

the application, together with all necessary particulars relating to the boat, to the Superintendent at the port or place at which it is desired the boat shall be registered. The last named Superintendent shall thereupon enter the boat in the register at his port or place, and shall grant a fresh certificate of registry, and the previous registry shall cease to have effect.

20. In the event of a registered boat being either actually or constructively lost, burnt, or broken up, or ceasing to be a sea-fishing boat, the owner shall immediately give notice thereof to the Superintendent at her port or place of registry, and shall deliver up to the Superintendent the certificate of registry, or account for the same to the satisfaction of the Superintendent. The Superintendent shall thereupon cancel the certificate, and note the cancellation in the register against the registry of the boat.

21. If from any representation made by the owner or otherwise the Marine Department is satisfied that any boat has ceased to exist as a sea fishing-boat, although the owner may have omitted or been unable to give notice of the same, it may direct that the registration of such boat shall be cancelled.

22. When the owner of a boat applies to and proves to the satisfaction of the Superintendent at the port or place of registry that the certificate of registry has been lost or destroyed the Superintendent may upon payment of a fee of 2s. 6d. grant the owner a copy of the certificate of registry certified under the Superintendent's hand to be a true copy, and that copy shall have all the effect of the original.

23. The registered owner of each boat shall paint or cause to be painted thereon the name of such boat and that of the port or place of registry, in white oil colour on a black ground, or in black on a white ground, on each bow and on the stern of the boat, in letters which shall be not less than 3 in. in height and $\frac{1}{2}$ in. in breadth.

24. Within seven days after the registration of any boat the registered owner thereof shall in the following manner mark or cause to be marked such boat with the letter or letters and the number to be assigned to her in the register:—

- (a) The letters shall precede the number.
- (b) The letters and numbers shall be placed on each bow of the boat 3 in. or 4 in. below the gunwale, so as to be clearly visible.
- (c) In the case of steamers the letters and numbers shall, in addition, be placed in a similar manner on each quarter, and of a conspicuous size, on the funnel 12 in. from the top, and as far as possible on the foremost half of the circumference.
- (d) The letters and number shall be painted in white oil colour on a black ground, or in black oil colour on a white ground.

Provided that in the case where the hulls are painted an intermediate shade a black or white ground shall be provided for the letters and numbers, and the letters and numbers shall be of the opposite colour to the ground.

25. The provisions of section 24 herein shall not apply to regular coastal trading-vessels duly registered and licensed in accordance with the provisions of these regulations.

26. (1) The same letters and number shall be painted in oil colour on each side of the centre cloth or cloths of the mainsail of the boat immediately above the close reef, and in such a manner as to be plainly visible; or the same may be painted in oil colour on separate pieces of canvas or other suitable material, which shall be sewn on each side of the sail in the position herein described. They shall be painted on white sails in black, and on black sails in white, and where the sails are of an intermediate shade the said letters and number shall be painted in black on sails of light shade and in white on sails of dark shade.

(2) Provided that in case of a lug-sail boat the letters and number shall be placed on the sail which is commonly used when the boat is engaged in fishing.

(3) Whenever the Superintendent at the port or place of registry reports to the Marine Department that he is in doubt as to the effectiveness for the purposes of these regulations of the colour of the letters and number in the case of a boat having any sail of intermediate shade, or whenever any question arises as to the effectiveness for the purposes of these regulations of the colour of the letters and number for any sail of intermediate shade, the letters and number shall be painted in black or white, as the Marine Department may in each case direct.

27. (1) The letters and numbers shall be on the hulls 6 in. at least in height and $\frac{1}{2}$ in. at least in breadth, and on the sails one-third larger every way.

(2) Provided that in boats which have a "bend-piece" or "rubbing-streak" the letters and numbers shall be as high as the space above it will admit. In boats where the space between the gunwale and water-line is not sufficient for the prescribed height, the letters and numbers shall be as high as the space will permit.

(3) In all cases a space equal to one-third of the height of the letters shall be left between every two letters and every two figures forming the number, and the letters shall be separated from the number by twice the same space.

28. The names, letters, and numbers herein prescribed shall at all times be effectively kept up and renewed by the registered owner of the boat when required, and a boat shall not have either on its outside or on its sails any letters or numbers other than those herein prescribed:

Provided that in the case of any boat only temporarily engaged in fishing for the purposes of sale so much of these regulations as requires that letters and numbers shall be permanently affixed to the hull and sails or funnel shall not apply if such letters and numbers are temporarily affixed thereto during the whole period of fishing by means of board, canvas, or iron in a manner otherwise provided for according to these regulations.

29. No person shall efface, alter, make illegible, cover, or conceal in any manner whatsoever the names, letters, or numbers, or be a party or privy to so doing.

30. All small boats carried by or attached to sea fishing-boats as tenders or otherwise shall be marked with the same letters and numbers as the boats to which they belong.

31. Fishing vessels or boats which are registered under Part XII of the Shipping and Seamen Act, 1908, shall for the purposes of the Fisheries Act, 1908, be deemed to be of the register tonnage shown by their certificates of registry issued under the aforesaid Shipping and Seamen Act, 1908.

32. The register tonnage of boats not registered under Part XII of the Shipping and Seamen Act, 1908, shall for the purposes of the Fisheries Act, 1908, be determined as follows:—

$$L \times B \times D \times 0.45 = \text{approximate tonnage under deck.}$$

100

L = Length. Measure the length from fore part of head of stem to after part of head of stern-post, or after part of transom or tuck in case of a transom or tuck stern without post on same at upper part.

B = Breadth. Measure extreme breadth of boat outside.

D = Depth. Measure depth amidships.

In the case of decked boats the measurement shall be from the under side of deck to the upper side of floor timbers at side of keelson, deducting thickness of ceiling. If this depth cannot be taken owing to fixed ballast, measure depth down the pump-well and deduct 1 in. per foot from same on account of depth of floor and thickness of ceiling.

In the case of a break or breaks above the line of deck multiply together the length, breadth, and height of the space or spaces, divide each product by 100, and add to the tonnage under deck.

All measurements are to be taken in feet and tenths of a foot.

From the tonnage so ascertained a deduction of 25 per cent. is to be made for engine-space in the case of vessels propelled by steam or other mechanical power than steam.

33. All fishing-boats which are employed in the home-trade or in river or extended-river limits and which are not required by the Shipping and Seamen Act, 1908, to be registered shall, at the owner's election, for the purpose of registry be measured for gross tonnage either under Regulation 31 or 32 of these regulations, or as follows:—

(1) Measure the length on the uppermost deck from the outside of the outer plank at the stem to the aft side of the stern-post, deducting therefrom the distance between the aft side of the stern-post and the rabbet of the stern-post at the point where the counter-plank crosses it; measure also the greatest breadth of the ship to the outside of the outer planking or wales, and then, having first marked on the outside of the ship, on both sides thereof, the height of the upper deck at the ship's sides, girth the ship at the greatest breadth in a direction perpendicular to the keel from the height so marked on the outside of the ship on the one side to the height so marked on the other side by passing a chain under the keel; to half the girth thus taken, add half the main breadth; square the sum; multiply the result by the length of the ship taken as aforesaid; then multiply this product by the factor 0.0018 (eighteen ten-thousandths) in the case of ships built of wood, and 0.0021 (twenty-one ten-thousandths) in the case of ships built of iron, and the product shall be deemed the gross tonnage of the ship.

(2) If there be a break, a poop, or other closed-in space on the upper deck the tonnage of that space shall be ascertained by multiplying together the main length, breadth, and depth of the space, and dividing the product by 100, and the quotient so obtained shall be deemed to be the tonnage of the space, and shall be added to the tonnage of the ship ascertained as aforesaid.

34. In the case of any such boats that are propelled by any mechanical power an allowance shall be made in respect of propelling-space of 25 per cent. of such gross tonnage