

9. The Port Warden on being notified and requested by any of the parties interested, shall proceed on board of any ship, steamer, or other vessel, or to any warehouse, dwelling, or wharf, and examine the condition or stowage of any cargo, and any goods damaged, or said to have been damaged on board of any vessel, and examine and ascertain the cause of such damage. He shall also have cognisance of all surveys of vessels or cargoes damaged, and on payment of the regular fee shall give certificates of such surveys.

10. The Port Warden shall, when required, be surveyor on any vessel which may have suffered wreck or damage, or which shall be deemed unfit to proceed on her voyage; he shall examine the hull, spars, rigging, and all appurtenances thereof, shall specify what damage has occurred, record in the books of his office a full and particular account of all surveys held on such vessel; he shall call to his assistance, if necessary, in such survey one or more carpenters, sailmakers, riggers, shipwrights, or other persons skilled in their profession, who shall each be entitled to a fee not exceeding two dollars for the first survey, and one dollar for each subsequent one on which their services may be required, to aid him in the examination and survey, but no such surveyor must be interested in the case; the Port Warden shall also, if required, be surveyor of the repairs necessary to render such vessel seaworthy, and his certificate that these repairs have been properly made, shall be evidence that the vessel is seaworthy.

11. No goods, vessels, or other property shall be sold as damaged for account of underwriters, unless a regular survey and condemnation has previously been had, and the Port Warden shall in all such cases be one of the surveyors.

12. It shall be the duty of every auctioneer making a sale of any vessel condemned, or ships' materials, or goods damaged on board a ship or vessel, whether seagoing or of inland navigation, sold for benefit of underwriters or others concerned, in the city of Montreal, to file a statement of the same at the office of the Port Warden within 10 days after such sale. No underwriter's sale shall take place until after at least two days' public advertisement, in not less than two English newspapers and one French newspaper in the city of Montreal, and such sale shall not be at an hour earlier than 12, nor later than three o'clock in the day.

SECTION III.—REGULATIONS AFFECTING VESSELS OUTWARDS.

13. The following scale is the limit to which ships of ordinary build should be laden, subject, however, in all cases, to the judgment of the Port Warden.

Vessels from 12 ft. to 14 ft. depth of hold to have	2½	inches
„ „ 12 „ to 17 „ „ „	2¾	clear side
„ „ 17 „ to 20 „ „ „	3	to each
„ „ 20 „ to 22 „ „ „	3½	foot depth
„ „ 22 „ to 26 „ „ „	3½	of hold.

14. No vessel over 450 tons register shall be permitted to load an entire cargo of grain in bulk—oats excepted. All vessels loading grain will be required to have a bulkhead not less than six feet from the bow and one foot from the stern.

15. No vessel will be permitted to take more than 12,000 bushels of grain in bulk without a bulkhead to divide it into compartments, no compartment to contain more than 12,000 bushels.

16. All vessels (loading grain in bulk) of 400 tons, to be platformed or dunnaged not less than nine inches at the keelson, and 12 inches at the bilge; ships of 1,200 tons, 12 inches at the keelson and 15 inches at the bilge, including the thickness of lining boards; other sized ships in proportion; and lined with well-seasoned timber. Vessels under 600 tons register to have two inches of dunnage, over that tonnage to have three inches of dunnage, between the grain and other cargo. All vessels to be dunnaged and lined to the satisfaction of the Port Warden.

17. The master of any vessel intending to load grain in bulk, for any port not within the limits of inland navigation, shall, before taking in any of such grain, notify the Port Warden from time to time, while the different chambers are being prepared, to survey and inspect the said vessel; the Port Warden in such case shall ascertain whether such vessel is in a fit state to receive and carry the cargo intended for her to its destination; he shall record in his books the condition of the vessel; if he finds she is not fit to carry the cargo in safety, he shall state what repairs are necessary to render her seaworthy; before beginning to load each chamber, he shall be careful to see that such chamber is in a fit and proper state and condition to receive grain, and should he deem it necessary, he may order that such chamber be properly dunnaged and lined, and provided with shifting boards, or, that the same be dunnaged or lined or provided with shifting boards; and he shall see that the boards and plank used for these purposes are properly seasoned; he shall examine the pumps and see that they are properly lined and dunnaged; he shall enter in the books in his office all particulars connected with these surveys and grant the necessary certificates.