



HULL DOCKS

BYE-LAWS



NOTE:- 'Except where the context otherwise requires, references in the following Bye-laws to "the London and North Eastern Railway Company"' should by virtue of the Transport Acts of 1947, 1962 and 1981, be read as references to "Associated British Ports".'

BRITISH TRANSPORT DOCKS BOLD RD
 NOTICE is hereby given that as from 1st January 1968 provisions of the Criminal Justice Act 1967 have the effect of increasing the maximum fines for offences against certain Byelaws. The byelaws in operation in Hull Docks which are affected by the increases are listed below together with the amounts of the old and new maximum fines.

Byelaws affected	Maximum fine for offence	
	Old	New
<p>General Byelaws for the Docks (as defined in the byelaws) at Hull governing the conduct of persons using and persons bringing vessels into the docks.</p> <p>Such of the byelaws are made under the provisions of the Harbours Docks & Piers Clauses Act 1847 are affected by the increases effected by the 1967 Act</p> <p>Harbour Byelaws made under the Petroleum (Consolidation) Act 1928 with respect to discharging loading etc. of petroleum spirit and carbide of calcium.</p> <p>By virtue of s.7(6) of the Petroleum (Consolidation) Act 1928 it is an offence not to comply with these byelaws.</p> <p>Byelaws 3-20 inclusive are affected by the increases effected by the 1967 Act.</p> <p>Byelaws made under the Explosives Act 1875 for regulating the conveyance loading and unloading of explosives.</p> <p>Under these byelaws penalties are imposed for breaches of in some cases attempts to commit breaches of the byelaws.</p>	<p>£5</p> <p>£50 for each day on which the offence continues</p>	<p>£50</p> <p>£100</p>
<p>J. A. LACEY Chief Docks Manager, Hull Docks.</p>		

Penalties referred to in the Byelaws have been amended by virtue of the British Transport Docks Act 1981.

Hull Docks Byelaws 1927, byelaw 59 (Dogs and Animals).

Salt End Jetty and Hedon Haven Byelaws 1934, byelaws 28 (Fire, etc.), 29 (Smoking), 32 (Trespass, etc.), 39 (permission necessary before carrying out repair work) and 45 (Dogs and animals).

Barry Docks, Fleetwood Docks, Grimsby Docks, Hull Docks, Immingham Dock, King's Lynn Docks, Lowestoft Harbour, Newport Docks, Plymouth (Millbay) Docks, Swansea Docks.



HULL DOCKS BYE-LAWS

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INDEX

	No. of By-law.
Access over Vessel to be given to vessel berthed outside	25
Ashe's and ships refuse not to be put on Quay	20
Animals—Not to be drowned or put into water of Dock	56
" —Not to be brought within Docks unless led	59
" —Not to be left unattended	60
Ballast—Sufficient to be put on board to secure safe flotation	23
Bathing—Not allowed in Dock	57
Boat—To have name of owner painted on Stern	7
Crew—Sufficient to be kept on board Vessel	22
Customs—Officers of H.M. Saving as to	65
Dangerous things—Not to be brought into Docks without permission	39
Dock Master's Powers and Saving as to not limited by Bye-laws	65
Dock Gate—Not to be crossed while in motion	43
Damage—To Company's Property	48
Dogs—Not to be brought within Docks unless led	59
Engines—Not to be set in motion for Trial without permission	18
Explosives—Goods not to be placed near	30
Fenders—Which cannot float not to be used	10
" —Vessels to have Fender ready for use	8
Fires—Not to be kindled on Dock without permission of Dock Master	41
Firearms—Not to be discharged on Dock	55
Fumigating Vessels	51
Hawking—On Docks, not allowed without Licence first obtained, except as to Perishable Goods	54
Lights on Vessels	17
Loading and Unloading—Master to be on Board during	21
Language—Abusive or Offensive	49
Meetings—Prohibited	47
Mooring—Vessel to have Ropes, etc., for	8
" —Vessel not to moor without direction of D.M.	13
" —Nor to any steps on Landing Place	13
" —Nor by Locked Chain	13
Moving and Unmooring—Crew to be ready on Board for	22
Manure—Not to be brought into Dock	40
Notices—Service of	28
" —Not to be defaced	50
" —Not to be Exhibited without permission of D.M.	50
Nuisance—Not to be committed in Dock	58
Offensive Cargo—Not to be brought into Dock	40
Plant—Not to be interfered with	44
" —Not to be obstructed	34
Perishable Goods—As to Sale of on certain Docks	54
Petroleum—Not to be allowed to escape into Dock	55
Penalties	71
Prohibited Acts—Not to be caused to be done by others	68
" —Not to be permitted to be done by others	69
" —Not to be attempted	70
" —Inciting others to do prohibited	46
Prostitutes	46

	No. of By-law
Quay—Not to be used for Goods, etc., without permission of D.M.	29
" —D.M. may give directions as to Deposit of Goods on	31
" —General direction as to use of	32
" —Not to be obstructed by Goods	34
" —Goods not to be dragged on surface of	35
Railway—On Quay, not to be obstructed	33
" —Not to be interfered with	44
Removal of Offenders	48, 64
River draft—Exempted from necessity to have Master or Pilot on Board on	1
Entry or Leaving Dock	2
" —May Moor at Entrance Jetties	4
" —Declaration by Master of on Arrival at Dock Entrance	7
" —To have Name or Number painted thereon	7
Smoking—Not permitted on the Dock	42
Swing Bridge—Not to be crossed while in motion	43
Timber—Floating generally as to	38
Timber—Vessel may remain in Hull Dock	15
" —" " " K.G. Dock	16
" —" " " Alexandra Dock	16
Trading—and Hawking prohibited	54
Trespass—Persons to state Business on request	45
" —Prohibited	45
Vessel—To have Master or Pilot on Board on entering or leaving Dock	1
" —Not to enter Dock, etc., when Red Flag or Red Light exhibited	2
" —Not to be taken into or out of Dock until D.M. gives permission	3
" —Declaration by Master of, before entering Dock	4
" —With Cargo of dangerous nature, not to be brought into Dock	5
" —Which has discharged Petroleum at last Port of call, as to	6
" —To have boats turned in board and projecting gear got in	8
" —Not to be taken in Dock in unsafe condition	9
" —Master of to afford reasonable facilities for inspection	11
" —Not to be moved in such a way as to be dangerous	12
" —Not to leave Dock without written Pass	14
" —Time for remaining in Hull Docks	15
" —" " " K.G. Dock	16
" —" " " Alexandra Dock	16
" —" " " "	17
" —Lights on	17
" —Not to set engines in motion for trial without permission of D.M.	18
" —Not to discharge Ballast, Stores, Bilgewater, etc.,	19
" —Master to be on Board during Loading and Unloading of	21
" —To keep on Board sufficient crew	22
" —To have on Board Crew for Unmooring and Moving	22
" —To have competent person on Board to watch	24
" —To give access to vessel berthed outside	24
" —Remaining in Dock contrary to Bye-laws, as to	25
" —Surken, Notice of to be given to D.M.	26
" —Not to be fumigated without permission	27
" —Not to be Scraped or Repaired so as to allow chips to fall into water	51
" —Not to be left unattended	52
Vehicle—Not to be left unattended	60
" —Use of, within the Docks	61
" —Not in use, to leave the Docks	62
" —Not to be driven negligently	63
Watch—Person to be on board vessel to	24
Water—Goods, etc., not to be allowed to fall into	36, 37
" —Things falling in to be removed	37

London & North Eastern Railway Company

THE DOCKS AT HULL

BYE-LAWS

These Bye-laws are made by the London and North Eastern Railway Company under and in pursuance of the powers contained in the North Eastern, Eastern and East Scottish Group Amalgamation Scheme 1922, the Harbours Docks and Piers Clauses Act 1847, the Hull Docks Act 1861, the Hull Barnsley and West Riding Junction Railway and Dock Act 1880, the North Eastern Railway (Hull Docks) Act 1893, the Hull Joint Dock Act 1899, and the several other Acts of Parliament therein referred to, and every other statute them enabling in that behalf, in relation to the Docks of the Company situated at Kingston upon Hull, and these Bye-laws shall apply to the said Several Docks and within the prescribed limits thereof, as hereinafter mentioned.

INTERPRETATION CLAUSE

In this clause and in these Bye-laws unless otherwise expressly provided, or the context otherwise requires, the following terms and words shall have the following meanings respectively, viz. :—

"The Company" shall mean the London and North Eastern Railway Company.

"The Docks" shall mean and include the several Dock undertakings of the Company situated at the Port of Hull, and known respectively as the King George Dock, the Alexandra Dock, including the Extension and Riverside Pier, the Victoria Dock and Extensions, the Princes Dock, the Humber Dock, the Railway Dock, the Riverside Quay, the Albert and William Wright Dock, the St. Andrew's Dock and Extension, and shall include the docks, dry docks, graving docks, slipways, and all the waters, locks, basins, ponds and all quays, plant, railways, buildings, sheds, entrances, cuts, canals, approaches, roads, ways, bridges, gates, and all works and things belonging to the several undertakings respectively, and whether any of the above are floating on the water or not, and whether occupied by the Company, or leased or let by the Company to any other person.

"Quay" shall mean and include every wharf, pier, jetty, stait, quay wall or shed, and every landing place stage or steps, which is part of the Docks.

"Railway" shall mean and include every railway, tramway, siding, turntable and traverser, and all their points and levers, which are part of the Docks.

"Plant" shall mean and include every vehicle, engine, truck, signal lamp, machinery, crane, shearlegs, weighing engine, tap, valve, hydrant, valve pit, hydrant pit, capstan, buoy, dolphin, gear, machine, fire call, implement, apparatus and appliance belonging to the Company at the Docks, and every workable structural part of the Docks, which is not part of a railway.

"Vehicle" means and includes every kind of vehicle, and every means of conveyance on wheels, however propelled or drawn, for carrying any person or thing.

The term "prescribed limits" means and includes the several river areas outside the several docks, viz., in the case of the Hull Docks aforesaid the area as defined by Section 82 of the Hull Docks Act 1861 and Section 49 of the North Eastern Railway Act, 1905; in the case of the Alexandra Dock aforesaid the area as defined by section 137 of the Hull, Barnsley and West Riding Junction Railway and Dock Act 1880, and section 20 of the Hull & Barnsley Railway Act 1907; and in the case of the King George Dock the area as defined by Section 78 of the Hull Joint Dock Act 1899, the several measurements of which are stated in the Appendix No. 1 to these Bye-laws.

"Dock Master," shall mean and include the Dock Master, Dock Superintendent, and every other person for the time being appointed or employed by the Company as Dock Master or Pier Master or at the Docks, and the Assistants of every such Dock Master, Dock Superintendent, or Pier Master respectively.

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

River craft includes keels, lighters, ketches, sloops, barges, and tugs operating within the dock system and inland waterways.

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

"Owner," 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.

"Goods" shall include wares and merchandise of every description, and all articles in respect of which Rates or Duties are payable to the Company under any Special Act.

1. No person shall take any vessel (other than a river craft) into or out of the Docks, or attempt so to do, unless he be the Master of such vessel, or unless he has a Pilot on board.

2. No Master of any vessel shall, without the express permission of the Dock Master, take or attempt to take it into the Docks, nor (save where only passing by the Docks) have it within the prescribed

Vessels entry
and leaving

No approach
against signal

limits while a red flag is flying or a red light is exhibited on the flagstaff at such entrance. Provided that such flag or light be not flown or exhibited without reasonable cause.

PROVIDED ALWAYS that the Master of any river craft intending to enter the Docks for the purpose of receiving or delivering cargo therein, may moor at the entrance jetties of such Dock, where and as the Dock Master may permit.

3. No Master of a vessel shall take or attempt to take it into or out of the Docks, or into or out of any dock, lock, or basin therein unless the Dock Master, either verbally or by signal exhibited for that purpose, give him permission so to do.

4. The Master of any vessel (other than a river craft) on arriving at and before entering the Dock shall, when so requested, deliver to the Dock Master a declaration in writing signed by himself stating:—

- (a) The name of its Master;
- (b) Its first port at which any cargo on board was loaded;
- (c) The draught of the vessel; and
- (d) All information and knowledge, which he has concerning the nature, description and approximate amount or weight of all cargo on board, and of the part intended to be landed at or within the Docks.

The Master of a River Craft before entering the Docks shall upon request supply the Dock Master with the information referred to in Clauses "b" and "d," and before leaving, with particulars of the cargo which he has loaded with the approximate weight and the point of destination.

5. The Master of a vessel shall not bring it within the Docks when it has on board any cargo of a dangerous nature, or as to which there may be any uncertainty or reasonable doubt as to whether it is of a dangerous nature, unless nor otherwise than as the Dock Master permits.

PROVIDED ALWAYS that this Bye-law shall not apply to Gun-powder or "explosives" as defined by the Explosives Act, 1875, not to any petroleum as defined or mentioned in any of the Petroleum Acts, 1871 to 1926, to which any of the several Bye-laws respectively made by the Company under the aforesaid Acts apply.

6. In the case of any vessel requiring to enter the Docks, which shall at its last port of call have discharged any petroleum as defined or mentioned in any of the Petroleum Acts 1871 to 1926, the Master of such vessel, or owner in charge thereof, shall before the vessel enters produce to the Dock Master a certificate signed by himself, or by the Chief Engineer of such vessel, certifying that the vessel is free from inflammable vapour.

7. The Owner or Master of a barge or lighter shall not take it into the Docks, unless there be painted thereon in legible letters or figures, her name or number or other distinguishing mark, nor unless there be also clearly written, on some conspicuous outside part of it, the name and place of residence, or business of the owner, or in the

case of an incorporated Company, the name of the Company. The Owner or Master of any rowing boat, not belonging to a vessel within the Docks, shall not take such boat into the Docks, unless the name of its owner be painted on the stern thereof in letters of not less than two inches in length.

8. No master of a vessel (other than a River Craft) shall take it or permit it to be taken into or out of the Docks, unless all its boats are turned in board, and all projecting gear got in, and proper fenders ready to use, and also (in case of an entering Vessel) its anchors ready to let go, at the proper time; nor unless he has in readiness all such men and boats as may be respectively necessary for running ropes to the pierheads, quays, buoys, or dolphins, and for safely regulating the motion of such Vessel at or within the Docks, and also (in the case of an entering Vessel) for safely mooring it, all of which he shall do to the satisfaction of the Dock Master; and while a Vessel is within the Docks, the master thereof (subject to any directions or permission given by the Dock Master) shall keep her boats as aforesaid, and her sails furled and stowed, and her yards lowered, and shall not permit anything to project outside such Vessel, otherwise than may be necessary in the course of the loading or unloading thereof.

9. Without having obtained the Dock Master's express permission so to do, no Master of a Vessel shall take it into the Docks, or have it within the prescribed limits, when it is in such a condition, or so loaded, as to create any danger of its sinking or capsizing, or any doubts as to its safe flotation while therein.

10. The Master of a Vessel resorting to the Docks shall not use or permit to be used any fender which cannot float on the surface of water, nor after notice thereof any fender of which the Dock Master disapproves.

11. The Master of a Vessel within the Docks or the prescribed limits shall afford all reasonable facilities to the Dock Master upon his request to board the vessel for the purpose of inspecting or ascertaining the condition of the vessel, and the nature of its cargo.

12. The Master of a Vessel within the Docks or the prescribed limits shall not cause or permit such Vessel to be moved or propelled in such a way as to be dangerous to any property of the Company, or to any other vessel, or to impede or interrupt the loading or unloading of any vessel therein.

13. No person shall moor, anchor, or place, or load, or unload any vessel within the Docks contrary to the directions of the Dock Master, and after a vessel has been moored, anchored, or placed in or at any berth or place, no person shall move her therefrom contrary to the directions of the Dock Master, and no person shall without the Dock Master's permission anchor or make fast any vessel to any steps or landing place, or to anything within or at the Docks except to the moorings, buoys, dolphins, mooring posts, rings, or other appliances specially provided for that purpose, nor fasten with a lock any chain by which such vessel is moored, but nothing herein contained shall prevent a river craft from being moored to any vessel for the purpose of taking in or delivering cargo overboard.

14. The Master of a Vessel within the Docks other than a vessel exempt from Dock tonnage rates shall not leave or attempt to leave

Dismantling
mooring and
grounding
of vessels, etc

Vessels in
unsafe
condition, etc

Fenders.

Reasonable
facilities to
Dock Master.

Vessels in
motion.

Mooring, etc.

Tide pass for
leaving.

Declaration by
Master of Vessel
when requested

No entry, etc,
until
permission.

Uncertainty as
to nature of
cargo.

Previous
discharge of
any
Petroleum.

Name, etc., on
certain vessels.

the Docks without obtaining from the Dock Master a written pass for that purpose, and shall not leave or cast off from any quay, mooring, or anchorage, for the purpose of leaving the Docks, except by the tide next after a pass for that purpose has been obtained.

Times for remaining

15. As to the respective times beyond which different vessels may not remain at any one time in any of the Docks, except King George Dock and Alexandra Dock, the same are hereby fixed as follows:

Description of Vessel.

Times.

1. Vessels within Sect. 257 of the Public Act of 7 and 8 Victoria Cap. ciii. Fourteen days in respect of the same voyage.

2. Vessels not within the above section:—

(a) Vessels other than those included in either clauses (b) or (c) hereunder

Six months after entry into the same, exclusive of the day of entry, or such extended period as the Dock Master may in writing permit.

(b) River vessels which are not loaded barges or loaded lighters

Twenty-one days after entry into the same, exclusive of the day of entry, or such extended period as the Dock Master may in writing permit.

(c) Loaded barges and loaded lighters

Twenty-eight days after arriving in any of the Docks or Basins, or such extended period as the Dock Master may in writing permit.

16. As to the respective times beyond which different vessels may not remain within the King George Dock, or the Alexandra Dock, they are hereby fixed as follows, subject to any extension which the Dock Master may by express permission in writing authorise:—

Description of Vessel.

Times.

1. Vessels which do not enter to discharge or ship cargo.

Six days from entry into the Docks or the period of any extension given by the Dock Master as aforesaid.

2. Vessels, entering to discharge or to ship cargo.

Fourteen days after completing the discharge or the shipment of such cargo: or thirty-one days after entry, whether such discharge or shipment is completed or not; or the period of any extension given by the Dock Master as aforesaid.

17. Every Master of a Vessel while it is within the Docks, and any other person there having charge of its lights, shall have and keep lights exhibited from sunset to sunrise according to the following rules:—

1. Vessels (other than river craft but including tugs):—

(a) While underway or being moved under their own main power:—
The lights prescribed by the Regulations for preventing collisions at sea.

2. Vessels (other than river craft):—

(a) While moored head or stern on to any quay, so that any part of such vessel projects more than 40 feet from the wall of such quay:—
A white light in a clear globe at its outmost extremity as hereinafter mentioned.

(b) While moored in any bay, or to a quay near a bay, so that any part of such vessel projects beyond or over the mouth of the bay:—
A white light in a clear globe at the extremity of such projecting part as hereinafter mentioned.

(c) While moored to any pier in the Docks or while moored away from a quay wall:—
A white light in a clear globe in the forward part of the vessel and another such light aft.

Each white light shall be so placed as to be visible all round.

Trial of engines.

18. No Master or Engineer of a vessel within the Docks shall cause or permit the engines of such vessel to be set in motion for trial without the express permission in writing of the Dock Master first obtained, nor otherwise than in accordance with the extent of such permission if given.

Discharge of Bilgewater, Ballast, etc., prohibited.

19. While a vessel is within the Docks no person shall directly or indirectly discharge therefrom any ballast, earth, ashes, stones or similar substance or any contaminated bilge water, and the Master of such Vessel and any subordinate person having any control or charge in relation to its bilge water shall exercise and take all reasonable care and precaution to prevent any such substances or any contaminated bilge water escaping from such Vessel.

Ashes and ships' refuse etc.

20. Save when and in manner permitted and approved by the Dock Master no person shall discharge or cast or deposit on any quay any water or any ashes or ships' refuse filth or excreta and the Master of a vessel at or within the Docks shall not permit any person on board so to do.

Superintendence of loading, etc.

21. The Master or Owner of any vessel shall remain on board and superintend its loading or unloading at the Docks throughout the time occupied in loading or unloading it, or else appoint some person on board specially to so do.

Crew for unmooring.

22. The Master of a Vessel while it is within the Docks shall have and keep on board, for the purpose hereafter mentioned, all proper equipment and tackle, and (except for such time as the Dock Master upon application made may expressly permit) shall either have on board a sufficient number of the crew or other competent men or after reasonable notice provide the same where necessary for the

purpose if occasion should arise for promptly complying with any lawful directions by the Dock Master for unmooring, moving, and mooring such Vessel, and for safely doing the same.

Provided always that this Bye-law shall not apply to any river craft whilst lying in accordance with the permission of, and in a place approved for the time being by the Dock Master.

N.B.—Attention is specially directed to the liability, under Section 58 of the Harbours Docks and Piers Clauses Act 1847, of a Master of a Vessel for expenses attending the Dock Master's mooring, unmooring, placing, or removing of a Vessel, upon failure by any Master of a Vessel to comply with the directions of the Dock Master in respect of such matters, or if there be no person on board to attend to such directions.

23. The Master of a Vessel while it is within the Docks, or the prescribed limits, shall exercise and take all reasonable and proper care and precaution to secure its safe flotation therein, and in particular in the case of a Vessel (other than a tug, dredger, rowing boat, barge or lighter) shall have and keep on board thereof sufficient ballast or other proper stiffening so as to enable such Vessel to ride free at its moorings, as well as safely to be shifted to another berth and moored, if occasion therefore should arise.

24. The Master of a Vessel (other than a river craft) within the Docks shall watch, guard and protect or duly appoint some competent person or persons to remain on board specially to watch, guard and protect such vessel continuously, or in continuous succession, throughout the time it is at the Docks; and such Master shall appoint a sufficient number of the crew or other competent men, when one person at a time is not sufficient, to watch, guard, and protect such Vessel. Provided always that this Bye-law shall not apply to a Vessel to which the proviso contained in the above Bye-law No. 22 applies.

25. Where the Dock Master thinks it practicable and requisite for the loading or unloading of any vessel berthed in the second tier of vessels in any part of the docks, he may order a gangway to be placed over any vessel lying alongside the quay to a vessel berthed in the second tier for the purpose of loading or unloading the vessel in the second tier, and that vessel may be loaded or unloaded by means of the gangway across the vessel in the quay tier, but the gangway shall not be placed or used so as to interfere with the working of the vessel in the quay tier.

26. If a vessel is or remains in the Docks contrary to any of these Bye-laws, then upon any or each day that it is unlawfully there, the Dock Master may serve the Master of such Vessel with a written pass and requisition to remove it from the Docks on the next available tide, and the Master of such Vessel shall remove it accordingly on such specified tide.

27. If any Vessel while within the Docks, or the prescribed limits sinks or appears to be in imminent danger of sinking, the Master of such Vessel at the time of its so sinking, or the Master or any other person mentioned in the above Bye-law No. 24 herof, at the time when such danger became apparent, shall with all possible speed give notice thereof to the Dock Master, together with such information as the Dock Master may require concerning the matter.

As to safe flotation, and ballast of certain Vessels etc.

Control and watching of vessel.

Access over inner berth vessels, etc.

Vessel being in dock contrary to Bye-laws

Sunken Vessels—danger of sinking.

28. Whenever a Master of a vessel, or the owner or person having charge or control of a raft, at or within the Docks is not at hand on board, any notice required or authorised by these Bye-laws to be served on or given to him, may be served by affixing it to a mast or some other conspicuous part of such vessel or raft, and if any person is on board by calling his attention thereto.

29. No person shall bring or deposit on any quay any goods, ballast, or animal, or material, without the Dock Master's permission or directions being first obtained.

30. No person shall knowingly take, place, or leave, in the Docks any goods, animal, or thing, so near to, or in such manner as to be dangerous to, or endangered by, any explosive, as defined by the Explosives Act 1875 or by any order in Council made or to be made in pursuance thereof.

31. The Dock Master may from time to time give directions for regulating the time, place, and manner of landing, or depositing, on any quay any goods, animal, or thing, and their position on, and removal from, the quay; and the owner or other person in charge of, and every person assisting in, such landing, depositing, or removal thereof shall comply with such directions when given.

32. Subject to the last Bye-law and in the absence of any special directions or permission by the Dock Master, every person mentioned in the last Bye-law shall comply with the following rules:—

(a) All such things are to be placed on the quay so as to occupy as little space as possible.

(b) All such things are to be shipped or removed from the quay with all due diligence, and at latest within forty-eight hours (excluding Sundays and Dock Holidays) from the time of their being first brought or deposited on the quay.

33. No person shall place or keep on a railway any goods or vehicle or thing, whereby any part of the railway is obstructed or fouled, otherwise than for the purpose of, and during the time, and to the extent necessarily involved in there loading or unloading the same in accordance with the Dock Master's permission or directions; and no goods or thing awaiting loading or removal shall be left on a railway, whereby the free use of working of any part of the railway is or can be obstructed or impeded, during the suspension of the actual loading or removal of such goods or thing; and no vehicle shall (except when and as the Dock Master may permit) be left or remain on any part of a railway during the cessation or suspension of its actually being loaded or unloaded, nor after the completion thereof; and no person there having charge of any goods vehicle or anything whatever, or of the work on hand, shall leave or allow the same to be or remain on any railway contrary to the above provisions, nor for any longer time than is reasonably necessary for the particular purpose which the Dock Master may have sanctioned; and no person whatever shall deposit or leave anything whatever upon any part of a railway at any time, unless duly authorised so to do.

34. No person shall deposit or place upon any quay any goods or thing so as to cover up or obstruct the ready access to, or so as to hinder or impair the use or free working of, any moorings or mooring

Service of notices.

Use of quay for goods, etc.

Avoidance of explosives.

Dock Master's directions as to use of Quay for goods etc.

General rules as to use of quays.

Obstructions, etc., on railways.

Obstructions on Quay or Pier, etc.

To avoid risk of surface injury.

Unloading: guarding against anything falling into the water.

Things falling in the water.

post or ring or any plant whatsoever, or so as to obstruct the approach or access by other persons or vehicles to any goods or thing lying at the Docks, except with the Dock Master's express permission.

35. No person shall drag or cause or assist in the dragging along or upon the surface of any quay or any other part of the Docks any anchor, metal cable, chain, stone, iron, or timber, or any similarly hard and heavy thing; and no person shall unload or assist in unloading on to any quay from any vehicle, or vessel, any of the above things, otherwise than by lowering and laying the same on to the ground by crane or by hand.

36. Every person superintending or assisting in carrying, unloading, or loading any kind of thing at the Docks shall take all reasonable care to prevent it falling into the water, and to avoid injury to any part of the Docks, or to any other person or thing there.

37. If anything fall into the water of any Dock, which is capable of causing danger or damage to the Dock, or to any vessel therein, or of obstructing or impeding navigation therein, then any person having charge or control of such thing when it fell, and the Master of any vessel from which it may have fallen, shall immediately secure and remove it from the water if possible, or otherwise at once give notice to the Dock Master, and take all such reasonable means or render all such reasonable assistance in the matter as the Dock Master may direct.

Floating timber, etc.

38. As to floating timber and wood in particular:—

(a) Without obtaining directions from the Dock Master, no Master of any Vessel shall discharge or permit the discharge therefrom of any timber or wood into any of the waters of the Docks.

(b) Upon the discharge of any timber or wood into the water, the Owner or other person, having charge thereof shall forthwith cause the same to be made into a raft properly and effectively secured.

(c) No one shall bring within the Docks, or have within the prescribed limits, any raft which is not properly and effectively secured.

(d) No person shall discharge into any of the Dock waters any timber or wood, or float, move or moor it there, in such a way as to impede or interrupt the loading or unloading of any Vessel, or impede or endanger the passage of any vessel, or to cause injury thereto or to any part of the Docks.

(e) Every person having charge of any raft or floating timber or wood within the Docks or the prescribed limits, shall promptly comply with all directions of the Dock Master, as to the floating, mooring, and landing of the same, and such person shall comply with the first part of Bye-law No. 2, and with Bye-laws Nos. 13 and 14 hereof in the same way as if a raft were a vessel, and he were the Master thereof.

(f) Upon receiving the Dock Master's directions as to the place for landing any floating timber or wood such Owner or other person shall with all due diligence remove the same from the water, and shall land the same within forty-eight hours (exclusive of Sundays and Dock Holidays) at the latest.

DANGEROUS AND OFFENSIVE THINGS

NOTICE.

The dangerous things which are referred to in Bye-law No. 39 hereof are those which are not dealt with under the Company's Bye-laws made under the Petroleum Acts, or the Explosives Act respectively, or the Bye-laws as to Carbide of Calcium.

39. (A) No one shall knowingly bring into the Docks or unload from any vessel there any dangerous thing:—

(a) Without having, and on request producing, the Dock Master's written permission so to do, nor otherwise than in accordance therewith;

(b) Unless conspicuously on the outside of the container or on a substantial label securely attached thereto, or on the outside of the package thereof, there is marked in distinct letters the word "Dangerous," and the name or description of such thing.

(c) Unless its container or receptacle and the package thereof are of sufficient strength and in such condition that there is no practical risk of any escape or fracture, in the absence of extraordinary violence in handling, dealing or while keeping it;

(d) Any inflammable spirit unless also it is in a metal receptacle hermetically sealed.

(B) The Owner or other person having charge of any dangerous thing shall continuously guard and watch the same while it is on any quay, or appoint or cause the appointment on his behalf, of some competent person to have charge of such thing for that purpose, and such Owner or any other person aforesaid shall not leave the same unattended.

40. No Master of a Vessel shall bring into the Docks any vessel having on board any animal manure, or offensive cargo without obtaining the Dock Master's express permission, nor afterwards keep such Vessel there for a longer time than the Dock Master may permit; nor shall any person bring or have within the Docks any animal manure or offensive material, unless or for a longer time than the Dock Master may permit.

41. No person shall strike, kindle or have any light, flame or fire, whether covered or naked, nor use any heating or lighting appliance anywhere ashore within the Docks, except when, where, and as, the Dock Master may specially permit. The Dock Master may extinguish any light, fire or flame which exists contrary to this Bye-law and no person shall resist or hinder the Dock Master in or from so doing.

42. No person shall smoke any tobacco or substance anywhere ashore within the Docks; nor on any Vessel, whether within the Docks or within 50 yards outside any river entrance thereto, when notified that it has any explosives, inflammable or dangerous cargo on board; nor on any other Vessel within the Docks, except in a cabin or the forecabin thereof; and no Master of a Vessel shall permit any one smoking on board contrary to this Bye-law.

Dangerous things

Animal manure, etc.

Fire, etc.

Smoking

Crossing
swing bridges
etc.

43. No person shall cross or attempt to cross any dock gate or swingbridge during the opening or closing thereof nor before the opening or closing thereof has been completed, nor get through, under or over any part of any fence or wall on or at the Docks.

Interference
etc., with
railways and
plant

44. Except so far as the Dock Master shall specially direct or authorise and, except so far as a servant of the Company is specially appointed for the purpose of so doing, no person shall, and no person shall attempt to, use, work, move, tamper, meddle or interfere with any part of a railway or any kind of plant at the Docks.

Trespass, etc.

45. No person shall enter or remain in the Docks unless he has lawful business therein, or has received permission from the Dock Master to do so, and every person entering or who shall have entered the Docks shall, whenever required so to do by the Dock Master or any duly authorised servant of the Company truly inform him of the business or matter (if any) in respect of which such person claims to be entitled to be in the Docks.

Prostitutes

46. No person shall take any prostitute or night-walker on board any vessel, nor shall any prostitute or night-walker go or remain on board any vessel or prow or loiter at any time within the Docks or importune seamen or others for the purpose of prostitution.

Meetings.

47. No person shall take any part in any general or open meeting within the Docks, and no person therein shall collect or deliver any address to any audience, or gather or collect together any persons, whereby work or business at the Docks or the control, or management or ordinary use of the Docks is, or is likely to be, obstructed, impeded or hindered.

Non-compliance
with requests
of Dock
Master, etc.

48. Any person acting or remaining contrary to either of the last two Bye-laws shall desist from so doing and shall depart from such place, upon his being requested so to do by the Dock Master, or by any Police Constable or Watchman on duty, and if such person unlawfully refuses to comply with such request, then without relieving him of any penalty incurred under this or any other Bye-law, he may be removed from such place by the Dock Master or any Police Constable called in aid by the Dock Master.

Knowingly
doing damage
etc., and mis-
conduct,
toward
Company's
servants, etc.

49. No person at the Docks shall knowingly or negligently damage or injure any part of the Docks, or any kind of property whatsoever of the Company, or any Vessel or thing of any other person there, or use abusive or offensive language to any officer or servant of the Company, or hinder them in the discharge or execution of any duty or the exercise of any lawful power at the Docks or within the prescribed limits.

Attempting or
exhibiting
noises, etc.

50. No person shall deface or alter any notice, rule or order exhibited by the Company in the Docks, and no person except with and in accordance with the previous express sanction of the Dock Master, shall publicly exhibit therein any bill or placard or other public notice, nor distribute or circulate any leaflets, pamphlets or circulars, howsoever written or printed, nor attach any such documents to, nor write on any quay or wall or other part of the Docks.

Fumigating
vessels.

51. No one shall fumigate or assist in fumigating any vessel within the Docks, without, or otherwise than in accordance with, the Dock Master's written permission; and no Owner or Master of a Vessel shall cause or permit it to be fumigated in contravention of this Bye-law.

Avoidance of
materials, etc.
falling into
water while
repairing
vessel, etc.

52. No person shall repair or scrape any vessel, or anything thereon, or belonging thereto in such a manner as to cause or allow any chips, or pieces of wood, or other material, to fall into the water of any Dock. The Master of such Vessel shall in all respects conform to the reasonable directions of the Dock Master with reference to such work.

Dock Master's
permission
necessary for
repairs within
quay, etc.

53. No person shall dress, scrape, make or repair any spars, masts, or boats, or empty any cask, box, case or package, or do any kind of carpenter's, smith's, boilermaker's, mason's, slater's or rigger's work, upon any quay; nor hang up, affix, or place any sails, masts, or spars, or any other thing, to or against any part of any shed or crane, without nor otherwise than in accordance with the written permission of the Dock Master.

Trading,
hawking, etc.

54. No Person, without being first duly licensed in that behalf by the Company, nor otherwise than in accordance therewith, shall exercise within the Docks any trade or business as buyer or seller of, or dealer in, any goods or any material or article; or hawk, or exhibit any goods or any material or article for sale within the Docks, nor therein tout or ply for, or solicit any custom or employment or alms.

PROVIDED ALWAYS, that perishable goods landed within any of the Docks other than King George and Alexandra Dock, may be exposed for sale within forty-eight hours after the same shall have been so landed; and provided further that nothing in this Bye-law shall prejudice any easement or right of the Corporation of Hull, which they may have with regard to the Hull Docks.

Discharge of
firearms, etc.

55. No person shall fire or discharge any cannon or weapon or ignite any explosive thing, or bring or have any loaded explosive thing nor use any electric or acetylene welding plant or apparatus within the Docks, or on board any vessel therein, nor throw or cause to be thrown any missile within the Docks, nor blow up any wreck or thing within the Docks, except with the permission of the Dock Master first obtained, nor otherwise than in accordance with the Dock Master's directions.

Note: Attention is called in particular to Bye-law No. 6 (k) of the Petroleum Bye-laws prohibiting persons from discharging or allowing Petroleum to escape in to the Docks.

Drowning
animals, etc.

56. No person shall drown any animal or throw any animal, dead or alive, into the water of any dock.

57. Except with the permission of the Dock Master and in accordance therewith, no person shall bathe in any of the Dock basins or ponds within the Docks.

Bathing.

58. No person shall commit a nuisance within the Docks.

Committing a
nuisance.

59. No person shall bring within the Docks any dog, except it be securely led; and no person having charge of any animal therein shall suffer it to be loose on any quay, or on any Vessel at the Docks from which it can escape on to any quay.

Dogs and
animals.

Vehicles and animals.

60. No one who brings or has charge of any animal or vehicle shall leave the same unattended anywhere within the Docks; nor take any animal or vehicle (other than a hand trolley) into any shed, contrary to the Dock Master's directions.

Use, etc., of vehicles.

61. Every driver or other person having charge of any vehicle shall at all times while within the Docks comply with the Dock Master's directions with respect to the loading, unloading, placing, moving, speed, management or removal thereof, and as to the taking up or setting down of any passengers, and shall conduct himself in an orderly manner.

Vehicles not in use to leave, etc.

62. Except with the permission of the Dock Master no driver or person having charge of any vehicle shall keep it, or allow it to remain, within the Docks, except while conveying, or delivering, or receiving passengers or goods or things there.

Avoidance of damage etc., by moving vehicles.

63. No one shall negligently draw, propel, or drive any vehicle in the Docks in such a way as to cause damage to any part of the Docks, or to any other person or thing there.

Removal of persisting offenders, etc.

64. Any person who persists in acting in contravention of any of the provisions contained in the above Bye-laws, after the Dock Master's request to desist, may upon his refusal to leave the Docks, be forthwith removed therefrom by the Dock Master, or any Police Constable called in aid; and such person shall not be re-admitted into the Docks, unless and until he satisfies the Dock Master that if re-admitted he will conform with these Bye-laws, and all lawful directions of the Dock Master. Provided always that such person shall not by such removal or re-admittance be relieved from any penalty already incurred by him.

Saving of Dock Master's other powers, etc.

65. Nothing in any of these Bye-laws contained shall be construed or read as in any way limiting or restricting the Dock Master's lawful powers under any statute independently of these Bye-laws, nor to relieve any person of any statutory liability for not complying with any directions given by the Dock Master in pursuance of such powers, nor to limit or restrict the exercise by the Company through its servants or agents of any right in law which it has as Owner of the Docks or under any statute, nor limit or restrict the lawful exercise by a Police Constable of any lawful powers or duty which he has independently of these Bye-laws nor the execution of their duties by the officers of H.M. Customs.

Saving as to the Hull Docks

66. These Bye-laws are made and shall be construed as subject to the provisions of the 18th and 26th sections of the North Eastern Railway (Hull Docks) Act 1893, and the 3rd and 5th sections of the Hull Docks Act 1883, or any additional and similar statutory reservation of rights and nothing in these Bye-laws shall prejudice any public rights of way over or within the Docks.

Causing prohibited acts to be done by others.

67. No person within the Docks or the prescribed limits shall cause any act or thing, which by any of these Bye-laws he himself is prohibited from doing, to be done by any other person.

Permitting prohibited acts to be done by others.

68. No person within the Docks or the prescribed limits having command over or charge or control of any vessel, vehicle, goods, animal or thing there shall permit any act, which by any of these Bye-laws he himself is prohibited from doing on, with, or in relation to such Vessel, vehicle, goods, animal, or thing, to be done by any other person.

Attempting prohibited acts

69. In those cases where it is not already above expressly so provided, no other person within the Docks or the prescribed limits shall attempt to do or have done any act or thing, which if done or carried into effect by him would be a contravention of any of these Bye-laws.

Inciting, etc., other persons to offend.

70. No person within the Docks or the prescribed limits shall incite or induce or knowingly assist any other person there to contravene any of these Bye-laws.

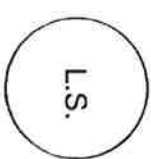
PENALTIES

71. Subject as hereinafter mentioned, if any person by any act or default on his part contravenes any of the provisions in the above Bye-laws contained he shall for every such act or default be liable to a penalty of such amount, not exceeding £5, as the Justices who try the case may determine.

PROVIDED ALWAYS that none of these Bye-laws shall render nor be construed as rendering any person liable to any penalty in addition to, or different from any penalty fixed by statute for the same act or default, nor to render him liable to any penalty hereunder for an act of necessity to avoid imminent danger suddenly arising without any default on his part.

These Bye-laws shall come into operation upon the expiration of fourteen days from the date of their confirmation by the Minister of Transport.

GIVEN under the COMMON SEAL of the LONDON AND NORTH EASTERN RAILWAY COMPANY this 9th day of February, 1927



P. J. DOWSETT,
Assistant Secretary.

The Minister of Transport hereby confirms the foregoing Bye-laws. Signed on behalf of the Minister of Transport this 16th day of February, 1927.

E. W. ROWNTREE,
Assistant Secretary.

PRESCRIBED LIMITS

HULL DOCKS

Section 82 of the Hull Docks Act, 1861, reads as follows:—

"For the purposes of the provisions of 'The Harbours, Docks, and Piers Clauses Act, 1847,' incorporated with this act, the prescribed limits within which the powers and authorities of Dock Masters from time to time appointed by the Company may be exercised are the present and future Docks, Basins, and Works of the Company, and all places within fifty yards of the centre of the entrance from the old harbour of the Queen's Dock and Victoria Dock and within two hundred yards of the centre of any entrance to any other present Dock or Basin of the Company, and within three hundred yards of the centre of the entrance to the Humber Dock Basin, as by this Act authorised to be enlarged; and the term 'Dock Master,' when used in this Act, applies to and includes his Assistants and any of them,"

Section 49 of the North Eastern Railway Act, 1905, reads as follows:

"The limits within which the powers of the Dock Master at the Company's Albert Dock at Kingston-upon-Hull shall be exercised under and subject to the provisions of the Harbours Docks and Piers Clauses Act 1847 shall extend to a distance of one hundred yards measured riverward from the face of the river wall or quay by this Act authorised as and when constructed but the powers of the said Dock Master conferred by this section shall not be exercised so as to affect vessels navigating or at anchor in the channels of the River Humber unless such vessels shall obstruct the approach to the said Works."

ALEXANDRA DOCK

Section 137 of the Hull, Barnsley and West Riding Junction Railway and Dock Act, 1880, reads as follows:—

"The limits within which the powers of the Dock Master for the regulation of the dock shall be exercised shall be the dock works and premises of the Company and a distance of two hundred and fifty yards measured in every direction riverward from the centre (in line with the river wall) of the entrance of the dock and a distance of twenty yards measured in every direction from the centre of each of the landing places by this Act directed to be made by the Company in the face of the Embankment but so nevertheless that no such power shall be exercised by any Dock Master on or over the two plots of land of the Corporation lying to the East and West of the said Dock works of the Company or in front of such said two plots of land or on or over any other property of the Corporation adjoining thereto respectively."

Section 20 of the Hull and Barnsley Railway Act 1907, reads as follows:—

"The limits of the dock and within which the powers of the Dock Master of the Company may be exercised are hereby extended and shall be deemed to include the pier and the intervening water space between the shore and the pier and also a distance of one hundred yards southward or riverward of the pier and fifty yards to the westward of the pier but the jurisdiction of the Dock Master conferred by this Act shall be limited to vessels going to moored at or departing from the Pier and shall not be exercised so as to affect vessels navigating or at anchor in the channels of the River Humber unless such vessels shall obstruct the approach to the Pier Provided however that the Dock Master shall not exercise his powers in such manner as to unreasonably obstruct or interfere with any vessel approaching leaving or lying in front of the part of the Western Reservation retained by the Corporation or any pier or other works which may hereafter be constructed in front of the same."

KING GEORGE DOCK.

Section 78 of the Hull Joint Dock Act, 1899, reads as follows:—

"The limits within which the powers of the Dock Master for the regulation of the dock shall be exercised shall be the joint undertaking and shall extend to a distance of three hundred and fifty yards measured in every direction riverward from the centre (in line with the river wall) of the entrance of the dock and to a distance of thirty yards measured riverward from the face of so much of the river wall as lies within six hundred yards of the said entrance on either side thereof and to a distance of thirty yards measured in every direction from any landing place made by the Two Companies in the face of the river wall."

APPENDIX II.

Section 257 of the Act 7 and 8 Victoria, cap. 103, reads as follows:—

“ And be it enacted, That it shall not be lawful for any Vessel
 “ passing between any Towns, Creeks, or open places in the
 “ River Humber Westward of the said Port of Hull, or up the
 “ Rivers Trent or Ouse, or any Rivers or Streams flowing into
 “ those Rivers and the said Port of Hull, and which under the
 “ provisions herein-before contained or otherwise shall be
 “ exempt from the Payment of the Rates or Duties of Tonnage to
 “ the Company, to remain in any of the said Docks or Basins in
 “ respect of the same Voyage for any longer period than the
 “ Commissioners shall by any Bye-laws provide, nor under any
 “ circumstances for more than Fourteen Days; and in case of
 “ Neglect by the Owner or Master of such Vessel to remove the same
 “ after the said Period of Fourteen Days, or such shorter Period as
 “ may be provided by any Bye-law as aforesaid, he shall forfeit any
 “ Sum not exceeding Five Pounds, and a further sum not exceeding
 “ Two Pounds for every Day the same shall remain after such Period
 “ of Fourteen Days, or such shorter Period as aforesaid; and it shall
 “ also be lawful for the said Dock and Haven Master or any of his
 “ Assistants, whether the Master or Owner of such vessel shall have
 “ been convicted in any of the said Penalties or not, to remove such
 “ Vessel out of the said Basin or Docks respectively into the Rivers
 “ Humber or Hull at the Option of the said Dock and Haven Master or
 “ his Assistants and if the Charges and Expenses of such Removal be
 “ not paid within three Days after Demand made upon such Master or
 “ Owner or without any Demand if no Master or Owner can be found,
 “ the said Vessel or any of the Furniture or Apparel thereof may be
 “ sold, and the Charges and Expenses of such Removal, Detention
 “ and Sale deducted thereout.”

APPENDIX III.

Section 58 of the Harbour Docks and Piers Clauses Act, 1847,
 reads as follows:—

“ If the Master of any Vessel in or at the harbour, dock, or
 “ pier, or within the prescribed limits, if any, shall not moor,
 “ unmoor, place or remove the same according to the directions of
 “ the Harbour Master, or if there be no person on board of any
 “ such vessel to attend to such direction, the Harbour Master may
 “ cause such vessel to be moored, unmoored, placed or removed
 “ as he shall think fit, within or at the harbour, dock or pier, or
 “ within the prescribed limits and for that purpose the Harbour
 “ 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 undertakers by the
 “ Master of such Vessel: provided always, that before the Harbour
 “ 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 of such vessel
 “ for the protection of the same.”