

11. The Council shall appoint all officers necessary for the working and management of the said wharves.

12. Nothing herein contained shall authorize the Council to do or cause to be done anything repugnant to or inconsistent with any law relating to the Customs, or any regulations of the Minister of Customs, or with any provisions of the Harbours Act, 1923, or its amendments, or any regulation thereunder, and that are now or may hereafter be in force.

13. The rights, powers, and privileges hereby conferred shall continue in force for fourteen years, computed from the date hereof, unless in the meantime such rights, powers, and privileges shall be altered, modified, or revoked by competent authority; and the Council shall not assign, charge, or part with any such right, power, or privilege without the previous written consent of the Minister first obtained.

14. The rights, powers, and privileges conferred under or by virtue of this Order in Council may be at any time resumed by the Governor-General without payment of any compensation whatever, on giving to the Council three calendar months' previous notice in writing. Any such notice shall be sufficient if given by the Minister and delivered at or posted to the last known address of the Council in New Zealand.

15. The Council shall be liable for any injury which may be caused at the said wharves to any vessel or boat through any default or neglect on the part of the Council.

16. In case the Council shall—

- (1) Commit or suffer a breach of the conditions hereinbefore set forth, or any of them; or
- (2) Cease to use or occupy the said wharves for a period of thirty consecutive days;

then, and in either of the said cases, this Order in Council and every license, right, power, or privilege, may be revoked and determined by the Governor-General in Council without any notice to the Council or other proceedings whatsoever; and publication in the *New Zealand Gazette* of an Order in Council containing such revocation shall be sufficient notice to the Council and to all persons concerned or interested that this Order in Council, and the licenses, rights, and privileges thereby granted and conferred have been revoked and determined.

17. In the event of this Order in Council being revoked for any reason whatsoever, or upon the expiry of the period for which the license is granted, the Council shall, if required by the Minister so to do, remove the said wharves entirely from the sites or site and restore the site or sites to their original condition within three months from the date of the revocation or expiry, as the case may be; and if the Council fails so to do, the Minister may cause the said wharves to be removed and the sites or site so restored, and may recover the costs incurred by the said removal and restoration from the Council.

SECOND SCHEDULE.

REGULATIONS.

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

“Council” means the Coromandel County Council;

“Boat” means any open, decked, or half-decked boat attached to or used in connection with any ship or other vessel lying in or belonging to or visiting the Coromandel, Mercury Bay, Colville Bay, and Port Charles harbours, and also any such boat used for the purposes of business or pleasure by residents of the district of Coromandel, 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 store-ship, 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;

“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 or jetty shall be deemed accountable 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. All goods landed on any wharf, or brought thereon for shipment, shall be placed 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 to be deposited at such places as may be appointed by the Wharfinger or other person in charge.

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

9. (a) No person shall drive, take, 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, 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 Council, to close the wharves, or any of them or any portion thereof, whenever in his opinion it is advisable to do so, 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 3 ft. 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 accordingly 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.

17. Every person, firm, or company who uses any wharf, jetty, or landing reserve under the control of the Council, and any other wharf that may thereafter come under the