

GREAT WESTERN RAILWAY.

SWANSEA HARBOUR.

BY-LAWS AND REGULATIONS (GENERAL).

THE GREAT WESTERN RAILWAY COMPANY, by virtue of the powers vested in them by the Harbours, Docks and Piers Clauses Act, 1847, the Swansea Harbour Act, 1919, and the Great Western Railway (Swansea Harbour Vesting) Act, 1923, do hereby make the following By-Laws and Regulations to take effect in the Harbour and Docks of the Company at Swansea.

PRELIMINARY.

1. These By-laws shall come into operation within the Harbour on the expiration of fourteen days after the date of the confirmation thereof by the Minister of Transport, as from which date all previously existing By-laws under the Harbours, Docks and Piers Clauses Act, 1847, relating to the Harbour are hereby revoked.

2. The following words or expressions where used in the By-laws or any or either of them, shall have the several meanings hereby assigned to them unless there be something in the subject or context repugnant to such construction or meaning, viz. :

The expression "The Company" shall mean the Great Western Railway Company.

The expression "The Harbour" shall mean and include the docks, locks, entrance channels, new cut, harbour, and all other places for the time being within the limits of the Harbour, as defined by the Swansea Harbour Act, 1901, and by any Act amending the same.

The expression "Harbour-Master" shall mean and include the Harbour-Master, the Dock-Masters and the deputies and assistants of the Harbour-Master and Dock-Masters respectively.

The expression "Vessel" shall mean and include ship, boat, lighter, barge, 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 several words or expressions, "Person," "Owner," "Goods," "Rate," "Collector of Rates," and any other words or expressions to which meanings 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 meanings, as are assigned thereto in the said Act and the expression "The Undertakers" used in that Act shall mean and apply to the Company.

Responsibility of
Master for observ-
ance of By-laws.

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-laws as shall apply to such vessel.

LIGHTS AND SIGNALS.

4. *Harbour Lights.*—The fixed red harbour light on the West Pier Head and the fixed green light on the East Pier Head will be exhibited from sunset to sunrise. The fixed white electric light on the Round Head on the western side of the entrance of the King's Dock will be similarly exhibited.

5. *New Cut.*—All vessels intending to proceed through the New Cut Bridge must show in the starboard fore-rigging a flag by day and a white light by night. A green light is shown on the bridge when the passage is clear. When a red light is shown by night, or a red flag by day, the passage is foul, and all vessels must bring up to prevent damage.

6. *North Dock.*—On the east side of the entrance a red signal at the staffhead by day, and two horizontal green lights by night, will be shown when the gates of the Half-tide Basin are open for the admission of vessels, and a red signal half-mast by day, and two horizontal red lights by night, when vessels are leaving the basin or when the entrance is foul.

7. *South Dock.*—All vessels intending to enter the South Dock Lock must show a flag by day and a white light by night in the port main-rigging. A white disc with a black cross by day and a green light by night will be shown at the staffhead when the Lock is clear, and a white disc with a black cross at half-mast by day and a red light by night will be shown when the Lock is foul.

8. *Prince of Wales Dock.*—All vessels intending to enter the Prince of Wales Dock Lock must show on the forestay a flag by day and over the bow a white light by night. On the eastern side of the entrance a red diamond signal at the staffhead by day, and three green lights in a triangle by night, will be shown when the Lock is clear, and a red diamond signal half-mast by day, and three red lights in a triangle by night, when vessels are leaving the Lock or when the Lock is foul. The Outer Lock gates will generally be open two hours and a half before and one and a half hours after high-water.

9. *King's Dock.*—All vessels intending to enter the King's Dock Lock must show in the starboard main-rigging a flag by day and a white light by night.

The following Signals are exhibited on the western side of the Entrance Lock :—

Two black balls placed one at the right and the other at the left end of the signal yard by day, and	} Will indicate that both the Lock and Jetty are clear.
Three green lights in a triangle by night	

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<p>Three black balls placed one on the left and two on the right end of the signal yard by day, and Two green lights and one red light in a triangle by night</p>	}	<p>Will indicate that the Lock is clear and the Jetty is foul.</p>
<p>Three black balls placed two at the left and one at the right end of the signal yard by day, and Two red lights and one green light in a triangle by night</p>	}	<p>Will indicate that the Lock is foul and the Jetty is clear.</p>
<p>Four black balls placed two at the right and two at the left end of the signal yard by day, and Three red lights in a triangle by night</p>	}	<p>Will indicate that both the Lock and Jetty are foul.</p>

A low red light will indicate that the first half only of the Lock is available.

When no black balls are exhibited by day, or when two red lights placed vertically are shown by night, it will indicate that there is danger and vessels must not make for the Lock.

When no signals are exhibited it will indicate that no further vessels will be passed through the Lock on that tide.

Communication Passage between the King's Dock and Prince of Wales Dock.—One black ball by day indicates that ships may enter the Communication Passage from Prince of Wales Dock.

Two black balls by day indicate that ships may enter the Communication Passage from King's Dock.

One red light by night indicates that ships must not approach the Communication Passage.

One green light by night indicates that ships may enter the Communication Passage.

When no signal is exhibited the passage is closed to traffic.

Inner end of King's Dock Lock.—Arms lowered by day or a green light exhibited by night will indicate that the Entrance Lock is clear, and ships may approach.

Arms raised by day or a red light exhibited by night will indicate that Entrance Lock is foul.

GENERAL.

10. Every vessel shall observe and obey the "Regulations for Preventing Collisions at Sea" made in pursuance of the Merchant Shipping Act, 1894, which may from time to time be in force.

11. Before entering the Harbour every vessel shall have an anchor kept clear and ready for letting go, and whilst in Dock so kept with stock awash.

12. Steam tugs having vessels in tow may tow them through the basins and locks, and all vessels are required to have good and sufficient

warps for heaving in, and also check ropes ready before entering the Harbour.

(13) No vessel is to be moored or made fast, or laid aground in the fairway of the River or New Cut, or in the entrances of the basins or locks.

(14) Every vessel shall be securely and efficiently moored to the proper mooring posts, rings and buoys provided for the purpose, and no person shall make fast any rope, chain or tackle to any building, post, pile, coal-staith, crane, rail, chain, or other work : and during any gale, strong wind or stormy weather, the master shall effectually secure his vessel by additional ropes, chains or tackle to the mooring posts, rings and buoys, and in the manner directed by the Harbour-Master in case any direction respecting the same be given by him.

15. No ropes shall be made fast to a mooring buoy or placed across the Harbour or any Dock for the purpose of heaving a vessel from any quay or buoy unless a competent man be in constant attendance on board for the purpose of slacking down the rope for the safe passage of other vessels moving in the Harbour or Dock.

16. No person shall throw or allow to fall into the Channel, Docks or Harbour, or deposit on any quay or wharf (except in such receptacles or places as may be provided therefor), any ballast, earth, ashes, stones, rubbish, wood, bark, manure, shavings, chippings, scrapings, or other waste, material, matter or thing, or, in particular, wire rope, or place or allow to remain any obstruction in or on any quay, or wharf, staith, tip, or other work or property of the Company : and if any wire rope be dealt with as above mentioned, the Master and Owner of the vessel from which it was thrown or allowed to fall shall make good to the Company all loss, damage and expense which the Company may sustain or incur in consequence of such dealing or in any way incidental thereto.

17. The Harbour-Master shall be at liberty to grant permission for the external repairs, chipping or scraping of any vessel in any Dock on application being made at his office on such conditions as he shall consider necessary or desirable.

(18) The Master or other person having the charge of any vessel shall moor or place his vessel where directed by the Harbour-Master, and shall move, place and remove his vessel from time to time under or from any crane shoot or drop, in accordance with the directions of the Harbour-Master, and shall, either himself be on board, or before leaving shall have a proper and competent person to take charge and remain on board in his absence, and shall also keep on board sufficient men to move, look after and protect the vessel, and sufficient hawsers, towlines and other like articles for securely mooring the same.

19. A watch of at least one person shall be constantly kept upon deck of every vessel day and night.

20. The Hatches of all Coal-laden vessels must be kept open while in the Docks to prevent explosion.

21 Masters of vessels are required by law to report their arrival within twenty-four hours after entering the Harbour, at the Harbour Offices, which are open from 9 a.m. to 5 p.m. every working day except Saturday, when they close at 12.30 p.m.

22. No person shall bathe in the Harbour or any Dock.

23. Pitch, tar, resin, turpentine or other combustible articles, matter or things, shall not be boiled, heated or set on fire on board any vessel, but fires and lights for warmth, cooking, or lighting purposes may be made or kept on board any vessel during such time as the Harbour-Master shall permit, provided some responsible person shall be in charge of such vessel.

24. Fires may only be used on the quay with the consent in writing of the Harbour-Master, and subject to the following regulations:—

- (1) Every fire shall be properly secured and placed to the satisfaction of the Harbour-Master.
- (2) It shall be at least 15 yards from the edge of the quay and from any combustible goods on 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.

25. The Harbour-Master or any assistant or 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 these by-laws and regulations.

26. No timber shall be discharged in the Queen's Dock within 250 ft. of the Wharf of the National Oil Refineries Limited; and timber or other articles liable to be damaged by petroleum or petroleum products shall only be discharged in the remaining portion of the Queen's Dock or in the King's or Prince of Wales Dock at the sole risk of the owner. Timber may be discharged in the South Dock.

~~27. No vessel shall be navigated or moored or continue to be moored within 100 ft. of the northern side of the Wharf of the National Oil Refineries Limited in the Queen's Dock or when an oil tanker or other vessel is moored at the northern side of the said wharf within 100 ft. of such oil tanker or vessel.~~

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28. Every person discharging timber from any vessel or landing timber in rafts, or leaving timber in the Docks, shall do so in such a way as shall not impede the passage of any other vessel or cause injury thereto, or to any work or property of the Company; and the owner or person in charge of any timber or floating goods shall in all respects obey the directions of the Harbour-Master respecting the same, and the Harbour-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.

29. The owner or person having the charge of any timber discharged from any vessel shall forthwith, upon the discharge thereof, make a raft or rafts of the timber so discharged, and properly staple and chain such rafts at both ends, and properly and effectively moor or otherwise secure the same, and the Owner or person having the charge of any timber, whether brought in in rafts or otherwise, shall remove the same within such time as may be allowed by the Harbour-Master.

30. When the discharge of timber has been suspended or completed, no loose baulks shall be suffered to remain or float about.

31. No person shall discharge heavy timber liable to sink without giving notice in writing to the Harbour-Master, and first providing a sufficient float on which such timber shall be placed.

32. No person shall discharge any firearms on board of any vessel.

33. All the Company's bridges (except the Pottery Bridge, North Dock), are constructed to carry a weight not exceeding 25 tons on four wheels with an eight-foot wheel base, and all motor or steam lorries, locomotives or other vehicles which when loaded or empty exceed 25 tons weight distributed as aforesaid are prohibited using the Company's bridges without first obtaining the permission in writing of the Company's Engineer.

Motors or steam lorries, locomotives, or other vehicles which when loaded or empty exceed 12 tons in weight, are prohibited using the Pottery Bridge, North Dock.

34. No person shall loiter about the docks, piers, staiths, warehouses, sheds, buildings or property of the Company or be thereon without having proper business thereat.

35. No person shall commit any act of indecency within the Harbour.

36. No person shall use any offensive language, or any language likely to cause a breach of the peace, at in or on any vessel or dock, pier, quay, warehouse or property of the Company.

(37) The Harbour-Master, police officers and watchmen of the Company shall have free access on board all vessels in the Harbour.

38. No person shall obstruct or interfere with the Harbour-Master or any Police Officer or other servant of the Company, in the execution of his duty, or use abusive language to him whilst in the execution thereof.

39. No person shall, without the direction or order of the Harbour-Master, cast off, cut, break, loosen or destroy the mooring or fastening of any vessel or boat other than his own.

40. No person shall smoke, light, or burn tobacco or any herb or substance whatsoever in any vessel or in any warehouse or within the limits of the Harbour where smoking is for the time being prohibited by the Harbour-Master.

41. No person shall carry on at the Harbour 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 Harbour for the purpose of purchasing marine stores, sweepings, dunnage, mats, bags, or other things without the written permission of the master thereof. The fee payable to the Company for such license shall be £1, and licenses shall be renewable by the Company if they think fit on each 1st January.

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

43. When marine stores, dunnage, mats, bags, sweepings, or second-hand goods, or small quantities of coal, iron, timber, grain, or other merchandise in or about the Harbour, are purchased 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 Harbour-Master or other official appointed by him to receive such report, stating the quantity and description thereof.

44. No person shall remove from the Harbour any coal, wood, iron, rope, dunnage, mats, bags, sweepings, second-hand goods 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 Harbour-Master, and he shall produce such pass at any time on the demand of the Harbour-Master, constable, or any of the officials of the Company.

45. No person shall sell, peddle, or hawk any goods, or things within the Harbour without a license from the Company; and no person shall go on board any vessel for the purpose of selling, peddling, or hawk-

ing without the written permission of the Master of such vessel. The fee payable to the Company for such license shall be 5/- and licenses shall be renewable by the Company if they think fit on each 1st January.

46. No person shall deface or destroy any board or paper within the Harbour having thereon any by-laws, notices, rules, orders, or tables of tolls, or rates.

47. No person shall write, draw, paint or mark with chalk or other substance, or post bills or placards or commit any nuisance in or on, or cut or injure any property or work of the Company.

48. No person when intoxicated, shall be or remain within the Harbour.

49. No person shall without the permission of the Harbour-Master, leave any cart, car, motor, waggon, lorry, carriage, trolley, or barrow, either with a horse or other animal attached thereto or not on any quay, bridge, or road, or elsewhere within the Harbour.

50. No person shall go or attempt to go or remain on any lock-gate or bridge whilst being swung or moved.

51. No person shall climb, jump, or otherwise get over, through, or under any fence, railing, gate or chain, fixed or placed on or across any of the Company's railways or bridges for the safety of the public.

52. No person shall injure or remove any lifebuoy, chain, line or other appliance for the purpose of saving life, unless for a legitimate purpose.

53. No person shall throw stones, snowballs, or other missiles or things, or play cards, pitch and toss, or other game.

54. 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 prowl or loiter at any time about the Harbour or importune seamen or others for the purpose of prostitution.

55. All drivers of carts, wagons, motor or steam lorries and other vehicles leaving the Docks are required to stop for examination at the Police Station at or near the entrance to each Dock, and must not leave the Station until authorised by the Company's Examination Officer.

56. Any person who offends against any of the preceding by-laws or regulations shall be liable for every offence to a penalty not exceeding £5, and to a daily penalty not exceeding 40/-, for every day during which

67. No porter shall refuse to go on any errand or to carry any message, luggage, goods or articles to or from any vessel, or other place within the Harbour.

68. A porter contravening or offending against any or either of by-laws Nos. 57 to 67 inclusive shall be liable to a penalty not exceeding forty shillings for each offence.

69. The Company may from time to time, when required, fix appointed stands for errands, message and luggage porters plying for hire.

THE COMMON SEAL of the Great
Western Railway Company was
hereunto affixed this fifth day
of December, 1924, in the
presence of



A. E. BOLTER,
Secretary.

The Minister of Transport hereby allows and confirms the foregoing By-laws.

Signed on behalf of the Minister of Transport this 15th day of December, 1924.

E. W. ROWNTREE,
Assistant Secretary.