

NAVIGATION.

No. 8 of 1926.

An Act to amend the *Navigation Act* 1912-1925.

[Reserved, 15th February, 1926.]

[Royal Assent proclaimed, 1st March, 1926.]

BE it enacted by the King's Most Excellent Majesty, the Senate, and the House of Representatives of the Commonwealth of Australia, as follows :—

1.—(1.) This Act may be cited as the *Navigation Act* 1926.

Short title and citation.

(2.) The *Navigation Act* 1912-1925* is in this Act referred to as the Principal Act.

(3.) The Principal Act, as amended by this Act, may be cited as the *Navigation Act* 1912-1926.

2. This Act shall commence on a date to be fixed by Proclamation after the King's approval thereto has been proclaimed in the Commonwealth.

Commencement.

3. Section two hundred and eighty-six of the Principal Act is amended by adding at the end thereof the following sub-sections :—

Permission to unlicensed ships.

“(6.) Where it is shown to the satisfaction of the Governor-General that the tourist traffic between any ports in the Commonwealth or in the Territories under the authority of the Commonwealth is being injured or retarded, and the Governor-General is satisfied that it is desirable that unlicensed ships be allowed to engage in the trade, he may, by notice published in the *Gazette*, grant permission to unlicensed British ships of such size and speed as are specified in the notice to engage in the carriage of passengers between those ports, subject to such conditions (if any) and for such period as are set out in the notice.

“(7.) The carriage of passengers between those ports, by a British ship of the description specified in any such notice and under the conditions (if any), and during the period, set out in the notice, shall not be deemed engaging in the coasting trade.”

* Act No. 4, 1913, as amended by No. 4, 1913; No. 32, 1919; No. 1, 1921; and No. 8, 1925.