

1982/21



THE WESTPORT HARBOUR REGULATIONS 1982

DAVID BEATTIE, Governor-General

ORDER IN COUNCIL

At the Government Buildings at Wellington this 16th day of February 1982

Present:

THE RIGHT HON. D. S. THOMSON PRESIDING IN COUNCIL

PURSUANT to sections 6 and 232 of the Harbours Act 1950, His Excellency the Governor-General, acting by and with the advice and consent of the Executive Council, hereby makes the following regulations.

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REGULATIONS

1. Title and commencement—(1) These regulations may be cited as the Westport Harbour Regulations 1982.

(2) Except as provided in regulation 22 (3) of these regulations, these regulations shall come into force on the 1st day of March 1982.

2. Interpretation—In these regulations, unless the context otherwise requires,—

“The Act” means the Harbours Act 1950:

“At anchor” means made fast and secured to an anchor:

“Berth” means the place at which a vessel is anchored or moored:

“Collector of Dues” includes any person whose duty it is to collect harbour dues and any person acting under his authority or instructions:

“Consignee”, in relation to any goods, means the person to whom the goods are consigned; and includes the owner of the goods, the agent for the owner, the agent for the sale or custody of the goods, the holder of any bill of lading or any other document representing the goods, and any person having any right or title to, or interest in the goods or the possession of the goods:

“Dangerous goods” has the meaning assigned to that term by section 2 of the Dangerous Goods Act 1974:

“Day” means the period commencing at midnight on one day and ending at midnight on the following day; and includes any portion of a day:

“Goods” means all wares, merchandise, and commodities of every description; and includes all chattels, livestock, and other articles:

“Gross tons” or “gross tonnage” has the same meaning as in the Shipping and Seamen Act 1952:

“The Harbour” means the Port of Westport as defined by Warrant of the Governor dated the 8th day of February 1901, and published

in the *Gazette* of the 14th day of February 1901 at page 401; and includes all land adjacent to the Harbour that is under the control of the Ministry:

- “Harbourmaster” includes his deputy and any person acting under the authority or instructions of the Harbourmaster or his deputy:
- “Hour” includes any portion of an hour:
- “Licensed” means licensed by the Ministry, or by any person authorised to issue any licence:
- “Ministry” means the Ministry of Transport:
- “Net tons” has the same meaning as in the Shipping Tonnage Rules 1976*:
- “Normal working hours” means the period between 7.30 a.m. on any day that is not a Saturday, Sunday, or public holiday and 4.30 p.m. on the same day:
- “Owner”, in relation to a vessel, includes any person who is the owner of the vessel jointly with any other person or persons; and also includes the agent of the owner and the charterer of the vessel:
- “Owner”, in relation to goods, includes any consignee, consignor, shipper, or agent for sale or custody of the goods; and also includes the master and the agent of the ship carrying the goods in the case of goods carried in a ship within but not beyond the limits of the Harbour:
- “Pilotage district” means the area defined by warrant under the hand of His Excellency the Governor-General dated the 8th day of September 1958, and published in the *Gazette* of 18 September 1958 at page 1238:
- “Refuse” means waste material and substances of any kind, form, or description; but does not include sewage:
- “Register length” has the same meaning as in the Shipping and Seamen Act 1952:
- “Secretary-Manager” means the person holding the position of Secretary-Manager or Executive Officer, Westport Harbour; and includes any person acting under his authority or instructions.
- Other expressions defined in the Act have the meanings so defined.

3. Application—Except where the context otherwise requires, these regulations shall apply only within or in relation to the Harbour.

PART I

VESSELS AND MASTERS

4. Master to produce certificate of registry on request—The master of any vessel shall, upon request by the Secretary-Manager or the Harbourmaster, produce for inspection the certificate of registry of the vessel.

5. Harbourmaster to allot berths—(1) Subject to subclause (2) of this regulation, the Harbourmaster shall have absolute discretion in the allotment of berths to vessels using the Harbour.

(2) The right of vessels to berths for unloading and loading shall, other things being equal, be determined by the order of their arrival in the roadstead.

6. Master to comply with directions of Harbourmaster—The master of every vessel in the Harbour—

- (a) Shall anchor, moor, or place his vessel where the Harbourmaster directs:
- (b) Shall not move or allow his vessel to be moved from that place without the permission of the Harbourmaster:
- (c) Shall remove his vessel from any such place when ordered to do so by the Harbourmaster.

7. Master and crew to assist Harbourmaster—The master and crew of every vessel in the Harbour shall, when requested by the Harbourmaster, give him all possible assistance in the performance of his duties in relation to the safety of that vessel.

8. Harbourmaster's staff may attend to lines—(1) The Harbourmaster may provide staff to receive or cast off lines of any vessel arriving at or departing from a berth, or shifting from one berth to another, in the Harbour.

(2) Where any staff are so provided, the fees specified in the First Schedule to these regulations as mooring fees shall be payable by the master or owner of the vessel in respect of which the staff have been provided.

9. Sufficient equipment for mooring to be provided—The master of any vessel that is moored to any wharf, mooring buoy, or dolphin shall moor his vessel with sufficient cables, warps, hawsers, fenders, or mooring ropes as may be required by the Harbourmaster.

10. Fenders to be used—(1) The master of any vessel that is arriving at any wharf shall, in accordance with the Harbourmaster's requirements, use sufficient fenders suitable for protecting the wharf from damage.

(2) The master of any vessel that vacates a berth at any wharf shall ensure that all fenders belonging to that vessel are removed.

11. Harbourmaster may make fast any vessel—The Harbourmaster may make fast and attach any rope or tackle to any vessel; and no person shall, without the consent or authority of the Harbourmaster, cut or cast off any such rope or tackle.

12. Master to ensure all outlets closed or protected—The master of every vessel that is lying alongside any wharf shall have closed against use or properly screened and protected, in a manner approved by the Harbourmaster, all openings out of which water, refuse, or sewage is liable to be discharged so as to ensure that no such water, refuse, or sewage is discharged on the deck of the wharf, or on any structure, machinery, appliance, or goods.

13. Discharge of water ballast—The master of any ship may, with the consent of the Harbourmaster, discharge water ballast into the Harbour.

14. Materials dropped into Harbour—If any cargo or other material is, by accident or otherwise, dropped or let fall into the Harbour from any vessel, the master of the vessel shall forthwith report the matter to the Harbourmaster.

15. Master to report damage to wharf—(1) Where any vessel causes any damage to a wharf, or to any machinery, plant, vehicle, building, or other property on or near the wharf, the master of the vessel shall forthwith report the occurrence to the Harbourmaster.

(2) Any damage so caused to any property of the Ministry may be remedied by the Secretary-Manager, and the cost shall be recoverable by the Secretary-Manager from the master or owner of the vessel as a debt due to the Crown.

16. Master to prevent unnecessary use of whistles, sirens, and foghorns—The master of any vessel shall not allow any whistle, siren, or foghorn on board the vessel to be sounded in the Harbour, except for navigation purposes or to indicate the impending departure of the vessel.

17. Master to slow vessel in certain cases—The master of any vessel approaching any harbour work, or any vessel being towed, or any dredger, whether at work or moored in the Harbour, shall reduce the speed of his vessel at such a distance before passing the work, vessel, or dredger as is necessary to avoid damage to that work, vessel, or dredger.

18. Master to report vessel touching bar—The master of any vessel that touches the bar shall forthwith report the matter to the Harbourmaster.

19. Vessel laying up—(1) The Harbourmaster may permit any vessel to be laid up in the Harbour for fitting-out, repair, or any other purpose.

(2) In respect of any such vessel so laid up, the Harbourmaster, in addition to all other powers conferred upon him under these regulations or otherwise, shall have the following powers:

- (a) He may, at or before the time of that laying up, or at any time while the vessel is laid up, call upon the master, owner, agent, or person in charge of the vessel to produce to him a survey certificate showing that the vessel is in a fit and proper condition to lay up in the Harbour:
- (b) If such a certificate is not produced to the Harbourmaster after reasonable notice, the Harbourmaster may, by notice in writing to the master, owner, or agent, or person in charge of the vessel, require him to remove the vessel from the Harbour within a reasonable time specified by the Harbourmaster:
- (c) If the vessel is not removed within that time, the Harbourmaster may remove the vessel or may cause the vessel to be sold for removal from the Harbour; and all expenses incurred by the Harbourmaster in or incidental to the removal or sale shall be charged against the vessel and the master, owner, agent, or person in charge of the vessel, and shall be recoverable as a debt due to the Crown or by deduction from the proceeds of the sale:
- (d) Where any berth is occupied by a vessel that has been laid up and that berth is reasonably required for any other vessel for the purpose of receiving or discharging cargo or passengers, he may order the removal of, or may remove, the vessel that has been laid up to another berth or to an anchorage in another part of the Harbour; and all expenses incurred by the Harbourmaster in or incidental to the removal of the vessel shall be charged against the vessel and the master, owner, agent, or person in charge of the vessel, and shall be recoverable as a debt due to the Crown.

20. Laying-up charges—The master, owner, or agent of any vessel that has been laid up within the Harbour, whether for the purpose of fitting-out, repair, or any other purpose, shall pay to the Ministry in respect of that vessel, instead of berthage charges, the appropriate laying-up charges specified in the First Schedule to these regulations, whether or not the vessel is moored to a wharf or to any other vessel.

21. Powers of Harbourmaster on non-compliance with regulations—Where any provision of these regulations relating to the mode and place of mooring and anchoring of vessels or their position or government in the Harbour are not complied with in the case of any vessel, the Harbourmaster may moor, unmoor, place, or remove that vessel.

PART II

PILOTAGE AND PILOTS

Compulsory Pilotage

22. Compulsory pilotage—(1) Pilotage is compulsory within the limits of the pilotage district for all vessels of more than 100 net tons seeking to enter or leave the Harbour.

(2) In the pilotage district, the master of any such vessel shall, unless he holds a pilotage exemption certificate suitable for that ship, employ a pilot appointed or licensed in respect of the Harbour.

(3) This regulation shall come into force on the 18th day of July 1982.

23. Method of pilotage—The Harbourmaster shall decide in any case whether the compulsory pilotage shall necessitate the pilot being on board the vessel, or whether the pilot shall lead the vessel in or out of the port from another vessel.

24. Application for outward pilotage—The master or owner of any vessel requiring outward pilotage shall apply in writing at the Harbourmaster's office at least 6 hours before sailing time.

25. Pilotage fee—(1) The master or owner of any vessel requiring pilotage shall be liable to pay to the Secretary-Manager the pilotage fee specified in the First Schedule to these regulations.

(2) The pilotage fee shall include all charges for the use of Ministry vessels incidental to the pilotage.

(3) Where pilotage services are provided during hours that are wholly or partly outside normal working hours the charges specified in that Schedule shall be increased by 50 percent.

(4) All outward pilotage fees shall be paid by the master or owner of the vessel either before or at the time of making the application for pilotage.

Pilotage Exemption Certificates

26. Use of pilotage exemption certificates—(1) Where the master of a ship holds a pilotage exemption certificate in respect of the Harbour, the following provisions shall apply:

- (a) Direct communication between the master and Harbourmaster shall be established before the master attempts to enter or leave the Harbour; and

(b) The master shall obtain the advice of the Harbourmaster on bar, river, and other relevant conditions and matters.

(2) Notwithstanding the possession of a pilotage exemption certificate, the master of any ship shall not attempt to enter or leave the Harbour until the information specified in subclause (1) (b) of this regulation has been obtained, and the Harbourmaster has indicated that the vessel may proceed into or out of the Harbour.

(3) No pilotage exemption certificate shall be granted in respect of any ship whose overall length is greater than 100 metres, or any ship designed for the bulk carriage of oil, gas, or chemicals, whether laden or not.

27. Pilotage exemption certificates—(1) A person who holds a certificate of competency as a master or skipper (being a certificate of competency granted under the Shipping and Seamen Act 1952 or declared pursuant to section 18 of that Act to have the same force as a certificate so granted) may apply in writing to the Secretary-Manager to be examined on his competence to pilot ships in respect of which a pilotage exemption certificate may be used.

(2) Before being examined for a pilotage exemption certificate, the applicant shall—

(a) Within the period of 2 years immediately preceding the date of examination,—

(i) Have served as master or first mate with a pilot on board; or

(ii) Have served as first mate under a master holding a pilotage exemption certificate—
on at least 3 voyages inwards and 3 voyages outwards at the Harbour:

(b) Produce a certificate, dated within 90 days of the application, from a registered medical practitioner to the effect that he is of good health and fit for duty:

(c) Produce a certificate, dated within 90 days of the application, certifying that he has successfully completed a Ministry standard eyesight test, and shall undergo further eyesight tests if required to do so by the Harbourmaster:

(d) Pay to the Secretary-Manager the examination fee specified in the First Schedule to these regulations.

28. Examination by Examination Board—(1) The applicant shall be examined by an Examination Board consisting of the Harbourmaster or his deputy and a person appointed by the Secretary, who shall be either a master holding a pilotage exemption certificate for the Harbour or a person experienced in the navigation of vessels into and out of the Harbour.

(2) The applicant shall be examined by the Examination Board on his knowledge of the matters specified in regulation 59 (2) of the General Harbour (Nautical and Miscellaneous) Regulations 1968*.

(3) The Examination Board shall notify the applicant and the Secretary-Manager in writing of the result of the examination.

(4) If the Examination Board finds the applicant competent to hold a pilotage exemption certificate, the Secretary-Manager shall issue a pilotage exemption certificate to the applicant.

29. Invalidity of pilotage exemption certificates—(1) Every pilotage exemption certificate shall cease to be valid if the holder has not—

- (a) On at least 2 occasions within the previous 12 months, exercised his authority to pilot a ship pursuant to the certificate; or
- (b) Produced evidence of his health and eyesight to the satisfaction of the Harbourmaster within the previous 24 months.

(2) Where any certificate has ceased to be valid by virtue only of subclause (1) (b) of this regulation, that certificate shall become valid on the production of satisfactory evidence to the Harbourmaster of the holder's health and eyesight.

30. Re-examination for pilotage exemption certificate—Where, pursuant to regulation 29 (1) (a) of these regulations, a pilotage exemption certificate has ceased to be valid,—

- (a) The holder of the pilotage exemption certificate may apply to the Secretary-Manager for a re-examination for the purpose of being issued with a valid pilotage exemption certificate:
- (b) The content of the re-examination for the pilotage exemption certificate shall be determined by the Examination Board constituted under regulation 28 (1) of these regulations, but the scope of the re-examination shall not exceed that specified under subclause (2) of that regulation:
- (c) The holder of the pilotage exemption certificate shall pay to the Secretary-Manager the re-examination fee as specified in the First Schedule to these regulations.

Pilots

31. Pilot's licence to be carried—Every pilot shall carry his licence or evidence of his appointment, and shall produce it on demand to the master of any vessel boarded by him.

32. Expenses of pilots detained on board—If a pilot is detained on board a vessel, whether by stress of weather, quarantine, or otherwise, there shall be payable (in addition to the charges payable under regulation 25 of these regulations) by the master or the owner to the Ministry the charge specified in the First Schedule to these regulations for every day during which the pilot is absent from his station; and, if the pilot has been carried to another place, the master and the owner of the vessel shall be liable to pay to the Ministry reasonable travelling expenses incurred in returning him to his station.

33. Complaints against pilots—Any complaint against a pilot by the master of any vessel shall be made in writing to the Secretary-Manager.

34. Accident occurring to vessel in charge of pilot—(1) Any accident occurring to a vessel that is in the charge of a pilot shall be reported immediately in writing to the Secretary-Manager by the pilot.

(2) The report shall state the nature and the cause of the accident, the amount of damage (if any) apparently sustained by the vessel, and all other matters relating to the pilotage and accident.

(3) If any accident occurs to any outward bound vessel, the pilot shall, before leaving the vessel, demand from its master a written statement concerning the accident and the conduct and proceedings of the pilot, and the pilot shall give that statement to the Secretary-Manager.

(4) If any accident occurs to an inward bound vessel, the master shall, as soon as practicable, report the same in writing with full particulars to the Secretary-Manager.

(5) The Secretary-Manager shall, on receiving any report made in accordance with this regulation, attach to the report any remarks he may consider relevant, and forward it to the Secretary for Transport.

PART III

CHARGES

35. Berthage—(1) Whenever a vessel (other than a vessel paying a laying-up charge) is berthed alongside a wharf, the berthage charges specified in the First Schedule to these regulations shall be payable by the master or the owner of the vessel on demand to the Collector of Dues.

(2) For the purposes of this regulation, a vessel shall be treated as berthed alongside a wharf if it is berthed alongside some other vessel that is berthed alongside a wharf.

36. Exemption from payment of berthage charges—(1) In computing the period for which, and the rate at which, berthage charges are payable, no Sunday or public holiday shall be included, unless cargo or ballast is loaded or unloaded on that day.

(2) Berthage charges shall not be payable in respect of any period during which weather conditions do not permit off-loading or loading.

(3) Vessels required to remain in port because of weather conditions or impassability of the bar shall, if no cargo or ballast is loaded or unloaded, be exempt from payment of berthage charges during the period the vessel so remains in port.

37. Electricity—The master and owner of any vessel using electricity supplied by the Secretary-Manager shall be liable for payment for all such electricity so supplied at the rate per unit charged to the Secretary-Manager by the supply authority, plus a surcharge per unit as specified in the First Schedule to these regulations, and a connection fee as specified in that Schedule, payable on each occasion that connection is required.

38. Charges for use of Ministry vessel—(1) Subject to subclause (2) of this regulation, the charge for the use of a Ministry vessel shall be that specified in the First Schedule to these regulations.

(2) Where a Ministry vessel is used during hours that are wholly or partly outside normal working hours, the charge specified in the First Schedule to these regulations relating to the use of a Ministry vessel shall be increased by 50 percent.

39. Payment of charges for use of Ministry vessel—(1) All charges for the use of a Ministry vessel shall be due and payable when the application for the services of the Ministry vessel is made, and shall be paid to the Secretary-Manager.

(2) No deduction shall be made from the charge if the Ministry vessel is prevented from performing any service through the act or default of the person for whom the service was to be performed.

(3) If payment has not been made as provided by subclause (1) of this regulation, the Harbourmaster or master of the Ministry vessel may require payment before performance of the services.

PART IV

WHARVES AND GOODS

40. Goods on wharves—(1) No person shall, without the prior consent in writing of the Secretary-Manager or the Harbourmaster, land or ship cargo at any place within the Harbour, other than at wharves or landing places under the control of the Ministry.

(2) No person shall hold any auction or sale of, or sell or expose for sale, any goods on or in any wharf, shed, or premises of the Ministry without the prior consent in writing of the Secretary-Manager or the Harbourmaster, which consent may be given subject to such conditions as the Secretary-Manager or Harbourmaster thinks fit.

41. Storing of goods—No person shall unload at any wharf or its approaches, or place in any shed under the control of the Ministry, any goods or articles that, in the opinion of the Harbourmaster, are likely to cause damage to any such wharf or shed.

42. Storage of goods on wharf—No person shall place any portable or mobile storage unit or container on any wharf or landing place under the control of the Ministry without first obtaining the consent of the Secretary-Manager, and paying to the Secretary-Manager the charge specified in the First Schedule to these regulations.

43. Goods not to obstruct access to wharf—No person shall put goods on any wharf or in any place under the control of the Ministry so as to impede the approaches to the wharf or to obstruct the removal of other goods from the wharf.

44. Shipper of goods to supply account of goods to Secretary-Manager—The shipper of any goods shall give to the Secretary-Manager or the Collector of Dues a true and correct account of all goods intended to be shipped by him.

45. Collector of Dues may enter vessels, etc.—(1) Any Collector of Dues may enter any vessel in order to ascertain the dues payable in respect of goods on board.

(2) The master of every vessel shall, on demand, produce to any Collector of Dues—

- (a) The certificate of registry of his vessel:
- (b) A copy of the bill of lading, freight list, manifest of cargo, or other proper account of all goods intended to be unshipped from the vessel while in the port and of such goods as have been shipped by the vessel while in the port:
- (c) The names of the owners to whom all such goods in the vessel are intended to be delivered, or from whom those goods have been received:
- (d) Such further information as may be required to enable the calculation of the dues and charges on the vessel and goods.

46. Packing goods, etc., on wharves prohibited—No person shall sort, pack, or unpack any goods, or screen coal or other bulk goods, or carry out any kind of work connected with the repair or fitting out of any

vessel, on any wharf or in any shed or upon or about any premises of the Ministry without the permission of the Secretary-Manager or the Harbourmaster.

47. Harbourmaster may close off wharves, sheds, and harbour areas—The Harbourmaster may, if he considers it necessary to ensure the safety of persons or the security of goods or for facilitating the loading and unloading of vessels, or for the better regulating of traffic, or for any other lawful purpose authorised by the Secretary-Manager, close off, fence, or otherwise stop from being used any portion of any wharf, shed, premises, or area of harbour land under the control of the Ministry.

48. Rubbish to be cleared on departure—Before any vessel leaves any wharf, the master of the vessel shall, at the expense of himself or the owner of the vessel, clear or cause to be cleared all refuse from that portion of the wharf on or over which goods to and from the vessel have been handled.

49. Cargo nets to be used—The master of every vessel shall, before loading or discharging cargo or discharging or embarking passengers, ensure that proper and sufficient save-alls or nets are at all times provided and securely fastened to the satisfaction of the Harbourmaster.

50. Wharfage rates—Wharfage at the rates specified in the First Schedule to these regulations shall be payable to the Secretary-Manager in respect of all goods landed on or shipped from any of the wharves or landing places under the control of the Ministry.

51. Crane—Crane at the rate specified in the First Schedule to these regulations shall be payable to the Secretary-Manager for the use of any crane at the port.

52. Storage charges—(1) Except as provided in subclause (2) of this regulation, storage charges shall be payable to the Secretary-Manager at the rate specified in the First Schedule to these regulations for the storage of any goods (other than timber) that is placed in or on any store, warehouse, or wharf under the control of the Ministry, and not removed within 12 working hours.

(2) Goods placed in portable or mobile storage units or a container for which approval has been obtained in accordance with regulation 42 of these regulations shall be exempt from the payment of storage charges set under subclause (1) of this regulation.

53. Harbour improvement rate—(1) Subject to subclause (3) of this regulation, there shall be payable to the Ministry as a harbour improvement rate a charge at the rate specified in the First Schedule to these regulations in respect of all goods discharged from or shipped on any vessel in the port.

(2) The charge shall be recoverable from the owner or the master of the vessel, or—

(a) In the case of a charge in respect of goods discharged from that vessel, from any person who has paid or is liable to pay any other charges in respect of that vessel in the port; or

(b) In the case of a charge in respect of goods loaded onto that vessel, from any person who has paid or is liable to pay any other charges in respect of that vessel in the port,—
and the master, the owner, and any such other person shall be jointly and severally liable for the charge.

(3) No charge shall be payable under this regulation in respect of—

(a) Goods landed on any wharf for the convenience of the discharging vessel and reshipped in the same vessel before she leaves her discharging berth:

(b) Goods landed on or shipped from any of the wharves or landing places under the control of the Ministry.

(4) For the purpose of this regulation, the tonnage of goods shall be computed either by weight or measurement according to the manner in which freight is charged on the vessel onto which it is loaded or from which it has been discharged.

54. Dangerous goods to be removed from wharves—(1) All explosives, dangerous goods, or goods of a flammable character, shall be removed from the wharves by the owner, agent, or consignee immediately on being unloaded.

(2) Where subclause (1) of this regulation has not been complied with, the Secretary-Manager may arrange the removal of any such goods to a fit place at the expense of the owner, agent, or consignee.

55. Notice boards—(1) The Secretary-Manager may authorise the erection of any notice board to assist in the control of the use of buildings, wharves, and other places under the control of the Ministry.

(2) All lawful instructions conveyed by any such notice board erected shall be complied with at all times.

(3) No person shall, without the written consent of the Secretary-Manager, place any placard or notice upon any wharf, shed, premises, or land under the control of the Ministry.

(4) No person shall interfere with, damage, or deface any notice board erected under the authority of the Secretary-Manager.

56. Use of lifesaving gear—No person shall interfere with or use any boat hook, lifebuoy, or other lifesaving gear placed within the port by the Ministry, except for the purpose of saving life.

57. Effect on other regulations—The provisions of these regulations shall be in addition to and not in substitution for the provisions of—

(a) The Collision Regulations Order 1976*:

(b) Any General Harbour Regulations made under section 241 of the Act.

58. Revocations—The regulations specified in the Second Schedule to these regulations are hereby revoked.

SCHEDULES

FIRST SCHEDULE

SCHEDULE OF CHARGES AND FEES

Regulation	Item	Fee
7 ...	Mooring fee ...	\$10 per hour per man; with a minimum charge of \$40 per man.
20	Laying-up charge ...	1.75 cents per gross ton per day.
25	Pilotage fee ...	Either— (a) An amount calculated at the rate of 6 cents per gross ton; or (b) \$180.00— whichever is the greater.
27 (2) (d)	Examination fee for pilotage exemption certificate	\$60.00.
30 (c)	Re-examination fee for pilotage exemption certificates	\$30.00.
32	Fee per day where pilot is detained on board vessel	\$100.00.
35 (1)	Berthage charges— (a) In the case of a vessel that is not a fishing vessel (b) In the case of a fishing vessel	Either— (a) An amount calculated at the rate of 3 cents per gross ton per day; or (b) \$15.00— whichever is the greater. Either— (a) \$18.00 per metre or part metre of the overall length of the vessel per year; or (b) \$0.25 per metre or part metre of the overall length of the vessel per day— at the option of the owner of the vessel.
37	Electricity ... Electricity connection ...	2.5 cents per unit. \$13.00 for each occasion required.
38	Charge for use of Ministry vessel (other than in association with pilotage provided by the Ministry)	\$230 for the first hour; and \$115 for the second and each subsequent hour of use.

FIRST SCHEDULE—*continued*SCHEDULE OF CHARGES AND FEES—*continued*

Regulation	Item	Fee
42	... Charge for storage of portable or mobile unit or container on wharf	\$1.00 per cubic metre of internal capacity per day.
50	... Wharfage rates— Description of goods—	
	Bulk gravel, per tonne	\$0.30.
	Cement, per tonne ...	\$1.25.
	Cement, clinker, per tonne	\$0.65.
	Coal, per tonne ...	\$1.10.
	Fish—	
	Consignment under 5 tonne	No charge.
	Consignment over 5 tonne—per tonne	\$1.90.
	Gypsum, per tonne ...	\$1.40.
	Logs, per cubic metre ...	\$1.70.
	Timber—sawn	
	Inwards, per cubic metre	\$1.45.
	Outwards, per cubic metre	\$1.70.
	Motor vehicles—	
	Two-wheeled, each vehicle	\$5.05.
	Four or more wheeled, each vehicle	\$12.65.
	Containers—	
	Loaded, per container	\$30.00.
	Unloaded, per container	\$15.00.
	Oil or petroleum products—	
	Inward, per 1000 litres	\$1.50.
	Outward, per 1000 litres	\$0.75.
	Bunker oil ...	No charge.
	Minimum charge per consignment (other than fish)	\$0.65.
	All goods not otherwise specified:	Either— \$1.90 per tonne or \$1.90 per cubic metre whichever is the greater.

FIRST SCHEDULE—*continued*SCHEDULE OF CHARGES AND FEES—*continued*

Regulation	Item	Fee
51	... Cranage—	
	For coal	\$1.20 per tonne.
	For other goods	\$1.20 per tonne plus charges and costs incurred by the Secretary-Manager for hire of crane labour, and waterfront industry commission levies.
52 (1)	... Storage charges	
	Timber	\$1.10 per cubic metre per day.
	Other goods	\$1.10 per tonne per day.
53 (1)	... Harbour improvement	\$1.25 per tonne or part of a tonne.
	rate	

SECOND SCHEDULE

Reg. 58

REGULATIONS REVOKED

Regulation	Reference
The Westport Harbour Regulations 1965	S.R. 1965/112
The Westport Harbour Regulations 1965, Amendment No. 2	S.R. 1968/185
The Westport Harbour Regulations 1965, Amendment No. 7	S.R. 1979/1

P. G. MILLEN,
Clerk of the Executive Council.

EXPLANATORY NOTE

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

These regulations, which (except in relation to compulsory pilotage) come into force on 1 March 1982, consolidate and amend the Westport Harbour Regulations 1965 and their amendments.

The principal changes are—

- (a) The introduction of the concept of compulsory pilotage. The requirement that all vessels over 100 net tons seeking to enter or leave the Harbour must be piloted comes into force on 18 July 1982:
- (b) The introduction of a mooring fee, charges for the use of a Ministry vessel, a cranaige charge for goods other than coal, and a storage charge for timber:
- (c) Increases in all charges, fees, and rates payable under the regulations.

Issued under the authority of the Regulations Act 1936.

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These regulations are administered in the Ministry of Transport.