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BOMBAY PORT TRUST.

Bye-Laws for the Regulation  
and Management of the  
Wet Docks.

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BYE-LAWS FOR THE REGULATION  
AND MANAGEMENT OF THE  
~~WET~~ DOCKS.

*Corrected to 1st June 1891.*

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# BOMBAY PORT TRUST.

## Bye-laws for the Regulation and Management of the Wet Docks.

*Bye-laws for the Regulation and Management of the Wet Docks of the Bombay Port Trust, made under the provisions of Section 73 of Act VI, the "Bombay Port Trust Act" of 1879, and approved by the Government of Bombay under Section 74 of the same Act.*

1. Before a vessel is brought into the Dock Channel, the Master shall furnish to the Dock Master, and will verify the correctness thereof by his signature, the full information required on the printed form attached (Appendix A), which will be supplied on application, and ordinarily, *i.e.*, except with Mail Steamers, vessels belonging to regular lines, or under other special circumstances, no vessel shall enter the Dock Channel until a permit has been obtained from the Dock Master on the form given in Appendix B. The entire responsibility for any accident whatever, which may result from inaccurate or incorrect information having been furnished, will, in addition to the prescribed penalty, devolve upon the Master or Owners of the vessel furnishing it.

2. Masters of vessels shall obey all directions of the Dock Officers in relation to the rotation and manner of navigating the Dock Channels and of coming into or going out of Dock, and shall not offer any obstruction

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to the opening or shutting of gates; and no person shall open or shut, or attempt to open or shut, any Dock Gate, Sluice, or Valve, nor any Swing Bridge, without the authority of the Dock Officers.

3. No vessels shall attempt to navigate under sail within the Dock Channel or Entrances, but steam power will be employed, and steam vessels should have their engines in readiness and available for this purpose, supplemented by a Tug if required. In the event of efficient steam power not being provided by the Master or Owners, or when necessary, the Dock Master is authorized to employ the Trustees' or other available Steam Tug for duties in connexion with vessels docking, undocking, or navigating the Channel, and the Master or Owners of the vessels will be charged at a fixed rate for the use thereof.

4. Vessels on entering the Dock Channel shall have a boat with four men in attendance for running out lines to the Pier Heads for hauling into Dock, and shall have in readiness, and supply for use, such (steel wire or other) hawsers as may be required, also guy lines, of at least 30 fathoms in length for each bow and quarter, and such other ropes, lines, and fenders, &c., as may be necessary to facilitate and to protect the vessel from injury whilst hauling into or out of Dock, and failing these being provided by the vessel the same may be supplied by the Dock Master, and a fee of Rs. 30 shall be paid by the Master or Owners for the use thereof. In the latter case, although endeavours will be made to provide efficient ropes, hawsers, &c., for this purpose, the Trustees or their Officers will not be responsible for accidents resulting in damage to the vessel from their

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proving defective or inefficient or from their breaking whilst in use.

5. Vessels shall have their lower yards peaked when hauling into or out of the Docks, or when navigating the Dock Channels, or removing from one part of the Dock to another, or when lying therein; the spritsail yard or whiskers shall be fore and aft; and all other yards braced within the beam; the jib-boom is to be run in within three feet from the bowsprit cap; the flying jib-boom, studding sail booms, and irons (if any) are to be taken off; the main or mizen-boom and stern davits are to be rigged within the taffrail; the quarter davits and bumpkins rigged in within the beam of the vessel; and the flukes of the anchors are to be above water; and immediately after having been brought into Dock the anchors shall be got in on the fore-castle rail or deck, with the stocks placed in a vertical position close to the cat-head; or else, should any anchor be carried man-o'-war fashion with the pea projecting outside the covering board, the anchor must be provided, as a safeguard against accidents, with a strong piece of wood fixed diagonally from where the stock of the anchor joins the shank to the outer pea, so as to prevent the fluke forming a hook, and any accident resulting from the want of this provision will be at the special risk of the Master or Owner of the vessel.

6. All exhaust steam or water from winches or other machines on board vessels in the Docks must be led down the side of the ship to below coping by a hose or other effective appliance.

7. Masters or Owners shall employ and have in readiness a sufficient number of riggers, labourers,

appliances, &c., on board and on shore for working vessels in, out of, and about the Channels, Entrances, and Docks; failing this being done, or whenever necessary, the Dock Officers may employ such number or quantity of either or all of them as may be necessary, at the risk and expense of the Master or Owners.

8. Masters or other persons in charge of vessels in the Harbour near the entrance to the Dock Channel, or in the fairway of the Channel, or near the Dock Entrances, shall remove the vessels when required to do so by the Dock Officers, and in the event of their failing to do so promptly, the removal may be effected under the orders of the Dock Officers; the expense in the latter case shall, in addition to the prescribed penalty, be paid by such Masters of vessels.

**With respect to the Management of the  
Docks and Quays.**

9. Agents, Charterers or Masters of vessels shall send to the Dock Superintendent's Office separate written application for each vessel desiring to enter the Dock, stating vessel's name, and whether laden with coal, or other cargo, or in ballast.

10. Steamers bringing import general cargoes or State Railway stores desirous to discharge on the Dock wharf shall get preference over all other vessels waiting for berths even without previous application, and shall be assigned earliest berths after arrival. Steamers belonging to regular lines may, under special agreement, have berths reserved for them called preferential berths.

11. A vessel lying in Dock without cargo waiting for charter or cargo, and not working, must give up her berth if required to a working vessel.

12. A vessel which may have remained in the Dock idle for five days may be ordered out of Dock by the Superintendent, should the space she occupies, whether next to the quay or not, be required.

13. Should a vessel in three weather working days load less than 500 tons, she will be liable to have to give up her berth to a working vessel.

14. Should a vessel in eight days load less than 2,000 tons, she will be liable to be ordered out of Dock.

15. A preferential use of cranes will be given for discharge of import cargo.

16. Trucks not removed beyond the Dock fence as soon as loaded will be liable to be removed by the Dock authorities at the risk and expense of the owners of the goods.

17. A vessel having discharged imports shall have the right to remain in her berth to load, only if the spaces emptied by discharge are at once filled with exports. Any delay in doing this will cause a vessel to forfeit her right to remain in her unloading berth, and if thus moved she shall take her turn for a fresh berth with vessels that may enter the Dock only to load.

18. In the case of vessels arriving in ballast the Port Officer shall furnish the Dock Superintendent with a daily return of the arrival and hour of anchoring of such vessels, and the Pilot's return to the Port Officer on these points shall decide the order in which

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such vessels shall obtain berths in the Dock, provided that application for a berth has been made previous to or on arrival.

19. Steamers arriving coal-laden and intending to load in Dock shall be allowed to enter the Dock whenever they have discharged not less than  $87\frac{1}{2}$  per cent. of their cargo. They shall be allowed to discharge the remaining  $12\frac{1}{2}$  per cent. of their cargo in Dock overside into boats on payment of the usual charges. Masters shall furnish to the Dock Superintendent, through their agents, certificates of date and hour when  $87\frac{1}{2}$  per cent. of their cargo has been discharged, and the Dock Superintendent shall have the right to verify the correctness of the certificate by examination of boat notes, or otherwise, as he may think fit. Time of discharge of  $87\frac{1}{2}$  per cent. of her cargo shall decide the turn a vessel is to take, always provided that she has previously applied for a berth.

20. No berth shall be named or shed set aside for any vessel until she is reported ready to enter the Dock, when, if a berth is available, the Dock Superintendent will inform the Dock Master, who, in his turn, will intimate to the vessel the berth assigned, and will arrange for docking her.

21. No vessel shall be entitled to a berth until one has been specially allotted at the Dock Master's Office.

21A. If the Dock Superintendent considers that there is good reason why a vessel should not be admitted into the Dock, he may refer the question to the Chairman, and, pending the Chairman's decision, he may refuse to allot a berth.

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22. Stage or pontoon berths shall be used when practicable, and when the necessary quay space can be made available.

23. The "Ibis" wharf shall be considered a loading berth, and a vessel so berthed, shall haul off when packages weighing over  $1\frac{1}{2}$  tons require to be discharged there from any other vessel.

24. Vessels loading by stage, or by pontoon, or at the "Ibis" wharf, shall get full quay side berth in turn when one becomes vacant in preference to other vessels that have not entered the Dock.

25. Whenever it is desirable to allow a vessel not entitled to a preferential berth to occupy such a berth until required by a vessel having a right to it, this may be done, the Dock Superintendent taking from the Captain, Agent, or Charterer, who may apply for the berth, a written agreement to remove from the shed or quay of the berth previously occupied to that of the new berth such cargo as may have been brought down for the vessel more than one day before the transfer of the vessel from one berth to another, such removal being at the cost and risk of the Captain, Agent or Charterer, who applies for the berth. Should the removal not be effected at once, the Dock Superintendent shall have power to carry it out, recovering the cost from the Captain, Agent or Charterer, as the case may be. The Trustees shall remove free of charge to the new shed or quay such cargo as may have been brought for the vessel not more than one day before the transfer to the new berth.

26. All vessels while in Dock are in the charge of the Masters and Owners, and it is the duty of the

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Master, Officers, and Crew to transport their respective vessels with their own warps and appliances under their own responsibility to or from any part of the Dock, and to see that all gangways are securely placed, and that all hatches are covered and secured to guard the safety of life and property at sunset or when not in use, for which the Ship's Officers are alone responsible.

26A. Between sunset and sunrise two lights in properly secured lanterns shall be exhibited at the gangway of every vessel having a quay side berth in Dock. One light to be fixed at the ship end of the gangway and one at the quay end of the said gangway.

27. On a vessel entering the Dock, the berth to be occupied will be pointed out by the Dock authorities, and the vessel will be placed there by the Master and Crew, the assistance of an Assistant Dock Master or Berthing Master being afforded if requested. The same assistance will also, if requested, be given in the case of a vessel leaving the Dock. It must, though, be distinctly understood that the official so sent to assist does not take any pilotage charge or any responsibility, and is only present to advise as to what appears to him to be the readiest means and use of appliances by which to reach or leave the berth allotted to the vessel.

28. No vessel shall be permitted to enter or leave the Dock or to be moved from one berth to another in Dock unless the Master is on board and in actual command, the only exceptions to this being when the Chief Officer holds a Master's Certificate, or this not being so, in case of the death of the Master, or when, owing to his serious illness, he is unable to perform his duties.

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29. Masters and Owners of vessels shall obey the directions of, and shall offer no obstruction to, Dock Officers as to the mooring, unmooring, moving or removing any vessel from one part of the Dock to another part; or in regulating the position, loading, and discharging of such vessels, and the Quay space to be occupied by such vessels; and all expenses incurred by Dock Officers in carrying out this enactment shall, in addition to the prescribed penalty, be also paid by such Masters or Owners; but no vessel shall be removed from its berth without the consent of the Dock Master being obtained in writing as to the mode and time of removal.

30. The Dock Superintendent may himself, or through the Dock Master or other officer, direct any vessel to move from one berth in the Dock to another, provided that a vessel having a Quay side berth (unless occupying a preferential berth under the provisions of Bye-law No. 25, or having only one hatch to load up), shall not be shifted to a stage or pontoon berth, and provided that the berth to which such vessel is about to be shifted is vacant. The Trustees shall remove free of charge to the new shed or quay (or in the case of a vessel occupying a stage or pontoon berth into boats alongside as they may decide) such cargo as may have been brought for the vessel before the transfer to the new berth. The Trustees will not be responsible for any necessary delay which may be caused to a vessel in effecting a transfer under this Bye-law or under Bye-law No. 25.

30A. A vessel desiring to discharge coal overside, may be allowed to do so, should the Dock Superintendent

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be able to allot a berth, where injury is not likely to be done to another ship or to cargo by coal dust, but should, before the whole of the coal is discharged, there be, in the opinion of the Dock Superintendent, a prospect of injury from its dust, the vessel must be removed either to another berth, should one be available, at which injury from coal dust is unlikely, or, out of the Dock, as the Dock Superintendent may direct.

*NOTE.*—This is to apply not only to ordinary vessels, but to those of lines having preferential berths, and also to those discharging coal under Dock Bye-law No. 19.

31. All vessels in Dock shall be kept so loaded or ballasted as to allow of their being safely removed in the event of fire or other emergency arising.

32. A fair proportion of Quay space, so far as available, shall be appropriated to each vessel, and in case of difference or dispute it shall be determined by the Dock Superintendent.

33. Vessels occupying Quay side berths shall give such facilities for loading and discharging cargo to and from vessels occupying outside berths as the Dock Superintendent may consider reasonable, and the Trustees will not be responsible for delay, demurrage, or otherwise, by reason of overside loading or discharge being impeded by vessels being over-lapped or double-banked.

33A. Vessels requiring to carry out repairs in the Wet-Docks may do so when a berth can be made available, on condition that when such berth is required for a working vessel it must be at once vacated for an off-side berth.

34. No ballast, baskets, bottles, oakum, stones, or other loose material shall be laid upon any Quay or

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## Bombay Port Trust.

SECRETARY'S OFFICE,  
ELPHINSTONE CIRCLE,  
BOMBAY, 7th July 1892.

CIRCULAR No. 19.

The following alterations in the Bye-laws for the regulation and management of the Port Trust Docks, made by the Trustees of the Port of Bombay under Section 73 of the Bombay Port Trust Act, 1879, and published in the *Bombay Government Gazette* (under Notification No. 62, dated 15th June 1892) on the 16th, 23rd and 30th June 1892, have received the approval of Government\* as required by Section 74 of the aforesaid Act :—

"The word 'wet' to be struck out from the title and preamble of the Dock Bye-laws and also from the reference made to them in the preamble to the bye-laws added for the government of the Merewether Dry Dock.

"Bye-law No. 34A to be cancelled and the following substituted :—

"34A. No cargo, goods, ballast, ashes or other substance, or rubbish shall be thrown or allowed to fall into the dock channels or dock or from any pier or quay, and if when discharging, unloading, loading or handling cargo from or into any vessel or otherwise, howsoever, any cargo, goods or substance falls as aforesaid, the master of the vessel so discharging, unloading or loading or handling such cargo, goods or substance as aforesaid, as well as the stevedore and ship's officer in charge of the unloading or loading or handling of such cargo, goods or substance, and in any other case the person who for the time being had charge of the said cargo, goods or substance, shall be liable to a penalty in respect thereof not exceeding Rs. 100.

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31D. In the event of any cargo, goods or substance being thrown or allowed to fall as mentioned in the foregoing by-law, the master of such vessel as aforesaid and the stevedore and ship's officer in charge or in any other case the person in charge of the said cargo, goods or substance shall immediately take measures to have the said cargo, goods or substance taken out of the water, and in the event of failure to do so within eighteen (18) hours from the receipt of notice by the Dock Superintendent calling upon any such party or parties to take such steps as aforesaid, the master of the said vessel and the party or parties aforesaid shall be liable to a fine not exceeding Rs. 100, and the Dock Superintendent shall remove such cargo, goods and substance at the expense of such defaulting party or parties as aforesaid and such expenses shall be recovered from such party or parties. In the event of any such cargo, goods or substance being thrown or falling as aforesaid, the master of the said vessel and the party in whose charge the cargo, goods or substance were at the time, shall be responsible for all damage which may occur in consequence.

Pier within three yards from the margin of the Dock or Harbour.

~~84A. No cargo, goods, ballast, ashes, or other substance, or rubbish shall be thrown or allowed to fall into the Dock Channels or Dock, or from any Pier or Quay. If, when discharging, unloading, or handling cargo, or otherwise howsoever any cargo, goods, or substance falls as aforesaid, the stevedore and ship's officer in charge of the unloading, and in any other case the person, who for the time being had charge of the cargo, goods, or substance, shall forthwith give notice of the accident and furnish all particulars connected therewith to the Dock Superintendent, and the party or parties whom the Dock Superintendent shall consider responsible shall immediately take measures to have the cargo, goods, or substances taken out of the water. If such party or parties fail to comply at once with such notice as may be addressed to him or them by the Dock Superintendent, the latter may remove the goods at the expense of the defaulting party.~~

*See Circular No. 19 dt. 7/7/22*

~~The party in whose charge the cargo, goods, or substances were at the time of the accident, shall be responsible for all damage which may occur in consequence.~~

~~With respect to the Loading and Unloading of Cargoes, and the Transport, Deposit, and Storage of Goods on the Quays, Wharves and Premises of the Docks, and removal therefrom:~~

~~35. No person shall without authority pump or throw into the water or deposit on the Quays, in the Sheds, or in any other part of the Dock enclosure, any ashes, bilge-water, cinders, dirt, dung, dust, rubbish, sewerage, refuse or shavings.~~

36. Masters of vessels loading or discharging ashes, ballast, bricks, cinders, coals, dust, lime, rubbish, shingle, stones, tiles, or any other loose matter or thing, shall use for such purpose a canvas cloth or wooden shoot, to the satisfaction of the Dock Master. Ashes, cinders, dust and rubbish must be landed on the Quay in such place as may be directed by the Dock Superintendent, and removed by carts. A single wharfage rate will be charged for the first day after landing, and if by that time the ashes, &c., shall not have been removed, they will become the property of the Trust, and the wharfage rate will not be charged. Coals, coke, and other loose materials must not be discharged into cotton or other low-sided boats, but into boats with sides of sufficient height to prevent any of the cargo falling overboard into the Dock.

37. Vessels shall not be repaired in such manner as to allow any cotton or other loose material, or any chips, pieces of wood, or other like material, to fall into any Dock, Basin or Entrance, or without having a canvas shoot or other safeguard so secured from the side as to prevent such cotton, &c., from so falling.

38. No stages, planks, or poles provided by the Trustees for vessels loading or discharging shall be used without a written order from the Dock Superintendent; and when the discharging or loading is completed, they shall be replaced on the Quay as the Dock Superintendent may direct; and all loss or damage thereto shall be made good at the expense of parties using them. All stages, planks or poles not provided by the Trustees after use in discharging or loading shall be removed within two working hours from the Dock Quays.

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39. No vessel shall commence discharging her cargo in the Dock until after she has been moored at a berth appointed for her discharge.

40. The Trustees will not take charge of, or be responsible for, any goods discharged from any vessel when the same is not properly berthed according to the Trustees' rules.

41. Masters of vessels about to discharge at the Dock shall not break bulk until a true copy of the Manifest, or the Master's copies of the Bills of Lading have been deposited in the Dock Superintendent's Office. The copies of the Bills of Lading shall be returned after discharge of the inward cargo.

42. Masters of vessels shall not refuse or neglect to produce any book, voucher, or other document in connexion with the landing or shipping of cargo.

43. No cargo shall be discharged from a vessel except under the superintendence on board of such vessel of the Master of such vessel or of a licensed Stevedore or Muckadam. Such Master, Stevedore or Muckadam shall see to, and be personally responsible for, the proper slinging of cargo on board of such vessel when discharging.

44. Masters of vessels and the Stevedores or Muckadams, who may be employed on such vessels, shall see and be severally personally responsible, that goods weighing over  $1\frac{1}{2}$  tons are not hoisted by the ordinary 30 cwt. Dock cranes.

When the Dock cranes are used for lifting anything they must be used alone, no other lifting gear being used in conjunction with them on any lift.

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45. No Stevedores or Muckadams shall be allowed to work cargo on board any vessel in the Dock unless they shall bear licenses issued under the authority of the Trustees permitting them to work in the Dock; and the Trustees may, at their pleasure, cancel or suspend for a time any such license. All requisitions on Dock Officials regarding cargo or cranes must be made by the ship's Officers.

46. No license shall be issued to any Stevedore or Muckadam who shall not undertake to employ, and every licensed Stevedore and Muckadam shall employ at least two experienced foremen to superintend the discharging or loading of cargo at each hatchway at which discharging or loading is being carried on, viz., one foreman in the hold who shall look after the coolies and supervise the slinging or unslinging, and who, whenever a vessel is taking in cargo in the between-decks alone, shall see that the between-deck hatchways that are provided with cross beams and fore and aft beams have all such beams fixed in their proper places, and that the hatches are properly put on before commencing work; and the other foreman on deck who shall see that the crane chain is not taken out of the square of the hatchway, and that the hook does not catch the combings, and who shall also superintend the taking off and putting on the beams and hatches, and shall see that the men keep out of danger on deck and do not stand under the hoist. It shall also be the duty of the foremen, when work is stopped for the day or night, to look round and see that no one has remained in the hold.

47. The Masters of vessels shall be responsible that proper lights are provided in those parts of the ships

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where work is going on in any way connected directly or indirectly with the use of the Trustees' cranes, wharves, docks, piers, or other property of the Trustees, or when, owing to want of sufficient light, injury might result to life, limb or property from such work being in progress.

48. Stevedores and Muckadams shall be severally personally responsible that no work in any way connected directly or indirectly with the use of the Trustees' cranes, wharves, docks, piers, or other property of the Trustees, be carried on by men employed by them unless proper and sufficient lights are provided.

49. No cargo shall be discharged from, or loaded into, any vessel except under the personal superintendence on shore of a contractor permitted by the Trustees to work cargo on shore, or of an experienced foreman employed by such contractor, or of a servant of the Trustees authorized to work cargo on shore. Such contractor shall be personally responsible for the proper slinging of cargo on shore.

50. No Stevedore, Muckadam, or contractor, or foreman of such Stevedore, Muckadam, or contractor, permitted as aforesaid to superintend the working of cargo, or servant of the Trustees authorized to work cargo on shore, shall allow any goods, whether in bags, bales, boxes, or otherwise, to be slung without himself seeing that the following precautions for safety are first adopted:—

(1) That the sling is first laid down flat without turns or kinks preparatory to receiving the goods.

(2) After the sling has been made up and with the first strain on heaving up that the running loop is well

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## Bombay Port Trust.

SECRETARY'S OFFICE,  
ELPHINSTONE CIRCLE,  
BOMBAY, 2nd July 1891.

### CIRCULAR No. 11.

THE following additional Bye-law No. 52A, made by the Trustees of the Port of Bombay, under Section 73 of the Bombay Port Trust Act, 1879, has received the approval of Government\* as required by Section 74 of the aforesaid Act:—

"No. 52A.—The Docks Superintendent may prohibit the landing of lifts over 5 tons except by the Dock Cranes if he considers that the Dock traffic will be seriously impeded thereby."

By Order,  
F. G. DUMAYNE,  
Secretary.

\*See *Bombay Government Gazette*, Part I, of 11th, 18th and 25th June, and 2nd July 1891.

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beaten home with a wooden bar so as to make the grip secure.

51. Packages of cargo shall be slung under the hatchway, and under no circumstances whatever shall cranes be employed in breaking out cargo or removing it from under the combings.

52. When discharging iron drainage pipes, or other goods which from their want of description or want of proper distinguishing marks there will be difficulty in delivering correctly to Consignees, the Master of the vessel shall separate before landing, or in the course of landing, the various marks and consignments, failing which the Trustees will either refuse to receive the goods or will charge the cost of sorting.

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See Circular  
No. 11 d/1  
2/1/91

53. Nitro-glycerine, Petroleum, Naphtha, Dynamite, Gunpowder, and other dangerous explosive substances will not be admitted into the Dock, and any vessel having such explosives on board must discharge them before entry into the Dock.

Note: This Bye-law does not apply to service ammunition, whether for small arms or artillery, embarked or disembarked with troops, or to Blackford's safety slow-burning fuse.

53 A. Turpentine must not be landed on the Dock wharves, but must be discharged overside into boats; but in cases in which arrangements are made to carry the turpentine direct from the ship to beyond the Dock premises without depositing it in the Docks, the Dock Superintendent may give permission to do so.

54. All vessels using the Prince's Dock, before entering and while in Dock, shall secure under lock and key, in suitable cases or magazines in a safe place set apart for that purpose, all combustibles and explosives kept on board for signal purposes only, and no person shall have access thereto unless in the presence of an

See  
Circular  
No. 19 d/1  
7/1/92

## Bombay Port Trust.

SECRETARY'S OFFICE,  
ELPHINSTONE CIRCLE,  
BOMBAY, 30th July 1891.

### CIRCULAR No. 13.

THE following alterations in the note to Bye-laws Nos. 53 & 55 and in Bye-law No. 57 of the Bye-Laws, for the regulation and management of the Trustees' Wet Docks, made by the Trustees of the Port of Bombay under Section 73 of the Bombay Port Trust Act, 1879, have received the approval of Government<sup>o</sup> as required by Section 74 of the aforesaid Act :—

The present note to Bye-laws Nos. 53 & 55 is cancelled and the following substituted:—

NOTE.—This Bye-law does not apply to service ammunition, whether for small arms or artillery, embarked or disembarked with troops, or to safety cartridges, safety fuses for blasting, railway fog signals or percussion caps.

In Bye-law No. 57 the following words are struck out :—

In 2nd line—' Bickford's safety slow burning fuse.'

In 8th line—' or vessels'.

By Order,  
F. G. DUMAYNE,  
Secretary.

\* See *Bombay Government Gazette*, Part I., of 9th, 16th, 23rd and 30th July 1891.

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officer whose duty it shall be to see such place safely locked up again, the key being kept in charge of the commanding or other responsible officer.

55. No dangerous explosive substances will be permitted to be brought on the Dock premises, and the Trustees may remove such goods at the risk and expense of the Owner,

*Note*—This Bye Law does not apply to service ammunition, whether for small arms or artillery, embarked or disembarked with troops, or to Bickford's safety slow-burning fuse; *4/7/11*

56. Masters of vessels shall furnish special notice to the Shed Officers before attempting to land any other packages containing articles or goods liable to ignition or explosion, or which are otherwise dangerous,

57. Acids, Aquafortis, Oil of Vitriol, Lucifer Matches, ~~Bickford's safety slow-burning fuse~~, or other goods of a dangerous nature, shall not be placed on any Quay unless distinctly marked as such outside the package, and even then not without obtaining the written permission of the Dock Officers; and in the event of such goods having been so placed by authority, they shall be removed from the Quays ~~on vessels~~ within two hours after notice from the Dock Officers; and, if not so removed, the Dock Officers may remove them at the cost of the Owner; and such goods, if allowed to remain within the Dock premises, must be watched continuously by or the at expense of the Owners of such goods, or the Master of the vessel; and, failing this being done, the Dock Officers may cause the same to be watched at the Owner's expense. *See Circular No. 13 4/30/11*

58. No timber shall be discharged into or loaded in the Docks without the consent of the Dock Master, and if so discharged or loaded by consent shall be

removed or loaded within forty-eight hours afterwards; and any timber laid on any Quay or other place shall not be permitted to remain beyond the time allowed by the Dock Officers.

59. Goods landed at the Dock shall only be delivered on production of the Bills of Lading, accompanied by a delivery order from the Master or Agents of the vessel.

60. In all cases of informality in Bills of Lading from want of endorsement; &c., application must be made by letter showing the circumstances, and enclosing any documents which will show the title to the goods; in every such case the applicant must engage to indemnify the Trustees by bond or otherwise, as may be directed.

61. When Bills of Lading are produced which are at variance with the Manifest as to the original Consignee, delivery may be refused until the discrepancy is explained to the satisfaction of the Dock Superintendent.

62. Consignees applying for delivery of goods shall fill up a form in duplicate showing the quantities and weights or measurements, but not the Wharfage or Landing charges payable thereon. This form, accompanied by the Custom House Bill of Entry, shall be presented at the Dock Office, where the charges will be received and a receipt granted. The receipt, accompanied by the Bill of Lading and the Delivery Order from the Master or Agent of the vessel, shall then be handed to the Shed Officer, who will examine the documents, and on being satisfied that they are in order, and on being furnished with an acknowledgment

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for the goods, will grant delivery and authorize the Gatekeeper to pass the said goods.

63. No person shall remove from the Wharves or Sheds any goods other than those covered by the Customs Pass and the Port Trust Wharfage Receipt.

64. No Delivery Order can be received until the Manifest of the cargo, duly certified by the Captain, has been deposited in the Dock Office.

65. Permission to Consignees from the Collector of Customs to open packages shall be countersigned by the Dock Officers, and the opening of such packages without their condition being questioned shall be considered as delivery by the Trustees, and no claim for damage subsequently discovered will be admitted.

66. Packages which have been opened for appraisal, or by order of the Collector of Customs, shall lie at the risk of the Owner, Consignee, or Agent.

67. Goods taken delivery of but not removed from the Dock enclosure shall lie at the risk of the Owner or Consignee.

68. The responsibility of the Trustees for the condition or safe keeping of goods imported into or exported from the Docks does not commence until such goods have been received charge of by the Dock Officers; and the Trustees will not be answerable or liable for deficiencies of merchandise produced by natural or unavoidable causes, nor for any losses or deficiencies whatever unless ascertained and pointed out to the Dock Officers previous to the goods being removed from the Dock premises.

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69. The Trustees will not be liable or responsible in any way for lost or damaged goods, *e.g.*, chafages, breakages, and short deliveries, of which notice has not been given within one month from the date of landing or shipping, as the case may be.

70. Packages containing Bullion, Specie, Precious Stones, Gold Dust, Jewellery, or other property of considerable value, whether cargo or private property, must be delivered to the Consignees by the Master or Owners of vessels under their own responsibility, unless, under special circumstances, they may be desirous of placing the same in charge of the Dock Superintendent, in which case it must be separately noted in the Manifest or list of cargo handed in, and specially handed over to the Dock Superintendent himself, and a distinct receipt obtained from him for them, and a special rate will be charged for the storage thereof. In like manner shippers of the articles enumerated in this Bye-law must make their own arrangements to ship them.

71. In case delivery of goods is made over the vessel's side into boats, the Master must take such steps as he may think necessary to protect his Owners in respect to their freight.

72. Goods landed and placed in the custody of the Trustees will be detained for freight on due notice being given in writing by the Owner, Master, or person interested therein, but goods *delivered into craft or floated in the Dock to be removed elsewhere* cannot be detained. Goods under stop for freight will not be delivered nor warrants granted, until the stop has been removed, or the amount claimed for freight deposited with the Trustees.

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73. No stop for freight can be received after the goods have been transferred or a warrant granted.

74. The Trustees are not responsible for detention or delay of vessels, barges, lighters, or other craft coming in, remaining in, or going out of Dock, or for detention or delay in the discharge of vessels, or in the progress of barges to or from the Dock, or for dead freight delay in the shipment or discharge of goods owing to a glut of vessels or goods, or other circumstances beyond the control of the Trustees, or for a stoppage in the delivery of goods from any of the like causes.

75. No person, unless duly permitted by the Dock Superintendent or Dock Master, shall take inside the Dock premises Carpenters' tools or other instruments used for opening cases, and no Cooper shall be allowed to work in the sheds without a license from the Dock Superintendent.

76. Goods for shipment will not be put on board until the Customs Export Note and the shipping order are produced. The Trustees' receipt for wharfage and shipping charges must also be produced, but in order to prevent detention in loading, the Dock Superintendent may ship cargo before the Trustees' charges are paid, retaining Mates' receipts as security for payment of such charges.

77. Goods shall not be laid on any Quay before the ship is ready to receive them, nor within four feet of any tramway, cartway, or footway at any time, nor under any shed, so as to prevent the free working of the gates.

78. Owners, Masters, Bargemen, and others are liable for damage done by their vessels, craft or servants

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to works or property of the Trustees, and vessels may be detained until security has been given for the amount of damage done.

79. Every barge or cargo boat remaining in the Dock more than twelve hours after having received or discharged her cargo will be subjected to a charge as under for every day or part of a day while she shall so remain :—

	Rs. a.
Cargo Boat or Barge up to 15 tons.....	0 8
Do. above 15 and up to 25 tons.....	0 12
Do. above 25 tons.....	1 0

80. The admission of carts and carriages, cargo boats and barges within the Dock precincts, and their control while there, will rest with the Dock Officers.

81. All the Quays, Sheds, Gates, and the land within the Dock fence will be in charge of the Dock Superintendent, who will manage all operations connected with the landing and shipping of goods, storage in the sheds and in the open, proper custody of all goods within the enclosure, exclusion of improper characters, and take whatever steps may be necessary for the proper maintenance of order on the premises.

82. The gates and wickets of the Dock premises will be kept open at hours fixed by the Trustees, and ingress and regress at unauthorized hours will only be allowed to persons holding passes signed by the Dock Superintendent or other officer authorized by him, or by the Dock Master.

83. Only the crews of vessels in Dock, and labourers or other persons in the service of the Trustees, or

those who hold pass tickets or orders granted by the Dock Master or Dock Superintendent shall be employed in the loading or unloading of vessels, or in any other work or labour to be performed, whether on board vessels or lighters, or on shore within the Dock premises.

84. Articles shall not be drawn over the Dock Bridge <sup>Carson</sup> except upon wheel carriages, and they shall not be allowed to trail or drag upon the Bridges. <sup>Calcutta</sup> No vehicle shall be permitted on the Bridge which with its load exceeds ten tons in weight, or has more than a concentrated load of five tons on two wheels equally distributed. *See Circular No 19 dt 7/1/92*

85. Working hours at the Dock shall be from sunrise to sunset, except on holidays and Sundays. The sanctioned holidays recognized by the Trustees will be Christmas Day, New-Year's Day, Good Friday, the Sovereign's birthday, and any Fast or Thanksgiving days ordered by Government, or on any special occasions ordered by the Trustees. In computing the days for charging rents Sundays and the holidays enumerated as well (in the case of dutiable goods only) as any other days on which Imperial duty may not be received will be omitted. The day on which goods are landed will be counted as one of the 'free days,' except when goods are landed after sunset, when the free days will not commence until the following morning.

86. Application to work at night, or on Sundays, or on holidays, will be made to the Dock Superintendent who, on production of the necessary permission from the Customs Department, will order all the necessary

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arrangements for the proper conduct of business. Such work will be charged the extra rates fixed by the Trustees.

87. The Dock Master will not take any vessel out of Dock unless the Master produces a receipt showing Dock Dues to have been paid, and that no claims stand against the vessel.

88. No claim for refund of any rates or charges paid at the Dock will be admitted if not made within two months from date of claim accruing, nor will any refund be made of sums under Rs. 2.

With respect to the Piers, Wharves, Quays, Dock Premises and Channels, and the Vessels and Officers and Crews thereof whilst using them:

89. The crews of vessels in Dock will only be permitted to enter or leave the Dock after the hour of closing by means of a Pass, signed by the Commander or Officer in charge, and countersigned by the Dock Master or his Assistant.

90. Any anchor dropped in or near the Dock Channel or Entrance of the Dock shall be buoyed, and in no case shall it be left there for longer than one tide.

91. Any person who shall cut, deface, or injure any mooring, rope, chain, or any buoy, buoy-rope, or cable belonging to any anchor within the Channels, Entrances or Docks shall, in addition to the prescribed penalty, be required to pay the amount of damage, repair, and recovery.

92. All the ship's water-closets and latrines must be thoroughly cleansed and securely fastened up before the vessel enters the Dock, and no use whatever

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shall be made of them during the vessel's stay in Dock. Lattines and Urinals will be provided on the Dock premises, and Cominodes will be supplied for the Masters of ships.

92A. Bilges before being cleaned out shall be freely flushed, and they, as well as tanks, shall be left open for at least one hour before any one is allowed to enter for the purpose of cleaning them or otherwise. During this time, and while the cleaners or others are at work either in bilges, tanks, or other confined spaces, a constant supply of fresh air shall be pumped into such bilge, tank, or other confined space by means of a ventilating fan fitted with a stout permanently distended hose sufficiently long to reach the most distant compartment. Masters of vessels shall be held responsible for any accidents arising from neglect of these precautions.

93. Whilst a vessel is in Dock, the Muster or some other responsible officer must always be on board in charge, and must superintend and assist in carrying out all duties in connection with the vessel or its cargo.

94. Whilst in Dock every vessel shall have a ship-keeper on deck two hours before and one hour after high water, and such ship-keeper shall carefully attend to the moorings of the vessel and the sufficiency thereof, and cause them to be slackened or hove in from time to time as necessary on rise or fall of water; and failing to do so, the Master or Owner shall be responsible for all damage from neglect.

95. When berthed or moored in the Dock a ship's propeller shall not be worked for trial by the main engines without due notice being given to, and permission

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obtained in writing from, the Dock Master. Masters and Owners, in addition to the prescribed penalty, will be held responsible for any damage that may result from the working of their ships' propellers either by hand or steam.

96. Projections from the deck of any vessel which interfere with another vessel loading or discharging shall be removed on requisition by the Dock Master.

97. The Master shall not permit the lines or ropes of any vessel in the Dock to be made fast to the Lamp Posts on the Wharfs or Quays, or to the pillars of any shed, nor to any other place than the Samson posts, bollards, mooring posts, cleats, ringbolts, or other appliances specially provided for the purpose.

98. No Pitch, Resin, Tallow, or other inflammable materials shall on any account be melted on board ship, or in boats, or on the Quays, except in such manner and in such places as shall be pointed out by the Dock Master or the Dock Superintendent, nor shall any Pitch, Tar, Oil, Flax, Oakum, Straw, Shavings, or other inflammable or combustible article be allowed to remain on the deck of any vessel, nor in boats, nor on the Quays.

99. All boats, barges, &c., within the Dock are at the risk of their Owners, who will be held responsible for any damage which may occur whilst navigating them, or by their getting adrift.

100. No fender that will not float shall be used over the side of any vessel. Sails shall be furled before sunset.

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101. Bells are not to be struck to denote the hour on board ships in Dock.

102. No vicious or dangerous animals, and no loaded gun or other firearm, shall be kept on board any vessel in Dock.

103. Masters of vessels shall be answerable for the acts of their crew or persons employed about such vessels.

104. The Port Officer is empowered to order the immediate removal from the Dock of ships having on board animal manures or other offensive or dangerous cargoes, or persons with infectious diseases.

105. No person shall molest, assault, resist, hinder, obstruct, impede, or interrupt, or offer or attempt to molest, assault, resist, hinder, obstruct, impede, or interrupt any employé of the Trust in the execution of his duty, or disobey his lawful orders, or use abusive or offensive language, or aid or incite others to do so.

**With respect to Fires and Lights.**

106. Smoking and the use of any unprotected fire or light in any shed or warehouse within the Dock enclosure is strictly prohibited.

107. No person shall smoke Tobacco or other substance, or ignite Lucifer Matches or other inflammable articles, on any Pier or Quay, or on board any vessel within the Dock, except in such places as may be allotted for the purpose.

108. Fires of coal, charcoal, or coke may be used in the cabins, deckhouses, forecastles and cabooses of vessels in Dock between 5 o'clock A.M. and 9 o'clock P.M.,

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subject to being prohibited (on any abuse) by the Port Officer.

109. Fires for donkey engines, steam winches, and portable forges are also permitted during working hours and for ships' engines for a reasonable period (say three hours) before a ship leaves, and (say two hours) after a vessel is berthed in the Dock.

110. All lights, whether oil lamps or candles, used on board vessels in Dock, except as mentioned in Byelaw 111, shall be in globes or secured lanterns.

111. Naked lights may be used only in the engines and boilers of vessels whilst under inspection and repair or in duties connected therewith.

112. While any fire or light is lighted, at least one person on board is to be specially charged with the care thereof; and no fire or light is to be left or used in so rash, careless, or negligent a manner as to risk or endanger the safety of, or to ignite, any goods, property, or vessel in the Docks or on the Dock premises.

113. All applications for special permission to use fires at any other than the prescribed hours shall be made in writing to the Dock Master before 5 o'clock P.M., and shall specify the circumstances under which the request is made; if granted, the application, after having been endorsed by the Dock Master, is to be retained on board by the person charged with the care of the fire, and is to be exhibited by him to the Dock and Police officials whenever demanded, and is to be returned to the Dock Master, by 10 o'clock A.M., on the following day.

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*Bye-Laws for the Government of the Merewether Dry Dock, made under Section 73 of the Bombay Port Trust Act, 1879, and approved by Government under Section 74 of the same Act (to be inserted between 114-A and 115 of the Wet Dock Bye-Laws and No. 115 to be re-numbered 135).*

115. Applications to dock vessels in the Dry Dock shall be made in writing to the Docks Superintendent in the printed form attached (Appendix C), which will be obtained at the Docks Superintendent's Office; and on payment of a deposit of Rs. 50 for each vessel, such applications shall be entered in the order in which they are received in an Entry List. Any steam vessel, but not a sailing vessel, may be entered for docking before her arrival, but no entry will be available for more than 21 days from the date of the application. The deposit paid in respect of any such vessel shall be forfeited in the event of such vessel not being ready to enter the Dry Dock within such period, provided that if such vessel be lost before the expiration of 21 days the deposit in respect of such vessel shall be returned.

116. No vessel shall be entitled to be admitted into the Dry Dock without having the time and manner of her entry into and of her remaining in the Dry Dock previously regulated at the Office of the Docks Superintendent in books to be kept there for that purpose. The Master of a vessel shall, therefore, as soon as practicable after her arrival in the Port of Bombay, submit an application, under his own signature, for regulation in the form attached (Appendix D).

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117. Until the Docks Superintendent shall have issued to the Master a regulation order in the form attached (Appendix E), no such application as aforesaid shall be deemed to have been accepted and no regulation as to the time and manner of the entry of a vessel into the Dock or of her remaining there shall be deemed to have been made. And no such regulation shall at any time be deemed to have been made which is not in conformity with the contents of the said order.

118. Prior to the time arranged for the admission of any vessel into the Dry Dock the following preparations must be carried out on board the vessel, *viz.* :—

Suitable hawsers and heaving lines must be in readiness on each side fore and aft and gantlines rove for mast-head pendants.

The vessel must be trimmed upright and as near as possible on even keel and the bilges must be perfectly dry fore and aft and kept so, and they must be kept clear for inspection.

The ballast tanks must either be full with their doors properly secured or quite dry with their doors off ready for examination.

The vessel's crew shall render every assistance when docking, and undocking, and in case extra hands are required on board they shall be provided at the vessel's expense.

If so required by the Dock Officers the awnings shall be furled.

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119. The vessel may, if considered necessary, be inspected by a Dock Officer, and should he find that any of the abovementioned instructions have not been carried out, the vessel may be refused admission into the Dry Dock, and all expenses incurred in consequence shall be borne by the vessel.

120. The Master of a vessel regulated for the Dry Dock shall make his own arrangements for the moving of his vessel from her berth in the Harbour or in the Wet Docks to the entrance of the Dry Dock, and in like manner when undocking for the moving of his vessel from the Dry Dock entrance to her berth in the Harbour or in the Wet Docks. Should a tug<sup>and</sup> or a pilot be required in moving a vessel, the expenses in connection with the employment of a tug<sup>and</sup> or a pilot shall be borne by the vessel.

121. Save as hereinafter mentioned no vessel shall remain in a Dry Dock longer than the time for which such vessel shall have been regulated. If before the expiration of the time for which a vessel has been regulated the Docks Superintendent shall be satisfied on written application to be made to him for that purpose, that circumstances not known when the vessel was regulated or beyond the control of the parties engaged in the work will prevent the completion within the period for which the vessel was regulated of work which can only be done in a Dry Dock, a new regulation may, if the Docks Superintendent thinks proper, be made for such further time; but no vessel shall be allowed to remain in the Dry Dock for more than three days without special sanction from the Chairman of the Trust.

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122. The Owner, Managing Owner, Agent or Master of a vessel which shall remain in the Dry Dock after the expiry of the time for which such vessel shall have been regulated or re-regulated, as the case may be, shall, in addition to the penalty not exceeding one hundred rupees which may be inflicted upon him under No. 135 of these bye-laws for infringing the last preceding bye-law, be liable to a penalty not exceeding fifty rupees per diem for every day after which notice of the said infringement shall have been given by the Trustees to such Owner, Managing Owner, Agent or Master. The infliction of a penalty or penalties as aforesaid shall not affect the right of the Trustees to receive the rates chargeable under scale at the time in force for the occupation and use of the Dry Dock for the whole time the vessel has remained therein.

123. In regulating the admission of vessels into the Dry Dock, the Docks Superintendent shall be at liberty, with the approval of the Chairman, to give priority of regulating to such vessels as shall require the use of the Dock for the least time not exceeding 24 hours without regard to the order in which such vessels stand on the list. But no vessel to which priority shall have been given under this provision shall be entitled under any circumstances to remain in the Dry Dock beyond the time for which she was regulated.

124. If any vessel shall not leave the Dry Dock at the expiration of the period for which she was regulated or re-regulated, the Docks Superintendent, whether such vessel may or may not be then water-tight or capable of being floated, may, at the risk of the owner of such vessel, lift the caisson of the Dry Dock to let out

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any other vessel therein or to admit any other vessel thereto, or the Docks Superintendent may at his option remove any such vessel and recover from the owners all the expenses incurred in so doing, including the cost of making the vessel water-tight if necessary.

125. The Docks Superintendent may in his discretion allow any vessel which shall have put back in a damaged condition or which shall under any other circumstances be in such a condition as may in his judgment render her immediate admission to the Dry Dock actually necessary, to enter the Dry Dock in priority to all other vessels standing on the Regulating List.

126. Blocks, shores and stages will be provided by the Board as follows:—

*Blocks.*—One set for the length given at the time of regulating.

*Bilge shores.*—In such number as may be required.

*Horizontal Shores.*—Two for every fifteen feet of the length given at the time of regulating.

*Stages and Stage-ropes with poles or outriggers.*—A sufficient number to make one tier of stages round the vessel.

No person shall use or take away any such block, shore, stage, pole, rope, or other article belonging to the Trustees without permission of the Trustees' officer in charge of the Dock, and every person using or taking away such block, shore, stage, pole, rope, &c., shall return and replace the same.

127. No person shall destroy, cut, or otherwise damage or allow to go adrift any article belonging to the Dry Dock, nor throw down timber or other heavy

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thing upon the steps and stonework nor pass the same into or out of the Dock otherwise than by the means prepared for that purpose.

128. No ballast, coals or any weights shall be shifted in or taken on board a vessel during the time she is in the Dry Dock.

And no outboard work shall be carried on in regard to a vessel during the time she is being docked or undocked. The Owner's Agents for or Masters of vessels and employers of labourers shall be responsible for any offence against this bye-law.

129. No one shall be allowed to undertake any work in connection with vessels in the Dry Dock until he shall have been licensed by the Trustees, and if at any time afterwards any such licensee shall be found guilty of breaking or evading the bye-laws of the Trust, or if he shall be found to execute any work carelessly or negligently or to make use of any bad material, appliances or fitting for the purpose of such work or to be slow in the execution of such work, his license may be revoked, in which case he will not afterwards be allowed to perform any work in connection with vessels in the Trustees' Dry Dock.

130. Every license shall be granted for a period of one year only and shall be renewable at the option of the Trustees who may refuse renewal in any case without communicating their reasons for such refusal.

131. A licensee shall be bound to employ foremen and findals of experience to supervise the work that such licensee may be carrying on in the Dry Dock, and

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the licensee, his foremen and tindals shall be bound to use every reasonable means for preventing accidents to the men employed under them.

132. A licensee shall be responsible for the Dock gear in his use and shall at once bring to notice any damage done to such gear beyond ordinary wear and tear and shall make good damage according to the assessment of the Engineer of the Trust and shall return the gear when done with and arrange it in good order convenient for issue in accordance with the order of the Dock Officer in charge of the gear.

133. The acceptance of such gear by the licensee shall be taken as an assurance that he has satisfied himself that the gear is in sound and serviceable condition and in every respect fit and suitable for the purpose for which he will use it; and the licensee shall be at liberty to subject the gear to reasonable tests in order so to satisfy himself.

134. A licensee shall be responsible for the cleaning of the Dry Dock and for the conveyance of the rubbish to such places as may be pointed out by the Dock Officers.

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(APPENDIX C.)

To

THE DOCKS SUPERINTENDENT,  
BOMBAY PORT TRUST.

Sir,

I have to request that the undermentioned vessel may  
be received into the Dry Dock on or about the

Name of Vessel.

Name of Owner.

Description of work to be done in Dry Dock.

For how many days the use of the Dock will be  
required.

Signature of Applicant.

*Date* \_\_\_\_\_

NOTE.— A deposit of Rs. 50 must be lodged with the Docks Superintendent  
when making this application. The deposit will be forfeited if the vessel is  
not ready to dock within 21 days of the date of application.

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(APPENDIX D.)

To

THE DOCKS SUPERINTENDENT,  
BOMBAY PORT TRUST.

Sir,

I have to request that you will arrange to take the undermentioned vessel, of which I am Master, into Dry Dock:—

Name of Vessel.

Length.

Beam.

Depth of Hold.

Gross Tonnage.

Draft forward.

Draft aft.

Date and hour when Vessel will be ready to dock.

Description of work to be done in Dock.

For how many days the use of the Dock will be required.

I hereby agree to accept the terms and conditions imposed by the Bye-laws for the regulation of the Trustees' Dry Dock.

Signature

Master, S. S.

BOMBAY, \_\_\_\_\_ 189 .

NOTE.—Special notice must be given of any peculiar construction of keel or bottom.

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(APPENDIX E.)

To

THE COMMANDING OFFICER, S. S. " "

SIR,

Arrangements have been made for the admission of  
the S. S. " " into the Dry Dock at  
M. on the day of

Your attention is invited to Nos. 118 and 119 of  
the Trustees' Bye-laws which are as follows:—

"118. Prior to the time arranged for the admission of  
any vessel into the Dry Dock the following arrange-  
ments must be carried out on board the vessel:

"Suitable hawsers and heaving lines must be in  
readiness on each side fore and aft and gantlines  
rove for mast-head pendants.

"The vessel must be trimmed upright and as near as  
possible on even keel and the bilges must be per-  
fectly dry fore and aft and kept so, and they must  
be kept clear for inspection.

"The ballast tanks must either be full with their  
doors properly secured or quite dry with their  
doors off ready for examination.

"The vessel's crew shall render every assistance when  
docking and undocking, and in case extra hands  
are required on board they shall be provided at the  
vessel's expense.

"If so required by the Dock Officers, the awnings  
shall be furled.

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"The vessel may, if considered necessary, be inspected by a Dock Officer, and should he find that any of the abovementioned instructions have not been carried out, the vessel may be refused admission into the Dry Dock, and all expenses incurred in consequence shall be borne by the vessel."

The vessel shall undock at \_\_\_\_\_ m. on the  
day of \_\_\_\_\_ and water will be  
let into the Dock at \_\_\_\_\_ m. on that day  
before which the vessel's officers shall satisfy themselves  
that sea-cocks, bilge-holes, and other apertures in the  
vessel's bottom are securely closed.

Notice must be given by you to the Dock Master of  
the exact time your vessel will be undocked in order that  
he may make his arrangements.

By Order,

A. SMYTHE,  
Acting Secretary.

See "Government Gazette,"  
Part I, dated 29th Octo-  
ber 1891, pages 884-887.

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114. Vessels in Dock and all parts thereof shall be held or made free and accessible to the Dock and Police officials for their inspection in regard to fires and lights whenever they demand it, and no person shall disobey any order of any Police Officer or Watchman for extinguishing any fire or light used in contravention of these Bye-laws.

114A. No vessel having on board more than 100 native passengers who have arrived from, or are proceeding to, Hodiedah, Camaran, or Jeddah, shall be allowed to enter either of the Wet-Docks.

**Penalties.**

<sup>135</sup>  
~~115.~~ Any person convicted of having committed a breach of any of the foregoing Bye-laws shall be liable to a penalty not exceeding (100) One Hundred Rupees. (*Section 75 of Act VI. of 1879.*)

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## (APPENDIX A.)

(a) For all Vessels.

To

THE DOCK MASTER OF THE PRINCE'S DOCK,  
VICTORIA BOMBAY.

Sir,

I have the honour to request that the under-  
mentioned vessel, of which I am Master, may be received  
into Dock on the \_\_\_\_\_ or as soon as practicable.

Name of Ship or Steamer \_\_\_\_\_

Do. of Owners \_\_\_\_\_

Description of Cargo \_\_\_\_\_

Gross Register Tonnage \_\_\_\_\_

Net do. do. \_\_\_\_\_

Exact present draught of water to inches \_\_\_\_\_

Deep load do. do. \_\_\_\_\_

Ballast do. do. \_\_\_\_\_

Extreme length of vessel over all, }  
including Bowsprit if any }

Do. breadth do. do. \_\_\_\_\_

Has *not*\* Steam appliances for warping, &c.Has *not*\* engaged a Steam Tug.

I hereby certify that the above information is  
correct, I am aware that there are preferential  
berths subject to Bye-law No. 25 and that I have  
received a copy of the Dock Bye-laws.

BOMBAY HARBOUR,

Master of the

189 .

S. \_\_\_\_\_

\* These negatives may be erased if necessary.

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*(b) For Vessels coming into Dock direct from sea.*

The following is to be substituted instead of the first sentence beginning "I have the honor, &c."—

"I have the honor to forward particulars of the under-mentioned vessel, of which I am Master, now in Dock."

The words "has not engaged a steam tug" are to be deleted.

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## (APPENDIX B.)

PRINCE'S  
VICTORIA DOCK OFFICE,

*Permit subject to the Bye-laws of the Port Trust.*

*Bombay, \_\_\_\_\_ 189 .*

The S. \_\_\_\_\_ will be received  
into Dock at about \_\_\_\_\_ m. on the  
\_\_\_\_\_ 189 , and should be brought  
into the Dock Channel under the directions of \_\_\_\_\_  
not later than \_\_\_\_\_ m., and  
will be placed alongside the \_\_\_\_\_ Quay or Wharf at  
No. \_\_\_\_\_ berth.

*Dock Master.*

To

THE COMMANDER OF THE S.

*By order of the Trustees,*

F. G. DUMAYNE,  
Secretary.

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