

THE MILFORD DOCKS COMPANY

BYELAWS
REGULATIONS
STATUTES

1965

THE
MILFORD DOCKS COMPANY

Incorporated by Act of Parliament 37 & 38 Vic. Cap. 67

OFFICES :
THE DOCKS, MILFORD HAVEN,
Pembrokeshire.

ANNEX TO BYELAWS

THE MILFORD DOCKS ACT 1981

SECTION 21

NEW GENERAL BYELAWS

1972 c. 70.

(2) Sections 236 (3) to (8) and (11) and 238 of the Local Government Act 1972 shall apply to all byelaws made by the Company (except byelaws which relate solely to the Company, their officers or servants) as if the Company were a local authority and the secretary or other officer of the Company appointed by the directors were the proper officer of the local authority.

1874 c. lxxvii.

(3) (a) A person who contravenes a byelaw made under the said section 83 as applied to the undertaking, section 51 (Power to make additional byelaws) of the Milford Docks Act 1874 or section 18 (Extension of section 51 of Act of 1874) of the Milford Docks Act 1953 shall be liable on summary conviction to a fine not exceeding £50 and, in the case of a continuing offence, a further fine not exceeding £5 for each day during which the offence continues after conviction.

1953 c. x.

(b) Byelaw 40 (Penalties) of the byelaws made by the Company on 30th July 1965 and confirmed by the Minister of Transport on 11th August 1965 shall have effect as if for the words "five pounds" there were substituted the words "fifty pounds".

1977 c. 45.

(4) (a) If, after the passing of this Act, any public general Act substitutes a sum or sums for the sum of £50 or £5 or both specified in section 237 of the Local Government Act 1972, as amended by section 31 of the Criminal Law Act 1977 as being the maximum fines that may be imposed for contravention of certain byelaws made by a local authority, the substitution shall apply to the fines specified in subsection (3) (a) above.

(b) The fact that an increase referred to in paragraph (a) of this subsection is limited to fines under byelaws made under a public general Act shall not prevent the operation of that subsection for the purposes of this section.

(5) The Secretary of State for Transport shall be the confirming authority for byelaws made under this section.

Made by The Milford Docks Company, The Docks, Milford Haven, Dyfed under The Milford Docks Acts 1874/1981 with respect to the regulation and use of the Milford Docks.

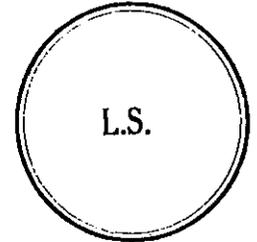
1. "The Master or Owner of any vessel within the limits of the Docks shall afford the Dock Master or any person duly authorised on his behalf on production of his authority all reasonable facilities for the inspection and examination of the vessel when it is reasonably required by him for the purpose of ascertaining whether any relevant part of these bye-laws is being duly observed."

2. Any constable duly appointed by the Company by virtue of the special enactments relating to the Company may within the limits of the Docks (a) search any person whom he reasonably suspects of having in his possession or carrying in any manner anything stolen or unlawfully obtained; and (b) if such constable reasonably suspects that anything stolen or unlawfully obtained may be found in or on any vehicles or vessels within the limits of the Docks, to search that vehicle or vessel.
3. The person in charge of any vehicle entering the limits of the Docks shall before proceeding to his destination within the limits of the Docks first report to the Milford Docks Police Office.
4. No vehicle shall be driven within the limits of the Docks at a speed in excess of 10 m.p.h.
5. No person shall be in charge of a motor vehicle within the limits of the Docks or shall drive or attempt to drive a motor vehicle within the limits of the Docks when unfit to do so through drink or drugs.

Given under the Common Seal of The Milford Docks Company this 31st day of October 1983.

A. E. EDWARDS
Group Managing Director

D. JAMES
Secretary



The Secretary of State for Transport hereby confirms the foregoing byelaws, to come into operation at the expiration of one month from the date of confirmation.

Signed by authority of the Secretary of State for Transport the 28th day of November 1983.

J. R. FELLIS

An Assistant Secretary
in the Department of Transport

NOTICE — The Company will not be responsible for any delay, loss or damage arising through combinations or strikes of Workmen, nor for any consequences arising therefrom.

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Copies of these Bye-laws may be obtained from the offices of the Company at The Docks, Milford Haven.

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THE
MILFORD DOCKS COMPANY
BYE-LAWS & REGULATIONS

MADE BY THE MILFORD DOCKS COMPANY, THE DOCKS, MILFORD HAVEN, PEMBROKESHIRE under THE MILFORD DOCKS ACTS 1874/1957 with respect to the regulation and use of the Milford Docks.

1. **Application of Bye-laws.** These Bye-laws shall apply to all parts of the Harbour and Port of Milford Haven within the jurisdiction of The Milford Docks Company, the limits of whose jurisdiction are set forth in the First Schedule hereto. Such Bye-laws shall come into operation on the expiration of twenty-eight days after the date of confirmation thereof by the Minister of Transport as and from which date the Bye-laws made by the Company for the regulation and use of the Dock on the nineteenth day of June 1902 and confirmed by Quarter Sessions on the first day of July 1902 are hereby repealed.

2. **Definition of Expressions.** In these Bye-laws the expressions:—

“The Company” shall mean The Milford Docks Company; Definition of Expressions
The Company

“The Limits of the Docks” shall mean all parts of the Harbour and Port of Milford Haven within the limits of the jurisdiction of the Company as set forth in the Schedule hereto, and shown upon the map on Page 36. Limits of the Docks

“Docks” shall include the property and premises of the Company; Docks

“Manager” shall mean the Manager of the Docks or his duly authorised Deputy and Assistant; Manager

“Dock Master” shall mean the Dock Master of such Docks or his duly authorised Deputy and Assistant, and for the purposes of the Milford Docks Acts, the Harbours Docks and Piers Clauses Act, 1847, and any other relevant enactment, shall be deemed to be the Harbour Master; Dock Master

"Master" shall mean the Master, Pilot or other Officer or person in charge of any vessel, or the Owner thereof; Master

"Vessel": the word "vessel" shall include ship, boat, lighter, and craft of every kind, and whether navigated by steam or otherwise; Vessel

"Wharf" shall include any quay, pier, beach or other landing place within the limits of the Docks. Wharf

The singular shall in each case include the plural.

3. A power driven vessel, or a vessel being towed about to enter the Docks must keep within the Channel as marked by the two inner buoys. A vessel making for the Docks under sail must adopt its own course, a power driven vessel, as usual, giving way to it. The master having charge of any vessel must exercise his own judgement as to whether, having regard to tide, wind, sea, depth and other circumstances, he can safely approach and enter the Docks. Vessel to be kept within Channel, etc. Master to exercise judgement as to entry

4. The Master of a vessel leaving the Docks must immediately he arrives in the lock sound the whistle as a warning to vessels crossing the entrance. Warning Whistle

5. A vessel must have good and sufficient ropes or warps ready to be sent to each pier head, and when ropes are sent on board any vessel by the Company they are only intended to be in aid of the vessel's own ropes. The Company do not hold themselves liable for any damage in the event of any ropes breaking. Vessel must supply own Ropes and Warps.

6. During the loading or discharging of petroleum all deck scuppers shall be kept securely plugged except for releasing rain water and all deck valves and pipes not connected to shore or ship lines shall be blanked off. Loading or Discharging of Petroleum

7. The Company will not be responsible for any damage which a vessel, goods, stores or cargo may sustain or cause while entering or leaving, or being within the limits of the Docks; and the transport, removal or mooring of any vessel, goods, stores or cargo is at the sole risk of the Master or Owner thereof, who alone is responsible for the safety and security of the vessel, its moorings, and any goods, stores or cargo, and for any damage done by the vessel, goods, stores or cargo by his or their servants to the Docks, or to vessels or goods being within the limits of the Docks. Vessels in Docks are at Master's risk.

8. A vessel approaching the entrance to or entering the Docks shall be navigated in a proper and efficient manner and at a reasonable rate of speed and no vessel when approaching the entrance to or entering the Docks shall overtake or attempt to overtake or to pass into the Docks abreast or ahead of any other vessel so approaching or entering. Vessels approaching or entering Docks not to race.

9. No vessel shall attempt to enter or leave the Docks by day, except during such time as a blue flag is hoisted on the pier-head flagstaff on the east side of the entrance, or by night except during such time as two green lights are shown, one above the other, on the flagstaff above named. When either of these entry signals is lowered, the vessel must at once cease from making for the Docks. For every breach of this Bye-law, the Master shall be liable. Time for entering Docks.

10. The Master of any vessel about to enter the Docks shall within a reasonable time before he reaches the entrance thereto ensure that all moveable equipment and objects are stowed inboard (including in the case of fishing vessels his trawl boards and other moveable gear) and that his anchors are safely stowed and secured inboard, and no vessel shall approach the entrance to the Docks unless all such requirements have been fulfilled and any vessel having entered the Docks shall remain in the state and condition as above prescribed until she shall be ready to leave the Docks. Vessels to have yards topped, sails furled, bowsprit unshipped, trawl beams stowed, etc.

11. No Master in charge of a vessel shall pass or attempt to pass to or from the Docks, or shall make use of any wall of the Docks, or shall moor his vessel within the limits of the Docks so as to be an obstruction or impediment, contrary to the direction of the Dock-Master, and every vessel shall pass in the order prescribed by the Dock-Master and not otherwise. For every breach of this Bye-law the Master of the vessel so offending shall be liable. Passing and mooring of vessel under direction of Dock-Master.

12. The Master in charge of any vessel within the limits of the Docks, must place it, where directed by the Dock-Master, and see it securely moored, and must cast off and remove it whenever required by him so to do: and in the event of neglect or refusal so to do, it will be removed by the Dock-Master at the expense of the Master. For every breach of this Bye-law the Master shall be liable in addition to the penalty mentioned in Bye-law 40 to the payment of any expense thereby incurred. Dock-Master to direct place for mooring vessels, and to order removals.

13. No person other than the Dock-Master shall, by hailing, calling or otherwise, give or attempt to give any directions or orders whatever, or in any way attempt to regulate, control or alter the navigation or management of any vessel approaching, entering or leaving the Docks, or being within the limits of the Docks.

Giving directions to regulate navigation.

14. Any person who makes fast any rope, chain or tackle to any shed, lamp-post, post, or any work or place within the limits of the Docks, other than that assigned for the purpose, shall be liable in addition to the penalty mentioned in Byelaw 40 to the payment of the cost of repairing any damage thereby caused.

Fastening ropes.

15. No person without being duly authorised by the Dock-Master shall open, draw or shut, or cause to be opened, drawn or shut any dock gate, caisson, sluice, tunnel or bridge of any dock, basin, lock, gate, caisson or cut, nor shall wantonly or wilfully cause the water to be flushed or drawn off from any dock, basin, lock, caisson or cut.

Interfering with dock gate, caisson, etc.

16. The Master of every vessel must provide ladders and stages, and must see that the same are securely placed and duly protected so as to form a safe gangway to and from the wharf and vessel, and that they are properly replaced whenever it is necessary to shift the same or alter the moorings of the vessel.

Provision of gangways.

17. No Master engaged in navigating any vessel within the limits of the Docks, shall be intoxicated while so engaged, and no person whatsoever being within or engaged or employed in the Docks, or upon any vessel therein, shall be intoxicated nor shall make use of abusive or insulting language, nor shall give intoxicating liquors to any officer or servant of the Company, nor shall obstruct any such officer or servant in the execution of his said duties. Any person offending this Bye-law shall be liable, in addition to the penalty mentioned in Bye-law 40 to be removed from the Docks.

Being intoxicated, or giving intoxicating liquors, using abusive or insulting language or obstructing Officials in the execution of their duties.

18. When the use of any ballast-drop, patent slip, gridiron, hard, wall, wharf, dry dock, coal-hoist, or crane, warehouse, market or other accommodation convenience or service, provided by the Company is required for any vessel, or it is desired to take in, load or discharge at any berth, within the limits of the Docks, such vessel must take its turn in such order as shall be directed by the Dock-Master.

Vessel using accommodation, etc., provided by Company to take its turn.

19. No persons are allowed to work within the Docks on board any vessel, or on a wharf or in a warehouse, except those employed by the Company, unless permission in writing be obtained from the Manager, but the Master of any vessel may employ his own crew for loading and discharging.

Provision of labour.

Labourers may, under certain circumstances, by arrangement with the Manager, be hired of the Company to work on board, under the direction of the Master, at the rates for the time being in force, and during the period of such hiring they shall be, for all purposes, the servants of the Master.

20. A vessel taking in or discharging coal or other bulk goods which are liable to fall into the Docks whilst being handled, must have a tarpaulin or canvas, or such other safeguard as may be directed by the Dock-Master tacked or secured to the vessel to receive any loose coal or other bulk goods, and prevent them falling into the Docks.

Precautions as to coals and other bulk goods.

21. No person shall allow any fish, or any other article or thing which is, or may become offensive or a nuisance, to remain on a wharf or in a market, or on any other part of the Docks after notice to remove the same shall have been given by the Manager to the Owner or to the person in charge of such fish, article or thing, and if such notice shall not be fully complied with forthwith, it shall be lawful for the Manager to cause the removal in the case of fish, apply to the entire heap, lot, ped, or to sell the same, rendering to the owner, in case of sale, the amount realised, less all charges and the expenses of removal, and this clause shall, in the case of fish apply to the entire heap, lot, ped, or package pronounced offensive or a nuisance, and it shall not be necessary to distinguish the fish which are offensive or which cause the nuisance, but the whole heap, lot, ped or package shall be liable to be destroyed or sold as aforesaid.

Prevention of nuisances.

22. No fish, firewood, ship's stores or other property shall be removed from the Company's premises by any person whatsoever, unless such person has first obtained from the duly recognised owner of such fish, firewood, ship's stores or other property, or his authorised agent, or from a Fish Merchant entitled thereto, or from the Master of the vessel from which such property may have been taken a written and signed permit duly specifying particulars respecting such fish, firewood, ship's stores or other property so being removed.

No fish or other property to be removed from Docks without permission.

23. No external repair or scraping of any vessel will be allowed, except permission be first obtained from the Manager, and the Master engages, in writing, to conform to the following conditions, viz:—

1st. That before any repairs are commenced such precautions to prevent chips, wood, dirt, or other matter from falling into the Docks will be taken as may be directed by the Dock-Master.

2nd. That before commencing and during the operation of scraping, tarpaulin or canvas sufficient to receive the scrapings must be tacked or secured to the vessel, and a boat placed alongside to prevent any part from falling into the Docks.

3rd. That if the Master shall suffer any such repairs or scraping to be done without having a tarpaulin or canvas tacked or secured to the side of such vessel, and placed or fixed so as to prevent scrapings, chips, wood, dirt or other matter from falling into the Docks, and without having a boat placed alongside for such purpose, during such repair or scraping, or without taking such other precautions, as may be directed by the Dock-Master, such Master shall for every such offence be liable to the penalty mentioned in Bye-law 40.

24. No person shall smoke tobacco or other similar substance in or upon any part of the Docks. Smoking prohibited.

25. No person unless lawfully authorised in that behalf shall set in motion, stop, interfere or meddle with any engine, crane, shear legs, machine or machinery, or any apparatus, appliance or gear appertaining thereto or connected with the use or working thereof, nor shall light, extinguish, or interfere or meddle with any furnace, lamp or light, nor shall interfere or meddle with any lamp, pipe, water pipe, tool, implement, vehicle or plant, nor shall in any way damage any of the goods or property of the Company. Interfering with engines, cranes, etc.

26. Except with the permission of the Manager no person shall obstruct or interfere with the use of any road, railway, tramway, footway, gangway, wharf, warehouse, dockgate, stage, tip crane, turntable, weighing machine or other machine of the Company. Obstructing or interfering with roads, railways, etc.

27. Except with the permission of the Manager, no person shall moor, anchor or place any rowing or pleasure boat at any wharf or on the foreshore within the Docks. Mooring boats.

28. Except with the permission, in writing, of the Manager, no person shall discharge, ignite, or explode within the Docks any cannon, gun, pistol, firearm, or weapon, or any explosive as defined by the Explosive Act, 1875, and any order in Council made in pursuance thereof or blow up any wreck or other thing within the Docks. Use of firearms, explosives, etc.

29. No naphtha, paraffin, benzoline, petroleum, carbide of calcium, volatile spirits or oil, or substance liable to spontaneous ignition, or to give off an inflammable vapour, or to cause or readily communicate fire or explosion, nor any lucifer matches, fuses or article liable to produce fire by friction or concussion shall be brought within the Docks, or be deposited or kept in any building or be deposited in or on any place within the Docks without the written consent of the Manager. Articles producing fire or explosion.

30. Any person dropping into the water of the Docks anything capable of obstructing or impeding the navigation, or of endangering, damaging, or obstructing any vessel or property therein, and the Master of any vessel which shall sink in the Docks, or from which any such thing as aforesaid shall have fallen or been dropped into the water, shall forthwith remove to a safe and convenient place the thing which has so fallen, or been dropped, or the vessel which has sunk, as the case may be, and if unable to do so, shall at once give notice thereof to the Manager. Obstruction or impediments to navigation.

31. No person shall break or get over, through or under the boundary fences, nor trespass or be upon any part of the Docks without the permission of the Manager. Trespassing

32. Any person entering or being within the Docks shall do so at his own risk and shall comply with such reasonable rules, orders or notices as shall from time to time be imposed by the Manager. Persons entering Docks.

33. Except with the permission of the Manager, no person shall use the Docks for the purpose of bathing. Bathing.

34. No person shall commit or cause any nuisance within the Docks. Any person so offending shall be liable, in addition to the penalty mentioned in Bye-law 40 to be removed from the Docks.

Committing nuisance.

35. No person shall use or remove from the Dry Dock, or its precincts, any block, shore, pole, plank, or other article without the previous consent in writing of the Manager; and every person using or removing any such block, shore, pole, plank or other article with such consent shall return the same as and when required by the Manager. For every breach of this Bye-law the person so offending shall be liable, in addition to the penalty mentioned in Bye-law 40, to pay to the Company the value of any such article used or removed and not returned or replaced.

Removing blocks, etc., from Dry Dock.

36. No person shall destroy, cut, or otherwise damage or allow to go adrift, any of the blocks, shores, poles, planks or other appliances of the Dry Dock, or throw down timber or other heavy thing upon the steps or works of, or pass the same into or out of, the Dry Dock otherwise than by the chute provided for that purpose, or by such other means and appliances as may be provided therefor. For every breach of this Bye-law the person so offending shall be liable, in addition, to the penalty mentioned in Bye-law 40, to pay to the Company the amount of the loss or damage which may have been sustained or which may be occasioned by such wrongful act.

Damage to Dry Dock

37. No person shall in any way disfigure or deface any part of the Docks, nor shall affix any bill or placard thereon except with the consent of the Manager, and no person shall deface or destroy any paper, board or other substance within or near the Docks whereon any Bye-laws, notices, rules, orders, or tables of rates, dues and charges shall be printed, painted or affixed.

Defacing Notices, etc.

38. The Master shall be responsible for the acts of any of the crew in breach of any of the foregoing or of the following Bye-laws, and may be summoned for and convicted of any such breach, and shall be bound forthwith to pay any fine or penalty imposed in respect thereof.

Master responsible for acts of crew.

39. Any person who shall do, or attempt to do, or cause or permit to be done, or incite or conspire with any other person to do any act or thing prohibited by these Bye-laws shall be deemed to commit a

Breach of Bye-laws

breach of the Bye-laws prohibiting such act or thing, and any person who shall omit, or cause, or permit to be omitted, or incite or conspire with any other person to omit, or cause to be omitted any act or thing prescribed or enjoined by any of these Bye-laws, shall be deemed to commit a breach of the Bye-laws prescribing or enjoining such act or thing.

40. Any person doing anything prohibited by or omitting to do any thing prescribed or enjoined in, or knowingly and wilfully disregarding any direction of the Company's Manager, Dock-Master, or other officer or servant given in accordance with, or committing any breach, or in any respect contravening any of these Bye-laws shall be liable for every such offence to a penalty of not exceeding £5, provided always that where any penalty is imposed by law for any offence mentioned in these Bye-laws such penalty is not hereby controlled or reduced.

Penalties

The institution of any proceedings or the recovery of any penalty under any of the foregoing Bye-laws is without prejudice to the recovery of damages, or to the prosecution and enforcement of any other remedy in respect of any act or omission which is in contravention of any such Bye-laws.

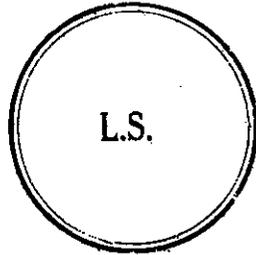
41. Nothing in these Bye-laws shall prejudice or derogate from the rights powers jurisdiction or authority of the Milford Haven Conservancy Board or the Board's Harbourmaster or his deputy or assistant under the Milford Haven Conservancy Act, 1858 or any Bye-laws for the time being in force under that Act.

Saving for Conservancy Board

Given under the Common Seal of the Milford Docks Company
this Thirtieth day of July, 1965.

A. S. BARTLETT,
Managing Director.

JOHN S. ASKWITH,
Secretary.



The Minister of Transport hereby confirms the foregoing
Bye-laws.

Signed on behalf of the Minister of Transport this
Eleventh day of August, 1965.

T. L. BEAGLEY,
An Assistant Secretary
of the Ministry of Transport

SCHEDULE REFERRED TO IN THE FOREGOING BYE-LAWS
LIMITS OF JURISDICTION OF THE MILFORD DOCKS COMPANY

(The Milford Docks Act, 1957, Section 4, as amended by the Milford Haven Conservancy Act, 1958, Section 1 (5), and the Second Schedule)

The limits of the Docks shall mean:—

- (a) the works of the Company authorised by the Milford Docks Acts 1874 to 1957, and by any subsequent enactment; and
- (b) the area bounded —
 - (i) on the east, by a straight line drawn from the point of intersection of longitude 5° 01' 52" west with the high water mark of ordinary spring tides on the north shore of Milford Haven (hereinafter referred to as "Point A") in a south-easterly direction to the point of intersection of latitude 51° 42' 08" north with longitude 5° 01' 16" west (hereinafter referred to as "Point B");
 - (ii) on the south, by a straight line drawn from Point B in a westerly direction to the point of intersection of latitude 51° 42' 04" north with longitude 5° 02' 17" west (hereinafter referred to as "Point C");
 - (iii) on the west, by a straight line drawn from Point C in a north-westerly direction to the point of intersection of longitude 5° 02' 38" west with the high water mark aforesaid (hereinafter referred to as "Point D");
 - (iv) on the north, by the high water mark of ordinary spring tides on the north shore of Milford Haven, including the shores of Hakin Point, Haven's Head Pill, and Hubberston or Priory Pill, between Point D and Point A; and
- (c) so much, if any, of the following area as falls within two hundred and fifty yards of any part of any of the Company's piers, that is to say, the area bounded —
 - (i) on the east, by a straight line drawn from Point D to Point C;
 - (ii) on the south, by a straight line drawn from Point C in a westerly direction to the point of intersection of latitude 51° 42' 04" north with longitude 5° 03' 00" west (hereinafter referred to as "Point E");
 - (iii) on the west, by a straight line drawn from Point E due north to the point where that line intersects the high water mark of ordinary spring tides on the north shore of Milford Haven (hereinafter referred to as "Point F");
 - (iv) on the north, by the high water mark aforesaid between Point F and Point D.

THE MILFORD DOCKS COMPANY
MILFORD HAVEN

PETROLEUM (CONSOLIDATION) ACT, 1928

MILFORD DOCKS
BYE-LAWS

MADE BY THE MILFORD DOCKS COMPANY, THE DOCKS, MILFORD HAVEN, PEMBROKESHIRE, With respect to the discharging, loading etc., of Petroleum Spirit and Carbide of Calcium at the Milford Docks.

1. **Application of Bye-laws.** These Bye-laws shall apply to all parts of the Harbour and Port of Milford Haven within the jurisdiction of The Milford Docks Company the limits of whose jurisdiction are set forth in the first Schedule hereto. Such Bye-laws shall come into operation on the expiration of fourteen days after the date of confirmation thereof by the Minister of Transport as from which date all previously existing Bye-laws under the Petroleum Acts relating to those parts of the Harbour and Port of Milford Haven within the jurisdiction of the Company are hereby revoked.

2. **Interpretation.** The expressions contained in these Bye-laws shall have the meanings respectively assigned to them in the Petroleum (Consolidation) Act, 1928, and in this Bye-law.

"Petroleum Spirit" means such petroleum as when tested in the manner set forth in Part II of the Second Schedule to the Petroleum (Consolidation) Act, 1928 (see Second Schedule at the end of the Bye-laws for manner of testing) gives off an inflammable vapour at a temperature of less than seventy-three degrees Fahrenheit.

"Petroleum Ship" shall mean any ship having on board or about to take on board a cargo the whole or any part of which consists of Petroleum Spirit, or having discharged Petroleum Spirit if the holds, tanks and pipelines have not been rendered free from inflammable vapour to the satisfaction of the Harbour Master.

"Owner" shall mean the Owner or Master of the Petroleum Ship or the Owner of the Petroleum Spirit as the case may require.

"Harbour" shall mean all parts of the Harbour and Port of Milford Haven within the limits of jurisdiction of the Company as set forth in the Schedule hereto.

"Dock Master" includes every officer of the Company having the powers of a dock master under the Harbours Clauses Act, 1847.

"Quay" shall mean any quay, pier, jetty, wharf, landing stairs, shore or other loading or discharging place within the Harbour.

"Vapour" includes gas.

"Loading" and "discharging" in relation to Petroleum Spirit or ballast water include the actual operations of loading and discharging and any acts of ullaging, sounding or sampling, whether or not carried out in connection with such operations.

PART I—PETROLEUM SPIRIT.

3. **Red Flag or Light.** The Master of every Petroleum Ship shall, on entering the Harbour, and during the time that such ship remains in the Harbour, display by day a red flag not less than 3 feet square, with a white circular centre 6 inches in diameter, and by night a red light, at the mast head or where it can be best seen but not less than 20 feet above the deck and of such a character as to be visible all round the horizon at a distance of at least 2 miles, in addition to any navigation lights which may be required by any other Regulations, Rules or Bye-laws. Provided that in the case of a Petroleum Ship being a petroleum barge which cannot normally comply with this Bye-law the Master of such Petroleum Ship shall display by day in a conspicuous position above the deck a red flag of metal not less than 18 inches square with a white circular centre 6 inches in diameter and by night an all round red light.

4. **Notice.** The Owner of every Petroleum Ship on entering the Harbour, shall without delay inform the Dock Master of the quantity of Petroleum Spirit on his ship and of the manner in which such Petroleum Spirit is stowed.

5. **Berthing of Ship.** The Master of every Petroleum Ship shall anchor or moor his ship only at such place as the Dock Master shall from time to time direct, and shall not remove his ship therefrom, without the permission or written order of the Dock Master.

6. **Loading or discharging of Petroleum Spirit, ballasting, gas-freeing, tank cleaning and other operations.** The following requirements shall be duly observed in the case of every Petroleum Ship within the Harbour.

(a) Before any loading or discharging of Petroleum Spirit or ballast water, or any gas-freeing or tank cleaning is carried out, the Owner shall give due notice to the Dock Master of the time and place of such loading, discharging, gas-freeing or tank cleaning.

- (b) No loading or discharging of Petroleum Spirit or ballast water shall be carried out at any place other than such place as the Dock Master shall from time to time direct.
- (c) Before any discharging of Petroleum Spirit contained in casks, barrels or other containers is carried out, the holds of a Petroleum Ship having on board such containers shall be thoroughly ventilated.
- (d) After all Petroleum Spirit has been removed from any Petroleum Ship, the holds and tanks shall be rendered gas-free.

Provided that this Bye-law shall not be deemed to require to be gas-free the tanks of a Petroleum Ship which leaves the Harbour without delay after the discharge of Petroleum Spirit or remains only for the purpose of taking on board bunkers, stores or ballast, or for such other purposes as may be approved by the Dock Master and of which the tanks are closed down immediately after the discharge of such Petroleum Spirit, and are not re-opened whilst the Petroleum Ship is within the Harbour, except

- (i) for ullaging or sounding while taking in or discharging ballast water, or
- (ii) with the permission of the Dock Master.
- (e) The loading or discharging of Petroleum Spirit or ballast water, and the rigging and disconnecting of hoses shall not be permitted between sunset and sunrise unless:—
 - (i) adequate safe illumination is provided on board the ship, the equipment used for such illumination to be designed, constructed and maintained in accordance with Lloyd's Register of Shipping or other approved Classification Society's requirements in relation to the position in the ship in which it is installed; or
 - (ii) Safe lighting in accordance with Bye-law No. 7 is provided on shore adequately to illuminate the ship when alongside the quay; or
 - (iii) lighting is provided in accordance with both sub-paragraph (i) and sub-paragraph (ii) of this paragraph.

Should anything occur during the loading or discharging of Petroleum Spirit or ballast water between sunset and sunrise to necessitate a repair to the plant pipes or connections or to interfere in any way with the uninterrupted flow of the Petroleum Spirit or ballast water, such operations shall be stopped and not resumed until adequate safety measures have been taken.

- (f) From the time when the holds or tanks of a Petroleum Ship are first opened for the purpose of loading or discharging Petroleum Spirit or ballast water, until such time as the holds or tanks shall have been securely closed down and, in the case of com-

plete discharge, rendered gas-free as required by this Bye-law, there shall be no fire or artificial light on board such ship.

Provided that this Bye-law shall not prevent the use of lamps, heaters, cookers or other apparatus electric or otherwise, designed and constructed in accordance with Lloyd's Register of Shipping or other approved Classification Society's requirements in relation to the position in the ship in which it is installed, and maintained in accordance with such requirements, and provided also that this Bye-law shall not be deemed to prohibit the loading, discharging, ballasting, gas-freeing or tank cleaning of a Petroleum Ship under conditions approved by the Dock Master by means of steam from her own boilers power generated on board by electrical plant or internal combustion engines, designed, constructed, installed, positioned and maintained in accordance with Lloyd's Register of Shipping or other approved Classification Society's requirements or by steam or electric power supplied from the shore and connected by equipment which shall comply with such requirements and with the following requirements related to electrical equipment, where these are additional:—

- (1) The connection between the shore cable and the ship shall be made by means of a connection box designed, constructed, positioned and maintained in accordance with Lloyd's Register of Shipping or other approved Classification Society's requirements.
- (2) The cable shall be flexible tough-rubber sheathed type in accordance with B.S.7. or other cable equally suitable for the purpose.
- (3) Means, as by a changeover switch or suitable interlocking device, shall be installed at the ship's switchboard or at any terminal board in the ship to which electric cable from a shore supply is connected to prevent the shore supply from being connected to the ship's switchboard while this is connected to the ship's generating plant.
- (4) All electrical equipment used in or in connection with the shore supply to the ship shall be maintained in such condition as to prevent danger from electric shock or fire.
- (g) The Owner shall take adequate steps to prevent any person under his control from smoking and from carrying fuses, matches or any appliance whatsoever for producing ignition at or near any place where Petroleum Spirit or ballast water is being discharged or loaded or where gas-freeing or tank cleaning is being carried out.
- (h) Petroleum Spirit contained in casks, barrels or other containers shall not be discharged or loaded in the Harbour, unless such containers are staunch and free from leakage and are of such strength and construction as not to be liable to be broken or to leak except in case of gross carelessness or extraordinary acci-

dent: Provided that any defective containers may be discharged with the approval of the Dock Master and under such conditions as he may direct.

- (i) All openings from cargo tanks (except the gas escape line) shall, save with the special permission of the Dock Master, be kept closed during the loading or discharging of Petroleum Spirit or ballast water except that
 - (1) Ullage plugs or sighting ports not situated in enclosed or partially enclosed spaces may be removed for ullaging, sounding or sampling, such ullage plugs or sighting ports to be closed immediately this has been done unless they are adequately protected by strong non-corroding wire gauze which shall be kept clean and free from obstruction, of mesh not less than 28 to the linear inch and of gauge not less than 28 S.W.G. or other flameproof device which complies with Lloyd's Register of Shipping or other approved Classification Society's requirements.
 - (2) Ullage plugs or sighting ports situated in enclosed or partially enclosed spaces may, with the special permission of the Dock Master, be removed for the purpose of ullaging, sounding or sampling but such ullage plugs or sighting ports must be closed immediately this has been done.
- (j) All pipes and other appliances used in the loading or discharging of Petroleum Spirit in bulk or of ballast water shall be reasonably free from leakage. All pipe lines and hoses shall whilst rigged for loading or discharging Petroleum Spirit or ballast water, be adequately and continuously earthed and kept constantly under supervision.
- (k) When the discharging or loading of Petroleum Spirit or ballast water has been commenced such discharging or loading shall be carried out with due diligence, and if it is discontinued the tanks and holds of the Petroleum Ship shall immediately be closed.
 - (1) No Petroleum Spirit contained in casks, barrels or other containers shall be discharged at any quay until the ship or carriage by which the same is to be removed therefrom shall be at the place in readiness to receive the same, and all Petroleum Spirit discharged in the Harbour shall be forthwith removed therefrom or to some duly licensed place of storage
 - (m) No Petroleum Spirit shall be brought to the place of loading until the Petroleum Ship into which it is to be loaded is in readiness to receive it.
 - (n) No Petroleum Spirit shall be discharged or allowed to escape into the waters of the Harbour.
 - (o) The Owner shall take all due precautions for the prevention of accident by fire during discharging or loading Petroleum Spirit or ballast water, or during gas-freeing or tank cleaning.

- (p) Care shall be exercised at all times when using impact tools which are liable to generate sparks. Such tools made of reduced sparking material should be available for use for the purpose of opening or closing the hatches or tank lids of a Petroleum Ship, or for any other purpose in connection with the discharging or loading of Petroleum Spirit, or ballast water, or gas-freeing, or tank cleaning.

7. Fires, Lights and Electrical Apparatus not to be used on or near Quay. Fires, lights or electrical apparatus other than electric filament lamps or self-contained electric lamps, heaters, cookers, or other types of safe apparatus so designed, constructed and maintained as to be incapable of igniting inflammable vapour, shall not be used on or near the quay at which Petroleum Spirit or ballast water is being discharged from or loaded into a Petroleum Ship or at which gas-freeing or tank cleaning is being carried out by a Petroleum Ship or upon which Petroleum Spirit is lying.

8. Distance between Ships. Two or more Petroleum Ships shall not, except for purpose of transshipment, lie within 100 feet of one another, unless, in the opinion of the Dock Master, it is impracticable to maintain such distance.

9. Watchman. Every Petroleum Ship shall be watched by a competent person on board such ship until all Petroleum Spirit or ballast water shall have been discharged or loaded or the operations of gas-freeing or tank cleaning completed and the holds or tanks securely closed and every Petroleum Ship shall at all times have on board a responsible person to carry out and give effect to the provisions of these Bye-laws.

10. Fire-fighting Appliances. All Petroleum Ship and shore fire-fighting appliances shall be kept ready during the operations of loading and discharging Petroleum Spirit or ballast water or gas-freeing or tank cleaning.

11. Inspection. The Owner shall, when so required by the Dock Master, or other official authorised by the Harbour Authority, afford every reasonable facility to enable such official to ascertain whether these Bye-laws are duly observed.

12. Provision of gear for towing purposes. A petroleum ship whilst loading or discharging petroleum spirit in bulk at any place within the Haven shall provide towing wires of sufficient strength secured to the off shore bow and quarter bollards with the towing eyes maintained at water level.

PART II—CARBIDE OF CALCIUM.

13. Notice. The Owner or Master of every sea-going ship carrying a cargo, any part of which consists of Carbide of Calcium shall, on entering the Harbour immediately give notice of the nature of such cargo to the Dock Master, and shall place or moor his ship in such place as the Dock Master may direct; and while any Carbide of Calcium remains on board, shall not remove his ship without the written permission of the Dock Master.

14. **Ventilating Hold.** Every ship's hold in which Carbide of Calcium is present, and from which Carbide of Calcium is to be discharged in the harbour, shall be efficiently ventilated from the time of entering the Harbour until all such Carbide of Calcium has been discharged or until the ship has left the Harbour; and every ship's hold into which Carbide of Calcium is to be loaded shall be similarly efficiently ventilated from the time loading commences until the ship leaves the Harbour.

15. **Removal after Discharging.** All Carbide of Calcium discharged from any ship shall be removed without unnecessary delay to some duly licensed place of storage or beyond the limits of the jurisdiction of the Harbour Authority.

16. **Carbide of Calcium not to be brought to place of loading until ship is ready.** No Carbide of Calcium shall be brought to the place of loading until the ship into which it is to be loaded is in readiness to receive the same.

17. **Conveyance in Closed Containers.** Carbide of Calcium shall be brought into the Harbour only in hermetically-closed metal containers of such strength and construction or so protected as not to be liable to be broken or to become defective or insecure in conveyance otherwise than by gross negligence or extraordinary accident.

18. **Where Package may be Opened.** No containers of Carbide of Calcium shall be opened within the limits of the jurisdiction of the Harbour Authority except in some licensed place of storage, or with the written consent of the Dock Master in such place as he may direct.

19. **Precaution against Water.** Every reasonable precaution shall be taken to prevent the contact of water or moisture with the Carbide of Calcium, and where such contact may have occurred, to prevent the gas evolved from being ignited.

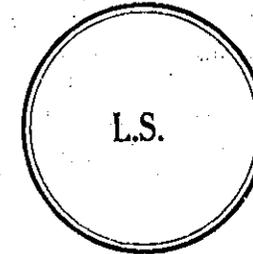
20. **Watchman.** Every ship having Carbide of Calcium on board shall at all times whilst in the Harbour have on board a competent watchman and a responsible person to carry out and give effect to the provision of these Bye-laws.

21. **Inspection.** The Owner or Master of the ship or the Owner of the Carbide of Calcium shall, when so required by the Dock Master, or other official authorised by the Harbour Authority, afford every reasonable facility to enable such official to ascertain whether these Bye-laws are duly observed.

Given under the Common Seal of the Milford Docks Company
this Thirtieth day of July, 1965.

A. S. BARTLETT,
Managing Director.

JOHN S. ASKWITH,
Secretary.



The Minister of Transport hereby confirms the foregoing
Bye-laws.

Signed on behalf of the Minister of Transport this
Eleventh day of August, 1965.

T. L. BEAGLEY,
An Assistant Secretary
of the Ministry of Transport

FIRST SCHEDULE REFERRED TO IN THE FOREGOING BYE-LAWS

LIMITS OF JURISDICTION OF THE MILFORD DOCKS COMPANY

(The Milford Docks Act, 1957, Section 4, as amended by the Milford Haven Conservancy Act, 1958, Section 1 (5), and the Second Schedule)

The limits of the Docks shall mean:—

- (a) the works of the Company authorised by the Milford Docks Acts, 1874 to 1957, and by any subsequent enactment; and
- (b) the area bounded —
 - (i) on the east, by a straight line drawn from the point of intersection of longitude $5^{\circ} 01' 52''$ west with the high water mark of ordinary spring tides on the north shore of Milford Haven (hereinafter referred to as "Point A") in a south-easterly direction to the point of intersection of latitude $51^{\circ} 42' 08''$ north with longitude $5^{\circ} 01' 16''$ west (hereinafter referred to as "Point B");
 - (ii) on the south, by a straight line drawn from Point B in a westerly direction to the point of intersection of latitude $51^{\circ} 42' 04''$ north with longitude $5^{\circ} 02' 17''$ west (hereinafter referred to as "Point C");
 - (iii) on the west, by a straight line drawn from Point C in a north-westerly direction to the point of intersection of longitude $5^{\circ} 02' 38''$ west with the high water mark aforesaid (hereinafter referred to as "Point D");
 - (iv) on the north, by the high water mark of ordinary spring tides on the north shore of Milford Haven, including the shores of Hakin Point, Haven's Head Pill, and Hubberston or Priory Pill, between Point D and Point A; and
- (c) so much, if any, of the following area as falls within two hundred and fifty yards of any part of any of the Company's piers, that is to say, the area bounded —
 - (i) on the east, by a straight line drawn from Point D to Point C;
 - (ii) on the south, by a straight line drawn from Point C in a westerly direction to the point of intersection of latitude $51^{\circ} 42' 04''$ north with longitude $5^{\circ} 03' 00''$ west (hereinafter referred to as "Point E");
 - (iii) on the west, by a straight line drawn from Point E due north to the point where that line intersects the high water mark of ordinary spring tides on the north shore of Milford Haven (hereinafter referred to as "Point F");
 - (iv) on the north, by the high water mark aforesaid between Point F and Point D.

SECOND SCHEDULE

PART II OF THE SECOND SCHEDULE TO THE PETROLEUM (CONSOLIDATION) ACT, 1928

MANNER OF TESTING PETROLEUM

1. For the purposes of this Act petroleum shall be tested either by means of apparatus constructed in accordance with the specification contained in Part I of this Schedule, or by means of apparatus constructed in accordance with the specification contained in the First Schedule to the Petroleum Act, 1879, and verified and stamped by the Board of Trade.

2. The test apparatus shall be placed for use in a position where it is not exposed to currents of air or draughts.

3. The heating vessel or water-bath shall be filled by pouring water into the funnel until it begins to flow out at the spout of the vessel. The temperature of the water at the beginning of the test shall be 130 degrees Fahrenheit and no heat shall be applied to the water-bath during the test. When a test has been completed and it is desired to make another test the water-bath shall be again raised to 130 degrees Fahrenheit which may conveniently be done while the petroleum cup is being emptied, cooled and refilled with a fresh sample to be tested. The next test is then proceeded with.

4. If an oil test-lamp is being used it shall be prepared by fitting it with a piece of flat plaited candle-wick, and filling it with colza or rape-oil up to the lower edge of the opening of the spout or wick tube. The lamp shall be trimmed so that when lighted it gives a flame of about 0.15 of an inch diameter, and this size of flame, which is represented by the projecting white bead on the cover of the oil-cup, is readily maintained by simple manipulation from time to time with a small wire trimmer. A gas test-lamp may be employed, and so the size of the jet of flame shall be adjusted to the size laid down above.

5. The bath having been raised to the proper temperature, the cup shall be placed on a level surface in a good light and the oil to be tested shall be poured into it, until the level of the liquid just reaches the point of the gauge which is fixed in the cup. Before a test is begun the temperature of the oil shall be determined and shall be brought to approximately 60 degrees Fahrenheit. The cover, with the slide closed, shall then be put on to the cup and pressed down so that its edge rests on the rim of the cup, and the cup shall be placed into the bath or heating vessel, every care being taken to avoid wetting the sides of the cup with the oil. The thermometer in the lid of the cup has been adjusted so as to have the correct immersion when the brass collar of the thermometer is properly seated, and its position shall not in any circumstances be altered. When the cup has been placed in the proper position, the scale of the thermometer faces the operator.

6. The test-lamp shall then be placed in position upon the lid of the cup. When the temperature has reached 66 degrees Fahrenheit the operation of testing shall be begun, the test flame being applied once for every rise of one degree, in the following manner:—

The slide shall be slowly drawn open while a metronome, set so as to beat at the rate of 75 to 80 beats in the minute, beats three times and shall be closed during the fourth beat. A pendulum of 24 inches effective length may be used in place of the metronome, counting one beat from one extremity of the swing to the other.

Attention is drawn to Section 8 of the Petroleum (Consolidation) Act, 1928, requiring notice of the nature of the cargo of a ship carrying petroleum spirit to be given to the Harbour Authority. The notification to the Dock Master required by Bye-law 4 above will be accepted by the Harbour Authority as the notice required by that Section.

N.B.—The Petroleum (Consolidation) Act, 1928 (Section 7), provides as follows:—

- (5) If it appears to a Dock Master or to any person acting under the orders of a Harbour Authority that any ship or any Petroleum Spirit is in a place in which it ought not in accordance with any such Bye-laws as aforesaid, to be, he may cause it to be removed so as to be in conformity with the Bye-laws, and any expenses incurred by the Harbour Authority in connection with any such removal may be recovered summarily as a civil debt from the Owner of the ship or of the Petroleum Spirit, as the case may be.
- (6) In the event of any contravention of the requirements of any Bye-law in force under this section, the Owner and Master of any ship in or in relation to which the contravention occurs, and, except in the case of a contravention in respect of the mooring of a ship, the Owner of any Petroleum Spirit in respect of which the contravention occurs, shall each be guilty of an offence and shall be liable on summary conviction thereof to a fine not exceeding fifty pounds for every day on which the offence occurs or continues:—

Provided that it shall be a good defence to proceedings for any such offence to prove—

- (a) if the proceedings are against the Owner or Master of a ship for an offence in respect of the loading or landing of Petroleum Spirit, that all reasonable means were taken by the Master to prevent the commission of the offence, and that the offence was not caused or facilitated by any act or neglect on the part of the owner or of any person engaged or employed by the Owner or Master; and

- (b) if the proceedings are against the Owner of Petroleum Spirit for an offence in respect of the loading or landing thereof, or in respect of any failure to observe precautions required to be observed with respect to ships carrying Petroleum Spirit whilst in harbour, that the offence was not caused or facilitated by any act or neglect on his part or on the part of any person engaged or employed by him.

Under an Order-in-Council dated 5th November, 1929, made under the Petroleum (Consolidation) Act, 1928, carbide of calcium comes within the Provisions of that Act.

THE MILFORD DOCKS COMPANY
MILFORD HAVEN

EXPLOSIVES ACT, 1875
(38 Vict., c. 17)

MILFORD DOCKS
BYE-LAWS

MADE BY THE MILFORD DOCKS COMPANY, THE DOCKS,
MILFORD HAVEN, PEMBROKESHIRE, With respect to the conveyance, loading and unloading of explosives at the Milford Docks.

1. **Application of Bye-Laws**— These Bye-laws shall apply to all parts of the Harbour and Port of Milford Haven within the jurisdiction of The Milford Docks Company the limits of whose jurisdiction are set forth in the Schedule hereto. Such Bye-laws will come into operation on the expiration of fourteen days after the date of the sanction thereof by the Minister of Transport as from which date all previously existing Bye-laws made by The Milford Docks Company under the Explosives Act, 1875, relating to those parts of the Harbour and Port of Milford Haven within the jurisdiction of the Company are hereby revoked.

2. (1) **Interpretation of Terms.** The expressions contained in these Bye-laws shall have the meanings respectively assigned to them in the Explosives Act, 1875, and in this Bye-law.

"Harbour" shall mean all parts of the Harbour and Port of Milford Haven within the limits of jurisdiction of the Company as set forth in the Schedule hereto.

"Dock Master" includes every officer of the Company having the powers of a dock master under the Harbours Clauses Act 1847.

"Vessel" includes any ship or boat and any other description of vessel used in navigation.

"Ship" includes every description of vessel used in sea navigation, whether propelled by oars or otherwise.

"Boat" means every vessel not a ship as above defined which is used in navigation in any inland water or any harbour, whether propelled by oars or otherwise.

"Class" and "Division" shall refer to the Classes and Divisions set forth in an Order in Council made under Section 106 of the Explosives Act, 1875, and in force for the time being.

"Owner" shall mean Owner, Master, Consignor, Consignee, Broker or Agent.

"Ships' Ammunition" shall mean any gunpowder, rockets, or other explosive on or in course of conveyance to or from, any ship in pursuance of the Merchant Shipping Act, 1894, or any Act amending the same, or any Order or regulation made under the said Act or Acts.

Wherever in these Bye-laws the weight of explosive is referred to, such weight shall mean the gross weight of such explosive together with any envelope, case, or contrivance forming part of such explosive, but shall not include the weight of any barrel, case or package in which such explosive is packed for conveyance.

(2) References in these Bye-laws to any Act whether public general or local or any instrument made thereunder or any provisions in any Act or any such instrument shall be construed as references to that Act or instrument as amended by any other Act or instrument.

3. **Dangerous Goods Rules to be observed.** The Merchant Shipping (Dangerous Goods) Rules, 1952, shall be observed and obeyed within the Harbour.*

4. **Safety Ammunition and Fireworks.** With the exception of Bye-law 18 these Bye-laws shall not apply to safety cartridges and other explosives of Class 6, Division 1 or to fireworks (shop goods) of Class 7, Division 2, A.S.P.

5. **Ships' Ammunition and Socket Signals.** All ships' ammunition shall be kept and conveyed in a safe and suitable manner to the satisfaction of the Dock Master, and all due precautions shall be taken, by keeping the same in a securely locked receptacle and otherwise, to prevent the access of unauthorised persons to such ammunition. Time expired signals shall on no account be allowed to get into the hands of irresponsible persons.

Ships' ammunition shall not be stowed with, or near, explosives carried as merchandise.

No socket distress signals, socket sound signal or sound signal rocket shall be discharged in the harbour except under the supervision of an officer of the Ministry of Transport or in case of distress.

*—In interpreting the Rules it will be of assistance to refer to the Appendices to the Report of the Ministry of Transport Standing Advisory Committee on the Carriage of Dangerous Goods and Explosives in Ships. (The Blue Book).

Save as above provided these Bye-laws shall not apply to ships' ammunition.

6 Vessels to display Red Flag or Light:—

The Master of every vessel in the Harbour which has any explosives on board exceeding in weight 100 lb. shall secure that that vessel shall at all times, whether moored, anchored or under way, display—

- (a) between sunrise and sunset, a red burgee or a red flag not less than three feet square, and
- (b) between sunset and sunrise, a red light so constructed as to give a clear, uniform, and unbroken light visible all round the horizon for a distance of at least two miles.

The said flag or light, as the case may be, shall be displayed on the mast-head of the vessel or, if the vessel has no mast, in such a position as may best secure the visibility of the flag or light, and the said light shall be so displayed at a height above that of any other light which the vessel may carry

Provided that where a vessel having more than 100 lb. of explosives on board is moored, anchored or secured alongside another vessel which has any explosives on board, it shall be sufficient for the purposes of this Bye-law if the said flag or light is displayed as aforesaid on the larger of the two vessels only.

7. Notice to be given to Dock Master. The Master of every vessel with explosive on board on entering the Harbour shall, without delay, inform the Dock Master of the nature and quantity of every explosive on board such vessel.

Before any explosive is brought into the Harbour for shipment or is transhipped from one vessel to another or is loaded into or unloaded from any vessel, the Owner shall give notice to the Dock Master and shall inform him of the nature and quantity of such explosive and of the time when, and the place where, it is intended to carry out such shipment, transhipment, loading or unloading.

8. Berthing of Vessels. The Master of every vessel carrying, or about to carry, explosive shall anchor or moor such vessel only at such place as the Dock Master shall from time to time direct, and shall not remove his vessel therefrom, except for the purpose of leaving the Harbour, without the written order or permission of the Dock Master.

9. Unauthorised Explosive. No explosive which is not on the list of Authorised Explosives* signed by a Government Inspector and in force for the time being, shall be brought within the Harbour without a special Importation Licence or the written consent of the Dock Master, and any such explosive shall be subject to such conditions as the Dock Master may impose.

*—A copy of the List of Authorised Explosives may be obtained from H.M.S.O. or any bookseller,

10. Importation Licence. In the case of any explosive imported from abroad to which these Bye-laws apply, and for which an Importation Licence is required by the Explosives Act, 1875, the Owner shall satisfy the Dock Master, by the production of the Licence or otherwise, that the importation of the explosive in question is duly authorised.

11. General Rules for loading and unloading. The following General Rules in regard to the loading or unloading of explosives into or from vessels in the Harbour shall be duly observed:—

- (a) No explosives shall be loaded from, landed at, brought into, or deposited upon any quay, wharf, jetty, landing stage, shed, warehouse, building or other place, except as the Dock Master shall from time to time direct.
- (b) Before loading or unloading of the explosives into or out of any vessel is commenced, and throughout the time that it continues, the master of the vessel shall, after consulting where necessary the Dock Master, secure, so far as he is able, that all due precautions are taken to reduce, to such extent as they respectively consider to be practicable, the risk of fire or explosion arising in the course of loading or unloading.
- (c) No smoking shall be allowed at or near the place where explosives are being loaded or unloaded.
- (d) No intoxicated person shall be allowed to be in the hold of any vessel into or out of which the explosives are being loaded or unloaded, or to approach such explosives while they are being loaded or unloaded into or out of any vessel.
- (e) In loading or unloading explosives no package containing the same shall be thrown down or roughly handled, and where a package is to be slung due precaution shall be taken to sling the same in such a manner as effectually to prevent the possibility of a fall.
- (f) No explosives shall be placed on any wharf, quay or jetty, until the vessel or carriage by which the same is to be removed therefrom shall be at the place in readiness to receive the same. When the loading or unloading of explosives has been commenced, such loading or unloading shall proceed with due diligence.
- (g) The Wharf and stages shall be carefully cleaned, and the hold, all adjacent gangways and decks of any vessel into or from which explosives have been or are to be loaded or unloaded shall be carefully cleaned and swept immediately before and after such loading or unloading.
- (h) If any explosive shall escape from the package in which it is contained, or be split, such explosive shall immediately be carefully collected and disposed of safely.

- (i) During the whole of the time when explosives are being loaded into or unloaded from any ship, there shall be present an Officer of such ship specially charged with the supervision of such loading and unloading.
- (j) While the loading or unloading of explosives is being carried out, all persons engaged in such loading or unloading shall take all due precautions for the prevention of accidents by fire or explosion, and for preventing unauthorised persons from having access to the explosive, and shall abstain from any act which tends to cause fire or explosion and is not reasonably necessary for the purpose of such loading or unloading; and shall use every reasonable endeavour to prevent any other person from committing any such act, and any such person who, after being warned, commits any such act shall be deemed to commit a breach of this Bye-law.
- (k) The loading and unloading of explosives into or out of any vessel shall not, unless the consent of the Dock Master has first been obtained, be carried out at any time during the period between sunset and sunrise.
- (l) When the loading in a harbour area of a vessel with explosives for discharge outside the harbour area, is completed, that vessel shall, as soon as is reasonably practicable, be taken out of the harbour area.
- (m) During the loading or unloading of explosives there shall be no artificial lights on board a vessel into or from which explosive is being loaded or unloaded, or in the vicinity of any explosive at the place where such loading or unloading is being carried on other than the ship's permanent lighting installation or safety lamps approved by the Dock Master.
- (n) Radar transmitters and, except in an emergency, wireless transmitters, shall not be operated during the loading or unloading of explosives into or out of any vessel.
- (o) Except with the permission of the Dock Master bunkering shall not take place during the loading or unloading of explosives into or from any vessel, nor at any time when the hatches of the explosives stowage compartments, are off.

Provided that where the Dock Master shall consider any one or more of the General Rules contained in this Bye-law unnecessary for ensuring the safety of life and property in the case of the loading or unloading of any particular explosive or of any particular cargo or consignment of explosive he may in writing exempt the Owner of such consignment of explosive from compliance with such General Rule.

12. Matches. In any vessel or carriage containing explosives, no matches, other than safety matches, shall be kept for use, and such safety matches shall be kept in a safe place apart from the explosives.

13. Packing and Marking. All explosive brought into the Harbour shall be packed and marked as required by the Explosives Act, 1875, or any Orders made thereunder and in force for the time being.

14. Vessels carrying Passengers. No explosive exceeding one ton in weight of ship and aircraft distress signals or 20 lb. in weight of any other class except explosive of Class 6, Division 1, or shop goods (as defined in Order in Council No. 16A dated 11th May, 1906) shall be brought on to any ship whilst the ship is carrying more than twelve passengers, and where any explosives not prohibited by this Bye-law are carried on a ship carrying passengers all due precautions for the prevention of accident by fire or explosion shall be observed.

No explosives shall be brought onto or conveyed in any boat whilst the boat is carrying passengers.

15. Loaded Firearms. No person shall take or have any loaded firearms on any vessel whilst carrying or plying for passengers.

16. Repairs to Vessels. Before any repairs or alterations are to be carried out in any part of a vessel in which explosives have been stowed, all due precaution shall be taken to remove all explosives and any remnant of the same before repairs or alterations are commenced.

Repair work which involves welding, burning or rivetting, or any operation creating a risk of fire, shall not be carried out on board any vessel in which explosives are stowed:

Provided that if the Dock Master is satisfied that circumstances make it essential for such work to be carried out, he may authorise it to be carried out subject to such conditions as he may impose and in that case the work may be carried out subject to the observance of those conditions.

17. Quantity in any one Vessel. The Weight of explosives in any one vessel shall not exceed 2,000 lb., unless the vessel has a deck which can be so closed as effectually to protect the explosives against accident from fire without. Subject to the foregoing provisions of this byelaw the weight of explosives conveyed or stowed in any one boat shall not exceed 40,000 lbs.

18. Distances between Berthed Vessels. When two or more vessels contain explosive to an amount exceeding in the aggregate the amount allowed to be contained in one boat by the preceding Bye-law, a distance of not less than 300 feet shall be maintained between such vessels, except during transshipment, and unless, in the opinion of the Dock Master, it is impracticable to maintain such distance.

19. Control of Vessels. Every ship having explosives exceeding 100 lbs. in weight on board shall at all times have a sufficient crew on board (except in the case of dumb barges without crew accommodation) and in all cases and at all times a proper watch shall be kept.

Every boat having explosives on board shall at all times be in charge of some person who shall attend to and conduct the same with due care, skill and diligence and no person who is intoxicated shall have charge of any such boat, or shall be permitted to be on or attending the same.

20. **Conveyance by Rail and Road.** Explosives which are conveyed in the Harbour by rail shall be so conveyed in accordance with the Bye-laws of the Railway Authority on whose system the explosives have been or are to be conveyed; and explosives which are conveyed in the Harbour by road shall be conveyed in accordance with an Order of the Secretary of State, made under the Explosives Act, 1875, in respect of such conveyance, and in force for the time being. The provisions of the said bye-laws of the Railway Authorities as regards quantities of explosives being transported in railway wagons shall apply whilst railway wagons containing explosives are on the Company's premises.

21. **Passing Vessels to keep clear.** All vessels passing vessels which bear the signal required by Bye-law 6 shall keep at the safest distance practicable.

22. **Towing Wires.** The master of any vessel carrying explosives which is berthed in the harbour shall provide and have available for immediate use adequate towing wires properly turned up and secured to mooring bits and having the towing eyes passing outboard and maintained at or about water level.

23. **Due Precautions.** All due precautions shall be taken in respect of explosives in the Harbour to prevent accidents by fire or explosion, and to prevent any unauthorised person having access to the explosives.

24. **Exemptions for Explosives to be used in Harbour Works.** These Bye-laws shall not apply to explosives not exceeding in weight 500 lbs. brought into or conveyed in the Harbour for immediate use therein, provided that such explosives are at all times subject to regulations made by the Dock Master or other Officers duly appointed by the Harbour Authority, and that such use shall be only for the purpose of or shall be carried out with the consent of the Harbour Authority.

25. **Facilities for Inspection.** The Owner shall when so required by the Dock Master, or other Officer duly appointed by the Harbour Authority, or by any Police Constable, show to such Officer or Constable all explosives under his control, or upon his vessel, and shall afford every reasonable facility to enable such officer or Constable to inspect and examine such explosive and to ascertain whether these Bye-laws are duly observed.

26. **Provision of gear for towing purposes.** Any vessel over 150 feet in length having on board explosives shall have suitable wires made fast on board hanging over the side near bow and stern in such positions that tow ropes fitted with eyes on the end can easily be made fast thereto.

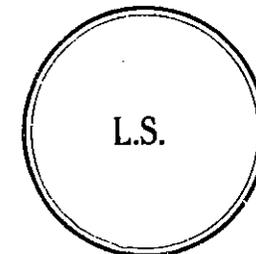
27. **Penalties.** These Bye-laws are supplemental to the Explosives Act, 1875, and in the event of any breach (by any act or default) of any of them, or any attempt to commit such breach the following penalties and consequences will be incurred and ensue (that is to say) :-

Pecuniary penalties not exceeding £20 for each offence, and £10 for each day during which the offence continues, and forfeiture of all or any part of the explosive in relation to which the offence has taken place or which is found in the ship, boat or vehicle on which the offence has occurred.

Given under the Common Seal of the Milford Docks Company
this Thirtieth day of July, 1965.

A. S. BARTLETT,
Managing Director.

JOHN S. ASKWITH,
Secretary.



The Minister of Transport hereby confirms the foregoing
Bye-laws.

Signed on behalf of the Minister of Transport this
Eleventh day of August, 1965.

T. L. BEAGLEY,
An Assistant Secretary
of the Ministry of Transport

SCHEDULE REFERRED TO IN THE FOREGOING BYE-LAWS
LIMITS OF JURISDICTION OF THE MILFORD DOCKS COMPANY

(The Milford Docks Act, 1957, Section 4, as amended by the Milford Haven Conservancy Act, 1958, Section 1 (5), and the Second Schedule)

The limits of the Docks shall mean:—

- (a) the works of the Company authorised by the Milford Docks Acts 1874 to 1957, and by any subsequent enactment; and
- (b) the area bounded —
- (i) on the east, by a straight line drawn from the point of intersection of longitude 5° 01' 52" west with the high water mark of ordinary spring tides on the north shore of Milford Haven (hereinafter referred to as "Point A") in a south-easterly direction to the point of intersection of latitude 51° 42' 08" north with longitude 5° 01' 16" west (hereinafter referred to as "Point B");
- (ii) on the south, by a straight line drawn from Point B in a westerly direction to the point of intersection of latitude 51° 42' 04" north with longitude 5° 02' 17" west (hereinafter referred to as "Point C");
- (iii) on the west, by a straight line drawn from Point C in a north-westerly direction to the point of intersection of longitude 5° 02' 38" west with the high water mark aforesaid (hereinafter referred to as "Point D");
- (iv) on the north, by the high water mark of ordinary spring tides on the north shore of Milford Haven, including the shores of Hakin Point, Haven's Head Pill, and Hubberston or Priory Pill, between Point D and Point A; and
- (c) so much, if any, of the following area as falls within two hundred and fifty yards of any part of any of the Company's piers, that is to say, the area bounded —
- (i) on the east, by a straight line drawn from Point D to Point C;
- (ii) on the south, by a straight line drawn from Point C in a westerly direction to the point of intersection of latitude 51° 42' 04" north with longitude 5° 03' 00" west (hereinafter referred to as "Point E");
- (iii) on the west, by a straight line drawn from Point E due north to the point where that line intersects the high water mark of ordinary spring tides on the north shore of Milford Haven (hereinafter referred to as "Point F");
- (iv) on the north, by the high water mark aforesaid between Point F and Point D.

STATUTES

The Harbours, Docks and Piers Clauses Act, 1847
(10 & 11 Vict., Cap. 27) provides:—

Section 35. That the Master of any vessel shall **Master to report**
within 24 hours report to the Harbour Master his **arrival of vessel**
arrival within the limits of the Docks.

Penalty £10. (See also Sect. 54 of The Milford
Docks Act, 1874, page 14.

(Note.—In the above and following extracts "the
Docks" has been used with the expression
"limits" to identify the area over which
the Company has jurisdiction as defined
in the first schedule hereto.

36. That the Master of every registered vessel **Master of vessel to**
shall, on demand, produce his certificate of registry **produce Certificate**
to the collector of rates. **of Registry.**

Penalty £20.

37 and 38. That the Master of any vessel con- **Masters of**
taining goods intended to be unshipped within the **vessels to give**
limits of the Docks shall within 12 hours after **accounts of**
arrival deliver to the collector of rates the name of **goods, etc., etc.**
the consignee or other person to whom the goods
are to be delivered, and if the whole cargo is to be
unshipped a copy of the Bill of Lading or manifest,
or if part only an account of the kinds, weights and
quantities of the several goods to be unshipped and
shall, if so required by the collector, give to him 12
hours' notice of the time at which the cargo or part
thereof is intended to be unshipped.

Penalty £10 for failure to give particulars of the **Penalty on**
cargo or the notice of unshipment or for giving any **Masters giving no**
false particulars or notice. **account or a false**
account.

52. That the Harbour Master may give directions: **Powers of**
For Regulating the time at and manner in **Harbour Master.**
which any vessel shall enter, leave or lie in
or within the limits of the Docks and its
position mooring or unmooring, placing or
removing whilst therein.

For Regulating the position in which any ves-
sel shall load or discharge cargo or ballast
or embark or land passengers within the
Docks.

For Regulating the manner in which any vessel entering the Docks shall be dismantled for its safety and for preventing injury to other vessels and to the Docks.

For Regulating the quantity of ballast or dead-weight in the hold which each vessel within the Docks shall have during the delivery or after the discharge of her cargo.

For Removing unserviceable vessels and other obstructions from the Docks and keeping the same clear.

53. That the Master shall regulate his vessel in or within the limits of the Docks according to the directions of the Harbour Master.

Penalty on Ship Masters not complying

Penalty £20 for failure to do so after notice served.

58. That the Master of any vessel in or within the limits of the Docks shall moor, unmoor, place and remove the same according to the Directions of the Harbour Master, and if there be no person on board to attend to his directions the Harbour Master may himself carry out the provisions of the Act at the expense of the Master.

Harbour Master may remove vessels within Docks.

59. That before any vessel enter the Docks the Master shall cause her to be dismantled as directed by the Harbour Master.

Vessels entering Docks to be dismantled.

Penalty £10 after notice.

60. That before any vessel shall enter the Docks the Master shall cause her sails to be lowered or furled.

Vessels to have their sails lowered, etc.

Penalty £10.

61. That every vessel in the Docks shall have substantial hawsers, towlines and fasts fixed to the mooring places when required by the Harbour Master.

Vessels to have hawsers, etc., fixed to moorings.

Penalty £10 after notice.

62. That no person, other than the Harbour Master, shall wilfully cut, break or destroy the moorings or fastenings of any vessel lying in the Docks.

Penalty for wilfully cutting moorings.

Penalty £5.

63. That no vessel shall lie or be moored in the entrance or within the limits of the Docks except with the permission of the Harbour Master; the Master shall not so place or suffer her there to remain but shall remove her upon being required so to do by the Harbour Master.

Penalty on vessels lying near entrance of Dock, etc.

Penalty £5 and a further 20/- for every hour after reasonable time for her removal.

71. (1) That no pitch or other combustible matter in any vessel in or within the limits of the Docks may be boiled or heated except in a place and manner specially appointed.

Penalties against boiling or heating pitch, etc.

(2), (3). That no fire or lighted candle or lamp may be used in any vessel within the Docks except with the permission of the Harbour Master, nor within the Docks except at the times and in the manner permitted by the Company's Bye-laws.

Fires in vessels

(4), (5). That no loaded gun and, without the Company's permission, no gunpowder may be brought on to the quays of the Docks or had or suffered to remain in any vessel within the Docks.

Loaded guns and gunpowder

Penalty £10 for each offence.

72. That the Harbour Master may enter any vessel within the Docks to search for any prohibited fire or light and extinguish the same, and no person may obstruct him in the execution of such duty.

Power to enter ship and search for fires, etc.

Penalty £10.

The Milford Docks Act, 1874 (37 & 38 Vict. Cap 67) provides:—

Section 48. That no person shall without the license of the Company, use or employ any steam tug or other power for towing vessels into the Docks except such as shall be provided or employed by the Company or persons having their authority.

Employing steam tugs without license.

Penalty £5.

54. That the Master of any vessel of less than 300 tons shall within 12 hours or as soon after as weather permits, report to the Harbour Master her arrival within the limits of the Docks.

Vessels to report within 12 hours.

Penalty £10.

58. That no person may, without the authority of the Company, cast or unload any ballast, cinders or rubbish, within the limits of the Docks.

Casting ballast, etc., within limits.

Penalty £20.

