

# GREAT WESTERN RAILWAY.

## PORT TABOT DOCKS

### BY- LAWS AND REGULATIONS

MADE BY THE WESTERN RAILWAY COMPANY, under and by virtue of the powers given to them in and by “The Port Talbot Railway and Docks Acts, 1894 and 1899” and “The Harbours, docks and Piers Clauses Act, 1847 (except section 85 of this Act) incorporation therewith

#### PRELIMINARY

1. These By-laws shall come into operation on the day after the allowance thereof.
2. The following words or expressions where used in the subjoined By-Laws or any of them shall have the several meaning hereby assigned to them unless there be something in the subject or context repugnant to such construction or meaning viz:

The expression “The Docks” shall mean the docks, lock entrance channel, float, harbour, and all other places for the time being within the limits of the dock-master’s authority as defined by the Port Talbot Railway and Dock Company’s Act, 1894 and by any Act amending the same.

The expression “The Dock” shall mean and include the docks, locks and float, and the entrance channels thereto receptively.

The expression “Dock-master” includes the manager, harbour-master and pier-master, and the deputies and assistants of dock-master and pier master respectively.

The expression “Vessel” includes ship, boat, lighter, raft, and craft of every kind whether navigated by steam, sail or otherwise.

The expression “Master of a Vessel” includes, in case of the absence of the master, the person for the time being in charge of the vessel.

The expression “Tip” includes a crane and any

machine or machinery or part of a machine which may be used for the purpose of loading or part of a machine which may be used for the purpose of loading or discharging cargo or ballast or any other thing into or from any vessel, truck, or vehicle

The several words or expressions, "Person" "Owner" "Goods" "Rate" "Collector of Rates" and any other words or expressions to which meaning are assigned by the Harbours Docks and Piers Clauses Act 1847, shall in these By-laws (unless the context otherwise requires have the same respective meaning as are assigned thereto in the said Act, and the expression "The Undertakes" used in that Act shall mean and apply to the Great Western Railway Company.

3 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 following By-law as shall apply to such vessel.

4 Every person, including those mentioned in the last preceding clause, who shall make default or breach in the performance or observance of or offend against, or contravene any of the following .ByLaws shall for every such default, breach or offence, forfeit and pay to the Company a sum not exceeding £5, and shall further be liable to a daily penalty not exceeding £2 for every day such offence shall continue after conviction therefor.

#### **ADMISSION TO AND DEPARTURE FROM THE DOCKS.**

5 No vessel shall pass in or out of the dock without a master being on board

6 All vessels entering or within the dock shall be under the control of the dock-master, whose directions and orders as to all matters within his jurisdiction shall be implicitly obeyed.

7 Pilot boats, tug boats and other craft shall not be allowed to lie or remain in the course of the traffic to the dock, and no vessel of any description shall moor or make fast in the entrance channel without the permission of the dock-master first has and obtained.

8 Vessels bound into the dock shall, after entering between

the breakwaters, keep to the south side of the channel and take up a position at least a cable's length astern of the preceding vessel, which distance must be maintained. And all vessels bound from the dock to the sea must keep to the north side of the channel and remain a similar distance astern of the preceding vessel, so that vessels entering and leaving shall " pass port side to port side".

9 Vessels in tow in the entrance channel shall on no account have too long a tow-line; the extreme length shall not exceed 20 fathoms.

10 Masters of vessels approaching the lock from the sea particularly during strong winds, shall bring up the same in proper time, at least two hundred yards from the lock gates.

11 No vessel shall enter the dock under sail. Steam tugs having vessels in tow shall or may tow them through the half-tide gates, and all vessels shall have good and sufficient warps for heaving in and also check ropes ready before entering the harbour.

12 The masters of vessel shall enter in a stemming book kept by the dock-master immediately after entering the lock the names and register tonnage of vessel the port or place at which the cargo was loaded, the nature of cargo, the quantities, measurement, with and description thereof, the name of the consignee, the draught of water, and the name of the broker (if any).

13 The masters of vessels about to proceed to sea shall enter in a stemming book kept by the dock-master, the names, register tonnage, nature, weight, measurement and description of cargo, draught of water, and destination of their vessels, and the masters of such vessels shall give notice at the dock-master's office of their intended departure from the dock, together with above particulars.

14 Every vessel inside the breakwaters shall have its sails furled, jib and flying jibbooms rigged close in, with anchor stock awash and clear for letting go, and all booms and boom-irons taken off the yards, and all bumpkins and davits unshipped, and yard-arm sheets unshackled.

15 If the master of a vessel in the dock, 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 dock as he may direct.

16 No master, pilot or other person having charge of any

vessel requiring to enter or leave the dock shall attempt to pass through the gates except with the permission of the dock-master

17 No vessel shall approach the entrance between the break-waters by day or night for the purpose of entering the channel or the dock without permission of the dock-master unless the signals that she is at liberty to do so are exhibited.

#### **AS TO VESSELS WITHIN THE DOCK**

18 Vessels entering the dock shall not be berthed without the permission of the dock-master.

19 The master or other person having the charge of any vessel whilst in the dock shall only moor, or place and keep moored, that vessel where directed by the dock-master, and shall move and place and remove that vessel from time to time under or from any crane, shoot or drop, in accordance with the directions of the dock master or other authorised agent of the company, and shall whilst his vessel is lying in the dock, either himself remain constantly on board, or before leaving shall appoint a proper and competent person to take charge and remain constantly on board in his absence, and shall also keep on board of her a number of men sufficient to move or to look after and protect or take charge of her , and an ample supply of substantial hawsers, towlines and other like articles for mooring the same.

20 The master of any vessel lying in either dock, wishing to move from one dock to the other, must first obtain the consent of the dock-master before proceeding to move

21 No vessel shall remain in the dock for a longer period than six days, unless for the purpose of being discharge or for receiving a cargo in its turn, without the Company, by their agent, signifying in writing to the master or owner for that vessel their consent thereto, and every vessel remaining in the dock beyond the first six days, or as the case may be, beyond this time named in such written consent ,shall be considered as having committed and shall thereby commit, a separate offence and breach of the By-law for each and every day during or upon which she shall so remain in the dock, and shall render the owner and other person in charge of that vessel responsible for each and every such offence and each accordingly.

22 Vessels shall not be navigated by steam within the dock, save with the permission and in conformity with direction of the dock-master, and then only at the sole risk of

such vessel.

23 Every vessel in the dock shall be securely and efficiently moored to the proper mooring-posts, rings and buoys assigned for the purpose, and no person shall make fast any rope, chain or tackle to any building-shed post, lamp-post pile coal-staith, carne, rail, chain, or to any other work or place within the dock; and in case of any gale or strong wind or stormy weather the master of a vessel in the dock shall effectually secure that vessel additional ropes or chains to the mooring -posts or rings on shore, and in the manner directed by the dock -master, in case any order or direction respecting the same is given by him.

24 The dock-master and every watchman or other servant of the Company shall at all times have free access or board all vessels in the dock. No person shall obstruct or interfere with the dock-master or his assistants, watchmen, or any other servant of the Company, in the execution of his or their duty, or use abusive language to him or them or any of them whilst in the execution of his or their duty.

25 No vessel in the dock shall be smoked, careened, heaved down, greaved or breamed without the permission of the dock-master first had and obtained.

26 Every sea-going vessel shall be kept at all times so loaded or ballasted or in such a condition as to be capable of being safely moved.

27 Every sea-going steam vessel shall always have on board a hose and pipe of sufficient length and section, in good working order, and capable of being immediately attached to the force-pump for the purpose of extinguishing fire.

28 No person shall, without the direction or order of the dock-master, cast off cut, break, loosen or destroy the mooring or fastening of any vessel other than his own.

### **REPAIRS TO VESSELS.**

29 The Dock-master shall be at to grant permission for the external repairs or scraping of any vessel in the dock on application being made at his office, and on the master of that vessel engaging in writing to conform to the following conditions, viz:-

(a) Before commencing and during the operation of scraping any vessel, tarpaulins or canvass sufficient to receive the scrapings shall be tacked to that vessel, and a boat placed

alongside thereof to prevent any part of those scrapings from falling into the dock.

(b) Before any repairs are commenced to any vessel, all due and necessary precautions to prevent dirt or other matter from falling into the dock shall be taken and in particulate whatsoever may be directed by the dock-master in reference thereto shall be complied with.

© The Master of the vessel shall keep a competent man on board who shall see that the forgoing regulations and requirements are properly carried out.

But no repairs or scraping shall be done to any vessel in the dock without the previous permission, in writing of the dock-master.

### **VESSELS LOADING AND UNLOADING.**

30 The hatchways and ventilators of every vessel laden or being laden with coal shall be left open during the whole time of such vessel's stay in the dock, and shall not be closed until after such vessel has passed beyond the limits of the dock-master's authority.

31 No person shall throw or cast or allow to fall into the dock, or deposit or place on the quays, wharf's, or sides thereof (except in such receptacle or place as may from time to time be directed or sanctioned by the dock-master), any ballast earth dust ashes, stones, rubbish, manure, filth shavings or other waste material, matter or thing; nor place or allow to remain any obstruction in or upon the dock, quays, walls wharfs, staiths, tips, sprites, or other works or property of the Company.

32 No vessel in the dock shall be washed or cleaned until the same shall have carefully swept and the sweeping shall have been deposited as provided in By-law 31.

33 No bell shall be rung on board any ship lying in the dock with-out the authority of the dock-master, except on board steam vessels to notify the time of their departure, or in case of an alarm of fire.

34 When any vessel not having sufficient stiffening blast on board is required to be moved in the dock the expense of putting on board a sufficient quantity of stiffening ballast shall be borne by the master or owner of such vessel.

35 The master of every vessel discharging taking in a

cargo in the dock which may required by the dock-master; provide good and sufficient port sails, for the purposes, and in default thereof the dock-master may prohibit the discharge or taking-in of any cargo, or of any part thereof respectively, until port sails or other effectual means satisfactory to him shall have been provided.

### **DISCHARGE OF TIMBER &C,**

36 Every person discharging timber from any vessel into the dock, or landing timber in rafts, or leaving timber in the dock, shall do so in such a way as shall not impede the passage of any other vessel in the dock or cause injury thereto, or to any of the works of the docks, and the owner or person in charge of any timber or floating goods in the dock shall in all respects obey the directions of the dock-master repeating the same, and the dock-master may if he think fit, at any time remove any such timber or goods and place the same elsewhere, and the expense thereby incurred shall be forthwith paid to the Company by the owner or person in charge thereof respectively.

37 The owner or person having the charge of any timber discharging from any vessel into the dock shall forthwith, upon the discharging thereof, make a rafts of the timber so discharge, and properly and effectually secure the same, and that owner or Person having the charge of any timber brought into the dock in rafts or otherwise shall (as the case may be) remove that timber from the dock within one day after its discharge, or within such further time (if any) as may be allowed by the dock-master, and the non-removal accordingly of that timber for any and every day beyond that day or period shall be considered as and shall constitute a separate offence and breach of this By-Law, and shall render that owner or person responsible for each and every such offence and breach accordingly.

38 When the discharge has been suspended or completed no loose baulks shall be suffered to remain or to float about looses within the dock.

39 No person shall discharged heavy timber liable to sink into the dock without first providing a float on which such timber shall be placed

### **USE OF FIRES AND LIGHTS.**

40 Pitch, tar resin turpentine, old shavings or other

combustible article, matter, or thing, shall not be boiled, heated, or set on fire on board any vessel or within the dock; but fires and lights for warmth, cooking or lighting purpose may be made or kept on board any vessel during such time as the dock master shall permit provided some responsible person shall be in charge of such vessel; but no person shall use any lighted candle, or lamp within the dock unless the same is enclosed in a lantern properly secured so as to prevent risk of fire

41 Fires may only be used on the quay for any necessary purpose connected with a vessel in the dock-master, and subject to the following regulations:-

- (1) Every fire shall be properly secured and placed to the satisfaction of the dock-master.
- (2) It shall be at least 15 yards from the edge of the quay or timber erection, and shall not be in or under any shed.
- (3) It shall be constantly watched by some person specially appointed by the master of the vessel for which such fires are used.

42 No with standing anything herein contained, the engineer for the time being of the Company, and persons acting under his direction may use such fires and lights in and about any The dock-master or any of his assistants or other official of the Company or any police officer, may at any time extinguish or remove any fire or light which is being used in contravention of any of these By-laws.

43 No person shall smoke light, or burn tobacco or any herb or substances whatsoever in any vessel or in or upon or within the limits of the docks or work of the Company where smoking is for the time being prohibited by the dock-master.

44 The dock-master or any of his assistants, or other official of the Company, or any police officer may at any time extinguish or remove any fire or light which is being used in contravention of any of these By-Law

#### **PAYMENT OF DOCK TONNAGE AND RATES.**

45 No vessel shall leave or attempt to leave the dock until all the rates thereon, and on the cargo therein, both inwards and outwards, shall have been duly paid, and until a proper permit

or dock-pass has been obtained from the collector of rates or other proper office, who will give the same upon such payment being made. No vessel will be allowed to pass out of the dock without delivering up such dock-pass.

46 No person shall ship or discharge, or cause or permit to be shipped or discharged any articles or goods into from any vessel, except on production of a shipping or landing order from the dock office.

47 The master or other person have the charge or any vessel shall produce at the Company's office at the dock, when requires by the collector of rates the dock-master, or other authorised agent off the Company, the register of his vessel.

### **DEALERS IN MARINE STORES.**

48 No person shall carry on within the dock the business of a dealer in marine stores or second-hand goods without a license from the Company, and no person shall go on board any vessel within the dock for the purpose of purchasing marine stores, sweepings, dunnage, mats, bags, without the written permission of the master of such vessel first had or obtained. The free payable to the Company for such license shall be £1, payable on the 1<sup>st</sup> of January in each year.

49 No person shall between the hours of 6 p.m. and 7 a.m., take away from the dock, or from any vessel lying therein, any marine stores, dunnage, mats, bags, or second-hand goods, or purchase or deal in marine stores, or second-hand goods in or about the dock.

50 Upon all occasions when marine stores, dunnage, mats bags, sweepings or second-hand goods, or small quantities of coal, iron, timber, grain, or otherwise dealt in or acquired, the purchaser or possessor thereof shall before removing such goods, make a report of the purchase, dealing or acquisition thereof to the dock-master or other official appointed by him to receive such report stating the quantity and description thereof.

51 No person shall remove from the dock any coal, wood, iron, rope, dunnage, mats, bags, sweepings or other things without having a pass from the master, of the vessel, or from the owner of the yard or warehouse or other premises from which the same are being removed, or from the dock-master, and he shall produces such pass at any time on the demand of the dock-master, constable, or any of the officials of the Company

52 No person shall sell peddle or hawk any goods matters, or things within the dock without a license from the Company;

and no person shall go on board any vessel within the dock for the purpose of selling, peddling, or hawking without the written permission of the master of such vessel first had or obtained. The fee payable to the Company for such license shall be 5s., payable in advance on the 1<sup>st</sup> day of January in each year.

### **BOATMEM, &c,**

53 No boatman shall ply for hire in the entrance channel or within the dock gates unless he be licensed and registered at the dock-master's office.

54 The application of a boatman for license and register must be made in writing to the Company, and each applicant must be the owner of a suitable boat. Every application shall be signed by the applicant, and contain particulars of his Christian name, surname, and place of abode, and particulars of the length, breadth, and mid-ship depth of such boat, its name (if any) and state of repair, and the number of passengers the boat is capable of safely carrying. If a boat after inspection, is found suitable a boatman may be licensed and registered; his license will contain a description of the boat, whereon will be specified the maximum number of passengers to be carried at one time. A number will also be assigned to such boat, to be forthwith distinctly painted on each bow thereof in white figures on a black ground, or black figures on white ground, such figures to be not less than four inches in height and the name and address of the owner must be painted in height.

55 Every registered boat, whilst plying for hire, shall have on board an efficient crew and full complement of oars, masts, sails and gear, and shall maintained in good order.

56 No boatman shall use offensive or insulting language whilst plying for hire, or whilst hired by or conveying any passenger.

57 Any boatman convicted of contravening the foregoing By-laws on more than one occasion shall forfeit his license.

58 Every boatman shall, whilst lying with his boat at any of the piers, breakwaters slipways, stairs or walls obey the directions of the dock-master.

### **RATES FOR BOATMEN.**

60 The rates for boatmen shall be in accordance with the authorised tariff and no boatman shall make or demand a higher charge.

61 Licensed boatmen, when employed by masters or

owners of vessels, shall, in addition to running lies, etc, assist in mooring and unmooring such vessels.

Note - By-laws 53-61 do not apply to pleasure boats.

62 No rigger or hobble shall be employed within the docks unless he be licensed and registered at the dock master's office.

63 A licensed rigger or hobbler, when employed on board a vessel under these By-laws shall (when required by the master or other person in charge of such vessel) perform any other work commonly included in that of a seaman.

64 Masters and owners of vessels are at liberty to make special arrangements with licensed riggers and hobbler, to attend to the ship at any time day or night, for a specified sum, during her stay in port, including rigger out jibbooms, getting in board stores, etc; or to engage them by the hobble, which includes unmooring shifting and mooring.

65 The rates charged for riggers and hobbler shall be in accordance with the authorised tariff, and no rigger or hobbler shall make or demand higher rates or charges.

66 Should a licensed boatman, rigger or hobbler not be ready for work at the time notified, another licensed man may be engaged at the same rate of wages, and the man neglecting to attend is (at the discretion of the master) to be discharged; and should his neglect entail a delay or loss a report should be made to the dock-master for his adjudication.

67 Boatmen. Riggers and hobbler are to obey the orders of the dock-master and his assistants. Should the former deem it necessary to either cancel or suspend any license, it must be delivered up forthwith, and the dock-master (in cases of suspension) shall endorse such license, and return it to the boatman, rigger or hobbler at the expiration of the period of suspension.

68 Every licensed boatman rigger, or hobbler, when employed or seeking employment as such, shall carry his license with him, and shall produce the same for inspection when so required by either the master or mate of the vessel requiring his services, the dock-master, his assistants, or nay constable of the Company.

69 No person, without being duly licensed by the Company, shall act as boatman, rigger, or hobbler, in assisting or working any vessel while entering or leaving or being within the dock.

70 The fee for a boatman's rigger's and hobbler's license

(which expires at midnight on the 31<sup>st</sup> of December) is payable to the Company on or after the first day of January of the current year, at the rate of five shillings, and of five shillings for each boat. Should a boatman, rigger or hobbler lose his license he may be granted a duplicate at a cost of two shillings and sixpence.

### **APPLICATION FOR AND GRANT OF LICENSES.**

71 The grant of license is in the absolute discretion of the Company, and they reserve the power of revoking any license at any time without assigning any cause on returning the sum paid for the same

72 An application for any license shall be in such form as the Company; may from time to time require and shall be signed by the applicant; and there shall be specified in every such application and also in every such license the Christian name and surname and place of abode of the applicants,

73 For every license and every renewal thereof there shall be paid to the Company such sum not exceeding the sum authorised in respect of each description of license by Act of Parliament as the Company shall fix.

74 Every license shall be signed by some duly authorised officer of the Company, and shall be in force till the 31<sup>st</sup> day of December next ensuring the day Do the date of such license, but may be renewed if the company thinks proper.

75 Whenever a licensee changes his place of abode, he shall within 24 hours next after such change, give notice thereof in writing, signed by him, at the dock office, specifying in such notice his new place of abode, and shall, within three days after such notice, send thereon a memorandum specifying the particulars of the change.

### **MISCELLANEOUS.**

76 No person shall either on land within the area of the Port and harbour of Port Talbot as defined by Section 23 of the Port Talbot Railway and Docks Act, 1899 or on board of any vessel or ship within such area, fire or assist in firing any cannon, gun, or pistol, or explosive material, article or substance; or throw any missile, or bring or have any gunpowder or other explosive material, article, or substance, without the written assent of the dock-master in each case first obtained.

77 No person shall loiter about the dock, or any of the staiths or quays thereof, or be thereon without having proper business hereat 78 No person shall deface or destroy and board or paper within or near the dock whereon any By-law, notices, rules, orders, or tables of tolls or rates, shall be painted on or affixed.

78 Nor shall any person write, draw, paint or mark with chalk or other substance, or post bills or placards, or commit any nuisance in or on, or carve any property or work of the Company, or commit any act of indecency in the dock

79 No owner or master of any vessel shall employ any person other than the crew of such vessel in working the same while entering or leaving or being within the dock, unless such person so employed be duly incensed for the purpose by the Company.

80 No person shall, without the permission of the dock-master, cause or permit nay spars to be make, or any stone or timber to be dressed, or any boat or other craft to be hauled up or places for repair, or for any other purpose, on any quay or other place not appointed for the purpose.

81 No person shall, otherwise than in the course of ordinary traffic and use of the quays, place thereon any goods or articles without the permission of the dock-master.

82 No goods or material shall, without the permission of the dock-master first had and obtained, be deposited on any wharf or quay within the dock with twenty feet from the edge of the dock side, and no iron or iron ore shall be stacked or piled to a greater height than seven feet.

83 No person shall , without the permission of the dock-master, place any boom, spar or other floating article of like description in the water of the dock, or permit any such thing to remain in the water of the dock, or permit any such thing to remain in the water of the dock after such permission has been withdrawn.

84 No person shall leave any anchor in or near the entrance channel for a longer period than twelve hours.

85 No person when intoxicated shall be or remain in or upon the dock.

86 No person shall, without the authority of the dock-master bring within the dock, or sell give or supply, or cause to be brought sold, given, or supplied to any seaman, or to any others frequenting the dock, any

beer, wine, spirit, or other intoxicating liquors.

87 No person shall, draw or cause to be draw, any anchor, cable, chain timber stone, iron or other things on or over any bridge, quay or path within the dock otherwise than on a wheeled carriage.

88 No person shall, without the permission of the dock-master, leave a any cart. wagon, carriage, trolley, or barrow, either with a horse or other animal attached thereto or not, on any carriage, wagon, or cart, or vehicle of any kind, along any of the bridges, except at a walking pace.

89 No person shall go, or attempt to go or remain on any of the lock-gates whilst being swung, nor until the chains are taken off.

90 No person shall bathe in any part of the dock.

91 No officer or servant of the Company shall demand, seek or receive any fee or gratuity from any person.

92 No person shall apply for hire as a porter within the docks without a license, and every porter must wear the badge provided by the Company, so that his number may easily be seen.

93 No person shall use any offensive language, or any language likely to cause a breach of the peace, at nay public landing-stage or landing-place dock, pier, quay, wharf or ferry belonging to the Company.

94 The Master of every vessel lying at a tip shall pay proper attention to the springs, and so moor the vessel as to keep her a proper distance from the pitching or walling on the side of the dock, and so as to prevent vessel damaging the tip or any part thereof and shall, whenever the to, shoot or coal or other box is lowered or raised, cause some responsible person to be in attendance to see that no damage is done during such operation.

95 No dog shall be brought or allowed to come into the docks unless muzzled, and persons in charge of any dog shall not allow such dog to enter the water, and all dogs on board any vessel lying in the dock shall be chained or tied up.

GIVEN under the common Seal of }  
the Great Western Railway Company }  
this first day of March 1923 }

A. E. BOLTER  
Secretary.

Piers

Act, 1894

The Minister of Transport hereby confirms the foregoing  
By-laws in so far as they made under the Harbours, Docks and  
Clauses Act, 1847, and the Port Talbot Railway and Docks

Signed on behalf of the Minister of Transport  
this 25<sup>t</sup> day of June, 1923.

E.W. ROWNTREE,  
Assistant

Secretary.  
I confirm these By-Laws,

RIGBY SWIFT.

A Judge of the High Court of Justice,  
24<sup>th</sup> July 1923