

GREENOCK HARBOUR TRUST

BYE-LAWS

as to

Fire and Lights, Smoking, etc.

Regulations

GREENOCK HARBOUR TRUST.

The Trustees of the Port and Harbours of Greenock in virtue of the Powers vested in them by the Greenock Port and Harbours Consolidation Act 1913 and the Harbours, Docks and Piers Clauses Act, 1847, hereby Enact and Ordain the following Bye-Laws to be strictly observed and enforced as from and after the day on which the same shall be confirmed by the Sheriff:—

FIRE AND LIGHTS.

1. Unless and until written Licences in that behalf have been obtained from the General Manager or such other person as may be appointed for that purpose by the Trustees no person shall have or shall suffer any person to have in the Dock premises or any vessel therein any fire lighted candle or lamp or other light except electric lights fires in the furnaces and fire and lights in the galleys, cabins and living accommodation of a vessel.

All fires shall consume only such fuel and be secured and used in such manner as the General Manager may direct and all lights shall at all times be enclosed to the satisfaction of the General Manager and the Licence (if any) for such fire and light shall be strictly complied with.

Precautions to be taken with Combustible Goods.

2. Notwithstanding anything in the preceding Bye-Law no person shall have or shall cause or suffer any other person to have at any time among or near to any inflammable or combustible goods any fire, lighted candle, lamp light or other thing of any kind whereby the safety of such goods or any other property is or may be endangered.

SMOKING.

3. Except within such places as the Trustees may from time to time resolve no person shall smoke tobacco or any other substance within the Dock premises or on any vessel having inflammable or explosive cargo on board.
4. Any person offending against or committing a breach of these Bye-Laws shall on conviction be liable for every such offence to a penalty not exceeding Five Pounds Sterling.

Subscribed by three of the Trustees of the Port and Harbours of Greenock and the Clerk and sealed with the Common Seal of the Trustees in terms of the Harbours, Docks and Piers Clauses Act, 1847, and the Greenock Port and Harbours Consolidation Act, 1913.



(Sgd.) T. M. MACQUAKER, Trustee.
" G. MORRISON, Trustee.
" S. JOHNSTON, Trustee.
" J. I. SWAN, Clerk.

Harbour Offices,
Greenock.

17th November, 1954.

Greenock, 14th January, 1955.—Confirmed and allowed.

(Sgd.) J. C. BONNAR,
Sheriff Substitute of Renfrew and Argyll.

General Bye-Laws

THE Trustees of the Port and Harbours of Greenock enacted and ordained, and hereby Enact and Ordain, the following Bye-Laws to be strictly Observed and Enforced from and after the day on which the same shall be approved of by the Sheriff, and that under a penalty, where not otherwise stated, of Five Pounds for each contravention of the said Bye-Laws, or any of them, and in default of payment, imprisonment for any period not exceeding sixty days:—

Vessels to be removed at request of Harbour Master.

IV.—No person shall remove any Vessel from one berth to another without the permission of the Harbour Master.

Persons on board of Vessels, &c.

V.—All Vessels in the Harbours shall constantly have on board one or more persons to receive orders from the Harbour Master, and keep the Vessel so trimmed as to draw the least possible draught of water, in order to admit of such Vessels being easily removed from one berth to another.

Fenders to be used.

VI.—All Vessels resorting to the Harbours shall use fenders to the satisfaction of the Harbour Master.

No Spars or Floating Timber to be brought into the Harbour.

IX.—It shall not be lawful to bring spars or floating timber into any of the Harbours without the permission of the Harbour Master, and all timber brought into the Harbours for samples must be removed within one day after the sale. No timber shall be warped along the Breasts or Quays without the permission of the Harbour Master.

Loading or Discharging Ballast or other loose matter.

X.—The Master of every Vessel loading or discharging ballast, coals, limestones or other stones, bricks, cinders, rubbish, or other loose matter, shall have, to the satisfaction of the Harbour Master, a sufficient tarpaulin cloth or shoot, so fastened to the Ship's side as effectually to prevent the said articles or other thing, or any part thereof, from falling into the Harbour; and all ballast, coals, limestones or other stones, bricks, or other loose matter, whether discharged from or to be put on board of any Vessel, shall be laid down at the distance of at least six feet from the edge of the quay, and either *immediately* carted off or put on board as the case may be. No refuse of any kind shall be left on the Quays, but shall be removed by the person laying down the same.

Machinery Prohibited on Platforms.

XI.—No Machinery or other heavy articles shall, under any circumstances, be deposited upon any of the Timber Platforms.

Piling of Deals, &c., on Platforms.

XII.—Deals, staves, or other wood goods, shall not be piled upon any of the Timber Platforms, nor under any of the Sheds, without permission of the Harbour Master.

Piling of Deals, &c., on Quays.

XIII.—Deals, Staves, &c., may be piled on the Quays, but only at such places and in such way and manner as the Harbour Master may direct, and no person shall act in contravention of his orders in this respect.

When Vessels to be Smoked application to be made to Harbour Master.

XIV.—No Vessel shall be smoked for the destruction of vermin or drying the hold, without the permission in writing of the Harbour Master, and such operation shall be performed entirely at the risk of the owner of such Vessel.

Shifting of Passage-boats, &c.

XV.—Steamers, Passage-boats, and Lighters, and all Vessels of easy draught of water, shall be obliged to lie by or remove by order of the Harbour Master when Ships or other Vessels of larger draught depending on the tide for removal have their ropes run out and are actually removing.

No Tar, &c., boiled on Quays, or in Ships, except at Dry Docks.

XVI.—No pitch, tar, or any other combustible matter shall be boiled or heated for any purpose whatever, excepting at the Dry Docks or any other places specially appointed by the Trustees for that purpose, or by special permission from the Harbour Master.

No Dung to be laid down or shipped between 8 a.m. and 9 p.m. Shoot to be employed in Shipment.

XVII.—No dung, or manure of any description, shall be laid down on any part of the Quays or Breasts, or be shipped from any part thereof between the hours of eight o'clock of the morning and nine o'clock of the evening; and when dung or manure is shipping, a Shoot shall be employed, whereby the same may be immediately emptied from the cart into the Vessel. All manure dropping on the Quays shall be removed by the Shipper, and the Quays at once properly cleaned.

Regulating the Landing or Shipping of Manure.

XVIII.—It shall not be lawful for any person to land, discharge, or ship at or upon any of the Quays, Piers, Breasts, or any other places, within the said Harbours, any dung, manure, or rubbish of any kind, excepting at such places, and under such regulation as shall be appointed by the said Trustees.

Where Shipwrecked Stores to be Sold.

XIX.—None of the Sheds, nor any part of the Quays or Breasts, shall be used, without permission of the Harbour Master, for selling shipwrecked stores or other articles.

No Vessel to be made fast to the Buoys without leave of Harbour Master.

XX.—No Vessels upon any pretence whatever, without special leave of the Harbour Master, shall make fast to the Buoys attached to the screw anchors laid down near the Sandbank.

Rotation at Loading Berth.

XXI.—No Ship or other Vessel, after being discharged, shall be entitled to retain the same berth for loading, but must wait and take her turn in rotation; and all Ships for loading berths must be booked for such, at the Harbour Master's Office, and at the time of booking such Vessel must be within the bounds of the Port. Any Vessel booked as aforesaid failing to take her turn in the order of booking, the next in rotation shall be entitled to the berth, and the Ship so failing shall not be entitled to the berth until the completion of the loading of whatsoever Ship may be at the berth when the Vessel which failed is ready to take the berth.

Goods of Dangerous Quality to be Marked.

XXII.—All aquafortis, oil of vitriol, petroleum, nitro-glycerine, paraffin, gunpowder, or other goods of a dangerous or inflammable character, shall be distinctly marked on the outside of the barrel, package, bottle, cask, jar, or other vessel or thing containing the same, and the person who shall send, or cause the same to be sent, for shipment or deposit at the port, shall give notice in writing to the Harbour Master, at the time of so sending or causing the said goods to be sent for shipment or deposit as aforesaid.

Preference to be given to Vessels arriving in Distress.

XXIII.—Vessels arriving at or coming into any of the Harbours in distress, or meeting with any misfortune in the Harbours shall receive a preference both as to berth and course of discharging; and the Masters or other persons in charge of any vessels lying within the Harbours, or at any or the Quays, must, on being required by the Harbour Master, give preference to any Vessel so arriving at or lying in the Harbours in such circumstances.

Loading and Discharging Berths.

XXIV.—No person shall load or discharge cargo or ballast on any of the Quays, excepting at such places and within such limits as the Harbour Master may fix.

Goods, Timber, and other articles to be Removed from Piers, Basins, &c., within forty-eight hours after landing.

XXV.—Any Goods or merchandise, wood of any kind, masts, yards, pumps, boats, anchors, cables, casks, guns, stones, coals, or any other article whatever (other than the materials necessary for the extension, improvement, and repairs of the Harbours), shall not be allowed to lie or remain longer than forty-eight hours upon or within any of the piers,

breasts, quays, basins, sheds, or any other places within the said Port or Harbours, or in any of the adjacent roads or avenues leading to the piers, breasts, quays, already built or to be built, except in transit sheds, or with permission of the Harbour Master in writing.

No Guns or Fire-arms to be discharged within a certain distance of the Harbours.

XXVI.—It shall not be lawful for the Master, Mate, or any other person, having charge of any Vessel while in the Harbours or at the Quays, or in the Roadsteads, or in the river Clyde, nearer to the said Harbours than the Garvel Point on the East, and the Whitefarland Point on the West, or for any person whatever, to discharge any gun or fire-arms of any description, on board any Vessel, save and excepting a signal gun in case of distress: Provided always, that nothing shall prevent the discharging of any gun or fire-arms on board any vessel belonging to or in the employment of Her Majesty, her heirs and successors, or prevent the discharging of any gun or fire-arms by any person in the lawful defence of his property.

Harbour Master not be interrupted in the execution of his duty.

XXVII.—The Harbour Master is not to be interrupted, hindered, or insulted, in the execution of his duty. Any person feeling aggrieved by a Harbour Master, or by any order issued by him, may apply for redress to the Provost and Bailies, by whom the application will receive the most speedy consideration.

Lumpers to be Licensed.

XXVIII.—No person shall be permitted to ply for hire on the Quays or within the Port as Lumpers or Stevedores, until they receive a licence from the Provost and Bailies, who are hereby authorised to grant such licences, authorising them to act as such, and the Lumper or Stevedore so licensed shall be eligible to engage with the Master or other in charge of any Ship or Vessel, either to load or discharge the same, and the Lumper so Licensed shall not depute his right to any other person, but must himself attend personally to the work, and the Lumpers shall be responsible to the Master or other person in charge of the Ship or Vessel for the due and proper fulfilment of their respective engagements, and for the honesty and good behaviour of such labourers as they may find it necessary to employ to assist them in the execution of the work. No Master of any Vessel, or other person requiring Lumpers shall employ any person other than such licensed Lumpers or Stevedores, or the Crew of the Ship.

Obstructions on Quays.

XXX.—No person shall cause any public carriage, sledge, railway or other truck, cart, or barrow, with or without horses, or any beasts of draught or burden, to stand on any of the Quays or Breasts longer than is necessary for loading or unloading goods, or for taking up or setting down passengers (except hackney carriages, carts, cars, and horses, standing for hire in any place appointed for that purpose by the Trustees or other lawful authority); and no person shall by means of any cart, carriage, sledge, truck, barrow, empty cask, package, box, or any animal, or by singing, playing musical instruments, preaching, or other means,

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wilfully cause any obstruction on any of the Quays, Breasts, or other works of the Trust, or cause any crowd of persons to assemble thereon. But the said Provost and Bailies may grant permission to any person to preach under such regulations as they may think proper.

Trucks in Train and Speed of Engine.

XXXI.—No Engine Driver or other person shall have under his charge at any time, while proceeding over the rails, more than ten trucks in train, and such train shall not on any account be driven at a greater speed than three miles per hour. All persons having charge of any such train or engine shall be bound to obey the orders of the Harbour Master.

Constable attending Trains.

XXXII.—No Engine Driver shall start with a train unless a Policeman walk in advance, and such Policeman shall walk in advance while the train is in motion.

Vessels not to be Made Fast to Sheds, &c.

XXXIV.—No person shall make fast any rope or mooring to the Sheds, or pillars supporting the Sheds, or Lamp-posts, or any of the Cranes, or other erections; nor shall any person make, repair, dress, or scrape spars or masts, or repair boats or empty casks, boxes, or packages, or do any kind of carpenter, smith, boilermaker, mason, slater, or rigger work on the Quays or Wharfs, or under any of the Sheds; nor hang or put up sails, masts, spars, or any other thing, to any of the Beams or Joists of the Sheds, without permission of the Harbour Master.

Vessels arriving on Sunday.

XXXV.—No Master of any Steamer or other Vessel arriving on Sunday shall land horses or cattle after ten o'clock morning, or before five o'clock afternoon of that day, unless by special permission of the Harbour Master, or Superintendent of Police; and every person is likewise prohibited from loading or unloading cargo, or doing or permitting to be done unnecessary work on any part of that day.

Pig Iron, &c., on the Quays.

XXXVI.—No pig iron, or other heavy commodity, shall be emptied or tilted out of any cart on to the Quays, but shall be laid down by the hand, and be piled in a square heap; and the height of such pig iron or other heavy commodity shall not at any time exceed five feet.

Emptying Water Casks, &c.

XXXVII.—Masters and other persons in charge of, or employed in, or upon any Vessel in the Harbour, are strictly prohibited from emptying water casks, or the contents of any boiler or other vessel, otherwise than on the coping stone or in the water-run behind the shed, or, if on the Quays, a proper board or tarpauling shall be placed below the fall of the water to prevent the sand from being washed out from the causeway.

Laying down Casks.

XXXVIII.—No cask shall be allowed to run off any car, lorry, or other vehicle, but shall be lowered slowly by means of suitable tackling.

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Small Boats.

XXXIX.—No person shall let or lend any Small Boat for the purpose of leaving or entering or rowing about in any of the Harbours, to any person under 14 years of age, and no person shall enter or take the use of such boat without the consent of the owner thereof. Boats lying in any of the Harbours shall be removed when ordered by any Police Constable.

Steamers to have Boats and Life Buoys. Name of Steamer.

XL.—Every passenger Steamer shall be furnished, to the satisfaction of the Harbour Master, with a good and sufficient Boat or Boats, in proportion to the tonnage of the Vessel, according to the rules fixed by the Board of Trade, with proper rowlocks or tholes, fastened with a lanyard or otherwise to the gunwale or wearing, and three good oars, and a sculling rowlock, as well as a boat-hook constantly on board each of such boat or boats, and no lumber or any other article shall be placed therein; which boat or boats the Master or other person in charge shall invariably have suspended from the stern or quarter davits, with the tackling in good order, and in constant readiness to be immediately lowered in the event of any accident taking place; and shall likewise have at least two efficient Life Buoys suspended from the stern or quarter davits. And the name or such Steamer shall be painted in large capitals, on each side of the bow or on the paddle-boxes.

Steamers to have Bell and Compass. Speed to be reduced during dark and fogs.

XLI.—Every Steamer shall be furnished with a Bell of sufficient size, properly suspended in an elevated situation in the vessel, which shall be rung in time of fogs at least every minute; and shall also be furnished with a Mariner's Compass, kept constantly in good order. During dark nights or fogs, the speed shall not exceed half power of the engines.

Steamers to have Hose and Pipe.

XLII.—Every Steamer shall be furnished with a Hose and Pipe of sufficient length to play on either end of the vessel, fitted so as to be immediately attached to the force-pump, for the purpose of extinguishing fire on board.

Coals to be Watered.

XLIII.—The owners of Coals, or persons employed to put them on board, are strictly enjoined, when required by the Officers of the Harbour or Police to water all coals laid down at the Passenger Steamboat Wharf, in order to prevent damage or annoyance to goods or passengers, and for this purpose shall provide themselves with a hose to be attached to the tap put up by the Trustees.

Passengers not to be on the Paddle-boxes.

XLIV.—The Master, or other person in charge of any Steamer carrying or conveying passengers, is strictly prohibited from permitting any passenger to sit, stand, or be upon any of the paddle-boxes of any such Steamer, while under weigh, and after an order or request from the Master, or the person in charge of such Steamer for the time being, no passenger or other person shall refuse or delay to leave the paddle-box.

Hand-rail Gangways not to be used for Horses.

XLV.—Masters of Steam Vessels and others are prohibited from taking on board, or landing horses or cattle, or from rolling barrels, bales, or any kind of goods, on the hand-rail gangways belonging to the Trustees, which are for the exclusive use of foot passengers; and all stages, planks, or gangways, horse-boxes, or other articles used in loading or unloading, or on board of vessels, shall, when not actually in use, be removed to such place as the Harbour Master or Superintendent of Police may appoint.

Furnaces and Dampers to be Regulated.

XLVI.—The Master or person in charge of every Steamer shall, as soon as it arrives at its berth, cause the furnaces and dampers to be so regulated as to prevent the possibility of accidents from fire, and shall, when in the Harbour or at the Quays, adjust the furnace doors and temper the furnace fires, so that no more than the smallest practicable quantity of smoke shall pass therefrom.

Steamers not to try their Engines when at Berths.

XLVII.—No Steamer, while being fitted up or repaired in the Harbour or at the Quays, shall be allowed on any pretence to work or try her engines, without the consent of the Harbour Master.

Gangways to be put on Board.

XLVIII.—The Masters of all Steamers shall make provision for the Gangways and Skees being promptly put on board and taken ashore on arrival or departure of such Steamer, and such Masters shall always be bound to take on board two Gangways, one to be used for the cabin and the other for the steerage passengers, when desired to do so by the Harbour Master or the Officer in charge.

Steering Apparatus to be placed so as to Command a view Ahead, or a Look-out Man. Masters to be on the Paddle-box or Gangway. Passengers not to direct Crew or converse with the Steersman.

XLIX.—Every Steamer shall be furnished with a Steering Apparatus, so placed that the steersman shall be able to command an unbroken view ahead, and to each side of the bows, without any obstruction from the funnel, engine, or other part of the vessel; and where this is not the case, the Master or a look-out man shall always be stationed in such a position as to command a clear and unbroken view ahead and on either side. The Master of every Steamer shall be on the paddle-box or gangway when touching at any Quay, and no person on board a Steamer, except the person who has the command at the time, shall give any order or direction to the crew or any of them.

Goods to be Weighed.

LII.—Carters and others, having charge of goods, imported or exported at the Harbour, shall, when required by the Weighers appointed by the Trustees, have the same weighed upon the weighing machines placed on the Quays by the Trustees, previous to being removed from the Quays or laid down for shipment; and no carter or other person having charge

of such goods shall, on his way to or from the vessel, pass the Trustees' weighing machines without having the goods so weighed, except by permission of the weigher; but parties shall not be bound to pay the weighing dues, in consequence of the goods being weighed under this Regulation, unless otherwise liable in payment under the Act of Parliament. Further, all persons shipping, loading, or unloading sugar, pig-iron, coal, or other articles not passing over the general weighing machines, and above referred to, shall be bound to deliver to the Collector, at his Office, within forty-eight hours of such shipment, a true and correct account of the weight of each such shipment.

Persons not to Stroll about Quays during Night. Prostitutes, &c., not to be on board Vessels.

LIII.—No Seaman or other person whatever shall, after ten o'clock at night, be permitted to pass, either to or from any Vessel in the Harbour, or to remain or stroll about the Quays during the night, without giving a proper account of himself to the Police Constable on the station if required to do so; and no Master of any Vessel, Seaman, or other person, shall be allowed to take any prostitute or night walker on board of any Vessel in the Harbour, or shall any such person be allowed to go or remain on board, nor on any of the Quays.

Disreputable Persons not to prowl about Quays, &c.,

LIV.—Convicted thieves, vagrants, and other idle and disreputable persons are prohibited from prowling about the Quays and Sheds, on pretence of vending fruits, matches, &c., or buying or bartering old ropes, waste, or other ships' stores; and no person shall go on board any Vessel unless on legitimate business, recognised to be such by the Master.

Loitering on Quays.

LV.—The Superintendent of Police may at any time prevent persons loitering on the Quays, and all persons shall, when ordered by him, leave the works of the Trust.

Porters how to conduct themselves.

LVI.—When a Steamer, just arrived, shall come to, on the outside of another Steamer, no carters or porters shall stand on the top of the paddle-box, or on the side of the inner Vessel, but they shall arrange themselves in the middle of the Vessel; or, if the Steam vessel just arrived shall occupy an inside berth, they shall then arrange themselves on the Quay, at least four feet from the edge, till regularly called, and passed on board by the officer in attendance; and no porter or carter on being engaged by a passenger to carry his or her luggage, shall attempt to transfer it to another, but shall himself accompany his employer, agreeably to his engagement.

Regulating Carts and Carters.

LVII.—Carters and drivers of carts or waggons, and persons riding horses, are prohibited from obstructing the passage along the Quays, or parading their horses along the Quays for the purpose of exercise or otherwise, or allowing their horses and carts to stand on the Quays or Wharfs, when not employed in loading or unloading. All carts and horses not employed, shall be stationed by the Superintendent of Police on such parts of the Quays as may appear to him most suitable and

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convenient; and carters are prohibited from trotting their horses or going at a quicker pace than four miles per hour on the Quays, or permitting their horses to remain thereon, without being in charge of a proper person, and no vicious horse shall be permitted on the Quays, unless sufficiently muzzled, and in charge of a qualified person constantly in attendance at the animal's head; and carters are also prohibited from tying their horses to the sheds, lamp-posts, cranes, or railings about the Quays, or from riding upon their carts or other vehicles without having a bit in the horse's mouth, and sufficient double reins, and unless they stand, or are seated in a sufficiently elevated position to see objects before them on either side. No carter shall be allowed to ride in or upon his cart when loaded; and carters, whether standing, loading or unloading, shall move their horses and carts, so as to allow the sweeping of the Quays to go on without interruption.

Vicious Animals Prohibited.

LVIII.—No person shall have any Ferocious or Vicious Animal on board their Vessels unless properly secured.

Regulating Wheel-barrows, &c. Gangways, &c., to have Owners' Names.

LIX.—No Wheel-barrows or Hurleys shall be allowed to remain on the Steam-boat Wharfs; and none shall be permitted to remain on the Quays, except those belonging to the licensed porters or shipping companies, which shall be arranged and stationed with the owners' name, and, if a porter, the number of his badge, legibly painted thereon, in a situation to be fixed by the Superintendent of Police; all other Wheel-barrows or Hurleys employed on the Quays shall be removed immediately after having been allowed a reasonable time to lay down their load. No stage, plank, or gangway, shall be allowed a place on the Quays, except it is previously branded with the name of the owner; and no person shall be allowed to let for hire, or furnish gratuitously, any stages, planks, or rhones, without the previous approval of the Trustees.

Retailing Merchandise, Affixing Bills, Defacing Sheds &c., at Harbour, Prohibited.

LX.—All persons are strictly prohibited from retailing potatoes, fish, eggs, fruit, or any other article of merchandise, on any part of the Quays or Wharfs, and also from going on board any Steamer, or vessel of any description, without having any legitimate business therein, when at the Quays; and all persons are strictly prohibited from affixing bills against any of the sheds, passengers' waiting-rooms, barricades, fences, or lamp-posts, upon or around the Harbour, except on the spaces allowed for that purpose, and even on such spaces, no bills other than those relating to shipping, or connected with the business of the Harbour, will be permitted; and all persons are prohibited from writing upon, soiling, defacing, marking, or injuring any of the sheds, waiting-rooms, barricades, railings, fences, or posts, with chalk or paint, or in any other way whatsoever.

Waiting Rooms.

LXI.—No person other than passengers shall, on any pretext, enter the Passengers' Waiting Rooms.

Bathing Prohibited.

LXII.—All persons are strictly prohibited from bathing in the Harbours or at any of the Quays, or wantonly or indecently exposing their persons in the Harbours or on any of the Quays or Wharfs, or on board of any Ship or Boat in the Harbour or at any of the Quays.

Porters to be Licensed, &c.

LXIII.—No Porters shall be permitted to ply for hire upon the Quays, excepting those duly licensed; and each porter shall have a badge specifying his number, to be constantly affixed to his breast. No Porter shall be permitted to exact more than the fares established by the Regulations of the Magistrates, a copy of which he shall at all times have in his possession, and shall produce the same at any time when required. Further, all porters, licensed pilots, and others holding badges or licences, and all other persons approved of or appointed by the Trustees, for any purpose connected with the Port, shall, when called on, assist, by information or otherwise, and protect the Harbour Master, Officers of Police, and other persons acting in the discharge of their duty.

Coals, &c., not to be put down on Quays without Permission.

LXIV.—Neither the coals belonging to, nor the appurtenances or cargo of Sailing or Steam Vessels shall, when not in berth, be laid down upon any part of the Quays, without the permission of the Harbour Master; nor shall any Shipping Box, or Ticket Box, or other erection be allowed at any time upon the Quays or Wharfs, without the sanction of the Trustees having been previously obtained, and all such Boxes shall be removed immediately on being ordered by the Harbour Master.

Harbour Master to assign Berths to Steamboats.

LXV.—The Harbour Master shall have the sole and exclusive power of assigning berths to Steamboats of all denominations, and no Steam Vessel shall be entitled to a quay berth that has not proper port gangways in her bulwarks, which gangways shall be of sufficient width to admit passengers, luggage, coals, &c., to pass in safety to and from Steam Vessels lying outside thereof, and no Master or other person in charge shall refuse or delay to attend to this regulation. In stormy weather Steamers may be allowed to occupy such berths inside the Harbours as the Harbour Master may point out, but while the fires are burning Steam Vessels must be kept as much separate from other Vessels as possible. All Tug and other Steamers when entering or leaving any of the Harbours or Quays shall go dead slow.

No Forge Bellows, Lights, or Fires, allowed on board of Vessels after 8 o'clock evening, except on certain conditions.

LXVI.—No fire, lighted candle, or lamp shall be allowed on board of any Steam Vessel, or other Vessel whatever, in the Harbour, after sunset or before sunrise, except the Vessel has just arrived; and the fires, candles, or lamps on board of such Vessels throughout the day, shall be carefully attended and watched by some person on board. But upon applying to the Harbour Master, and sufficient cause being shown that the use of lights or a fire on board during the night are absolutely necessary, such fire or light may be allowed, and in such case several buckets of water shall be kept in readiness to quench any fire.

Hours of Sailing to be intimated and not altered.

LXVII.—All Masters or other persons in charge of Steam Vessels plying to the Port shall, immediately upon fixing the hours of sailing of the said Vessels from Greenock, intimate the same in writing to the Harbour Master, at his office; and they shall, upon no account, alter the period fixed, but shall depart punctually at the times of sailing originally announced, unless the Harbour Master's consent be obtained, which he is authorised to grant in special cases, and excepting always cases of accidents happening to the Vessels or machinery, in which event the time for sailing shall be immediately altered or suspended. Vessels engaged in the foreign or coasting trade may remain at the Quay until they take on board all goods that may have been laid down for such Vessels, which those in charge must do as speedily as possible; but so soon as the goods are on board, the Vessel must be taken outside another vessel, if ordered by the Harbour Master.

Steam Vessels to have Lights, and to Slow when passing. Steamers to Slow Engines within certain distances. When Red Flag hoisted on board any Vessel, Steamers to Slow Engines 200 yards from such Vessel.

LXVIII.—All Passenger Steam Vessels shall, when it is dark, on their arrival at, or departure from, the Quays, have and use sufficient lights, consisting in no case of less than two hand lanterns, so as to enable passengers to get on board or to land with safety. The Master or other person in charge of every Steam Vessel shall, sailing between Forsyth Street on the West, and Cartside Quay on the East, slow the engines, and keep at a slow rate. And all Steam Vessels shall, when a Red Flag is hoisted on board of any Vessel in the river opposite the Harbours, or on any new works of the Trustees, slow their engines when sailing, within 200 yards of the Vessel or works where such flag is hoisted.

Vessels to give Free Access.

LXIX.—The Masters and crews of all Steam Vessels lying nearest the Quay shall give free access over the decks of their Vessels to all parties going to or from the Steamers lying at the outside berth, and also free access for the conveyance of luggage, goods, coals, &c., to and from the said Steamers; and all Steam Vessels shall, when not loading or unloading, have their hatchways and scuttles covered over.

Master of Steamers and others not to interfere with Passengers.

LXX.—All Masters, Crews, and other persons are prohibited from interfering with or interrupting Passengers going to any Steamboat, by endeavouring to induce them to take the passage by their respective boats; but the Masters and Crews are required to remain either on board their respective boats, or at their gangways, previous to the hour of sailing; and Masters and others shall not allow any bell to be rung until within five minutes of the hour of sailing of the respective boats.

Passengers going on board Steamers.

LXXI.—No Passenger or other person shall attempt to go on board of any Steamer until the Passengers who have arrived shall have landed.

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Steamers to avoid Warps and Rafts.

LXXII.—All Masters or others in charge of Steam-Vessels, whether entering or leaving the Port or Harbours, shall avoid bringing their Vessels into contact with the warps of ships, or rafts of timber being warped either into or out of any of the Harbours.

CRANES.

LXXIII.—Any person requiring the use of a Crane shall give notice to the Harbour Master, who will enter such notification in a book to be kept at his office for that purpose, so that applicants may obtain the use of it in the order of application. But unless the applicant, on the Crane being ready for his use, send his Vessel to the berth immediately, his claim to that berth shall be held to be cancelled, and he will require to give a new notice.

LXXIV.—Vessels arriving in distress, and requiring the use of a Crane, shall receive a preference over other Vessels at the discretion of the Harbour Master, subject to an appeal to any of the Magistrates, whose decision shall be final.

LXXV.—Persons after using a Crane shall deliver it over to the Officer of the Harbour Trustees having charge thereof, in as good order and condition as when received, and to the satisfaction of the said Officer, unless cause can be shown to any of the Magistrates that any damage done has not been through fault or neglect of the person using the Crane.

LXXVI.—Any person in charge of a Vessel at a Crane berth, not actually using the Crane, or using such Crane in a manner which shall be deemed by the Harbour Master to be improper, shall remove such Vessel immediately on being desired by the Harbour Master; and if he refuse or delay to do so, the Harbour Master shall have power to remove the same at the cost and risk of the owner, or other person in charge of such Vessel. Any person considering himself aggrieved, may appeal in writing to any of the Magistrates, as sole judge, whose decision shall be final and not subject to review.

LXXVII.—All Rates or Dues for use of Cranes shall be paid by the Owner, Master, or other person in charge of, or acting for the Vessel, immediately after using a Crane.

LXXVIII.—The expense of moving the portable Cranes from place to place, in all cases to be paid by the person requiring them.

LXXIX.—The Harbour Trustees will not be responsible for any damage occurring to property through the act of the parties who are using the Cranes.

LXXX.—Any dispute arising regarding the meaning, or as to the enforcing of the Bye-laws regarding Cranes, or as to the Rates or Dues to be exacted therefor, shall be determined by any one of the Magistrates, whose decision shall be final and binding on all parties.

LXXXI.—No person shall attempt to lift by any Crane a greater weight than may be marked on such Crane, and before beginning to use any Crane shall deliver to the person in charge of the Crane a certificate of the weight proposed to be lifted.

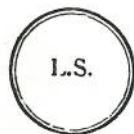
LXXXII.—The above regulations regarding Cranes shall not in any way affect, supersede, or annul any of the General Bye-laws and Regulations regarding the Port and Harbours of Greenock, except to the effect expressed or implied therein.

Damages and Penalties, how to be Recovered.

LXXXIII.—The penalties incurred under the preceeding Bye-laws, shall be sued for, and recovered at the instance of the Procurator-Fiscal of the Police Court of Greenock. All fines, penalties, moneys, or forfeitures, under the foregoing Bye-laws, shall be recoverable from, or enforceable against offenders against the same, or the masters or persons having charge of Vessels, or the Owners of such Vessels, and the preceeding Bye-laws shall, in all cases, apply to any harbour, pier, wet dock, or docks, or basin, to be constructed by the Trustees, as part of, or connected with the Harbours.

Harbour Master and Superintendent of Police to include Deputies, &c.

LXXXIV.—Wherever the Harbour Master or Superintendent of Police is mentioned in these Bye-laws, their Deputies, Lieutenants, Inspectors, Sergeants, and other assistants, shall be understood to be included.



The foregoing Bye-Laws and Regulations, enacted by the Trustees of the Port and Harbours of Greenock in terms of "The Harbours, Docks, and Piers Clauses Act, 1847," and in terms of "The Greenock Port and Harbours Act, 1866."

JOHN KERR GRAY, Clerk of the Trust.
Greenock, 7th January, 1868.

The preceeding Bye-Laws are sealed with the Seal of the Trustees of the Port and Harbours of Greenock, are hereby approved and allowed by me in terms of "The Harbours, Docks, and Piers Clauses Act, 1847," and of "The Greenock Port and Harbours Act, 1866."

H. L. TENNENT, Sheriff-Substitute of Renfrewshire.
Greenock, 25th June, 1868.

THE Trustees of the Port and Harbours of Greenock enacted and ordained, and hereby Enact and Ordain, the following additional Bye-Laws, to be strictly observed and enforced from and after the day on which the same shall be approved of by the Sheriff, and that under a penalty, where not otherwise stated, not exceeding Five Pounds for each contravention of the said Bye-Laws or any one of them, and in default of payment, imprisonment for any period not exceeding sixty days:—

1.—The date of arrival of all ships and other vessels shall, within 24 hours after arrival at the Tail of the Bank, be entered in a book, to be kept open, and patent at all times, Sundays excepted, in the Harbour Master's Office, and the Harbour Master shall, according to the rotation of such booking, and subject to, and in accordance with the following Bye-laws, assign a berth for such ship or other vessel; and all Masters, or other persons in charge of such ship, or other vessel, neglecting to enter the vessel's arrival as aforesaid, shall not be entitled to claim a berth for such ship or other vessel until booked; and no vessel shall be booked until after her arrival inside of Whitefarland Point.

2.—In assigning berths to vessels inward or outward bound, the Harbour Master shall, notwithstanding the order of booking, be entitled, if he thinks fit, to regulate the berthing according to the nature and destination of the cargo the vessel has to discharge, or according to the nature of the cargo the vessel has to load, vessels having dry or perishable cargoes requiring to be landed on, or loaded from the Quays, and under cover, to be entitled to a preference to the shed berths.

X 3.—Notwithstanding anything in the Bye-laws to the contrary, if the discharge or loading of any vessel is not being proceeded with or carried on with due despatch, the Harbour Master shall have power to remove such vessel from her berth, and to put another vessel in her place, but with power to restore the vessel so removed to her former berth, or to give her a new berth, should he think proper, in preference to any vessel booked after her.

X 4.—The Harbour Master shall have power to remove vessels discharging or loading from their berths should he find it necessary to do so, for the proper working of the Harbours, or to enable him to comply with the Bye-laws.

5.—Subject to the terms of Bye-laws Nos. 1 and 2, in booking vessels the particular harbour in which the berth is wanted may be specified, but the vessel so booked must wait her turn for a berth in such harbour, according to the order of her booking and the nature of the cargo she is about to discharge or load. If a vessel is not booked for any particular harbour, she shall be entitled to the first vacant berth in any of the harbours suitable for her, for which no vessel shall be prior in turn, and as the nature of the cargo to be discharged or loaded may require.

6.—Subject to the terms of the other regulations, vessels discharging shall be allowed to occupy a berth as follows, viz:—I. Vessels with dry or perishable goods not exceeding 200 tons shall be allowed one working day for every fifty tons of the estimated weight or measurement of the cargo; and vessels above that tonnage shall, unless quicker discharged, be allowed one day for every 75 tons of the estimated weight or measurement of the cargo during the period from 1st October till 28th February, and for every 100 tons of such estimated weight or measurement during the remainder of the year, except in regard to vessels with Brazil cases of sugar which shall be allowed one day for every 50 tons during the first period, and for every 75 tons during the latter period. II. Vessels with wood or timber shall, unless quicker despatched, be allowed one day for every 100 loads of the cargo during the said period from 1st October till 28th February, and 150 loads during the remainder of the year. Where the Harbour Master is satisfied that the quantities specified in this Bye-law cannot be discharged, he shall have power to modify the quantities as he may see fit. If, and when the master of the ship is ready and willing to go on discharging, and may be entitled by the Bye-laws so to do, the owner or consignees of the cargo or their agents shall be bound to receive the cargo from the master of the ship, and clear or remove it from the discharging berths at not less than the above rates per day. It being understood that, subject to the terms of Bye-laws 8 and 9, the master of the ship shall be bound to discharge the cargo at not less than the above rates per day.

7.—Where wood or timber of any kind is not landed upon the quays, but is discharged into the water in the harbour basins, or outside thereof, and afterwards brought into the harbour basins, the wood or timber so

discharged or brought into the harbour basins each day shall be removed on the second day next thereafter, and failing such removal the owners or consignees of such wood or timber, or the agents or other persons measuring or taking charge of such wood or timber, shall be liable in a penalty not exceeding £5 for each offence.

8.—The Harbour Master shall have power to regulate the discharge of wood or timber of any kind; and should there, from any cause, be danger of the harbours getting blocked, the Harbour Master shall have power to stop the discharge of all or any of the vessels for such a time as he shall think proper; and if, while others are stopped discharging, any of the vessels in the same harbour are permitted to go on with their discharge, the preference shall be given to such vessel or vessels as were berthed first or are near the completion of their discharge, and whose timber shall have been duly removed from the harbour, so as to keep her berth clear. Should the master, or owner, or agent of any vessel, or the stevedore or lumper engaged for the discharge of the cargo, refuse or delay to stop the discharge when ordered by the Harbour Master so to do, the person or persons so contravening shall be liable in a penalty not exceeding £5 for each offence.

9.—No wood or timber, discharged from vessels lying outside the harbour basins shall be brought into the harbour basins unless with the express written consent of the Harbour Master. If the Harbour Master shall permit any vessel or vessels lying outside to go on with her or their discharge, and to bring the wood or timber into the harbour basins, the vessel or vessels first berthed outside shall have the preference. If the master, owners, or agent of any vessel, or the stevedore or lumper thereof, or the measurer or receiver of the cargo, shall proceed with the discharge outside, or shall bring the wood or timber into the harbour basin without said permission, the person or persons offending shall be liable in a penalty not exceeding £5 for each offence. This Bye-law shall not apply to the deck load.

10.—From and after the 1st day of October next, all birch, maple, or hickory brought into the port shall be landed upon the quays or lighters at such place as the Harbour Master shall direct, and none of such timber shall be discharged into the water in the harbour basins, or outside the same; but greenheart, oak or other timber which will not float—the discharge of which is not above provided for—may be permitted by the Harbour Master to be discharged upon floats or otherwise, and subject to such special regulations as the Harbour Master shall think fit to impose in his permit. Persons offending against this Bye-law shall be liable in a penalty not exceeding £5 for each offence.

Bye-laws Nos. 1, 2 and 8 of the General Bye-laws shall be and are hereby revoked from and after the day on which the preceding additional Bye-laws shall be approved of by the Sheriff; and Bye-law No. 7 of the General Bye-laws shall be and is hereby revoked from and after the said 1st day of October next.



The preceding Bye-Laws are sealed with the Seal of the Trustees of the Port and Harbours of Greenock, in terms of "The Harbours, Docks, and Piers Clauses Act, 1847," and in terms of "The Greenock Port and Harbours Act, 1866."

JOHN KERR GRAY, Clerk of the Trust.

Greenock, 6th July, 1875.

Greenock, 11th August, 1875.—Approved and allowed.

HARRY SMITH,
Sheriff-Substitute of Renfrew and Bute.

THE Trustees of the Port and Harbours of Greenock enacted and ordained, and hereby Enact and Ordain, the following additional Bye-Laws, to be strictly observed and enforced from and after the day on which the same shall be approved of by the Sheriff, and that under a penalty, not exceeding Five Pounds for each contravention of the said Bye-Laws or either of them, and in default of payment, imprisonment for any period not exceeding sixty days:—

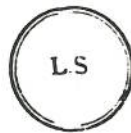
No Vessel to Enter Harbour until a Berth be Assigned and Rigging Adjusted.

1.—No Vessel shall enter any of the Harbours until the Harbour Master shall have assigned a berth for her; and all Vessels shall have the jib-boom, sprit sail-yards, martingale, spanker or main boom, davits, and all outriggers rigged in; the studding-sail booms and crances unshipped, and the lower and topsail yards peaked up and down, before entering the Harbours, and all anchors must be taken on deck immediately on being berthed.

Small Craft may Enter Harbour at their Own Risk, before having Berth Assigned.

2.—Notwithstanding the prohibition contained in the foregoing Bye-law, Lighters and other small craft may at their own risk enter any of the Harbours, before having a berth assigned to them, but on the express condition that the Trustees will not be liable for any loss or damage such Lighter or small craft may sustain while entering any of the Harbours or while lying therein.

Bye-law No. 3 of the General Bye-laws shall be and is hereby revoked from and after the day on which the preceding additional Bye-laws shall be approved of by the Sheriff.



The preceding Bye-Laws are sealed with the Seal of the Trustees of the Port and Harbours of Greenock, in terms of "The Harbours, Docks, and Piers Clauses Act, 1847," and in terms of "The Greenock Port and Harbours Act, 1866."

THO. WILSON, Clerk of the Trust.

Greenock, 6th June, 1878.—Approved and allowed.

HARRY SMITH,
Sheriff-Substitute of Renfrew and Bute.

THE Trustees of the Port and Harbours of Greenock, in pursuance of the powers vested in them by "The Greenock Port and Harbours Consolidation Act, 1913," and "The Harbours, Docks, and Piers Clauses Act, 1847," have enacted and ordained and hereby Enact and Ordain the following additional Bye-Laws to be strictly observed and enforced from and after the day on which they receive the allowance and confirmation of the Board of Trade, and that under a penalty not exceeding the sum of £5 for each offence, besides such damages as the case may infer:—

Fires and Lights.

1.—Unless and until written Licence in that behalf has been obtained from the General Manager, no person shall have, or shall suffer any person to have in the dock premises or any vessel therein, any fire, lighted candle or lamp, or other light except electric lights, fires in the furnaces, and fires and lights in the galleys, cabins, and living accommodation of a vessel.

All fires shall consume only such fuel and be secured and used in such manner as the General Manager may direct, and all lights shall at all times be enclosed to the satisfaction of the General Manager, and the Licence (if any) for such fire and light shall be strictly complied with.

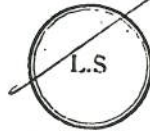
Precautions to be taken with Combustible Goods.

2.—Notwithstanding anything in the preceding Bye-law, no person shall have, or, shall cause or suffer any other person to have, at any time among or near to any inflammable or combustible goods, any fire, lighted candle, lamp, light, or other thing of any kind, whereby the safety of such goods or any other property is or may be endangered.

SMOKING.

3.—No person shall smoke Tobacco or any other substance in any place within the Dock premises, or on any vessel having inflammable cargo on board.

Bye-laws Nos. 29 and 33 of the existing General Bye-laws are hereby revoked.



The preceding Bye-Laws are signed by two of the Trustees of the Port and Harbours of Greenock and the Clerk, and sealed with the Common Seal, in terms of "The Harbours, Docks, and Piers Clauses Act, 1847," and "The Greenock Port and Harbours Consolidation Act, 1913."

JAMES A. FLEMING, Chairman.
W. B. McMILLAN, Deputy-Chairman.
JAMES REID, Clerk.

The Board of Trade hereby allow and confirm the foregoing Bye-Laws.
GARNHAM ROPER,

An Assistant Secretary to the Board of Trade.
14th September, 1915.

Bye-Laws for Regulating the Weighing of Goods.

THE Trustees of the Port and Harbours of Greenock in virtue of the powers conferred on them by Section 100 of "The Greenock Port and Harbours Consolidation Act, 1913," have made the following Bye-Laws for regulating the weighing and recording of weights of goods within the limits of the said Port and Harbours of Greenock:—

1.—No goods shall be weighed within the limits of the Port and Harbours of Greenock except by a weigher licensed by the Trustees.

2.—No weighing shall be performed within the limits of the Port and Harbours by a weigher under his licence from the Trustees until he be sworn before a Magistrate or Justice of the Peace faithfully to discharge his duties.

3.—No person shall be licensed as a weigher who shall not also hold a licence from the Corporation of Greenock to act as Master Stevedore, Master Lumper and/or Master Porter and then only so long as he shall continue to hold such licence from the said Corporation.

4.—Every assistant weigher employed to record at the scales by a weigher licensed as aforesaid shall be sworn before a Magistrate or a Justice of the Peace to perform his duties at the Scales faithfully and to give a true return of the goods weighed thereon (including the number of packages) and no person shall be so employed unless and until he be sworn as aforesaid.

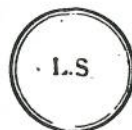
5.—All licences to act as a weigher shall be revocable at the pleasure of the Trustees.

6.—On the completion of the discharge of a vessel at which goods are being weighed, the licensed weigher employed thereat shall furnish forthwith to the Trustees' Superintendent of Licensed Weighers a certified copy of his return of the goods weighed by him as made to the person by whom he is employed.

7.—Any person offending against or committing a breach of these Bye-laws shall, on conviction, be liable for every such offence to a penalty not exceeding five pounds sterling.

8.—These Bye-laws shall come into operation on the 1st day of January, 1932, and as from that date Bye-law L of the General Bye-laws enacted by the Trustees, dated 7th January, 1868, and approved and allowed by the Sheriff-Substitute of Renfrewshire on 25th June, 1868, and the Bye-laws for weighers enacted by the Trustees, dated 14th January, 1876, and approved and allowed by the Sheriff-Substitute of Renfrew and Bute on 22nd February, 1876, and the additional Bye-laws for weighers enacted by the Trustees, dated 1st August, 1876, and approved and allowed by the Sheriff-Substitute of Renfrew and Bute on 4th September, 1876, shall be revoked.

Subscribed by three of the Trustees of the Port and Harbours of Greenock and the Clerk and sealed with the Common Seal of the Trustees in terms of "The Greenock Port and Harbours Consolidation Act, 1913."



(Sgd.) ALEX. L. McCLURE, Trustee.

(Sgd.) J. ALSTON, Trustee.

(Sgd.) D. M. FERGUSON, Trustee.

(Sgd.) H. GOUGH GILCRIEST, Clerk.

Greenock, 15th October, 1931.

The Minister of Transport hereby allows and confirms the foregoing Bye-Laws.
Signed on behalf of the Minister of Transport this 1st day of December, 1931.

(Sgd.) E. W. ROWNTREE,
Assistant Secretary.