aft gangway of substantial construction not less than 3 ft. wide with adequate guard rails or netting not less than 3 ft. 6 in. high fitted over the deck cargo of the ship :

Provided that clear passageways or elevated gangways shall not be required where the deck cargo on a ship is stowed with a flat and even surface extending completely from side to side of the ship and adequate guard rails or netting not less than 3 ft. 6 in. high are fitted above the deck cargo on each side of the ship.

SECURITY

19. Notwithstanding the provisions of subclause (2) of regulation 3 hereof, the master of every ship carrying deck cargo shall efficiently lash or otherwise adequately secure to the ship all deck cargo before the ship leaves any port or place in New Zealand territorial waters.

STRENGTH

20. The owner of every ship carrying deck cargo shall ensure that the structure of the ship is of sufficient strength to carry with safety the maximum weight permitted by these regulations to be carried as deck cargo on that ship.

SURVEY

21. A Superintendent or Surveyor may at any time inspect any ship carrying deck cargo and the number, kind, and weight of live-stock and the kind and weight of other deck cargo loaded on the ship. Should the Superintendent or Surveyor have reason to believe that any of the provisions of these regulations have not been complied with, the Superintendent or Surveyor shall serve written notice on the master, owner, or agent of the ship prohibiting the ship from proceeding to sea with the deck cargo unless or until the requirements of these regulations, as specified in the notice, have been fully complied with to the satisfaction of the Superintendent or Surveyor.

STOWAGE OF DANGEROUS GOODS

22. (1) The master of any ship—

- (a) Shall not stow any dangerous goods as deck cargo on any well deck of the ship in such a manner that the goods project above the top of the bulwarks or the rails of the ship :
- (b) Shall not stow on any hatchway any dangerous goods which, by reason of their nature, are liable to damage tarpaulins or hatch covers of the ship :
- (c) Shall not stow near the open intake of any ventilator any substance liable to give off inflammable or poisonous vapours :
- (d) Shall not stow any dangerous goods on any part of any deck available for passengers or so near passenger accommodation or crew space as to constitute a hazard.

(2) No master of any ship shall permit or cause to permit any dangerous goods carried on deck to occupy more than 50 per cent. of the clear area of the open deck of the ship.

PETROL

23. The carriage of petrol on the deck of a ship shall be subject to these regulations and to the General Harbour Regulations 1935,* and no master of any ship shall load petrol on the deck thereof at a

* *Gazette*, 1935, Vol. I, page 41.

Amendment No. 1 : Statutory Regulations 1940, Serial number 1940/92, page 332.

Amendment No. 2 : Statutory Regulations 1940, Serial number 1940/178, page 581.

Amendment No. 3 : Statutory Regulations 1943, Serial number 1943/13, page 18.

Amendment No. 4 : Statutory Regulations 1946, Serial number 1946/3, page 4.

port or place in New Zealand unless he or the owner thereof holds a licence issued in accordance with the General Harbour Regulations 1935 specifying the amount of petrol which may be carried on the deck of the ship.

LIVE-STOCK

24. The master of a ship carrying live-stock on the deck thereof—
- (a) Shall confine the live-stock in a pen or stall erected on the deck of the ship :
 - (b) Shall securely fasten to the structure of the ship any pen or stall confining horses, mules, cattle, or other large animals :
 - (c) Shall adjust any pen or stall so as safely to confine, for the duration of the voyage, the live-stock contained in the pen or stall :
 - (d) May carry cattle either singly in separate stalls or together in a pen or pens on the deck of the ship, but shall not carry more than ten head of cattle together in any one such pen :
 - (e) Shall, in the case of a ship carrying cattle in a pen on the deck thereof, allot such an area in the pen so as to enable all the cattle to stand comfortably athwartship in a single row at a breast rail for feeding and watering :
 - (f) Shall not carry sheep, goats, and pigs except in strong pens, or carry sheep or goats in a pen exceeding 256 square feet in area or pigs in a pen exceeding 144 square feet in area :
 - (g) Shall, subject to the provisions of the next succeeding paragraph, allot such area of deck for pens as will enable the sheep, goats, or pigs to carry comfortably in the pens during the voyage :
 - (h) Shall allot a pen area of deck space not less than 5 square feet on the deck for each sheep carried when the normal length of voyage exceeds three days :
 - (i) Shall adequately protect from weather and sea-water and, in tropical waters, from the sun's rays, every pen and stall occupied by live-stock on the deck of the ship.
25. The owner or the master of a ship carrying live-stock on the deck thereof—
- (a) Shall ensure that material of adequate durability and strength is used for the construction of the pens or stalls in which the live-stock are confined :
 - (b) Shall, in the case of a ship with a deck constructed of steel, provide each pen or stall occupied by horses, cattle, or other large animals with wooden platforms fitted with hardwood battens to prevent the animals slipping on the steel deck to which any pen or stall has been affixed :
 - (c) Shall, in the case of a ship with a deck constructed of wood, either provide wooden platforms fitted with hardwood battens attached to the pens or stalls in which the said live-stock is confined, or provide hardwood battens which are securely attached directly to the wooden deck of the ship to prevent the live-stock from slipping on the deck :
 - (d) Shall, where practicable, arrange on the deck of the ship the pens or stalls in which the live-stock are confined so that the live-stock can stand athwartship :

- (e) Shall, in the case of a ship carrying horses or mules on the deck thereof, provide each horse or mule with a separate stall on the deck of the ship having an area of deck measuring not less than 7 ft. 6 in. in length by 2 ft. 4 in. in width :
- (f) Shall, in the case of a ship carrying horses, mules, or cattle on the deck thereof, provide for each horse, mule, or head of cattle carried on the deck thereof a halter or head-rope so that each horse, mule, or head of cattle may be adequately tethered to the pen or stall on the ship :
- (g) Shall, in the case of a ship carrying horses, mules, or cattle on the deck thereof, provide suitable rings at each pen or stall for tethering purposes :
- (h) Shall ensure that provision be made for suitable and sufficient foodstuffs and fresh water for the voyage for each animal carried :
- (i) Shall provide adequate facilities for feeding and watering the animals during the voyage :
- (j) Shall provide suitable access to each row of pens or stalls :
- (k) Shall effectively shut off the passenger spaces or crew's quarters by bulkheads or wooden partitions (which need not be close) or by other means from the space occupied on the deck by the live-stock :
- (l) Shall fit efficient washboards to prevent dung or urine from the live-stock reaching the passenger spaces or crew's quarters.

26. No master or owner of a ship shall use for the purpose of carrying cattle on the deck thereof a pen which measures in its athwartship dimensions less than 7 ft. 6 in. in length or contains a deck area of less than 18 square feet for each head of cattle.

WEIGHTS OF LIVE-STOCK

27. For the purpose of these regulations the weight of the different kinds of live-stock, including the weight of the pen, stall, and their fittings erected on the deck of a ship for the carriage of the live-stock, shall be taken as follows :—

Two horses or two mules or two head of cattle, with stalls and their fittings	1 ton.
Twenty sheep or twenty goats, with pens or stalls and their fittings	1 ton.
Eight pigs, with pens and their fittings	1 ton.

MODIFICATION OF THESE REGULATIONS

28. Where it appears to a Superintendent, on the report of the Chief Surveyor, that the requirements of these regulations are insufficient to ensure the safety of any ship carrying deck cargo or that, for any ship, these regulations could be safely modified, the Superintendent may require the observance of additional precautions or may, upon the written application of the owner, master, or agent of a ship licensed or used to carry deck cargo, modify the requirements of these regulations to the extent that, in his opinion, the circumstances of the particular case may warrant the modification.

FEES

29. There shall be payable by the owner of a ship in respect of which a deck cargo general licence or a deck cargo special licence is issued such fee, not exceeding £2, as the Minister from time to time prescribes.

OFFENCES

30. (1) Every owner, master, or agent of a ship and every other person commits an offence against these regulations who acts in contravention of or fails to comply in any respect with any provision of these regulations or with any notice, requirement, or condition given, issued, or imposed under these regulations or with the terms and conditions of any licence issued pursuant to these regulations.

(2) Every person who commits an offence against these regulations shall be liable on summary conviction to a fine not exceeding £50.

31. The regulations specified in the Second Schedule to these regulations are hereby revoked.

SCHEDULES

FIRST SCHEDULE

Form (1)]

[Reg. 7

(Form of Deck Cargo General Licence)

Marine Department, New Zealand.

DECK CARGO GENERAL LICENCE

Issued pursuant to the provisions of the Deck Cargo Regulations 1950

No :

£ s. d.

Fee :

Name of Ship : *Official No.* :

THE above-named ship is hereby licensed to carry on deck thereof live-stock and other cargo not exceeding by weight tons on deck and tons on deck. This licence, unless previously revoked, shall remain in force until the day of, 19....

Issued by the Marine Department at the Port of on the day of, 19....

.....
Superintendent of Mercantile Marine.

FIRST SCHEDULE—*continued*

Form (2)]

[Reg. 8

(Form of Deck Cargo Special Licence)

Marine Department, New Zealand.

DECK CARGO SPECIAL LICENCE

Issued pursuant to the provisions of the Deck Cargo Regulations 1950

No. :

£ s. d.

Fee :

Name of Ship : *Official No.* :

THE above-named ship is hereby licensed to carry on deck thereof live-stock and other cargo not exceeding by weight tons ondeck and tons ondeck. This licence is issued for the purpose of a voyage from the Port of in New Zealand to the Port of , and shall remain in force until the day of , 19....

Issued by the Marine Department at the Port of on the day of , 19....

.....
Superintendent of Mercantile Marine.

SECOND SCHEDULE

[Reg. 31

TABLE OF REGULATIONS REVOKED

Subject-matter or Title.	Published in <i>Gazette.</i>	
	Year.	Page.
Regulations for the Carriage of Deck Cargo, dated the 26th day of April, 1911	1911	1473
Amending Regulations for the Carriage of Deck Cargo, dated the 31st day of August, 1911	1911	2728
Amending Regulations for the Carriage of Deck Cargo, dated the 28th day of October, 1911	1911	3285
Amending Regulations for the Carriage of Deck Cargo, dated the 4th day of July, 1912	1912	2213
Amending Regulations for the Carriage of Deck Cargo, dated the 13th day of May, 1913	1913	1739
Amending Regulations for the Carriage of Deck Cargo, dated the 12th day of September, 1913	1913	2838
Amending Regulations for the Carriage of Deck Cargo, dated the 29th day of May, 1920	1920	1871
Amending Regulations for the Carriage of Deck Cargo, dated the 29th day of June, 1920	1920	2082
Regulations Relating to the Protection of Life and Property of Passengers and Others on Board Ship, dated the 2nd day of March, 1925	1925	662
Amending Regulations for the Carriage of Deck Cargo, dated the 26th day of September, 1925	1925	3324
Amending Regulations for the Carriage of Deck Cargo, dated the 30th day of November, 1933	1933	3202

T. J. SHERRARD,
Clerk of the Executive Council.

EXPLANATORY NOTE

[This note is not part of the regulations, but is intended to indicate their general effect.]

1. These regulations consolidate, with amendments, the regulations specified in the Second Schedule.

2. The principal amendment is in the method used in determining the amount of deck cargo which may be safely carried. In the former regulations this amount was related to the tonnage of the ship, whereas in the new regulations the amount is based on the stability of the ship and her fitness to carry the deck cargo (regulations 7 and 8).

3. Two classes of deck cargo licences are provided for in the regulations. Under regulation 7 a deck cargo general licence may be issued in respect of ships normally surveyed and certificated in New Zealand. Under regulation 8 a deck cargo special licence, in force for a limited period, may be issued in respect of ships not normally surveyed and certificated in New Zealand. A special licence may also be issued in respect of New Zealand ships in certain conditions (subclause (2)).

4. Regulation 13 provides that a licence under the regulations shall not relieve the master of a ship from his responsibility for the stowage, loading, or ballasting of a ship in order to maintain the ship at all times in an adequately safe condition.

Issued under the authority of the Regulations Act, 1936.

Date of notification in *Gazette*: 24th day of August, 1950.

These regulations are administered in the Marine Department.