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PORT MORESBY SATURDAY 1st JANUARY

[1977

NOTICE OF COMMENCEMENT

I, John Guise, G.C.M.G., Governor-General, by virtue of the powers conferred by the undermentioned Acts and all other powers me enabling, acting with, and in accordance with, the advice of the Minister for Transport and Works, hereby fix 1st January, 1977 as the date on which the said Acts shall come into operation:—

No. 30 of 1976.—*Merchant Shipping (Amendment) Act 1976.*

No. 45 of 1976.—*Merchant Shipping (Navigational Aids) Act 1976.*

No. 60 of 1976.—*Merchant Shipping (Pilotage) Act 1976.*

Dated this 17th day of December, 1976.

JOHN GUISE,
Governor-General.

NOTICE OF THE MAKING OF REGULATIONS

THE following Regulations set out in the table below have been made under the Acts set out in the table. Copies may be purchased at the price shown (plus postage, if necessary) from the Government Printing Office, Lawes Road, Port Moresby.

No.	Citation or Nature	Act under which made	Price
Statutory Instrument No. 21 of 1976	Merchant Shipping (Safety) Regulation 1976	<i>Merchant Shipping Act 1975</i>	—
Statutory Instrument No. 22 of 1976	Merchant Shipping (Crewmen) Regulation 1976	<i>Merchant Shipping Act 1975</i>	—
Statutory Instrument No. 29 of 1976	Merchant Shipping (Navigational Aids) Regulation 1976	<i>Merchant Shipping Act 1975</i>	—
Statutory Instrument No. 51 of 1976	Merchant Shipping (Pilotage) Regulation 1976	<i>Merchant Shipping Act 1975</i>	—

Dated this 17th day of December, 1976.

JOHN GUISE,
Governor-General.

Harbours Board Act 1963

DECLARATION OF PORTS

I, Bruce Jephcott, Minister for Transport and Works, by virtue of the powers conferred by Section 5 of the *Harbours Board Act 1963* and all other powers me enabling, hereby—

- (a) revoke the Declaration of Ports for each Port specified in Column 1 of Schedule 1 as contained in a notice dated and published as set out in Column 2 opposite that Port in Column 1; and
- (b) declare each Port specified in Schedule 2 to be a declared Port for the purposes of that Act; and
- (c) define the limits of each declared Port to be the limits specified in Schedule 3 under the declared Port specified in that Schedule.

SCHEDULE 1

Column 1 Port	Column 2 Date and published
Aitape	Dated 31st December, 1973 and published in <i>Government Gazette</i> No. 3 of 10th January, 1974.
Alotau	Dated 7th October, 1975 and published in <i>National Gazette</i> No. 10 of 16th October, 1975.
Daru	Dated 20th April, 1976 and published in <i>National Gazette</i> No. G32 of 15th April, 1976.
Kavieng	Dated 4th April, 1967 and published in <i>Government Gazette</i> No. 19 of 20th April, 1967.
Kieta	Dated 29th September, 1971 and published in <i>Government Gazette</i> No. 25 of 14th October, 1971.
Kimbe	Dated 15th July, 1971 and published in <i>Government Gazette</i> No. 4 of 15th July, 1971.
Lae	Dated 4th April, 1967 and published in <i>Government Gazette</i> No. 19 of 20th April, 1967.
Lorengau	Dated 29th June, 1973 and published in <i>Government Gazette</i> No. 58 of 5th July, 1973.
Madang	Dated 4th April, 1967 and published in <i>Government Gazette</i> No. 19 of 20th April, 1967.
Oro Bay	Dated 5th October, 1972 and published in <i>Government Gazette</i> No. 9 of 1st February, 1972.
Port Moresby	Dated 4th April, 1967 and published in <i>Government Gazette</i> No. 19 of 20th April, 1967.
Rabaul	Dated 4th April, 1967 and published in <i>Government Gazette</i> No. 19 of 20th April, 1967.
Samarai	Dated 14th April, 1967 and published in <i>Government Gazette</i> No. 19 of 20th April, 1967.
Vanimo	Dated 1st July, 1974 and published in <i>Government Gazette</i> No. 46 of 4th July, 1974.
Wewak	Dated 15th July, 1971 and published in <i>Government Gazette</i> No. 4 of 15th July, 1971.

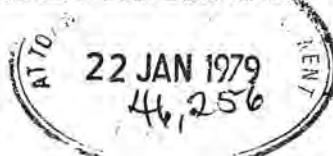
SCHEDULE 2

Port of Aitape	Port of Kieta	Port of Madang
Port of Alotau	Port of Kimbe	Port of Oro Bay
Port of Daru	Port of Lae	Port of Port Moresby
Port of Kavieng	Port of Lorengau	Port of Rabaul
Port of Samarai	Port of Vanimo	Port of Wewak

SCHEDULE 3

PORT OF AITAPE

All that piece and parcel of land and water situate above and below high water mark of the Bismarck Sea partly within and partly without the Town of Aitape Milinch of Tadjil Fourmil of Aitape in the West Sepik Province commencing at a point on the high water mark aforesaid being the easternmost point of Rohm Point in the said Town of Aitape and bounded thence on the north by a straight line bearing 90 degrees for 5 100 metres, thence on the east by a straight line bearing 180 degrees for approximately 3 650 metres to a point on the mainland at the high water mark aforesaid in latitude 3 degrees 10 minutes south thence to a point being 10 metres perpendicularly distant landward from the high water mark aforesaid thence on the south-west generally north-westerly for approximately 2 800 metres by a line parallel to and distant 10 metres landward from the high water mark aforesaid to the northernmost point on the east bank of the Raihu River thence on the south by a straight line due west for approximately 320 metres across the mouth of the Raihu River to a point at the high water mark on the easternmost point on the western bank of the said Raihu River thence to a point being 10 metres perpendicularly distant landward from the high water mark aforesaid thence generally on the south and south-west by a line parallel to and distant 10 metres landward from the high water mark aforesaid for approximately 3 300 metres to its intersection with the eastern boundary of Allotment 1 Section 20 in the said Town of Aitape thence by straight line bearing 197 degrees 49 minutes 30 seconds for approximately 40.5 metres to the southernmost corner of the aforesaid allotment thence by a straight line bearing 322 degrees 53 minutes for 175.88 metres thence by a straight line bearing 337 degrees 50 minutes for 46.26 metres thence by a straight line bearing 67 degrees 50 minutes for approximately 58 metres to a point 10 metres perpendicularly distant landward from the high water mark aforesaid thence generally on the west by a line parallel to and distant 10 metres landward from the high water mark aforesaid for approximately 1 325 metres to a point 10 metres perpendicularly distant landward of the point of commencement thence to the point of commencement be the said several dimensions all a little more or less.



Declaration of Ports—continued**Schedule 3—continued****PORT OF ALOTAU**

Commencing at the point of intersection of latitude 10 degrees 20 minutes south and longitude 150 degrees 26 minutes east thence a line due north to a point 9 metres above high water mark thence eastwards along a line 9 metres above high water mark and parallel to high water mark to the northern boundary of Section 43 Allotment 4 thence eastwards and southwards following the northern and eastern boundaries of Section 43 to the south-east corner thence due south to a point 9 metres above high water mark thence following the foreshore along a line 9 metres above high water mark to a point of intersection with latitude 10 degrees 20 minutes south thence westwards to the intersection with longitude 150 degrees 26 minutes east.

PORT OF DARU

All that piece of land above and below high water mark of the Gulf of Papua partly within and partly without the town of Daru Milinch of Dirimu in the Western Province of Papua New Guinea commencing at a point at the intersection of latitude 9 degrees 11 minutes south and longitude 143 degrees 9 minutes east thence due north to a point on the mainland 10 metres above high water mark thence in a north-easterly direction along a line 10 metres above and parallel to high water mark to a point where that line intersects latitude 9 degrees 2 minutes south thence due east across the mouth of the Oriomo River to a point on the eastern bank of the river 10 metres above high water mark thence in an easterly direction along a line 10 metres above and parallel to high water mark to a point where that line intersects latitude 9 degrees south thence due east to a point on Parama Island 10 metres above high water mark thence in a south-westerly then easterly then north-easterly direction along a line 10 metres above and parallel to high water mark to a point where that line intersects latitude 9 degrees south thence due east to the point of intersection of latitude 9 degrees south and longitude 143 degrees 30 minutes east thence due south to the point of intersection of latitude 9 degrees 11 minutes south and longitude 143 degrees 30 minutes east thence due west to the point of commencement but excluding all land on Bristow Island and Daru Island which is inland of 10 metres above high water mark.

PORT OF KAVIENG

All that piece or parcel of land and water situate in the Milinch of Balgai Fourmil of Kavieng New Ireland Province being partly within and partly without the Town of Kavieng and known as the Port of Kavieng commencing at a point at high water mark on the northernmost point of North Cape and bounded thence on the east by a straight line due south distant 10 metres landward from the high water mark aforesaid thence generally on the south-east by a line parallel to and distant 10 metres landward from the high water mark aforesaid to a point distant 10 metres landward from the high water mark aforesaid at the westernmost point of Cape Nuan thence generally on the east by a line parallel to and distant 10 metres landward from the high water mark of Nusa Harbour generally southerly for 2 200 metres to a point on the westerly prolongation of the southern boundary of Allotment 30 Section 11 in the Town of Kavieng thence on the north by the said prolongation and the said southern boundary of Allotment 30 Section 11 Town of Kavieng respectively being in all a straight line bearing 101 degrees 57 minutes 40 seconds for 147.22 metres to the south-eastern corner of the said Allotment 30 Section 11 thence again on the east by part of the western boundary of Tabar Terrace being straight lines bearing 196 degrees 30 minutes for 193.61 metres and 196 degrees 42 minutes 40 seconds for 189.56 metres to a point on the northern boundary of Wharf Street thence on the south by the said northern boundary of Wharf Street and a westerly prolongation thereof respectively being in all a straight line bearing 286 degrees 5 minutes 30 seconds for 169.72 metres to a point on the western boundary of Nusa Parade thence again on the east by western boundaries of the said Nusa Parade being straight lines bearing 197 degrees 45 minutes 25 seconds for 47.51 metres and 187 degrees 12 minutes 40 seconds for 91.25 metres respectively to a point on the northern boundary of Portion 17 thence again on the south by part of the said northern boundary of the said Portion 17 being a straight line bearing 281 degrees 19 minutes for 48.17 metres to a point 10 metres inland from the aforesaid high water mark of Nusa Harbour thence again generally on the east by a line parallel to and distant 10 metres landward from the high water mark aforesaid generally southerly to a point distant 10 metres landward from the high water mark aforesaid at the extreme south point of Cape Siwusat thence again on the south by a straight line for 10 metres distant perpendicularly westwards to the high water mark aforesaid on the extreme south point of Cape Siwusat thence again on the south-east by a straight line 220 degrees for approximately 1 980 metres to a point at the high water mark on the extreme north point of Usien Island thence on the south by a straight line bearing 270 degrees for approximately 3 205 metres thence on the west by a straight line due north for approximately 1 790 metres to a point on the high water mark at the extreme south-west of Edmago Island thence generally on the north by the line of the high water mark on the southern shore of the said Edmago Island generally easterly to the eastern extremity of the said Edmago Island thence again on the north by a straight line bearing 73 degrees for approximately 3 425 metres to a point at the high water mark on the southern extremity of Nago Island thence on the west by the line of the high water mark on the western shore of the said Nago Island generally northerly for 900 metres to a point on the northern extremity of the said Nago Island thence again on the west by a straight line bearing 11 degrees for approximately 2 205 metres to a point at the high water mark on the north-westernmost point of Nusalik Island thence again on the west by a straight line bearing 17 degrees for approximately 1 290 metres to a point at the high water mark on the westernmost point of Nusa Island thence on the north-west by a straight line bearing 45 degrees for approximately 2 440 metres thence again on the north by a straight line due west to the point of commencement be the said several dimensions all a little more or a little less.

Declaration of Ports—continued**Schedule 3—continued****PORT OF KIETA**

All that piece or parcel of land and water situate partly within and partly without the town of Kieta in the Bougainville Province commencing at a point 10 metres on the landward side of the high water mark at the extreme north of Marowa Point bounded on the west generally south-easterly and southerly by a line parallel to and distant 10 metres landwards from the said high water mark to a point 192 degrees 16 minutes 15.5 metres from the south-western corner Section 6 Allotment 27 Town of Kieta thence 192 degrees 16 minutes 4.6 metres thence 102 degrees 16 minutes 57.5 metres thence 60 degrees 100 metres thence 103 degrees 240 metres thence 128 degrees 215 metres thence 103 degrees 15 metres thence 10 metres above high water mark along the foreshore to Mission Point thence on the south by a straight line 89 degrees for approximately 7 200 metres to a point 10 metres above the high water mark on the western extremity of Tunani Island thence on the east by a straight line 343 degrees for approximately 6 700 metres along the seaward edge of Gero Reef to a point in latitude 6 degrees 10 minutes south longitude 155 degrees 42 minutes 3 seconds east thence on the north-east by straight line 328 degrees for approximately 6 500 metres to a point in latitude 6 degrees 7 minutes 1 second south longitude 155 degrees 40 minutes 4 seconds east thence on the north by a straight line due west for approximately 5 350 metres to a point at the northern extremity of Banaru Reef thence on the north-west by a straight line bearing 238 degrees for approximately 2 900 metres along the seaward edge of Banaru Reef to a point at the western extremity of the said Banaru Reef thence on the west by a straight line bearing 192 degrees for approximately 2 090 metres to a point on Karikibera Shoal coincident with the point at the north-eastern extremity of the company port area declared by Bougainville Copper Limited thence on the west by a straight line 201 degrees for approximately 4 260 metres to a point in latitude 6 degrees 11 minutes 15 seconds south longitude 155 degrees 35 minutes 5 seconds east being a line coincident with the eastern boundary of the company port area declared by the said Bougainville Copper Pty Limited thence on the north by a straight line 259 degrees 15 minutes for approximately 2 965 metres to a point at the high water mark on the northernmost point of Kerekerina Point being a line coincident with the southern boundary of the company port declared by the said Bougainville Copper Limited thence again on the west by a straight line perpendicularly distant 10 metres landward from the high water mark aforesaid thence generally on the west north-west on the south east and again on the south by a line parallel to and distant 10 metres landward from the said high water mark generally along the foreshore of Arawa Bay and Kobuan Bay and the Kieta Peninsula to the point of commencement be the said several dimensions all a little more or less.

PORT OF KIMBE

All that piece and parcel of land and water situate above and below high water mark of Stettin Bay partly within and partly without the Town of Kimbe in the West New Britain Province commencing at a point situated 457 metres 290 degrees from the Department of Works tide gauge thence bounded on the south-east by a straight line bearing 216 degrees for 193 metres thence on the south-west by a straight line bearing 306 degrees for 315 metres thence on the north-west by a straight line 44 degrees for 213 metres to a point being 10 metres distant landward from the said high water mark thence again on the south-west generally north-west west and north-west by a line parallel to and distant 10 metres landward from the high water mark aforesaid to a point at the northern extremity of Gigo Point thence on the west by a straight line due north for 1 695 metres thence on the north by a straight line due east for 6 821 metres thence on the east by a straight line due south for approximately 2 438 metres to a point at the eastern extremity of Telegavu Point being 10 metres perpendicularly distant landward from the high water mark aforesaid thence generally on the south generally westerly by a line parallel to and distant 10 metres landward from the high water mark aforesaid to the point of commencement be the said several dimensions all a little more or less.

PORT OF LAE

All that piece or parcel of land and water situate partly within and partly without the City of Lae Milinch of Lae Fourmil of Markham in the Morobe Province being the port of Lae commencing at a point on the southern boundary of Macdui Street being the northernmost corner of Allotment 1 of Section 34 City of Lae and bounded thence on the north-east by the north-eastern boundary of the said Allotment 1 Section 34 being a straight line 136 degrees for 114 and 50/100 metres on the east by the eastern boundary of the said Allotment 1 of Section 34 and a prolongation thereof to a point 10 metres inland from the high water mark being in all a straight line bearing 175 degrees for approximately 515 metres thence on the north generally eastwards by a line parallel with and distant 10 metres inland from the high water mark to a point on the prolongation of the south-western boundary of Voco Street being 10 metres perpendicularly distant landward from the high water mark aforesaid thence again on the east by a straight line due south for 10 metres to a point on the high water mark aforesaid thence again on the east by a straight line bearing 167 degrees for approximately 31.25 kilometres to a point on the high water mark on the northernmost extremity of Patsee Point thence again on the east by a straight line due south for 10 metres to a point 10 metres inland from the high water mark aforesaid thence generally on the south south-east south-west and west generally west south-westerly north-westerly and northerly by a line parallel with and distant 10 metres inland from the high water mark aforesaid to a point 10 metres perpendicularly distant landward from the high water mark aforesaid on the northernmost extremity of Labu Point thence again on the west by a straight line due north for 10 metres to a point at the high water mark aforesaid on the northernmost extremity of Labu Point thence on the north-west by a straight line bearing 42 degrees for approximately 2 030 metres to a point at the high water mark aforesaid

Declaration of Ports—*continued*Schedule 3—*continued*Port of Lae—*continued*

at the intersection of the line of the high water mark and a straight line bearing 90 degrees from the Markham Permanent Survey Mark Number 3 352 thence on the north by a straight line due west for 10 metres to a point 10 metres landward from the said high water mark thence generally again on the west again on the north generally northerly then easterly by a line parallel with and 10 metres landward from the said high water mark to a point distant approximately 90 metres on a bearing 197 degrees from the south-western corner of Allotment 2 of Section 30 Town of Lae thence on the north-west by a straight line bearing 17 degrees for approximately 70 metres to a point on the south-western side of a road 20 and 11/100 metres wide distant 20 and 11/100 metres on a bearing 197 degrees 9 minutes 10 seconds from the south-western corner of Allotment 2 of Section 30 Town of Lae again on the north-east by the said south-western boundary of the road 20 and 11/100 metres wide being a straight line bearing 107 degrees 9 minutes 10 seconds for approximately 420 metres to the north-eastern corner of Allotment 1 of Section 31 Town of Lae again on the north-east by part of a north-eastern boundary of the said Allotment 1 of Section 31 being a straight line bearing 125 degrees 59 minutes for approximately 96 metres to the southern-most corner of Mangola Street again on the north-west by part of the south-eastern boundaries of the said Mangola Street being straight lines bearing 35 degrees 59 minutes for approximately 35 metres and 54 degrees 48 minutes 40 seconds for approximately 195 metres to a point on the south-western side of Marsina Street again on the north-east by part of the south-western boundary of the said Marsina Street being a straight line bearing 144 degrees 48 minutes 40 seconds for approximately 86 metres to the south-western corner of the aforesaid Macdui Street generally on the north by part of the southern boundary of the said Macdui Street being a straight line bearing 64 degrees 41 minutes 30 seconds for approximately 350 metres 81 degrees 45 minutes 50 seconds for 176 and 22/100 metres and 63 degrees for 9 and 47/100 metres to the point of commencement be the said several dimensions all a little more or less.

PORT OF LORENGAU

All that piece and parcel of land and water situate above and below high water mark of Seadler Harbour partly within and partly without the Town of Lorengau Milinch of Kelaua Fourmil of Los Negros in the Manus Province commencing at a point on the high water mark aforesaid being the north-western corner of Allotment 7 Section 7 in the said Town of Lorengau and bounded thence on the west by a straight line bearing 12 degrees for 2 040 metres thence on the north-west by a straight line bearing 27 degrees for approximately 4 920 metres to a point at the aforesaid high water mark on the eastern extremity of Hauwei Island thence again on the west by a straight line due north for 2 050 metres thence on the north by a straight line due east for 2 920 metres thence on the east by a straight line due south for approximately 2 000 metres to the Old Light House on the western extremity of Ndrilo Island thence again on the east by a straight line bearing 171 degrees for approximately 400 metres to a point on the south-west extremity of Ndrilo Island being 10 metres distant landward from the high water mark aforesaid thence on the north-east generally easterly by a line parallel to and distant 10 metres from the high water mark aforesaid along the south shore of Ndrilo Island to a point at the eastern extremity of Ndrilo Island being 10 metres distant landward from the high water mark aforesaid thence again on the north by a straight line bearing 100 degrees for approximately 300 metres to a point on the western extremity of Koruniat Island being 10 metres distant landward from the high water mark aforesaid thence again on the east and north-east by a line parallel to and distant 10 metres landward from the high water mark aforesaid generally southerly and easterly along the south shore of Koruniat Island to a point at the eastern extremity of Koruniat Island being 10 metres distant landward from the high water mark aforesaid thence again on the north by straight line 95 degrees for approximately 1 000 metres to a point on the western extremity of Los Negros Island being 10 metres distant landward from the high water mark aforesaid thence again on the north-east and east by a line parallel to and distant 10 metres from the high water mark aforesaid along the foreshore of Los Negros Island to a point at Nahuchie Point being 10 metres distant landward from the high water mark aforesaid thence again on the east by a straight line due south for approximately 750 metres to a point on the south shore of Papitalai Harbour being 10 metres perpendicularly distant from the high water mark aforesaid thence variously on the south and generally westerly along the sea shore of Seadler Harbour including Papitalai Harbour and Lombrum Bay by a line parallel to and distant 10 metres landward from the high water mark aforesaid to a point on the eastern shore of Lonui Passage being 10 metres distant landward from the high water mark aforesaid thence on the south by straight line 290 degrees for 375 metres approximately to a point on the high water mark aforesaid at the extreme north point on the western shore of the entrance to Lonui Passage thence to a point being 10 metres perpendicularly distant landward from the high water mark aforesaid thence again variously on the south and generally westerly along the sea shore of Seadler Harbour including Peiho Inlet and Lorengau Bay by a line parallel to and 10 metres distant landward from the high water mark aforesaid to the point of intersection with the most northerly portion of the south-western boundary of Allotment 5 Section 7 in the said Town of Lorengau thence by a straight line bearing 302 degrees 3 minutes 20 seconds for 14.2 metres thence by a straight line bearing 214 degrees 37 minutes 20 seconds for 99.97 metres thence by a straight line bearing 304 degrees 37 minutes 20 seconds for 132.24 metres thence by a straight line bearing 34 degrees 37 minutes 20 seconds for 108.09 metres to a point 10 metres landward from the high water mark aforesaid thence generally on the south-west by a line parallel to and distant 10 metres landward from the high water mark aforesaid for approximately 140 metres to the north-western boundary of Allotment 7 Section 7 in the said Town of Lorengau thence in a straight line bearing 34 degrees 37 minutes 50 seconds for 10 metres to the point of commencement be the said several dimensions all a little more or less.

Declaration of Ports—*continued*Schedule 3—*continued*

PORT OF MADANG

All that piece or parcel of land and water situate in the Madang Province in the Milinch of Kranket Fourmil of Madang being partly within and partly without the Town of Madang and being the Port of Madang commencing at a point on the sea shore of Kalibobo (Schering) Peninsula at high water being the south-eastern corner of Portion 48 Milinch of Kranket Fourmil of Madang and bounded thence on the south by the southern boundary of the said Portion 48 being a straight line bearing 227 degrees for 51 and 20/100 metres on the west by the western boundary of the said Portion 48 being a straight line bearing 6 degrees for 50 and 60/00 metres on the north by part of the northern boundary of the said Portion 48 being a straight line bearing 96 degrees for 39 and 70/100 metres to a point 10 metres east of the said sea shore of Kalibobo (Schering) Peninsula at high water on the south-west and south-east by a line parallel to and distant 10 metres landwards from the said sea shore of Kalibobo (Schering) Peninsula the sea shore of Dallman Passage and Madang Harbour all at high water generally north-westerly and south-westerly for approximately 1 200 metres to a point on the north-western boundary of Coastwatchers Avenue again on the south-east by part of the said north-western boundary of Coastwatchers Avenue by the north-western side of a bridge and again by part of a north-western boundary of the said Coastwatchers Avenue being in all a straight line bearing 236 degrees 36 minutes for approximately 50 metres to a point 10 metres on the landward side of the said sea shore of Madang Harbour at high water again generally on the west and south by a line parallel to and distant 10 metres landwards from the said sea shore of Madang Harbour at high water generally northerly and easterly for approximately 1 330 metres to a point on the south-eastern boundary of Allotment 2 of Section 20 Town of Madang again on the south-east by part of the said south-eastern boundary of Allotment 2 Section 20 being a straight line bearing 222 degrees 14 minutes for approximately 13 metres to a point on the north-eastern boundary of Coastwatchers Avenue aforesaid again on the south by a straight line bearing 276 degrees for 30 metres to the north-eastern corner of Patosten Street again on the south-east by the north-western boundary of the said Patosten Street being a straight line bearing 245 degrees 50 minutes for 113 and 88/100 metres to a point on the north-eastern boundary of Modilon Road again on the south-east by a straight line bearing 244 degrees 31 minutes for 24 and 14/100 metres to the north-eastern corner of Allotment 3 of Section 27 Town of Madang again on the south-east by part of the north-western boundary of Allotment 3 of Section 27 being a straight line bearing 246 degrees 39 minutes for 63 metres again on the east south-east and on the north-west and again on the west by a line parallel to and distant 10 metres landwards from the said sea shore of Madang Harbour at high water generally southerly south-westerly north-easterly and northerly for approximately 2 600 metres to a point on the northern boundary of Allotment 22 Section 26 Town of Madang again on the south by part of the said northern boundary of Allotment 22 Section 26 being a straight line bearing 266 degrees 40 minutes for 54 metres to a point on the eastern boundary of Bougainvillea Drive again on the south-east by a straight line bearing 244 degrees for 30 metres to the north-eastern corner of Allotment 15 Section 26 Town of Madang again on the south by the northern boundary of the said Allotment 15 of Section 26 and by the northern boundary of Allotment 5 of Section 26 being in all a straight line bearing 266 degrees 40 minutes for 120 metres to a point on an eastern boundary of the aforesaid Bougainvillea Drive again on the south by a straight line bearing 266 degrees for 20 metres to the south-eastern corner of Allotment 28 Section 26 again on the south by part of the southern boundary of the said Allotment 28 Section 26 being a straight line bearing 266 degrees 40 minutes for 13 metres again on the south by a line parallel to and distant 10 metres landwards from the said sea shore of Madang Harbour at high water generally westerly for approximately 750 metres to a point on the north-western boundary of Allotment 3 of Section 29 Town of Madang again on the north-west by part of the said western boundary of Allotment 3 Section 29 thereof being a straight line bearing 52 degrees 42 minutes for 10 metres to a point on the sea shore of Madang Harbour at high water again on the west by a straight line due north for approximately 250 metres to a point within Portion 76 Milinch of Kranket distant 10 metres north of the said sea shore of Madang Harbour at high-water again on the north-west and south by a line parallel to and distant 10 metres landwards from the said sea shore at high water generally easterly northerly and westerly for approximately 1 500 metres to a point due south of the easternmost corner of Portion 76C Milinch of Kranket again on the west by a straight line due north for 10 metres to the said easternmost corner of Portion 76C again on the west by a straight line northerly for approximately 380 metres to the south-western corner of Portion 76A Milinch of Kranket again on the west by a straight line due north for 10 metres on the north-west south-west and again north-west by a line parallel to and distant 10 metres landwards from the said sea shore of Madang Harbour generally north-easterly north-westerly and again north-easterly for approximately 1 200 metres to a point due west of the westernmost extremity of Beliau Island again on the north by a straight line due east for approximately 80 metres to a point 10 metres due east of the said westernmost extremity of Beliau Island generally again on the north and west by a line parallel to and distant 10 metres landwards from the sea shore of the said Beliau Island at high water generally easterly and northerly for approximately 1 660 metres to a point on the northernmost extremity on the eastern headland of the said Beliau Island at high water again on the south-west by a straight line bearing 306 degrees for approximately 260 metres to a point on the northernmost extremity of the said Beliau Island at high water again on the south generally westerly by the line of the high water mark to a point at the westernmost extremity of the Mis Inlet at high water mark again on the north-west generally north-east by the line of the high water mark to a point at the southernmost extremity of the mainland at the extreme seaward end on the north side of the said Mis Inlet at high water again on the west generally northerly by the line of the high water mark to a point at the north-westernmost extremity of the mainland at the extreme seaward end on the south side of Nagada Harbour at high water again on the south again on the west and again on the north generally westerly northerly and easterly by the line of the high water mark along the sea shore of the said Nagada Harbour to a point on the

Declaration of Ports—*continued*Schedule 3—*continued*Port of Madang—*continued*

southernmost extremity of the mainland at the extreme seaward end on the north side of Nagada Harbour at high water again on the north by a straight line bearing 84 degrees for approximately 320 metres to a point on south-western extremity of Gosem Island at high water mark again on the north by the line of the high water mark generally easterly to a point at the eastern extremity of the said Gosem Island at high water again on the north by straight line bearing 82 degrees for approximately 2 440 metres to a point at the southern extremity of the reef bordering the northern side of the Rasch Passage again on the north-east by a straight line bearing 113 degrees for approximately 320 metres across the said Rasch Passage to a point on the northern extremity of the reef bordering the southern side of the said Rasch Passage again on the north-east generally south-easterly along the seaward edge of the barrier reef for approximately 1 720 metres to a point on the northern extremity of Tab Island at high water again on the north-east generally south-easterly by the line of the high water mark for approximately 530 metres along the eastern shore to a point on the south-eastern extremity of the said Tab Island at high water again on the south generally westerly by the line of the high water mark for approximately 380 metres along the southern shore to a point on the southern extremity of the said Tab Island at high water again on the south by a straight line bearing 259 degrees for approximately 750 metres to a point on the northern extremity of Paeowai Island at high water on the east generally southerly by the line of the high water mark for approximately 950 metres along the eastern shore to a point on the southern extremity of the said Paeowai Island at high water again on the east by a straight line bearing 195 degrees for approximately 785 metres to a point on the northern extremity of Kranket Island at high water again on the east generally southerly by the line of the high water mark for approximately 1 100 metres along the eastern shore to a point on the easternmost extremity of the said Kranket Island at high water again on the north by a straight line due east for 1 020 metres to a position in latitude 5 degrees 11 minutes 9 seconds south longitude 145 degrees 51 minutes 5 seconds east again on the east by a straight line due south for 2 290 metres to a position in latitude 5 degrees 13 minutes 5 seconds south longitude 145 degrees 51 minutes 5 seconds east again on the south by a straight line due west for 2 220 metres to a point 10 metres due west of the easternmost extremity of the said Kalibobo (Schering) Peninsula at high water again on the west by a line parallel to and distant 10 metres landwards from the sea shore of Kalibobo (Schering) Peninsula at high water generally northerly for approximately 710 metres to the point of commencement be the said several dimensions all a little more or less.

PORT OF ORO BAY

All that piece and parcel of land and water situate above and below high water mark of Oro Bay in the Milinch of Sangara Fournil of Buna in the Northern Province commencing at a point on the high water mark aforesaid being the northernmost point of the Mainland on the south-east shore of Port Harvey at the intersection of Meridian 148 degrees 30 minutes 48 seconds east longitude with parallel 8 degrees 54 minutes 24 seconds south latitude and bounded thence on the east by a straight line bearing 180 degrees for 10 metres thence generally on the south-east south-west and north-west by a line parallel to and distant 10 metres landward from the high water mark aforesaid generally south-westerly north-westerly and north-easterly along the sea shore of Port Harvey to a point being 10 metres distant landward from the easternmost point of Cape Sinclair at the intersection of Meridian 148 degrees 30 minutes 25 seconds east longitude and parallel 8 degrees 53 minutes 50 seconds south latitude and bounded thence on the south by a straight line bearing 270 degrees for 10 metres thence generally on the south-west south and south-east by a line parallel to and distant 10 metres landward from the high water mark aforesaid generally north-westerly westerly and south-westerly for 600 metres to its intersection with an eastern boundary of Portion 991 in the said Milinch thence on the east and south-east by part of the eastern and south-eastern boundaries on the said Portion 991 being straight lines bearing 177 degrees 15 minutes for 119 metres and 228 degrees 45 minutes 30 seconds for 85 metres thence again on the south-west by a straight line bearing 305 degrees for 328 metres to the easternmost corner of Section 6 Oro Bay thence again on the south-east by the south-eastern boundary of the said Section 6 and its south-westerly prolongation being a straight line in all bearing 249 degrees for 1 000 metres thence again on the south-west south and again south-west by straight lines bearing 281 degrees 45 minutes for 198 metres 270 degrees for 78 metres and 276 degrees for 150 metres to a point on the south bank of Beamu River thence again on the south-west by a straight line across the said Beamu River bearing 320 degrees for 75 metres to a point being 10 metres perpendicularly distant landward from the high water mark of Oro Bay aforesaid thence again generally to the south-west west and north-west by a line parallel to and distant 10 metres from the said high water mark of Oro Bay generally north-westerly northerly and north-easterly for 2 700 metres to its intersection with the south bank of Namani Creek thence generally on the north-east by the said south bank of Namani Creek generally south-easterly for 10 metres to its intersection with the high water mark aforesaid thence on the north by a straight line due east for 2 760 metres thence on the east by a straight line due south for 2 935 metres to the point of commencement be the said several dimensions all a little more or less.

PORT OF PORT MORESBY

All that piece or parcel of land and water being in the National Capital District and the Central Province partly within and partly without the City of Port Moresby and being the Port of Port Moresby commencing at a point at high water mark on the southernmost point of South Lolorua Island and bounded thence generally on the south-west by a straight line bearing 330 degrees for 20 metres to a point 10 metres distant from high water mark on the eastern shore of the said South Lolorua Island thence generally on the west by a line parallel with and distant 10 metres from the said high water mark on the eastern shore of the said South Lolorua Island for 280 metres to a

Declaration of Ports—*continued*Schedule 3—*continued*Port of Port Moresby—*continued*

point at high water mark on the northernmost point of the said South Lolorua Island thence by a straight line bearing 30 degrees for 120 metres to a point at high water mark on the south-easternmost point of North Lolorua Island thence by a straight line bearing 320 degrees for 13 metres to a point distant 10 metres from high water mark on the eastern shore of the said North Lolorua Island thence by a line parallel with and distant 10 metres from high water mark on the said eastern shore of the said North Lolorua Island generally northerly for 250 metres thence by straight line bearing due north for 20 metres to a point on the high water mark on the northernmost point of the said North Lolorua Island thence by straight line bearing 340 degrees for 360 metres to a point at high water mark on the southernmost point of Hanudamava Island thence by straight line bearing 330 degrees for 12 metres to a point distant 10 metres from high water mark on the eastern shore of the said Hanudamava Island thence by a line parallel with and distant 10 metres from high water on the eastern and northern shores of the said Hanudamava Island generally northerly and westerly for a distance of 1 960 metres thence by straight line bearing 320 degrees for 30 metres to a point at high water mark on the north-western extremity of the said Hanudamava Island thence on the south by a straight line due west crossing Hanudamava Channel for 204 metres to a point on the mainland 10 metres west of high water mark thence again generally on the west by a line parallel with and distant 10 metres from the said high water mark generally northerly for 5 000 metres thence again generally on the south by a line parallel with and distant 10 metres from the said high water mark generally westerly along the foreshore of Fairfax Harbour to a point 10 metres south of the high water mark at the northern extremity of Cutler Point thence again generally on the west and on the north by a line parallel with and distant 10 metres from the said high water mark generally northerly and then easterly again along the foreshore of Fairfax Harbour to a point 680 metres due north of the northernmost point of Motukea Island thence generally on the north north-east east and south-east by a line parallel with and distant 10 metres from the said high water mark for a distance of 10 000 metres to a point on Champion Parade 43 metres west of the northern corner of Allotment 6 Section 12 Granville in the City of Port Moresby thence again on the south-east by a straight line bearing 209 degrees for 140 metres to a point 10 metres inland from the said high water mark and distant 42 metres on a bearing of 282 degrees 42 minutes from the south-western corner of Allotment 7 Section 11 Granville in the said City of Port Moresby thence again generally on the east and south-east by a line parallel with and distant 10 metres from the said high water mark for a distance of 1 000 metres to a point 22 metres north of the northern corner of Allotment 8 Section 19 Granville in the said City of Port Moresby thence again on the south-east by a straight line bearing 236 degrees for 77 metres to the north-eastern corner of Allotment 7 Section 45 Granville in the said City of Port Moresby thence on the north-east by a north-eastern boundary of the said Allotment 7 Section 45 Granville being a straight line bearing 159 degrees 17 minutes 40 seconds for 39.19 metres thence again on the south-east by the south-eastern boundary of the said Allotment 7 Section 45 Granville and a prolongation thereof being in all a straight line bearing 249 degrees 17 minutes 40 seconds for 42 metres to a point on the north-eastern boundary of Chalmers Crescent thence again on the south-west again south-east again east and again south-east by north-eastern north-western western and again north-western boundaries of the said Chalmers Crescent being straight lines bearing 303 degrees 1 minute 10 seconds for 76 metres 247 degrees 40 seconds for 33.76 metres 259 degrees 55 minutes 10 seconds for 40.25 metres 254 degrees 43 minutes 40 seconds for 25.31 metres 180 degrees 22 minutes 40 seconds for 13.5 metres and 218 degrees 59 minutes 40 seconds for 47.56 metres respectively to the southern corner of Allotment 8 Section 26 Granville in the said City of Port Moresby thence again on the south-west by part of the south-western boundary of the said Allotment 8 Section 26 Granville being the straight line bearing 303 degrees 41 minutes 40 seconds for 28 metres to a point distant 10 metres inland from the said high water mark thence again on the east by a line parallel with and distant 10 metres from the said high water mark generally southerly for 640 metres to a point distant 10 metres east of Paga Point thence again on the north-east by a line parallel with and distant 10 metres from the said high water mark generally south-easterly for 200 metres to a point 10 metres north of Bogirohodo Point thence again on the north and generally on the east by a line parallel with and distant 10 metres from the said high water mark generally easterly then southerly along the foreshore of Walter Bay to a point 10 metres inland from the said high water mark on the south-westernmost point of the mainland at Vabukori thence again on the south-east by straight line bearing 206 degrees for 1 830 metres to a point 10 metres inland from the high water mark on the southernmost point of Manubada Island thence again on the south by straight line bearing 245 degrees for 5 420 metres to the Basilisk Beacon in position latitude 9 degrees 32 minutes 27 seconds south longitude 147 degrees 7 minutes 36 seconds east thence again on the east generally southward along the western limit of Nateara Reef to a point at the extreme south-west of the said Nateara Reef thence on the south-west by a straight line bearing 300 degrees to a point at the southern extremity of Sinavi Reef thence again on the south generally eastward along the south limit of Sinavi Reef to a point where the parallel of latitude 9 degrees 32 minutes south cuts the eastern limit of the said Sinavi Reef thence again on the west northerly along the east limit of the said Sinavi Reef for approximately 442 metres to a point at the north-eastern extremity of the said Sinavi Reef thence again on the west by straight line 336 degrees to the point of commencement and excluding therefrom all the land on Tatana Island and Elevala Peninsula and Gabatu Motu Motu Peninsula and Manubada Island and Danuagua Island at a distance greater than 10 metres from the high water marks of these islands and peninsulas all bearings and distances being approximate.

PORT OF RABAUL

All that piece or parcel of land and water situate partly within and partly without the Town of Rabaul Milinch of Blanche Fourmil of Rabaul East New Britain Province being the Port of Rabaul commencing at a point on the southern boundary of Malaguna Road being the north-eastern corner of Allotment 17 of Section 68 Town of Rabaul

Declaration of Ports—continued

Schedule 3—continued

Port of Rabaul—continued

and bounded thence on the north by the said southern boundary of Malaguna Road being a straight line bearing 88 degrees 42 minutes 30 seconds for 157 and 51/100 metres to its intersection with the western boundary of Wisdom Street on the east by part of the said western boundary of Wisdom Street and by a prolongation thereof being in all a straight line bearing 178 degrees 42 minutes 30 seconds for 132 and 97/100 metres to a point 10 metres north of the sea shore of Simpson Harbour at high water mark again on the north and generally on the east by a line parallel to and distant 10 metres landwards from the said sea shore of Simpson Harbour generally easterly and southerly for approximately 4 800 metres to a point due north of the north-western corner of a causeway connecting the mainland with Matupi Island again on the east by a straight line due south for 10 metres to the said north-eastern corner of the causeway again on the east by a line parallel to and distant 10 metres landwards from the said sea shore of Simpson Harbour generally southerly for approximately 1 300 metres to a point at the western extremity of Matupi Island again on the north by a line parallel to and distant 10 metres landwards from the said sea shore of Simpson Harbour generally easterly and northerly for approximately 1 250 metres to a point at the eastern extremity of the said Matupi Island again on the east by a straight line due south for approximately 4 375 metres to a position in latitude 4 degrees 16 minutes 8 seconds south longitude 152 degrees 11 minutes 8 seconds east on the south by a straight line due west for approximately 2 340 metres to a point on the sea shore at high water mark on the south-easternmost extremity of the land known as Vulcan which said piece of land is described in a Proclamation dated 9th November 1937 and published in the *New Guinea Gazette* of 15th November 1937 on the south by straight line due north-west for 10 metres generally on the west by a line parallel to and distant 10 metres landwards from the aforesaid sea shore of Simpson Harbour at high water generally northerly for about 10 400 metres to a point on the south-western boundary Dawapia Road on the south-west by part of the said south-western boundary of Dawapia Road being a straight line bearing 317 degrees 15 minutes for approximately 173 metres to a south-western corner of the said Dawapia Road on the north-west by a straight line bearing 52 degrees for 336 metres to the south-eastern corner of Allotment 34 of Section 63 again on the west by the eastern boundary of the said Allotment 34 of Section 63 being a straight line bearing 342 degrees 53 minutes 25 seconds for 62 and 73/100 metres to a point on the southern side of Blanche Street being the north-eastern corner of the said Allotment 34 of Section 63 again on the north by straight lines being part of the said southern boundary of Blanche Street bearing 88 degrees 42 minutes 30 seconds for 485 and 77/100 metres and 77 degrees 52 minutes 35 seconds for 120 metres to a point distant 20 metres on a bearing of 178 degrees 42 minutes 30 seconds from the south-eastern corner of Allotment 8 of Section 68 again on the west by a straight line being in part the eastern boundaries of the said Allotments 8 and 17 of Section 68 bearing 358 degrees 42 minutes 30 seconds for 126 metres to the point of commencement.

PORT OF SAMARAI

All that piece or parcel of land and water situate partly within and partly without the Town of Samarai Milinch of Loani Fourmil of Samarai in the Milne Bay Province known as the Port of Samarai commencing at a point on the south-eastern boundary of The Parade which said point is the westernmost corner of Allotment 5 of Section 2 Town of Samarai and bounded thence on the south-west by the north-eastern boundary of Hely Street being a straight line bearing 129 degrees 2 minutes for about 60 metres to a point on the sea shore at high water of China Strait which said point is the westernmost corner of Allotment H of Section 10 Town of Samarai on the south by a straight line due west for about 1 000 metres on the west by a straight line due north for about 1 000 metres on the north by a straight line due east for about 1 300 metres on the east by a straight line due south for about 820 metres to the easternmost corner of Allotment 7 of Section 3 Town of Samarai again generally on the south-west by straight lines bearing 302 degrees 42 minutes for 30 and 25/100 metres and 292 degrees 26 minutes for 62 and 16/100 metres to the northernmost corner of Allotment 7 of Section 3 Town of Samarai generally on the south-east by the aforesaid south-eastern boundary of The Parade being straight lines bearing 242 degrees 9 minutes for 24 and 94/100 metres and 219 degrees 2 minutes for 261 and 51/100 metres to the point of commencement be the said several dimensions all a little more or less and all bearings true.

PORT OF VANIMO

All that piece and parcel of land and water situate above and below high water mark of the Bismarck Sea partly within and partly without the Town of Vanimo Milinch of Oenake Fourmil of Vanimo in the West Sepik Province commencing at a point on the high water mark aforesaid being the northernmost point on the western extremity of Ibbekuang Bay and bounded thence on the west by a straight line due north for approximately 1 470 metres thence on the north by a straight line due east for approximately 6 870 metres thence on the east by a straight line due south for approximately 5 900 metres to a point on the mainland at the high water mark aforesaid thence to a point 10 metres perpendicularly distant landward from the high water mark aforesaid thence generally on the south by a line parallel to and distant 10 metres landward from the high water mark aforesaid generally westerly northerly again westerly and southerly along the sea shore of Daumlinge Bay and the peninsula of Cape Concordia for approximately 7 625 metres to the intersection on the sea shore of Dakriro Bay with the north-eastern boundary of Portion 25 in the said town of Vanimo thence by a straight line bearing 176 degrees 30 minutes for 212.50 metres thence by a straight line bearing 143 degrees 30 minutes for 237.50 metres thence by a straight line bearing 165 degrees for 116.90 metres thence by a straight line bearing 133 degrees 19 minutes for 350 metres thence by a straight line bearing 207 degrees 19 minutes for 39 metres to a point on the sea shore 10 metres landward of the high water mark aforesaid thence generally on the south by a line parallel to and distant 10 metres landward from

Declaration of Ports—continued**Schedule—continued****Port of Vanimo—continued**

the high water mark aforesaid generally again westerly north-easterly and again westerly for approximately 8 060 metres along the sea shore of Vanimo Harbour and the Vanimo Point peninsula and Ibbekuang Bay to a point 10 metres perpendicularly distant landward from the point of commencement thence to the point of commencement be the said several dimensions all a little more or less.

PORT OF WEWAK

All that piece and parcel of land and water situate above and below high water mark of the Bismarck Sea partly within and partly without the Town of Wewak in the East Sepik Province commencing at a point on the high water mark aforesaid at the eastern extremity of Wewak Point, thence bounded on the west by a straight line due north for approximately 2 900 metres thence on the north by a straight line due east for approximately 3 725 metres thence on the east by a straight line due south for approximately 4 780 metres thence on the south by a straight line due west for approximately 800 metres to a point on the high water mark aforesaid at the extreme north point of Cape Boram thence to a point being 10 metres perpendicularly distant landward from the high water mark aforesaid thence on the south-east and again on the south generally westerly southerly south-westerly and again westerly by a line parallel to and distant 10 metres landward from the high water mark aforesaid to a point 249 degrees distant 1 981 metres approximately from the north-western extremity of Cape Boram thence on the south-east by a straight line 206 degrees for 71.01 metres thence on the south-west by a straight line 295 degrees for 569.04 metres thence on the north-west by a straight line 26 degrees for 192.93 metres to a point 10 metres landward of the high water mark aforesaid thence again on the south-west again on the west again on the north-west generally north-westerly northerly and north-easterly by a line parallel to and distant 10 metres landward from the high water mark aforesaid to a point being 10 metres perpendicularly distant landward from the point of commencement thence to the point of commencement be the said several dimensions all a little more or less.

Dated the 17th day of December, 1976.

B. JEPHCOTT,
Minister for Transport and Works.

Merchant Shipping Act 1975**APPOINTMENT OF PILOTAGE AUTHORITY**

I, Bruce Jephcott, Minister for Transport and Works, by virtue of the powers conferred by Section 191 of the *Merchant Shipping Act 1975* and all other powers me enabling, hereby appoint the Papua New Guinea Harbours Board to be the pilotage authority in respect of each pilotage area specified in the Schedule.

SCHEDULE

Aitape pilotage area
Alotau pilotage area
Daru pilotage area
Kavieng pilotage area
Kieta pilotage area
Kimbe pilotage area
Lae pilotage area
Lorengau pilotage area
Madang pilotage area
Oro Bay pilotage area
Port Moresby pilotage area
Rabaul pilotage area
Samarai pilotage area
Vanimo pilotage area
Wewak pilotage area

Dated this 17th day of December, 1976.

B. JEPHCOTT,
Minister for Transport and Works.

Merchant Shipping Act 1975**DECLARATION OF PILOTAGE AREAS**

I, Bruce Jephcott, Minister for Transport and Works, by virtue of the powers conferred by Section 190 of the *Merchant Shipping Act 1975* and all other powers me enabling, hereby declare each place specified in the Schedule to be a pilotage area.

SCHEDULE**Aitape Pilotage Area**

All that piece and parcel of land and water situate below the high water mark within the declared Port of Aitape West Sepik Province commencing at a point on the high water mark aforesaid being the easternmost point of Rohm Point and bounded thence on the north by a straight line bearing 90 degrees for 5 100 metres thence on the east by a straight line

Declaration of Pilotage Areas—continued**Schedule—continued****Aitape Pilotage Area—continued**

bearing 180 degrees for approximately 3 650 metres to a point on the mainland at high water mark in latitude 3 degrees 10 minutes south thence on the south-west generally north-westerly for approximately 2 800 metres along the aforesaid high water mark to the northernmost point on the east bank of the Raihu River thence on the south by a straight line due west for approximately 320 metres across the mouth of the Raihu River to a point at the high water mark on the easternmost point on the western bank of the said Raihu River thence generally on the south on the south-west on the west on the north-west and on the north generally westerly and northerly and north-easterly and easterly all along the foreshore on the line of the aforesaid high water mark to the point of commencement be the said several dimensions all a little more or less.

Alotau Pilotage Area

All that piece or parcel of land and water situate in the Declared Port of Alotau in the Milne Bay Province commencing at the point of intersection of latitude 10 degrees 20 minutes south and longitude 150 degrees 26 minutes east and bounded thence to the west by a straight line bearing due north for approximately 2 500 metres to a point on the seashore at the high water mark thence generally on the north and on the east by the line of the high water mark aforesaid generally easterly southerly and again easterly to a point on the sea shore at the point of intersection of the meridian of longitude 150 degrees 28 minutes east thence again on the east by a straight line bearing due south for approximately 1 080 metres to the point of intersection of latitude 10 degrees 20 minutes south and longitude 150 degrees 28 minutes east thence on the south by a straight line bearing due west to the point of commencement be the said several dimensions all a little more or less.

Daru Pilotage Area

All that piece and parcel of water below high water mark of the Gulf of Papua situate within the declared port of Daru in the Western Province commencing at a point at the intersection of latitude 9 degrees 11 minutes south and longitude 143 degrees 9 minutes east and bounded on the west by a straight line due north to a point on the mainland at high water mark thence on the north-west generally north-easterly on the line of the high water mark to a point where the said

Declaration of Pilotage Areas—*continued*Schedule—*continued*Daru Pilotage Area—*continued*

high water mark intersects latitude 9 degrees 2 minutes south thence on the north by straight line due east across the River Oriomo to a point at the high water mark on the eastern bank thence generally on the north generally easterly by the line of the high water mark to a point at the southern extremity of the mainland in longitude 143 degrees 20 minutes east thence on the east by a straight line due south to a point at the intersection of latitude 9 degrees 11 minutes south and longitude 143 degrees 20 minutes east thence on the south by a straight line due west to the point of commencement.

Kavieng Pilotage Area

All that piece or parcel of land and water situate in the Milinch of Balgai Fournil of Kavieng New Ireland Province commencing at a point at the high water mark on the northernmost point of North Cape and bounded thence on the south-east by the line of the high water mark aforesaid generally south-westerly to a point at the western extremity of Cape Nuan thence generally on the east by the line of the high water mark aforesaid generally southerly to a point on the high water mark at the southern extremity of Cape Siwasat thence again on the south-east by a straight line bearing 220 degrees for approximately 1 980 metres to a point on the high water mark aforesaid at the extreme north point of Usien Island thence on the south by a straight line due west for approximately 3 205 metres thence on the west by a straight line due north for approximately 1 790 metres to a point on the high water mark aforesaid at the south-western extremity of Edmago Island thence on the north by the line of the high water mark generally easterly along the south shore of the said Edmago Island to a point at the eastern extremity of the said Edmago Island thence again on the north by a straight line bearing 73 degrees for approximately 3 425 metres to a point at the high water mark aforesaid on the southern extremity of Nago Island thence on the west by the line of the high water mark on the western shore of the said Nago Island generally northerly for approximately 900 metres to a point on the northern extremity of the said Nago Island thence again on the west by a straight line bearing 11 degrees for approximately 2 205 metres to a point at the high water mark on the north-westernmost point of Nusalik Island thence again on the west by a straight line bearing 17 degrees for approximately 1 290 metres to a point at the high water mark on the westernmost point of Nusa Island thence on the north-west by a straight line bearing 45 degrees for approximately 2 440 metres thence again on the north by a straight line due west to the point of commencement be the said several dimensions all a little more or a little less.

Kieta Pilotage Area

All that piece or parcel of water situate in the Declared Port of Kieta in the Bougainville Province commencing on the high water mark at a point on the extreme north point of Morowa Point thence bounded on the west and south-east and generally south along the foreshore of the Kieta Peninsula at the high water mark on the south generally east along the foreshore of Kieta Harbour at the high water mark to Mission Point thence again on the south by a straight line 89 degrees for approximately 7 200 metres to a point on the high water mark on the western extremity of Tunani Island thence on the east by a straight line 343 degrees for approximately 6 700 metres along the seaward edge of Gero Reef to a point in latitude 6 degrees 10 minutes south longitude 155 degrees 42 minutes 3 seconds east thence on the north-east by a straight line 328 degrees for approximately 6 500 metres to a point in latitude 6 degrees 7 minutes 1 second south longitude 155 degrees 40 minutes 4 seconds east thence on the north by a straight line due west for approximately 5 350 metres to a point at the northern extremity of Banaru Reef thence again on the west by a straight line due south for approximately 5 700 metres to the point of commencement be the said several dimensions all a little more or less.

Kimbe Pilotage Area

All that piece and parcel of land and water situate below high water mark of Stettin Bay within the Declared Port of Kimbe commencing at a point situated perpendicularly distant 10 metres seaward to the high water mark from a point situated 457 metres degrees from the Department of Works tide gauge thence bounded on the south-west generally north-

Declaration of Pilotage Areas—*continued*Schedule—*continued*Kimbe Pilotage Area—*continued*

westerly westerly and north-westerly by the line of the high water mark aforesaid to a point at the northern extremity of Gigo Point on the high water mark aforesaid thence on the west by a straight line due north for 1 685 metres thence on the north by a straight line due east for 6 821 metres thence on the east by a straight line due south for 2 438 metres to a point on the high water mark aforesaid at the eastern extremity of Telagavu Point thence generally on the south generally westerly by the line of the high water mark aforesaid to the point of commencement be the said several dimensions all a little more or less.

Lae Pilotage Area

All that piece and parcel of land and water situate in the Milinch of Lae Fournil of Markham in the Morobe Province commencing at a point on the high water mark at the intersection of the line of the high water mark aforesaid and the meridian 147 degrees east longitude and bounded thence on the north generally westwards along the line of the high water mark to a point on the high water mark aforesaid at the intersection of the line of the high water mark aforesaid and a straight line bearing 90 degrees from the Markham Permanent Survey Mark Number 3352 thence on the west by straight line due south for 1 100 metres thence on the south by straight line due east for 2 700 metres thence on the east by straight line due north for 1 000 metres to the point of commencement be the said several dimensions all a little more or less.

Lorengau Pilotage Area

All that piece and parcel of land and water situate below high water mark of Seeadler Harbour within the declared Port of Lorengau in the Manus Province commencing at a point on the high water mark aforesaid being the north-western corner of Allotment 7 Section 7 in the said Town of Lorengau and bounded thence on the west by a straight line bearing 12 degrees for 2 040 metres thence on the north-west by a straight line bearing 27 degrees for approximately 4 920 metres to a point at the aforesaid high water mark on the eastern extremity of Hauwei Island thence again on the west by a straight line due north for 2 050 metres thence on the north by a straight line due east for 2 920 metres thence on the east by a straight line due south for approximately 2 000 metres to the Old Light House on the western extremity of Ndrilo Island thence again on the east by a straight line bearing 186 degrees for approximately 7 160 metres to a point at the aforesaid high water mark on the westernmost extremity of Butjo Mokau Island thence on the south-east by a straight line bearing 221 degrees for approximately 2 160 metres to the high water mark aforesaid on the mainland thence generally on the south-west and south by the line of the high water mark aforesaid for approximately 4 500 metres to its intersection with a prolongation of the south-western boundary of Allotment 5 Section 7 in the said Town of Lorengau thence generally on the south and south-west by the line of the high water mark generally easterly and northerly to the point of commencement be the said several dimensions all a little more or less.

Madang Pilotage Area

All that piece or parcel of water situate in the Madang Province in the Milinch of Kranket Fournil of Madang commencing at a point on the sea shore of Kalibobo (Schering) Peninsula at high water being the south-eastern corner of Portion 48 Milinch of Kranket Fournil of Madang and bounded thence on the south-west by the line of the high water mark generally north-west along the sea shore of Dallman Passage on the south by the line of the high water mark generally west along the sea shore of Madang Harbour to the high water mark in the western extremity of Bode Point on the east again on the south on the west by the line of the high water mark generally south then west then north along the sea shore of Binnen Harbour on the north-west on the north again on the west by the line of the high water mark generally north-east then east then north along the sea shore of Madang Harbour to a point at the high water mark on the easternmost extremity of Beliau Island again on the north by a straight line easterly for approximately 650 metres to a point at the high water mark on the westernmost extremity of Kranket Island again on the north-east south-east and again north-east by the line of the high water mark generally south-

Declaration of Pilotage Areas—continued
Schedule—continued

Madang Pilotage Area—continued

easterly south-westerly and again south-easterly along the sea shore of the said Kranket Island for approximately 1 800 metres to a point on the high water mark at the southernmost extremity of Kranket Island again on the north-west by the line of the high water mark generally north-east along the sea shore of the said Kranket Island for approximately 1 600 metres to a point at the high water mark on the easternmost extremity of the said Kranket Island again on the north by a straight line due east for 1 010 metres to a position in latitude 5 degrees 11 minutes 9 seconds south longitude 145 degrees 51 minutes 5 seconds east again on the east by a straight line due south for 2 290 metres to a position in latitude 5 degrees 15 minutes south longitude 145 degrees 51 minutes 5 seconds east again on the south by a straight line due west for 2 220 metres to a point at the high water mark on the easternmost extremity of the said Kalibobo (Schering) Peninsula again on the west by the line of the high water mark generally north along the sea shore of the said Kalibobo (Schering) Peninsula for approximately 710 metres to the point of commencement be the said several dimensions all a little more or less.

Oro Bay Pilotage Area

All that piece and parcel of land and water situate below high water mark of Oro Bay within the Declared Port of Oro Bay commencing at a point on the high water mark aforesaid being the easternmost point of Cape Sinclair thence bounded generally on the south-west south and south-east by the line of the high water mark aforesaid generally north-westerly westerly and south-westerly to a point on the south bank at the mouth of the Beamu River being 140 degrees distant 65 metres from the high water mark aforesaid at the eastern extremity of the point on the north bank of the said Beamu River thence again on the south-west by a straight line bearing 320 for 65 metres across the said Beamu River to the point at the high water mark on the eastern extremity of the northern bank generally on the south-west west and north-west by the line of the high water mark aforesaid generally north-westerly northerly and north-easterly for 2 700 metres to its intersection with the south bank of Namani Creek thence on the north by a straight line due east for 2 000 metres thence on the east by a straight line due south for 2 000 metres to the point of commencement be the said several dimensions all a little more or less.

Port Moresby Pilotage Area

All that piece or parcel of water situate in the National Capital District and the Central Province commencing at a point on the high water mark on the southernmost point of South Lolorua Island and bounded on the west generally north by the line of the high water mark on the eastern fore shore of South Lolorua Island North Lolorua Island Hanudamava Island and the mainland to Idumava Point thence on the south again on the west and on the north generally westerly northerly and easterly by the line of the high water mark along the fore shore of Fairfax Harbour to a point at the high water mark on the south-eastern extremity of Coglun Head thence on the east and on the south-east generally south-easterly and south-west by the line of the high water mark to Bogirohodobi Point thence again on the north and again on the east generally east and south-east along the line of the high water mark to the south-western extremity of the land at Vabukori thence on the south-east by straight line bearing 206 degrees from the high water mark at the said south-western extremity of the land at Vabukori to the high water mark on the southern extremity of Manubada Island thence on the south by straight line bearing 245 degrees for approximately 5 420 metres to the Basilisk Beacon thence again on the east generally southerly along the western limit of Nateara Reef to a point at the extreme south-west of the said Nateara Reef thence on the south-west by a straight line bearing 300 degrees to a point at the southern extremity of Sinavi Reef thence again on the south generally eastward along the south limit of Sinavi Reef to a point where the parallel of latitude 9 degrees 32 minutes south cuts the eastern limit of the said Sinavi Reef thence again on the west northerly along the east limit of the said Sinavi Reef for approximately 442 metres to a point at the north-eastern extremity of the said Sinavi Reef thence again on the west by straight line 336 degrees to the point of commencement.

Declaration of Pilotage Areas—continued
Schedule—continued

Rabaul Pilotage Area

All that piece or parcel of water situate in the Milinch of Blanche Fourmil of Rabaul East New Britain Province commencing at the point on the high water mark on the north sea shore of Simpson Harbour being a point at the high water mark on a prolongation of the western boundary of Wisdom Street being in a line 178 degrees 42 minutes 30 seconds from the end of the said western boundary of Wisdom Street on the north and generally on the east by a line at the high water mark of the said sea shore of Simpson Harbour generally easterly and southerly for approximately 6 100 metres to a point at the high water mark at the western extremity of Matupi Island again on the north by a line at the high water mark of the said sea shore of Simpson Harbour generally easterly and northerly for approximately 1 250 metres to a point on the high water mark at the eastern extremity of the said Matupi Island again on the east by a straight line due south for approximately 4 375 metres to a position in latitude 4 degrees 16 minutes 8 seconds south longitude 152 degrees 11 minutes 8 seconds east on the south by a straight line due east for approximately 2 340 metres to a point on the sea shore at high water mark on the south-easternmost extremity of the land known as Vulcan on the west and generally northerly by a line at the high water mark of the said sea shore of Simpson Harbour for about 10 400 metres to a point at the high water mark on a prolongation of the south-western boundary of Dawapia Road again on the north by a line at the high water mark to the point of commencement be the said several dimensions all a little more or less.

Samarai Pilotage Area

All that piece or parcel of water situate within the declared Port of Samarai in the Milne Bay Province commencing at a point on the sea shore at high water of China Strait which said point is the westernmost corner of Allotment H of Section 10 Town of Samarai on the south by a straight line due west for about 1 000 metres on the west by straight line due north for about 1 000 metres on the north by straight line due east for about 1 300 metres on the east by straight line due south for about 820 metres to a point on the sea shore at high water mark of China Strait which said point is the northernmost point of Samarai Island generally on the south-east by the line of the high water mark of China Strait generally south-westerly to the point of commencement be the said several dimensions all a little more or less.

Vanimo Pilotage Area

All that piece and parcel of land and water situate below high water mark of the Bismarck Sea within the Declared Port of Vanimo commencing at a point on the high water mark aforesaid being the northernmost point on the western extremity of Ibbekuang Bay and bounded thence on the west by a straight line due north for approximately 1 470 metres thence on the north by a straight line due east for approximately 6 870 metres thence on the east by a straight line due south for approximately 5 900 metres to the high water mark aforesaid thence generally on the south again on the west again on the north and east again on the south on the north-west and again generally on the south by the line of the high water mark aforesaid generally westerly northerly again westerly southerly and again westerly north-easterly and again westerly along the sea shore of Daumlinge Bay and the peninsula of Cape Concordia and Dakrino Bay and Vanimo Harbour and the Vanimo Point peninsula and Ibbekuang Bay to the point of commencement be the said several dimensions all a little more or less.

Wewak Pilotage Area

All that piece and parcel of land and water situate below high water mark of the Bismarck Sea within the Port of Wewak in the East Sepik Province commencing at a point on the high water mark aforesaid at the eastern extremity of Wewak Point thence bounded on the west by a straight line due north for approximately 2 900 metres thence on the north by a straight line due east for 3 725 metres thence on the east by a straight line due south for approximately 4 780 metres thence on the south by a straight line due west for approximately 800 metres to a point on the high water mark aforesaid at the extreme north point of Cape Boram thence on the south-east and again on the south generally westerly southerly south-westerly and again westerly by the line of the high

Declaration of Pilotage Areas—*continued*Schedule—*continued*Wewak Pilotage Area—*continued*

water mark aforesaid to the northern extremity of Mission Point thence on the south-west west and north-west generally north-westerly northerly and north-easterly by the line of the high water mark aforesaid to the point of commencement be the said several dimensions all a little more or less.

Dated this 17th day of December, 1976.

B. JEPHCOTT,
Minister for Transport and Works.

Merchant Shipping Act 1975

DETERMINATION OF NUMBER OF PILOTAGE LICENCES

I, Bruce Jephcott, Minister for Transport and Works, by virtue of the powers conferred by Section 199 of the *Merchant Shipping Act 1975* and all other powers me enabling, hereby determine that the maximum number of pilotage licences that may be issued in respect of each pilotage area specified in Column 1 of the Schedule is that number specified in Column 2 and set out opposite that pilotage area in Column 1.

SCHEDULE

Column 1 Pilotage Area	Column 2 Number of Licences
Aitape pilotage area	2
Alotau pilotage area	3
Daru pilotage area	2
Kavieng pilotage area	4
Kieta pilotage area	4
Kimbe pilotage area	4
Lae pilotage area	6
Lorengau pilotage area	2
Madang pilotage area	6
Oro Bay pilotage area	4
Port Moresby pilotage area	6
Rabaul pilotage area	6
Samarai pilotage area	2
Vanimo pilotage area	4
Wewak pilotage area	4

Dated this 17th day of December, 1976.

B. JEPHCOTT,
Minister for Transport and Works.

Merchant Shipping Act 1975

DECLARATION OF COMPULSORY PILOTAGE AREAS

THE Papua New Guinea Harbours Board, being a pilotage authority, by virtue of the powers conferred by Section 194 of the *Merchant Shipping Act 1975* and all other powers it enabling, hereby declares that, in respect of—

(a) the whole of the Lae, Madang and Rabaul pilotage areas; and

(b) that part of the Kieta and Port Moresby pilotage areas specified in the Schedule,

pilotage is compulsory.

SCHEDULE

Kieta Compulsory Pilotage Area

All that piece or parcel of water situate in the declared Port of Kieta in the Bougainville Province commencing on the high water mark at a point on the extreme north point of Morowa Point thence bounded on the west south-east and generally south along the foreshore of the Kieta Peninsula at the high water mark on the south generally east along the foreshore of Kieta Harbour at the high water mark to Mission Point on the south-east by a straight line 52 degrees for approximately 1 875 metres to the high water mark on the extreme SE point of Bakawari Island again on the south-east by the line of the high water mark generally north-east to the high water mark at Kalavar Point on the east by a

Declaration of Compulsory Pilotage Areas—*continued*Schedule—*continued*Kieta Compulsory Pilotage Area—*continued*

straight line due north for approximately 2 500 metres to a point at the high water mark on the eastern extremity of Tautsina Island thence generally north along the high water mark to the high water mark on the north-eastern extremity of Tautsina Island on the north by a straight line 295 degrees for approximately 4 700 metres passing through the beacon on Wogoromodo Reef to a point at the high water mark on the north-eastern extremity of Arovo Island thence westerly along the high water mark to a point at the high water mark on the western extremity of Arovo Island thence by a straight line 216 degrees for approximately 550 metres to the point of commencement be the said several dimensions all a little more or less.

Port Moresby Compulsory Pilotage Area

All that piece and parcel of water situate in the National Capital District and Central Province commencing at a point on the high water mark on the southernmost point of South Lolorua Island and bounded on the west generally north by the line of the high water mark on the eastern foreshore of South Lolorua Island North Lolorua Island Hanudamava Island and the mainland to Idumava Point thence on the south again on the west and on the north generally westerly northerly and easterly by the line of the high water mark along the foreshore of Fairfax Harbour to a point at the high water mark on the south-eastern extremity of Cogan Head thence on the east and on the south-east generally south-easterly and south-west by the line of the high water mark to Bogirohodobi Point thence on the south by a straight line bearing 249 degrees to the point of commencement.

Dated this 17th day of December, 1976.

J. BOWERING,
Chairman.

C. NATERA,
Member.

A. BALE,
Member.

Merchant Shipping Act 1975

FIXING OF SCALE OF DUES AND CHARGES

THE Papua New Guinea Harbours Board, being a pilotage authority, by virtue of the powers conferred by Section 212(2) of the *Merchant Shipping Act 1975* and all other powers it enabling, hereby fixes the following scale of dues and charges for pilotage services payable under Section 212(1) of the Act in respect of each pilotage area specified in the Schedule.

Scale of Dues and Charges for Pilotage Services

1. Pilotage Fees—Overseas Vessels

- | | |
|--------------------------------|--------------------------------|
| (a) From sea to berth | K1 per metre registered length |
| From sea to anchorage | K1 per metre registered length |
| (b) From berth to sea | K1 per metre registered length |
| From anchorage to sea | K1 per metre registered length |
| (c) Movements within the port— | |
| (1) Anchorage to berth | K1 per metre registered length |
| (2) Berth to anchorage | K40 |
| (3) Berth to berth | K40 |
| (4) Anchorage to anchorage | K40 |

2. Pilotage Fees—Coastal Vessels

- | | |
|--------------------------------|-----------------------------------|
| (a) From sea to berth | K0.50 per metre registered length |
| From sea to anchorage | K0.50 per metre registered length |
| (b) From berth to sea | K0.50 per metre registered length |
| From anchorage to sea | K0.50 per metre registered length |
| (c) Movements within the port— | |
| (1) Anchorage to berth | K0.50 per metre registered length |
| (2) Berth to anchorage | K20 |
| (3) Berth to berth | K20 |
| (4) Anchorage to anchorage | K20 |

Fixing of Scale of Dues and Charges—continued**Scale of Dues and Charges for Pilotage Services—continued****3. Payment of Fees**

(a) All fees shall be payable to the Papua New Guinea Harbours Board who shall pay out of such fees any amounts due to the pilots or their employers as the case may be.

(b) In the case of pilotage undertaken by licensed pilots not in the service of the Board 50 per cent of the fee shall accrue to the Board and 50 per cent to the licensed pilot or his employer as appropriate.

4. Waiting Time

Whenever a pilot is called for and if for any reason the ship is not ready to receive him, or is unable to proceed, at the time the pilot arrives then a charge for pilot's waiting time shall be incurred.

(a) In the case of a 1st Class Pilot, waiting time shall be paid at the rate of K20 per half hour or part thereof after the first half hour.

(b) In the case of a 2nd Class Pilot, waiting time shall be paid at the rate of K16 per half hour or part thereof after the first half hour.

Pilots not in the service of the Board shall be paid half the above fees and half shall accrue to the Board in all cases.

Fixing of Scale of Dues and Charges—continued**Scale of Dues and Charges for Pilotage Services—continued****5. Fee for use of Pilotage Exemption Certificate**

Any vessel entering or leaving a compulsory pilotage port, or any vessel moving within a compulsory pilotage area, by virtue of a pilotage exemption certificate granted to the Master of that vessel, shall pay 50 per cent of the pilotage fee that would otherwise accrue to the Board under paragraphs 1 and 2 of this notice as the case may be.

SCHEDULE

Aitape pilotage area	Madang pilotage area
Alotau pilotage area	Oro Bay pilotage area
Daru pilotage area	Port Moresby pilotage area
Kavieng pilotage area	Rabaul pilotage area
Kieta pilotage area	Samarai pilotage area
Kimbe pilotage area	Vanimo pilotage area
Lae pilotage area	Wewak pilotage area
Lorengau pilotage area	

Dated this 17th day of December, 1976.

J. BOWERING,
Chairman.

C. NATERA,
Member.

A. BALE,
Member.

