

BYE-LAWS
FOR THE
GARSTON DOCKS
OF THE
LONDON & NORTH WESTERN
RAILWAY COMPANY.

1911.

BYE - LAWS

For the Regulation of the London and North Western Railway Company's Docks at Garston, made under the St. Helens Canal and Railway Act, 1846; The Harbours, Docks, and Piers Clauses Act, 1847; The London and North Western Railway (New Works and Additional Powers) Act, 1867; and The London and North Western Railway Act, 1902.

I.—PRELIMINARY.

The following Bye-laws shall take effect after the expiration of 30 days from the day on which the same shall be confirmed, and the Bye-laws made by the Company and confirmed on the 27th August, 1869, shall, as soon as these Bye-laws take effect, be and the same are hereby repealed except so far as regards any offence committed against, or any penalty incurred under any of such Bye-laws.

BYE-LAWS.

In the construction of these Bye-laws the following words and expressions shall have the meaning hereby assigned to them unless there be something in the subject or context repugnant to such construction, that is to say:

Words importing the singular number only shall include the plural number, and words importing the plural number only shall include the singular number.

Words importing masculine gender only shall include females.

The word "person" shall include Corporations, whether aggregate or sole.

The expression "The Company" means the London and North Western Railway Company.

The expression "The Docks" means the Docks at Garston, situate by the River Mersey, in the County of Lancaster, being the property of the Company, and commonly known as the Old Dock, the North Dock, and the Stalbridge Dock, and the piers, jetties, entrances, locks, basins, quays and works thereto respectively belonging.

The expression "The Dock Master" shall mean the Dock Master appointed by the said Company and shall include his assistants.

The word "Vessel" shall include ship, boat, lighter and craft of every kind, whether navigated by steam or otherwise.

The word "Master" when used in relation to any vessel shall be understood to mean the person having the command or charge of the vessel for the time being.

The word "Owners" when used in relation to goods shall be understood to include any consignor, consignee, shipper or agent for sale or custody of such goods, as well as the owner thereof.

The word "Goods" shall include wares and merchandise of every description, and all articles in respect of which rates or duties are payable to the Company.

The expression "Stemming Office" means such office or offices of the Company as the Company may from time to time appoint to be open during certain hours of the day for the entry of vessels in the Stemming Book.

II.—ENTRY AND EXIT TO AND FROM THE DOCKS.

Particulars
to be entered
in Stemming
Book before
Docking.

1. (1) The Master of a vessel other than a flat bound into the Docks shall before entering the Docks (or in the case of a free stem immediately after entering) himself enter in a Stemming Book kept at the Stemming Office the name and the registered tonnage of his vessel, and her draught of water, the port or place at which the cargo (if any) was loaded, the nature of such cargo, the quantities, measurements, weights and description thereof, the name of the consignee, and the name of the broker (if any), and obtain docking and berthing instruction. In the case of light vessels from foreign ports discharged elsewhere the Master must produce the Jerque notes from the Customs.

(2) The Masters of coasting sailing vessels lying in the Liverpool, Birkenhead, Runcorn or Widnes Docks, or the Manchester Ship Canal, will not be allowed to enter such vessels in the Stemming Book until such vessels have been finally discharged and are ready to load.

(3) Masters of coasting steam vessels will not be allowed to enter such vessels in the Stemming Book until such vessels are actually in the river and ready to load.

Order of
Admittance
and
Departure.

2. Vessels other than flats will be admitted into or passed out of the Docks (as the case may be) in the order in which their names appear in the Stemming Book, subject to this proviso, namely, that the Dock Master may in his discretion give preference to steam vessels over sailing vessels, and to vessels with cargo over vessels of the same character in ballast; and if in his opinion the state of the traffic or depth of water on the Dock sills requires it, give preference to any vessel.

Admittance
of Flats.

3. Flats will not be admitted into and passed out of the Docks until they have been booked in the Stemming Book. Loaded flats will take their turn with sailing vessels. Light flats will, subject to the directions of the Dock Master, be admitted into the Docks on arrival at the Dock Gates, provided there be room in the Docks and the cargoes are ready for them, and will be passed out of the Dock as the Dock Master shall direct. No Master of a flat shall attempt to enter the Docks before such flat is booked.

Signals for
Vessels
Entering
the Docks.

4. Whenever any of the Docks are full or their entrances blocked, the following signals will be exhibited:—

NORTH AND OLD DOCKS.

By day a red and blue stripe flag exhibited on the South Pierhead.

By night a red light exhibited on the South Pierhead.

Vessels may proceed to enter these Docks in the turn in which they are entered in the Stemming Book, whenever by day the red and blue stripe flag is not exhibited, and by night whenever a white light is exhibited on the South Pierhead.

STALBRIDGE DOCK.

By day a red and blue stripe flag exhibited on the North Pierhead.

By night a red light exhibited on the North Pierhead.

Vessels may proceed to enter this Dock in the turn in which they are entered in the Stemming Book whenever by day the red and blue stripe flag is not exhibited, and by night whenever a green light is exhibited on the North Pierhead.

No Master of a vessel shall attempt to enter any Dock out of his turn or when the signals denoting that the entrances thereto are blocked are exhibited.

During fog or thick weather a gong will be sounded at short intervals on the Northern end of the Wooden Jetty to indicate the position of the Jetty. Under such circumstances the Master of a vessel shall not attempt to enter the Docks except at the sole risk of such vessel.

5. Except under the direction or by the permission of the Dock Master, no Master of a vessel shall permit such vessel to enter the entrance channel to the Stalbridge Dock or proceed beyond Buoy G5 when the Signals denoting that the entrance to the Stalbridge Dock is blocked are exhibited. When Vessels Forbidden to enter Stalbridge Channel.
6. Except under the direction or by the permission of the Dock Master no Master of a vessel shall moor her alongside the Wooden Jetty at the entrance to the Stalbridge Dock. Vessels not to Moor to Wooden Jetty.
7. The Master of a steam tug or other steam vessel when entering or within the Docks shall not tow more than two vessels alongside each other, but this Bye-law shall not apply to the servants or contractors of the Company. Steam Tugs.
- The Master of a steam vessel having any vessel in tow shall attend there-upon until such vessel is properly moored or secured.
8. The Master of a steam vessel other than a tug shall not navigate such vessel by steam within the Docks, except with the permission of and in conformity with the directions of the Dock Master. Navigation of Steam Vessels when in Docks.
9. The Master of a steam vessel, whilst in the Docks, shall not, except when ordered by the Dock Master, navigate her at a greater rate of speed than three knots an hour. Speed of Steam Vessels.
10. Whilst a steam vessel is attached to any mooring buoy, mooring post, dolphin, jetty, or landing place, the Master of such vessel shall not suffer or permit the engines of such vessel to be set in motion. Steam Vessels at Moorings not to use Engines.
11. The Dock Master may refuse the admission or exit of any vessel to or from the Docks in stormy weather or whenever he shall deem it unsafe. He may also refuse admission to any vessel which in his opinion is or is likely to be a cause of danger to other vessels or to the Docks. Admission or Exit during Storm.
12. The Master of a vessel entering or leaving the Docks shall keep clear of any dredger and its moorings in the entrance channel to the Stalbridge Dock. Whenever it is dangerous for a vessel to pass one side of such dredger the Master of the dredger shall in the day time hoist a red flag and at night time a red light on the side of the dredger where the danger is, and all vessels shall proceed past her on the side opposite to such signal. Vessels to keep Clear of Dredger.
13. No Master of a flat, when within the Docks, shall allow her to be so loaded that she has a freeboard of less than 6 inches or so that any part of her cargo extends beyond the sides of such flat. Flats to have 6-in. Freeboard.
14. Without the written permission of the Dock Master no vessel shall remain in the North and Stalbridge Docks for a longer period at any one time than 7 days after completing her loading or discharge. Within 48 hours after a notice from the Dock Master to remove such vessel has been left on board the Master shall remove such vessel from these Docks, and the Master of a vessel who, at the expiration of 48 hours after such notice, fails to remove such vessel from these Docks shall be considered as having committed, and shall thereby commit a separate offence and breach of this Bye-law for each and every day during or upon which such vessel shall remain in these Docks. Vessel not to remain in Docks after Prescribed Period.

NOTE.—By Acts of Parliament 11 George IV., c. lxi., s. 121, and 9 and 10 Vic., c. 183, s. 1 :

Ships remaining in the Old Dock without permission for a longer period than 7 days are liable to a penalty of Twenty Shillings for every ton burden of the ship for every 12 hours beyond such 7 days.

Vessels not to leave Docks until Rates, &c., Paid.

15. No vessel shall be allowed to pass out of the Docks until the Tonnage rates and all other rates and charges on the vessel have been paid to the Collector of Rates, and the Master of such vessel has delivered to the Dock Master the Dock pass for the vessel to leave the Docks.

Failing to Proceed to Sea when Ready.

16. If the Master of a vessel within the Docks which is ready to proceed to sea refuses to proceed to sea, when in the judgment of the Dock Master such vessel might safely do so, the Dock Master may cause such vessel to lose her turn and to be removed to such position in the Docks as he may direct.

NOTE.—The Harbours, Docks, and Piers Clauses Act 1847, s. 63, provides that :

No vessel, except with the permission of the Dock Master, shall lie or be moored in the entrance to the Dock, and if the Master of a vessel either place it or suffer it to remain in the entrance of the Dock without such permission, and do not, on being required so to do by the Dock Master, forthwith proceed to remove such vessel, he shall be liable to a penalty not exceeding Five Pounds, and a further fine of Twenty Shillings for every hour that such vessel shall remain within the limits aforesaid after a reasonable time has expired after such requisition.

III.—AS TO MOORINGS.

Vessels not to Anchor in Entrance Channel. Anchors not to be left without a Buoy.

17. No vessel shall anchor in the entrance channel to the Stalbridge Dock except in case of sudden emergency.

18. A Master of a vessel shall not leave any anchor or other obstruction which may have been dropped from or by such vessel in or near the entrance to the Docks without causing a sufficient buoy to be placed over it, or allow such anchor or other obstruction to be left in or near any such entrance for a longer period than one tide, and he shall, as soon as possible, inform the Dock Master of his having left an anchor or other obstruction in or near the entrance of the Docks.

Position of Anchors of Vessels in the Docks.

19. The anchor of a vessel when in the Docks shall be taken in clear of the gunwhale or hung from the hawse pipe in such position as shall be least likely to cause or tend to cause damage or injury to such vessel or to any other vessel, or be placed in such position as the Dock Master may direct. Stockless anchors may be kept in the hawse pipe unless the Dock Master otherwise directs.

Sails to be Lowered before Entering Docks.

NOTE.—The Harbours, Docks and Piers Clauses Act 1847, s. 60, provides that :

Before any vessel shall enter into the Dock, the Master of such vessel shall cause her sails to be lowered or furled ; and if the Master of any vessel shall navigate the same under sail into or in the Dock, he shall, for every such offence, be liable to a penalty not exceeding Ten Pounds.

Vessels to be Dismantled.

NOTE.—The Harbours, Docks and Piers Clauses Act 1847, s. 59, provides that :

Before any vessel shall enter the Dock, the Master thereof shall cause her to be dismantled as directed by the Dock Master ; and if any vessel shall enter the Dock without being dismantled in the manner required by the Dock Master, after notice shall have been given to the Master of such vessel so to dismantle the same, such Master shall, for every such offence, be liable to a penalty not exceeding Five Pounds.

Vessels to have Stern Hawser for use on Entering. Vessels to be Dismantled.

20. The Master of a vessel entering the Docks shall have a substantial stern hawser, with requisite tackling, in readiness for hauling and mooring.

21. The Master of a vessel on entering the Docks, and whilst within the same, shall (except when such vessel be driven by stress of weather) cause her derricks or cargo booms to be placed perpendicular with the masts or laid on deck within the beam of the vessel ; her lower yards to be peaked by the starboard lifts or braced up within the beam of the vessel by the port braces ;

the sprit sail yard and main and mizzen boom, fore and aft, and all other yards braced within the beam of the vessel by the port braces; the jib and flying jibbooms to be rigged close in, and all booms and boom-irons to be taken off from the yards, and all bumpkins and davits to be unshipped or swung inboard within the beam of the vessel; and the vessel otherwise to be dismantled as the Dock Master may direct.

22. Every Master of a vessel within the Dock shall forthwith, upon being required by the Dock Master, remove any boat or other article or thing from the deck or the outside of the hull of such vessel.

Obstructions on Vessels to be Removed.

23. The Master of a vessel, upon entering the Dock, shall cause her to be taken to such mooring place as the Dock Master shall direct, and shall not allow her (except in cases of imminent danger) to be removed therefrom, or from any subsequent berth at which that vessel may have been placed, without the permission of the Dock Master.

Vessels to proceed to Berths as Directed.

NOTE.—The Harbours, Docks and Piers Clauses Act 1847, s. 58, provides that :

If the Master of any vessel, in or at the Docks, shall not moor, unmoor, place or remove the same according to the directions of the Dock Master, or if there be no person on board of any such vessel to attend to such directions, the Dock Master may cause such vessel to be moored, unmoored, placed or removed as he shall think fit, within or at the Docks, and for that purpose the Dock Master may cast off, unloose or cut the rope, or unshackle or break the chain by which any such vessel is moored or fastened; and all expenses attending the mooring, unmooring, placing or removing of such vessel shall be paid to the Company by the Master of such ship. Provided always that before the Dock Master shall unloose or cut any rope or unshackle or break any chain by which any vessel, without any person on board to protect the same, shall be moored or fastened, he shall cause a sufficient number of persons to be put on board such vessel for the protection of the same.

NOTE.—The Harbours, Docks and Piers Clauses Act 1847, s. 61, provides that :

Every vessel in the Dock shall have substantial hawsers, towlines and fasts fixed to the dolphins, booms, buoys or mooring posts, when required by the Dock Master; and if any vessel shall be in the Dock without substantial hawsers, towlines or fasts fixed as aforesaid, after notice from the Dock Master to the Master of such vessel to furnish or fix the same, such Master shall, for every such offence, be liable to a penalty not exceeding Ten Pounds.

24. The Master of a vessel in the Docks shall moor and keep such vessel moored to the mooring posts, rings and buoys assigned for the purpose with hawsers or other fasts sufficient in any weather to hold her and any other vessel or vessels that may be made fast to her.

Vessels to be Securely Moored.

25. No Master of a vessel or any other person employed in or about such vessel shall make fast or cause or permit or suffer any rope, chain or tackle of any description to be made fast to any part of any building, shed, dock gate, bridge, coal staith, crane or to any lamp post, post, pillar, pile, rail, chain or to any other work or place within the Dock not constructed and assigned to the purpose of mooring vessels or to any moorings provided for the Company's dredgers, barges, tugs or other craft.

Not to Make Fast to Posts, &c., other than those Assigned.

NOTE.—The Harbours, Docks and Piers Clauses Act 1847, c. 62, provides that :

Every person other than the Harbour Master who shall wilfully cut, break, or destroy the mooring or fastening of any vessel lying in the Dock shall, for every such offence, be liable to a penalty not exceeding Five Pounds.

26. No person shall cast off or loosen any mooring or fastening of any vessel lying in the Docks without the authority of the Dock Master or of the Master of such vessel.

Moorings not to be Cast Off.

- Fenders. 27. No Master of a vessel whilst within the Docks, Locks, or Entrances shall allow to be used over the side of the vessel any fender which will not float in water or which is not approved by the Dock Master, and a Master shall place or remove any fender as the Dock Master shall direct.
- The Master of a vessel which is lying alongside a quay shall have such vessel fended off from the quay. When the vessel is lying in a tier he shall have such vessel fended off from the vessel lying inside, and shall provide proper fenders for such purpose.
- Vessels to have Sufficient Crews. 28. Every Master of a vessel within the Docks shall have a sufficient number of competent men on board such vessel at all times to remove the same as and when required, and to carefully attend to the moorings of the vessel and to the sufficiency thereof, and to cause them to be cast off, made fast, slacked or hove in from time to time as may be necessary on the rise or fall of the water, or to allow other vessels to be moved, and to prevent damage being done to the vessel or to any other vessel or to the Dock works or appliances.
- Vessels to have Shipkeepers. 29. The Master of a vessel lying within the Docks shall at all times have a shipkeeper on deck to attend the vessel, and shall by such shipkeeper or otherwise carefully attend to the moorings of the vessel and to the sufficiency thereof, and cause them to be slacked or hove in from time to time as may be necessary on the rise or fall of the water, or to allow other vessels to be moved and to prevent damage being done to that or to any other vessel or to the Dock works or appliances, and such shipkeeper shall be on the deck of such vessel, and shall attend to the moorings of the vessel as directed by these Bye-laws or by the Dock Master.
- When Water let out of Docks, Masters of Vessels to Attend to Moorings. 30. Whenever it shall be necessary for scouring or sluicing the Docks and the approaches thereto, or for any other purpose, that the level of the water in any of the Docks is rapidly ^{and}_{or} considerably lowered, a bell will be rung for three minutes at the pierhead of such Dock as a warning to Masters and shipkeepers of vessels to attend to their moorings. When such warning is given the Master and shipkeeper of a vessel in the Docks shall cause the mooring to be slackened as required, and take all proper measures that the circumstances may demand to prevent damage being done to that or any other vessel or to the Dock works or appliances.
- Sails to be Furled and Stowed. 31. Every sail of a vessel which may have been loosened for drying or other lawful purpose shall be securely furled or stowed at or before sunset on the day on which it shall have been so loosed, and no Master of a vessel shall permit any sail to be unfurled or unstowed after sunset.
- Vessels not to Impede Dock Gates, &c. 32. No Master of a vessel within the Docks shall cause, suffer or permit such vessel or any part of her equipment to come in contact with or to impede or prevent the working of the Docks, gates, locks, bridges, coal tips, hoists, cranes, or other appliances for loading or unloading cargo.
- Vessels lying at Tips or Cranes to be Properly Moored. 33. The Master of a vessel lying at a tip or loading or discharging at a crane shall pay proper attention to the springs, and so moor the vessel as to keep her a proper distance from the side of the Dock, and so as to prevent the vessel damaging the tip or crane, or any part thereof, and shall, whenever the tip, crane, shoot, or coal, or other box, or thing is lowered or raised, cause some responsible person to be in attendance to see that no damage is done during such operation.
- Duty of Crew to Move Ship at Tips or Cranes. 34. The Master of a vessel loading or discharging at a tip or crane shall, whenever it is necessary that such vessel be moved for changing hatches or other purposes, move such vessel by her crew when and as directed by the Dock Master or other servant of the Company in charge of such tip or crane.
- Ringing of Vessels' Bells. 35. No person shall ring any ship's bell on board any vessel in the Docks without the authority of the Dock Master, except in case of an alarm of fire, or on board steam vessels to notify the time of their departure.

IV.—BERTHING OF VESSELS.

36. No vessel shall be entitled to a berth for discharging until the proportion of her cargo necessary to be entered at the Customs before breaking bulk shall have been so entered, nor until the Master has delivered to the Collector of Rates the particulars of the cargo and goods required to be given by s. 37 of the Harbours, Docks and Piers Clauses Act 1847, and an entry of such delivery has been made in a book kept for that purpose at the Stemming Office. Vessels shall be allotted discharging or loading berths in the order in which they are entered in such book, but the Dock Master may, whenever in his opinion the state of the traffic in the Docks or on the Railway of the Company, or other circumstances, render it desirable or necessary that the order in such book shall not be followed, allot the berths to steam vessels in preference to sailing vessels, or to any vessels, whether sailing or steam, and in any order that to him shall seem best suited to the circumstances.

Allotment
of Berth

37. Where a vessel has a quay berth (other than a coal tip), and the loading or unloading of such vessel is suspended for three consecutive working hours or upwards, and such berth is required for any other vessel or vessels, the Dock Master may order her to be removed to an outside berth.

Removal of
Vessels
from Berths.

38. Where a vessel is to be loaded from or unloaded solely into any lighter, barge, or other craft, the Dock Master may, if she has a quay berth, order her to be removed to any other berth.

Berthing of
Vessels when
Loading or
Unloading
into or out
of Craft.

39. No vessel shall be entitled to a loading berth until she has completed her discharge, and with regard to vessels from Foreign Ports on the production of a Jerque Note, and is ready to load and her Master has applied for a loading berth and an entry of such application has been made in a book kept for that purpose at the Stemming Office. Vessels shall be allotted loading berths in the order in which they are entered in such book, but the Dock Master may, whenever in his opinion the state of the traffic in the Docks or on the Railway of the Company, or other circumstances, render it desirable that the order in such book shall not be followed, allot the berths to steam vessels in preference to sailing vessels, or to any vessels, whether sailing or steam, and in any order that to him shall seem best suited to the circumstances.

Allotment
of Loading
Berths.

The vessels mentioned in Bye-law No. 1 (2) (3) shall not be allowed a loading berth until they have been entered in the Stemming Book as directed in that Bye-law.

40. When a vessel has been entered in the Stemming Book to load coal, but has not entered the Docks, or no application for her admission to the Dock has been made to the Dock Master within 12 hours of such entry, such vessel shall lose her turn and be placed at the bottom of the list unless she was prevented from entering the Docks by stress of weather or other sufficient cause of which the Dock Master shall be the sole judge.

Order of
Berthing
Vessels
Loading
Coal.

Vessels entered to load coal will be allotted berths in the order in which they are entered in the Stemming Book, but will not be permitted to berth at a coal tip until all coal for such vessel has arrived at the Docks. A vessel losing her turn at a berth in consequence of all her cargo not being at the Docks shall be entitled to the first suitable berth vacant after all the coal for her has arrived at the Docks.

Whenever any delay occurs in working of any coal tip by reason of the non-arrival of coal or by default of any vessel berthed at such tip, the Master of such vessel shall, if ordered by the Dock Master, immediately remove her from such berth. Whenever a coal tip is idle by reason of the non-arrival of coal for any vessel, the Dock Master may allot the berth at such coal tip to the next vessel in turn for which coal is ready. Provided always that the Dock Master may, whenever in his opinion the state of the traffic in the Docks or on the Railway of the Company or other circumstances render it desirable that the above regulations as to loading coal should not be followed, allot the berths to such vessels and in such order as to him shall seem best suited to the circumstances.

Acceptance
of Coal from
Collieries.

41. Coal will not be accepted from the Collieries or forwarded to the Docks without the permission of the Dock Master, and each waggon containing coal must be labelled on both sides with the name of the vessel or flat on which such coal is to be shipped, the number of the waggon and the weight of coal in such waggon.

Berthing
Vessels
Fitting Out
for Sea.

42. The Master of a vessel which, after landing or discharging cargo, is fitting out for sea, shall remove her to another berth when ordered by the Dock Master.

Moving
Vessels in
the Docks.

43. Whenever in the opinion of the Dock Master it is desirable or necessary that a vessel be removed from her berth to another part of the same Dock or to another Dock, her Master, on being so required, shall forthwith remove such vessel accordingly.

Vessels may
Surrender
Berths.

44. The Master of a vessel in possession of a berth may surrender such berth to the Dock Master in favour of the ship next in turn by giving six hours' notice of such surrender to the Dock Master, and such vessel so surrendering her berth shall be entitled to resume the berth upon any subsequent vacancy.

V.—FIRES AND LIGHTS.

General Provisions as to Fires and Lights.

Dock Master
may suspend
Permission
to use Fires
and Lights.

45. The Dock Master may at any time, by written notice under his hand and served upon the Master of a vessel, suspend for such period as he may specify in such notice, the use of any fires or lights which might otherwise be used pursuant to these Bye-laws, and during such period the Master of such vessel shall not permit any fires or lights so suspended to be used on board such vessel.

Maintenance
of Fire and
Time for Use.

46. All fires shall be made and maintained with ordinary coal, coke, or charcoal except in cases where the Dock Master grants permission in writing for the use of other fuels under such conditions as he may approve.

Lighting of
Fires.

47. No person in lighting any fire on board a vessel or on property of the Company shall use any liquid or any material except common matches and ordinary wood and paper.

Time when
Fires
Allowed.

48. Except as hereinafter provided, no person shall use any fire after 11 p.m. or before 5 a.m. All fires mentioned in Bye-laws 50 and 51 may be used between the hours of 11 p.m. and 5 a.m. when required with the written permission of the Dock Master, and fires mentioned in Bye-law 52 (1) may be used between the above hours without such permission on board of tugs allowed to tow vessels in the Docks whilst actually engaged in such work or on board of any vessel during one hour after entering or before leaving the Docks.

Care of Fires.

49. Whilst any fire is being used on board any vessel there shall be at least one adult person continually on board, especially charged with the care thereof, and the Master of the vessel shall appoint such person, and the person so appointed shall not leave the vessel whilst such fire is being used.

Written
Permission
for Fires for
Vessels
when
Required.

50. With the written permission of the Dock Master, fires may be lighted and used for the following purposes, but subject to the following conditions, viz. :—

(1) Fires on board any vessel for fumigating or drying the vessel or any part thereof, or for burning off paint.

(2) Fires inside and outside of any iron vessel for heating any portion of the machinery or ironwork of such vessel in connection with repairs.

(3) Fires for getting up steam for trying the engines of any steam vessel.

Every such fire shall be placed, secured and used to the satisfaction of a Police Officer or other person appointed by the Dock Master, who shall remain at the vessel whilst the fire is being used and for whose attendance a charge will be made.

51. Fires of coal or coke may be used on the quays of the Docks in which the vessel is lying for boiling or heating pitch, tar, resin, turpentine, oil or other combustible matter, or for melting lead, or for other necessary purposes connected with such vessel, with the written consent of and within such hours as the Dock Master shall direct, and subject to the following regulations:—

Written
Permission
when
Required
for Fires on
the Quays.

(1) Every such fire shall be secured in a movable furnace, sufficiently enclosed on three sides with sheet iron, and placed to the satisfaction of the Dock Master.

(2) It shall be at least 10 yards from the edge of such quay and from any combustible goods on the quay, or timber erection or warehouse or shed, and shall not be in or under any covered place.

(3) It shall, until it is wholly extinguished, be continually watched by some adult person specially appointed for that purpose by the Master of the vessel for which such fire is used.

(4) The Dock Master, or any Police Officer, may at any time extinguish or remove any such fire.

52. Fires are allowed without the written permission of the Dock Master for the following purposes:—

Fires
Allowed by
the Dock
Master
without his
Written
Permission.

(1) Fires for warmth or for cooking may be used in the saloon cabin, forecastle or galley of any vessel, provided such fire shall be made in a proper stove or grate with a properly constructed and fitted funnel or flue of iron, the top of which shall be at least seven feet above the deck or four feet above the roof of any cabin or house on deck through which it may pass, and the funnel or flue shall be kept clean and in good repair.

(2) Fires may be used on board any vessel for generating steam for working a steam engine, for loading or discharging cargo, or for working any pump, winch or windlass, provided such fire shall be placed, secured and used to the satisfaction of the Police Officer on duty on the quay; and the funnel of the engine shall be fitted with an efficient iron conical bonnet, to prevent the escape of sparks or flames of fire.

(3) Forge fires may be used in connection with repairs in the following cases provided such fires shall be properly placed, secured and used to the satisfaction of a Police Officer:

In wooden or composite steam vessels: on the deck or in the stokehold.

In wooden or composite sailing vessels: on the deck.

In iron vessels: in any part of the vessel.

(4) Fires for generating steam on board steam tugs, at any time whilst taking vessels in or out of the Dock, or whilst towing vessels in the Docks.

(5) Fires for generating steam on board steam vessels whilst entering or leaving the Docks may be used at any time, provided they be not used for more than eight hours before the vessel shall leave the Docks and shall be extinguished within four hours after such vessel shall have entered the Docks.

LIGHTS.

*General Provisions.*Description
of Lights.

53. Except in the cases provided for in these Bye-laws in which electric light, gas or naked lights may be used, every light shall be an ordinary candle or an oil lamp burning animal, vegetable or such other oil as will not give off an inflammable vapour at a temperature of less than 120 degrees of Fahrenheit's thermometer, when tested in the manner set forth in the Petroleum Act, 1879, and shall be enclosed in a lantern or glass globe, in good repair and securely fastened, and no such lantern or globe shall be opened or removed except to trim or renew or extinguish the light.

Naked lights sanctioned under these Bye-laws shall consist of an ordinary candle or an oil lamp burning animal, vegetable or other oil as will not give off an inflammable vapour at the temperature of less than 120 degrees of Fahrenheit's thermometer, when tested in the manner set forth in the Petroleum Act, 1879.

Care of
Lights.

54. Whilst any light is being used on board any vessel there shall be at least one adult person continually on board, especially charged with the care thereof, and the Master of the vessel shall appoint such person, and the person so appointed shall not leave the vessel whilst such light is being used.

Time when
Lights
Allowed.

55. Except as is hereinafter provided, no person shall use any light on board any vessel after 11 p.m. or before 5 a.m. The lights specified in paragraphs 1 and 2 of Bye-law No. 56, and in paragraphs 1, 2, 3 and 4 of Bye-law No. 57, may be used between the hours of 11 p.m. and 5 a.m. when required, provided the Master or Owner of the vessel or other person responsible for the use of the lights shall, before using the lights between the hours mentioned, obtain the written permission of the Dock Master.

Lights
Allowed
with the
Written
Permission
of the Dock
Master.

56. Subject to the condition of Bye-laws 53 and 54, with the written permission of the Dock Master, the following lights may be used:—

(1) Electric lights, other than those used on board vessels under Bye-law No. 57, gas lights, Lucigen lights, Well's lights, or any similar lights.

(2) Naked lights in any part of wooden or composite vessels, for the purpose of inspection or repairs.

(3) Lights for the use of the Shipkeeper or Watchman on board any vessel may be used at any time.

Lights
Allowed by
Dock Master
without his
Written
Permission.

57. The following lights may be used without the permission of the Dock Master:—

(1) Lights on board vessels in the saloon cabin, forecastle or galley, or in the engine room.

(2) Lights in the hold or in any part of the vessel when required for loading or discharging cargo, or for inspecting cargo.

(3) Naked lights for the purpose of inspection or repairs in any part of vessels built of iron and on board all vessels for the purpose of survey or inspection by any Surveyor of cargo in the service of the Company, or by authorised Surveyors appointed by any Association of Underwriters, or by any Officer of the Board of Trade or Commissioner of Customs, or by any Police Officer.

(4) Electric lights, when the vessel has on board the requisite appliances for producing the same, provided the lights shall at all times when in use be properly enclosed in glass globes or other manner to the approval of the Dock Master, and shall be used to the satisfaction of the Police Officer on duty on the quay.

(5) Lights in the engine-room of any steamer whenever boiler fires are allowed to be used.

(6) Navigation lights prescribed by the Regulations for preventing collisions in the Mersey when required to be exhibited.

(7) Naked lights on board a steam vessel whilst she is loading coal for her own use, provided such lights be used to the satisfaction of the Police Officer on duty at the place where the steamer is lying.

NOTE.—The Harbours, Docks and Piers Clauses Act 1847, s. 72, provides that :

The Dock Master may enter into any vessel within the Dock to search for any fire or light in or suspected to be in such vessel contrary to the provisions of this or the Special Act, or of any Bye-law made in pursuance thereof, and may extinguish the same; and any person who shall obstruct the Dock Master in the execution of such duty shall, for every such offence, be liable to a penalty not exceeding Ten Pounds.

The Harbours, Docks and Piers Clauses Act, 1847, s. 71, provides that :

Every person who shall commit any of the acts following shall be deemed guilty of an offence, and shall, for every such offence, be liable to a penalty not exceeding Ten Pounds; (that is to say) :

(1) Every person who shall boil or heat any pitch, tar, resin, turpentine, oil, or other combustible matter in any vessel lying within the limits of the Dock, except in such place and in such manner as shall be specially appointed for that purpose.

(2) Every person who shall have or cause to be had any fire or lighted candle or lamp in any vessel within the Dock, except with the permission of the Dock Master.

(3) Every person who shall have or cause to be had any fire, candle or lamp lighted within any of the Docks or the works belonging to the same, except at such times and in such manner as shall be permitted by the Bye-laws of the Company.

(4) Every person who shall bring any loaded gun on the quays or works of the Harbour or Dock or on the Pier, or shall have or suffer to remain any loaded gun in any vessel in the Dock.

(5) Every person who shall, without the permission of the Company, bring or suffer to remain any gunpowder on the quays or works of the Dock or on any vessel within the Dock.

VI.—DISCHARGE OF CARGO AND BALLAST AND USE OF DOCK QUAYS.

58. The Master of a vessel with cargo on board, or the owner of that cargo or any part thereof, shall not break bulk or land any part of that cargo without the permission of the Dock Master, or before the whole of that cargo shall have been duly entered at the Customs House and a proper account thereof given.

Bulk not to be Broken without Permission.

59. Every Master of a vessel within the Docks shall have the hatches removed for the purpose of discharging or loading cargo, and shall have the same replaced and secured at all times when discharging or loading is not taking place.

Hatches to be Removed and Replaced when Required.

60. No person shall load or unload goods or ballast from or into any vessel within the Docks, or do any repairs to the same between 5.30 p.m. and 6 a.m. on week-days, or after 1 p.m. on Saturdays or before 7 a.m. on the Monday following, except with the permission of the Dock Master.

Hours for Loading and Discharging.

Access
across
Vessels.

61. No Master of a vessel within the Docks nor any other person on board of such vessel shall prevent, interfere with or obstruct the free passage across and over the decks of such vessels for any persons whomsoever, or for goods of any description, ballast or anything to be shipped or unshipped into or from any other vessel berthed alongside.

Discharge of
Vessels in
Ballast.

62. The Master of a vessel entering the Docks in ballast shall forthwith make to the Collector of Rates a true and correct report of the quantity of ballast brought thereby, and shall only discharge that ballast at such places as shall be appointed by the Dock Master.

Sufficient
Ballast to be
on Board.

63. The Master of a vessel in the Docks shall keep her at all times so loaded or ballasted or in such a condition as to be capable of being safely moved. Whenever the Dock Master is of opinion that such vessel is insufficiently ballasted, the Master of such vessel shall forthwith place such amount of ballast or cargo on board as the Dock Master may direct.

Dust, &c.,
to be
Deposited in
Receptacle.

64. No person shall deposit on the quays dust, ashes or cinders, sweepings or other refuse from a vessel in the Docks except in such receptacle or place as may from time to time be directed or sanctioned by the Dock Master.

Vessels not
to be
Washed
until Swept.

65. No Master of a vessel shall suffer or permit her deck to be washed or cleaned until the same has been carefully swept and the sweepings shall have been deposited as provided in the Bye-law No. 64.

NOTE.—The Harbours, Docks and Piers Clauses Act 1847, s. 73, provides that :

Every person who shall throw or put any ballast, earth, ashes, stones or other thing into the Harbour or Dock shall, for every such offence, be liable to a penalty not exceeding Five Pounds.

Discharge
and Loading
of Loose
Materials.

66. The Master of a vessel in the Docks which is discharging or loading ballast, stones, lime, ore, rubbish, sand, pitwood, slates, bricks, loam, china clay, clay, coals, iron ore, or other loose materials, manure, or any other heavy or bulky articles which will not float, shall have, to the satisfaction of the Dock Master, a tarpaulin cloth or wooden shoot or some other safeguard secured to the side of such vessel and to the quay or to any other vessel over, into or out of which she shall be discharging or loading, and in default thereof, the Dock Master may prohibit such discharge or loading until safeguards satisfactory to him shall have been provided.

And no person shall suffer or permit any of the above-mentioned articles or things to fall in the Docks.

Repair of
Vessels.

67. The Master of a vessel in the Docks shall not permit such vessel or her masts, spars or tackle to be repaired in such a manner as to allow any oak chips, pieces of wood, shavings or other materials of any description to fall in the Docks, or without having a sail, canvas or other safeguard so secured during the whole time occupied by such repairs as effectually to prevent all such materials from falling into the Docks, and he shall not permit any scraping or chipping to be performed on the outside of the hull of such vessel except under the orders of the Surveyor directing the repairs of such vessel and with the consent of the Dock Master.

No Spars,
&c., to be
Repaired on
Quay.

68. No Master of a vessel in the Docks shall, without the permission of the Dock Master, cause or permit any spars to be made, painted or repaired, or any timber to be dressed or any boat or other craft to be painted up or placed for repair or for any other purpose, on any quay or other place not appointed for that purpose.

Deposit of
Goods on
Quays.

69. No person shall, without the permission of the Dock Master, place any goods intended for shipment upon any quay before the vessel in which they are intended to be shipped has been berthed and is ready for loading, or place any goods within three feet of any railway, tramway, cartroad or footway,

or within three feet of any fire plug or hydrant, or under any shed so as to prevent the free working of the slides or gates of such shed, or so as to cause obstruction to the use of any weighing machine, crane, capstan or mooring post, or to the free passage of persons and horses, with or without carts or other carriages, between such goods and the other parts of the quays; and the owner of any such goods shall not authorise or allow them to be placed in any of the positions above specified, and shall, as soon as he becomes informed of the position of such goods, forthwith have them removed.

70. No timber or pig iron, or other heavy goods, shall be emptied or tilted out of any waggon, truck, cart, or other vehicle, on to any of the quays, but shall be laid down by crane or hand and piled up so as to occupy the smallest amount of ground space. Deposit of Heavy Goods on Quays.

71. The owner of any goods placed upon the parts of the quays where such goods are allowed to be deposited shall have such goods removed therefrom within 72 hours after the same have been placed, or within such time as the Dock Master may appoint. Provided that in computing time for the purpose of this Bye-law, Sundays, Christmas Day, Good Friday and Customs holidays shall be excluded. Removal of Goods from Quay.

NOTE.—The Harbours, Docks and Piers Clauses Act 1847, s. 68, provides that :

No goods shall be allowed to remain upon any of the piers or quays, or in the approaches thereto for a longer time than shall be allowed by the Bye-laws of the Company; and if any goods shall so remain without the consent of the Company the Dock Master, or any person appointed by the Company for that purpose, may remove the same to any of the premises of the Company, or other convenient place, and keep the same until payment to the Company of the expenses of such removal and of the keeping of the goods; and if such expenses be not paid within seven days after demand thereof made upon the Owner, or if no such Owner can be found, the Dock Master may sell such goods, and out of the proceeds of such sale pay such expenses, rendering the overplus, if any, to the Owner, on demand.

NOTE.—The Harbours, Docks and Piers Clauses Act 1847, s. 69, provides that :

Every person being the owner of, or having the charge of any tar, pitch, resin, spirituous liquors, turpentine, oil or other combustible thing which shall be upon any quay, dock or wharf belonging to the Company, or on the deck of any vessel within the Dock, shall cause the same to be removed to a place of safety within two hours after being required so to do by notice in writing signed by the Dock Master, and if he fail so to do, shall forfeit a sum not exceeding Forty Shillings for every hour such combustible thing shall remain in any such place as aforesaid after the expiration of two hours from the service of the said notice.

NOTE.—The Harbours, Docks and Piers Clauses Act 1847, s. 70, provides that :

If any such combustible thing as aforesaid shall remain on any part of the quays or works connected with the Dock, or on the deck of any vessel within the Dock after sunset, the Owner or person having the charge of the same, or, on his default, the Dock Master, at the expense of such Owner, shall provide a sufficient number of persons to guard the same from half an hour from sunset to half an hour after sunrise, and such expense, if not paid by the said Owner to the Company on demand, shall be ascertained and recovered in the same manner as damages for the recovery of which no special provision is made are by this Act directed to be ascertained and recovered.

72. No goods shall be unpacked on the quay without the permission of the Dock Master, and all materials from which such goods shall be unpacked shall be immediately swept up and removed by the persons unpacking the same. Unpacking of Goods on Quays.

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Standing of
Carts.

73. No Owner, Driver or other person having the charge or care of any cart, waggon, lorry or other vehicle or horse shall suffer, allow or permit the same to pass, be or remain under any shed on the Dock Quay or to be on any part of the quays (not being such portions thereof as shall for the time being be appropriated by the Company for cart stands), except during such time as such vehicle or horse be actually engaged in conveying goods to or from the Dock Quays, or shall suffer or permit any vehicle or horse to stand within six feet of any railway, tramway, cartroad, or footway.

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Passage of
Carts over
Bridges.

74. No Owner or Driver of or other person having the charge or care of any cart, waggon, lorry, or other vehicle or horse conveying any anchor, balk or other timber, block of stone or marble, cable, iron boiler or other ponderous thing shall permit, allow, or suffer any such thing to trail or drag upon any Dock Bridge or any part thereof, or permit, allow, or suffer any vehicle which with its load exceeds 10 tons in weight to pass over or go or be upon any such bridge.

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Use of
Company's
Stages, &c.

75. A person shall not take possession of or use any of the stages, planks or poles provided by the Company for the use of vessels without having first obtained a written order for that purpose from the Dock Master ; and so soon as such use has been completed shall replace such stages, planks or poles on the quay in such manner as may be directed by the Dock Master. Every person having in his possession or use such stages, planks or poles, shall, when required, produce the written order of the Dock Master to any Police Officer or other Official of the Company.

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Use of
Private
Person's
Stages.

76. Every person who has used any stages, planks or poles not belonging to the Company for any purpose in connection with a vessel shall, immediately after the completion of such purpose, remove such stages, planks or poles from the quays.

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VII.—AS TO VESSELS CARRYING PASSENGERS.

Reasonable
Time to be
allowed to
Passengers
to Land or
Embark.

77. The Master of a vessel carrying passengers shall, in order to prevent accidents, allow a reasonable and sufficient time for the embarkation and disembarkation of the passengers at any landing place, quay or wharf, and shall cause one of the crew of such vessel to attend at each end of every gangway board to attend to the security of such board and of the passengers using the same.

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Passengers
not to Land
or Embark
when Vessel
in Motion.

78. The Master of a steam vessel carrying passengers shall not permit passengers to embark or disembark from, and no passenger shall attempt to embark on or disembark from, such vessel at any landing place, quay or wharf while the vessel or her engine is in motion.

VIII.—GENERAL.

Open Boats
in Docks.

79. No person shall bring or use any open boat in the Docks unless attending or belonging to a vessel in the Docks, or with the permission of the Dock Master, and no person shall leave unattended any open boat moored at any of the landing places in the Docks, or at any place where they may obstruct the traffic in the Docks.

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Dogs.

80. The owner of a dog on board any vessel in the Docks shall keep such dog chained or tied up. If such dog be taken on shore such owner shall, so long as such dog is on the premises of the Company, have the same securely muzzled.

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Smoking
Prohibited.

81. No person shall smoke on the premises of the Company or within the Docks, except in the saloon cabin, fore-castle or galley of a vessel.

82. The Master of a vessel within the Docks shall at all times when required by the Dock Master or any Police Constable or Dock Officer, or any Officer of Customs or Excise or Board of Trade, admit them or any of them into every part of such vessel, and cause the same and every part thereof to be opened and shown to them or any of them for the purpose of examining whether these Bye-laws be or be not observed and duly complied with, and shall not in any wise obstruct or permit any such person or persons to be obstructed in such examination.

Free
Admission
of Officers.

83. No person shall use any offensive language or any language likely to cause a breach of the peace on board of any vessel in the Docks or on the quays or premises of the Company, or wilfully obstruct any person employed by the Company while in discharge of his duty.

Use of
Improper
Language.

84. No person shall fire or assist in firing or setting fire to any cannon, gun, pistol, firework or explosive material, article or substance on board any vessel in the Docks or on the quays or premises of the Company, or having on board any gunpowder or other explosive material, article or substance within the Docks without the written permission of the Dock Master.

No Guns, &c.,
to be Let Off.

85. No person shall discharge or empty into the Docks or on to any place from which it may be carried into the Docks the contents of any privy, cesspool, or any noisome or filthy matter, and no person shall commit a nuisance on any part of the quays or premises of the Company.

Nuisances.

86. No person without the authority or permission of the Dock Master or Engineer shall open or shut, or attempt to open or shut any gate, sluice, valve or swing-bridge, or interfere with or work or remove or damage any of the gear or appliances used in working the lock-gates, bridges, hydraulic machinery, sluices, valves, cranes, hoists, tips, fire hydrants, or other apparatus connected with the Dock works.

Interference
with Dock
Works.

NOTE.—The Harbours, Docks and Piers Clauses Act 1847, s. 74, provides that :

The owner of every vessel or float of timber shall be answerable to the Undertakers for any damage done by such vessel or float of timber, or by any person employed about the same, to the Dock or the quays or works connected therewith; and the Master or person having the charge of such vessel or float of timber, through whose wilful act or negligence any such damage is done, shall also be liable to make good the same, and the Undertaker may detain any such vessel or float of timber until sufficient security has been given for the amount of damage done by the same. Provided always that nothing herein contained shall extend to impose any liability for any such damage upon the Owner of any vessel where such vessel shall, at the time when such damage is caused, be in charge of a duly licensed Pilot, whom such Owner or Master is bound by law to employ and put his vessel in charge of.

87. No person shall deface, injure or destroy, or attempt to deface, injure or destroy any board or paper within the Docks, or on the property of the Company, whereon any Bye-law, notice, rule, order or table of tolls or rates shall be painted, printed, or affixed, or any public notices, rule or order put up or published by the Company or the Dock Master; nor shall any person stick or post up any bill, placard or other public notice, or write with chalk or otherwise on any part of the Docks or other works of the Company, or carve, cut, paint or disfigure the same without the written permission of the Dock Master for such purpose in each case first obtained.

Defacing of
Notices or
Works, &c.

88. The gates, entrances and outlets to the Docks and property of the Company shall be open at all times of the day and night, except when ordered to be closed by the Commissioner of Customs or by the Dock Master.

Closing of
Admission
to the
Company's
Premises.

Misleading
Servants of
the Company.

89. No person shall make any entry in the Stemming Book, or any statement to the Dock Master, or other servant of the Company, tending to mislead the Dock Master as to the admission of a vessel into any of the Docks, or the mooring and placing of such vessel when within the same; and any person who knowingly makes any such entry or statement shall be guilty of a breach of this Bye-law.

Liability of
Master and
Owner for
Observance
of Bye-laws.

90. The Master of every vessel and the Owner thereof shall severally be responsible for the due performance and observance as regards such vessel of such of the foregoing Bye-laws as shall apply to such vessel.

Penalty.

Every person, including those mentioned in the last preceding clause, who shall be guilty of a breach of any of the foregoing Bye-laws shall, for every such breach, be liable to a penalty not exceeding Five Pounds; but where by statute any other penalty is imposed for such or the like breach or offence, such other penalty shall be substituted for the penalty hereby imposed; and it is expressly declared that the imposition and payment of any penalty shall not affect or diminish the liability of any person or vessel to answer in damages for any injury to property or person arising from such breach as aforesaid, and shall not prevent the enforcement of any other remedy in respect of any act or omission which is a contravention of the said Bye-laws.

Given under the Common Seal of
the London and North Western Railway
Company this *Eighteenth*
day of October, 1911.

[Handwritten Signature]

Secretary of the Company.

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[Handwritten Signature]

I allow the above Bye-laws,

[Handwritten Signature]

President of the Admiralty Division,
Royal Courts of Justice.

27th October 1911.