

PORT OF GLASGOW

---

BYE-LAWS

ENACTED BY

THE TRUSTEES OF THE  
CLYDE NAVIGATION

AS TO THE

RIVER AND HARBOUR

---

*Superseding Issue of 15th April, 1915*

GLASGOW

PRINTED BY ROBERT ANDERSON & SONS, LTD., 72 HOWARD STREET

1ST JANUARY, 1923

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# BYE-LAWS AND REGULATIONS

FOR THE

RIVER CLYDE AND HARBOUR OF GLASGOW,  
ENACTED BY THE TRUSTEES OF THE  
CLYDE NAVIGATION.

*In virtue of the Act 21 and 22 Vict., cap. 149, and of  
50 Vict., Session 2, cap. 8.*

AT GLASGOW, the 6th day of August, 1889.—The Trustees of the Clyde Navigation, in virtue of the powers conferred on them by "The Clyde Navigation Consolidation Act, 1858," "The Clyde Navigation Act, 1887," and the Acts therewith incorporated, hereby Repeal the Bye-laws and Regulations enacted by them on the third day of January, 1860; such Repeal to take effect from and after fourteen days from the date of approval by the Board of Trade of the Bye-laws hereby enacted; and hereby Enact or Ordain the following Bye-laws and Regulations to be strictly observed and enforced, from and after fourteen days from the date of the confirmation thereof by the Board of Trade, namely:—

## BYE - LAWS

APPLICABLE TO

NAVIGATION OF THE RIVER AND  
EQUIPMENT OF VESSELS

The following words and expressions shall have the Interpretation. meanings hereby assigned to them:—

The "Trustees" means the Trustees of the Clyde Navigation, incorporated by the Clyde Act of 1858.

"River" means the River Clyde, as defined in the Act of 1858.

"Harbour" means the Harbour of Glasgow, as defined in the Clyde Act of 1883, and as amended by the Clyde Act, 1884.\*

"Harbour Master" shall include Deputy Harbour Masters and Assistants.

\* (Defined in Act of 1904. By Act of 1911 includes Rothesay Dock and Renfrew Harbour.)



"Collector" shall mean the Collector of Rates and his Assistants.

"Dead Slow" shall mean a speed not exceeding five miles an hour.

Words denoting the singular number shall include the plural number, and words denoting the masculine gender shall include persons and animals of the feminine gender.

"Quay Rent" shall mean the Rent chargeable on Goods not removed from the Quays under the Trustees' Bye-laws, enacted in virtue of the provisions of the Clyde Navigation (Amendment) Act, 1868.

## I.

Vessels to have  
Pilots.

Every Vessel, of whatever description, exceeding sixty tons *gross register*,\* navigating the River, or any part thereof, in the ordinary course of trade, or on a trial trip or otherwise, shall have an experienced Captain or Sailing Master on board, and a sufficient number of able-bodied and experienced men to attend to the navigating of the vessel; and also (unless the Master or person in charge holds a pilotage certificate under the Merchant Shipping Act†), a Pilot duly licensed by the Clyde Pilot Board, who shall be placed in an elevated station, so as to be able to see distinctly, in due time, any Vessel or obstruction ahead.

\* Amended by the Pilotage Act, 1913, and Bye-laws, to not exceeding one hundred tons gross in respect of pilotage.

† Now the Pilotage Act, 1913.

## II.

Vessels to have  
look-out.

Every Vessel shall, during the daytime, have one person, and from sunset to sunrise, and in time of fogs, two persons, properly qualified, stationed at the bow as a look-out, to give immediate notice of any obstruction or danger.

## III.

Vessels not  
under  
Command  
Signals.

When a Steam Vessel, or a Dredger, is turning round, or for any reason is not under command and cannot get out of the way of an approaching Vessel, which but for this it would be her duty to get out of the way of, or when it is unsafe or impracticable for a Steam Vessel, or Dredger, to keep out of the way of a Sailing Vessel, she shall signify the same by four or more blasts of the steam whistle in rapid succession, or by like strokes of her bell, and it shall be the duty of the approaching Vessel to keep out of the way of the Steam Vessel, or Dredger, so situated.

## IV.

Every Vessel in tow of a Tug, proceeding up or down the River, shall, when above Newark Castle, have the yards braced fore and aft; and the jib-boom topped or rigged in to within three feet from the cap; and all running bowsprits run in close to the stems.

Yards to be peaked or braced, and booms, &c., to be rigged in

*See Bye-law as to Towing (p. 38).*

## V.

Every Vessel getting aground and requiring to anchor, or lying at anchor in the River, shall lay her anchor or anchors so as not to interrupt or interfere with the free passage of the deepened Channel. If any Vessel grounds across the Channel, the Bowsprit, if running, and jib-boom shall be rigged in.

Vessels aground or at anchor.

*See Bye-law as to Vessels Aground (p. 48).*

## VI.

No person shall anchor or moor any Vessel in the River above Bowling (the Trustees' Dredging Plant excepted), unless in the case of an accident, or grounding, or while waiting for the rising tide; and no Vessel shall, beyond the limits of the Harbour, be moored or berthed inside the lines of the River Walls for the purpose of taking on or landing Goods or Passengers, or of being fitted up or repaired, or for any other purpose, but without prejudice to any Vessel calling at a Quay or Wharf in the ordinary course of trade, provided the navigation be not thereby interrupted.

Vessels not to be moored in the River above Bowling.

## VII.

All persons are prohibited from either rowing, sculling, or sailing any small boat, gig, or other similar vessel, between the Hutesontown Bridge and the Bay at Bowling, except when such small boats, gigs, or other similar vessels are necessarily required and used for the purposes of Vessels in the River or Harbour, and are in the care of boatmen licensed by the Trustees.

Small Boats prohibited above Bowling.

## VIII.

No Scow or other similar open vessel shall ply on the River, or in the Harbour, without having sufficient coamings, at least eighteen inches high, above the deck planks.

Scows, &c., prohibited unless they have sufficient coamings



## IX.

No rubbish to be laid down on the banks of the River. Banks not to be used except for certain purposes.

Masters of Vessels, and all other persons, are prohibited from laying down on the banks of the River any stone, sand, lime, gravel, or other article or thing, or in any way doing or causing, or permitting to be done, any hurt, damage, or mischief to, or laying down any matter or thing upon any part of the footpaths or roads leading along the banks of the River; as also from using the banks, walls, dykes, fences, or other works, for any purpose whatever, except with the special consent in writing of the Trustees.

(See the *Oil in Navigable Waters Act, 1922.*)

## X.

Steam Vessels to be furnished and equipped in terms of Board of Trade Rules. Name of Steam Vessel.

Every Passenger Steam Vessel shall be furnished and equipped in all respects according to the rules fixed by the Board of Trade, and the name of the Vessel shall be painted in large capitals on each side of the bow or paddle-boxes.

## XI.

Steam Vessels to have Bell and Compass.

Every Vessel shall be furnished with a Bell of sufficient size, properly suspended in an elevated situation in the fore part of the Vessel, which shall be rung in time of fogs at least every half minute; and every Steam Vessel shall be furnished with a Mariner's Compass, kept constantly in good order. During dark nights, or dense fogs, the speed shall not exceed the rate of four miles per hour.

Speed to be reduced during dark and fogs.

## XII.

Steam Vessels to have Hose and Pipe.

Every Steam Vessel shall be furnished with a Hose and Pipe of sufficient length to play on either end of the Vessel, fitted so as to be immediately attached to the force pump, for the purposes of extinguishing fire on board.

## XIII.

Scuttles and Openings to be secured, &c.

Every Passenger Steam Vessel shall have the Scuttles and Hatchways closed, and all other openings properly covered over with a grating or hatches, or otherwise enclosed within a suitable railing, and in the case of Steam Vessels with paddles, shall have a sufficient rail on each side of the gangways between the paddle-boxes, as well as on the inside of the paddle-boxes; and the paddle-box fenders shall, immediately upon the Vessel leaving berth, be hauled in and properly secured, so that the same shall not project over or beyond the outside line of the paddle-box.

## XIV.

When Steam Vessels proceeding in opposite directions are approaching one another, each shall, when within 50 yards of the other, slow her engines, and each shall alter her course to starboard, so that each shall pass on the port side of each other.

Steam Vessels meeting, how to proceed.

## XV.

*Repealed. See new Bye-law (p. 60).*

One Steam Vessel overtaking another.

## XVI.

A Steam Vessel meeting or overtaking any Sailing Vessel or Tug, with sailing vessel or timber raft in tow, shall slow her engines when within 50 yards of such Vessels, and shall continue slowing until she shall have passed the same; and when about to pass any Vessel aground or at anchor, shall slow her engines at least 150 yards from such Vessel, and so continue until she shall have passed the same.

Steam Vessel meeting or overtaking Sailing Vessels, or approaching Vessels at anchor.

## XVII.

Every Vessel, when being overtaken by another Vessel after dark, shall show from her stern a white light until the other Vessel shall have passed.

Vessels when overtaken to show stern light

## XVIII.

Vessels coming out of Dock shall signify the same by a prolonged blast of the steam whistle, of not less than five seconds' duration, and, in cases where a Vessel is not under steam, the Tug Boat in attendance shall make the same signal.

Vessels passing up or down the River to keep the proper side.

*See Signal Regulations (pp. 40-42, 44-46).*

## XIX.

Every Steam Vessel, under her own steam, crossing from one side of the River towards the other side shall keep out of the way of Vessels navigating up and down the River.

Steam Vessels crossing the River.



## XX.

Engines to be  
slowed when  
passing  
Dredgers, &c.

Wherever the Dredging Machines, Diving Bells, or other Craft belonging to the Trustees may be stationed on the River, or where works are being executed by the Trustees, a red flag shall be hoisted upon a pole on the River bank at each end of the station or works, or on the Dredging Machines, Diving Bells, or other Craft themselves, and the Master of any approaching Steam Vessel, when abreast of the flag nearest to him so hoisted on the bank, or when within not less than one hundred and fifty yards of the Machines, Diving Bells, or other Craft having such flag hoisted, shall reduce the speed of the engines to "*Dead Slow*," until the Vessel shall have passed any such Dredging Machines, Diving Bells, or Craft, or works being executed, at least fifty yards.

## XXI.

Steam Vessels to  
slow on  
approaching  
Trustees' works.

Wherever, in order to protect works being executed by the Trustees, or for other navigation purposes, the Trustees shall erect any boards on the banks of the River having the words "*Dead Slow*" painted thereon, the same shall be considered as a substitute for red flags, and the speed of every Steam Vessel shall, when approaching and passing such boards, be reduced in the same manner in all respects as if red flags had been exhibited.

## XXII.

Ships passing  
Bowling and  
Dalnuir to slow.

The Master or other person in charge of any Steam Vessel passing up or down the River, when approaching the Entrance to the Forth and Clyde Canal from the River,\* and the entrance to Bowling Harbour, and the Trustees' Slip at Dalnuir,\* and the Cattle Discharging Wharf at Shieldhall,\* shall, at least one hundred and fifty yards from the said Entrances or Slip,\* or Wharf respectively, reduce the speed of the engines to *dead slow*, until at least fifty yards past said Entrances or Slip, or Wharf, so as not to cause damage to any vessel lying in said Harbour, or at the said Entrance to Canal, or the said Slip, or Wharf, or hurt or injury to persons employed thereon.

\* *Discontinued.*

## XXIII.

Steam Tugs  
regulated.

*Repealed. See new Bye-law (p. 38).*



## XXIV.

The Master or other person in charge of any Steam Vessel carrying or conveying passengers shall not permit any passenger to be upon any of the paddle-boxes or bridge of any such Steam Vessel while under way; and after a request by the Master, or the person in charge of such Steam Vessel for the time being, no passenger or other person shall refuse or delay to leave the paddle-box or bridge.

Passengers not to be on the paddle-boxes.

## XXV.

When two or more Steam Vessels meet at any Wharf on the river, at or about the same time, the Vessel coming from the east shall berth at the west end of the Wharf, and the Vessel coming from the west shall berth at the east end, and if they are proceeding in the same direction the Vessel arriving at the Wharf first shall go to the farthest end and there berth, the next following shall berth astern of the first, and so on; and the first shall not back astern, or the others go ahead, but they shall carefully proceed direct from their berths on their respective voyages.

Berthing of Vessels arriving at any Wharf at same time.

## XXVI.

The Master of every Passenger Steam Vessel shall be on the paddle-box or bridge when touching at any Quay or landing, and no person on board a Passenger Steam Vessel, except the person who has the command at the time, shall give any order or direction to the crew or any of them; and the passengers shall not enter into conversation with the steersman, or the steersman with the passengers.

Masters to be on the paddle-box or bridge.

Passengers not to direct crew or converse with steersman.

## XXVII.

The Master, or other person in charge of any Vessel or any other person, shall not throw, or permit to be thrown, from his Vessel, or any other place, ashes or rubbish of any kind into the River.

Rubbish not to be thrown into River.

(See the Oil in Navigable Waters Act, 1922.)

## XXVIII.

The owners, agents, or persons in charge of any raft of timber arriving at the Harbour, or at any place on the River where duties are leviable, shall immediately report their arrival at the Harbour Master's and Collector's Offices, with the names of the owners, agents, and consignees, and a correct account of the contents in cubic feet, and of the marks and numbers of the logs or pieces

Regulating Rafts of Timber

of each raft, with a specification thereof, and shall, when required, pay the River and Harbour and other Duties to the Collector; all rafts arriving in the Harbour shall be properly moored, to the satisfaction of the Crane Foreman, but shall be entirely at the risk of the owners; and all rafts, after being put into a crane berth, shall be wholly taken delivery of within a reasonable time, at the discretion of the Crane Foremen; and any raft remaining in the Harbour for a longer period than one calendar month shall, for each week or part of a week beyond the said period, be liable to a charge of One Penny per Ton, not exceeding in all the statutory Penalty of Five Pounds for every breach of the Trustees' Regulations.

## XXIX.

Rafts of Timber

Rafts of Timber shall not exceed *one hundred and twenty yards in length, and ten yards in breadth*; and they shall be securely built and fastened together, so as to prevent any part of the raft from getting detached. Every raft lying in the River shall in the twilight and when dark, be stationed as far as possible from the deepened channel, and shall have a light fitted up properly, and raised at least twelve feet high, upon each end of the raft, with a look-out to give notice in due time to any Vessel approaching. Every raft, while being towed in the dark, shall have a light, raised at least twelve feet high, on each end; and during fogs, and when dark, a person shall be stationed on the raft as a look-out, who shall be furnished with a trumpet, horn, or whistle, to be used when there is reason to believe that Vessels are approaching, and during fogs every half minute. No rafted nor loose timber shall be floated on the River or Harbour otherwise than being towed by Steam-Tugs, or other Vessels propelled by steam power, which Tugs and other Vessels shall, when so employed, be subject to all the Rules applicable to Steam Vessels and Tugs when towing Vessels; and the Masters or other persons in charge shall be liable for any breach of this Bye-law.

The owner or person in charge of any timber brought into the River in rafts, and stored in ponds or inclosures on the foreshores, shall so secure the same as to prevent it from breaking loose and drifting outside such ponds or inclosures, and no person shall store or lay down timber on any part of the foreshores, except in ponds properly constructed for the purpose.

*See Bye-law as to Towing of Vessels (p. 38).*



## XXX.

No Owner, or Master of any Vessel, or other person, shall give or offer a bribe to any Officer employed in pursuance of the Clyde Navigation Acts, and no Officer shall receive a bribe; and no person shall be guilty of assaulting, striking, resisting, obstructing, or molesting the Harbour Master, Collector, Officer of Police, or other officers in the execution of their duty.

Persons offering Bribes, Assaulting Harbour-Master, &c.

## XXXI.

All persons are prohibited from bathing in the River, or in any of the Docks, cuts, openings, or Slip-docks, between the Hutchesontown Bridge and Dumbarton Castle, or wantonly or indecently exposing their persons in the River, or on the banks of the River, or on any of the Quays or Wharfs, or on board of any ship or boat in the River within the Trustees' jurisdiction.

Bathing above Dumbarton Castle prohibited.

## XXXII.

Every Vessel when on the River shall conform to the Board of Trade Rules with regard to lights, and every Vessel moored to the Buoys, shall, between sunset and sunrise, have a white light\* exhibited in a globular lantern of not less than eight inches in diameter, placed in a conspicuous situation, and raised at least twelve feet above the deck so as to show a clear, uniform, and unbroken light all around the horizon.

Vessels to conform to Board of Trade Rules with regard to lights.

\* Vessels having explosives on board are to have a red light exhibited when at anchor.—See Clyde Navigation Bye-law, No. 10, under the "Explosives Act, 1875." The red light should be placed several feet above the anchor light.

Vessels with petroleum on board in the Harbour are to have a red light at the mast-head.

(See Bye-laws as to Petroleum.)

## XXXIII.

Repealed. See new Bye-law (p. 48).

Vessels aground or submerged or obstructing the Navigation to exhibit Red Light.

## BYE-LAWS AS TO LAUNCHES

## XXXIV.

On every occasion when a Vessel is to be launched into the River by any person having or claiming to have right to launch Vessels, the following regulations shall be observed:—

(a) Two small Boats shall be placed by the owning Shipbuilder, as near as may be in the middle line of the River, at a distance of not less than 200 yards from the line of launch, the one being east and the other west of said line.

(b) At 5 minutes before the launch is to take place, the Pilot or other person in charge of the Vessel shall see that the River is clear, and shall signal to the persons in the Small Boats from the stern of the Vessel, by exhibiting a red flag of 4 feet square, with the word "LAUNCH" in large white letters thereon.

(c) On such signal being given, the persons in the boats appointed by the owning Shipbuilder for the purpose, shall immediately display a similar flag, attached to a pole 10 feet long, and continue to display the same until the launch has taken place or the flags be withdrawn.

(d) Every Master or other person in charge of any Vessel passing, or being in the River in the vicinity of any launch, shall observe the signals above provided to be displayed in the Small Boats, and shall not pass the same until the launch has taken place or the said signals be withdrawn.

(e) Should anything occur to prevent the launch from taking place after the red flags are displayed, the Pilot or other person in charge of the Vessel shall withdraw his red flag, and exhibit in lieu thereof a white flag, whereupon the persons in the Small Boats shall withdraw the flags displayed by them.

(f) Twenty-four hours' previous notice of the hour when it is proposed to launch a Vessel shall be given by the owning Shipbuilder to the Harbour Master, and this without prejudice to such other notice as is directed to be given in such cases by Statute.

(g) If any Vessel, either going up or down the River, shall be detained more than 20 minutes after the flags in the Small Boats have been displayed, such detention shall be held to be an offence against this Bye-law, enforceable against the owning Shipbuilder.



## BYE-LAWS AS TO THE HARBOUR

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## XXXV.

The Master of every Sailing Vessel arriving at the Harbour shall, unless otherwise directed by the Harbour Master, come to with his Vessel at the Buoy<sup>s</sup>, and shall there remain until a berth be appointed for it by the Harbour Master, and the Master or other person in charge shall, in every case where necessary, slack down the moorings or fastenings of the Vessels for the free passage of other Vessels, and while lying in the Harbour shall brace the yards of his Vessel sharp up, and have the anchors ready for use.

## XXXVI.

Every Master desiring, or being required by the Harbour Master to move his Vessel into or out of any Dock, or in the Harbour, shall provide such number of hands for that purpose as the Harbour Master may consider necessary; and all Vessels in the Harbour or Docks shall be so loaded or ballasted as to be capable of being moved with safety when required. Every Pilot in charge of any Vessel shall obey the orders and directions of the Harbour Master in regard to the towing, canting, or mooring of such Vessel in the Harbour or Docks;\* and no Pilot in charge of any Vessel arriving in the Harbour shall leave such Vessel until she is properly moored to the Buoy<sup>s</sup>, or placed in a berth.

(\* Subject to the provisions of the Pilotage Act, 1913.)

## XXXVII.

No person shall make fast any rope or mooring to any of the Bridges, or to the Sheds, or Pillars supporting the Sheds, or Lamp-posts, or to any of the Cranes, or other erection; nor shall any person make, repair, dress, or scrape spars or masts, or do any kind of carpenter, smith, boilermaker, or rigger work on the Quays or Wharfs, or under any of the Sheds, nor hang or put up sails, masts, spars, or any other thing to or upon any of the Beams or Joists of the Sheds, without the authority of the Trustees.



## XXXVIII.

Masters of Vessels to report. The Master of every Vessel arriving at the Harbour shall report such arrival at the Harbour Master's and Collector's Offices, with the Master's name, a correct description of the cargo on board, and an authentic specification of the register tonnage of the Vessel, all in terms of the Statutes, and when the cargo is discharged, and the outward destination fixed, he shall report the same at aforesaid offices, with a description of the intended lading. The Master of every Vessel leaving the Harbour without cargo shall also report, as above, six hours before leaving.

## XXXIX.

Vessels arriving on Sunday. The Master of any Vessel arriving on Sunday is prohibited from landing horses or cattle between the hours of ten o'clock morning and five o'clock afternoon of that day, unless by special permission of the Harbour Master or Superintendent of the Marine Division of Police; and every person is likewise prohibited from loading or unloading cargo, or doing or permitting to be done unnecessary work on any part of that day.

## XL.

Ballast, &c., not to be allowed to fall into River. No ballast or rubbish of any kind shall be taken in or out of any Vessel at the Quays, unless some efficient mode be adopted to prevent any part thereof falling into the River; and if the same be laid upon the Breast of the Quays, it shall not be placed nearer the edge thereof than twelve feet; and no ballast, stow-wood, or other rubbish or thing not cargo, shall be allowed to remain on the Quays, but shall be immediately carried or carted away.

## XLI.

Loading of Coals. All persons loading coals into Vessels at the Harbour shall, unless where steam or hydraulic cranes or barrows are employed, use for that purpose sufficient rhones, and when the River is so high as to prevent a rhone from being applied, then a proper safe, of canvas or matting, shall be nailed to the side of the Vessel, and affixed to the Breast, to prevent the coals from dropping into the River.

## XLII.

Goods shipped or unshipped, how to be disposed of. Goods, including bunker coals, which have been discharged from, or are intended to be put on board any

Vessel at the Quays, shall not be laid down within five feet of the Breast of the Quays; and all goods that have been laid down for shipment, but which have been short shipped, shall be liable to quay-rent, under the Bye-law thereanent, unless, with the special permission of the Harbour Master, the goods are allowed to remain, for shipment by another Vessel, provided the period allowed does not exceed six days, and unless at the end of such period the Vessel for which they are entered is in berth, quay-rent will be charged under the Bye-law applicable thereto. No goods, whether landed or for shipment, shall be laid down upon the Quays, so as to cause obstruction to any of the weighing-machines; and there shall at all times be a space of not less than ten feet between such goods and the machines, to allow a free passage to any cart or other carriage that may require to pass, during the time that the machine may be in use.

## XLIII.

Goods, whether import or export, shall be placed in the Sheds in such manner as to occupy the least possible space, and those imported shall be so laid down as that those belonging to each separate owner or consignee shall, as far as practicable, be all in one place, and be accessible for removal when called for.

Goods to be placed in Sheds in proper order.

## XLIV.

Carters and others bringing Goods for export shall place them where pointed out by the Harbour Master (or person taking delivery), and in placing Goods in the Sheds all parties shall be careful to keep clear the Shed-entrances, and the passages between the respective Berths.

Carters to place Goods where ordered by Harbour Master.

## XLV.

All inward cargo, and other articles and things, not otherwise specially provided for in the Trustees' Bye-laws, shall be wholly removed from the Wharfs within forty-eight hours after being placed thereon, and on failure of such removal, the Trustees may employ parties to remove and store what has not been removed, at the expense and risk of the owners, or may allow the same to remain subject to quay-rent under the Bye-law thereanent.

Cargo to be removed from Quays within forty-eight hours.

*(See Bye-law as to Quay Rent.)*



## XLVI.

No Goods to be left on Quays during night without a Watchman. No goods of any kind shall be left on the Quays during night without being under the charge of a private watchman, approved by the Harbour Master; and should any hay, straw, or Esparto grass, cotton, flax, or jute, or other fibre be allowed to lie in any of the Sheds during night, the Harbour Master shall have power to place for the protection thereof, at the expense of the owner or person in charge, such additional Watchmen as he shall consider necessary.

## XLVII.

Pig-iron, &c., on the Quays. No pig-iron, or any other heavy commodity, shall be couped, tilted, or thrown out of any cart, lorry, or other vehicle, on the Quays, nearer to the Breast than twenty feet, but shall be laid down by the hand; and the height of such pig-iron or other heavy commodity in the Sheds or on the Quays shall not at any time exceed four feet, nor be placed within twelve feet of the Breast of the Quay; and no pig-iron or other heavy article shall be laid down upon any of the Timber Wharfs or Quays, but in such manner as shall be pointed out by the Harbour Master; and no person shall place grain in bulk against the back or side of any Shed constructed of timber, nor against any sliding door or wooden partition, without protecting the same from injury by the pressure of the grain.

## XLVIII.

Shore planks to be properly secured. Every person loading or unloading at an inside berth shall have the ends of the shore planks which rest on the gunwale rail or deck properly secured to prevent accident; and all persons are prohibited from emptying water-casks, or the contents of any boiler or other vessel, otherwise than on the coping-stone, or in the water run behind the Sheds.

## XLIX.

Boiling of Pitch, &c., prohibited. Forge-bellows shall not be placed, or used, at any time, on the Quays or Wharfs; and no bonfire or any other fire shall be kindled on the Quays or Wharfs; and all persons are prohibited from boiling pitch, or any other combustible matter or substance on board of Vessels while in the Harbour; but, on application to the Harbour Master, pitch or other combustible substance, necessary

for the repairing of any Vessel in the Harbour, may be permitted to be boiled on coffers placed not less than twenty feet outside any Shed, or where there is no Shed, not less than thirty feet from the Breast of the Quay.

## L.

No tar, pitch, resin, spirituous liquors, turpentine, oil, or other combustible thing, shall be allowed to lie on the Quays, or on the deck of any Vessel in the Harbour, unless the same is under the protection of a Watchman, approved by the Harbour Master, to be provided at the expense of the Owners; and in default of their providing such Watchman, the Harbour Master may do so at their expense, but without prejudice to the power of the Harbour Master to order the removal of all such combustible things in terms of the Sixty-ninth Section of "The Harbours, Docks, and Piers Clauses Act," in case of default. No person shall smoke in or about the hold or deck of any Vessel containing such combustible articles.

Combustible  
Articles not to lie  
on Quays, &c.

(See Bye-laws as to low-test Petroleum.)

## LI.

To prevent nuisance to passengers, bunker coals for River Passenger Vessels shall only be put on board at such places of the Wharf between Jamaica Street Bridge and the west end of York Street Shed as may from time to time be set apart for that purpose, and shall be put into the Bunkers by means of canvas or other bags, or be loaded into the Vessels from Scows or Barges in the River, provided that the Trustees may make such modifications or alterations in the carrying-out of this Bye-law as they shall from time to time think proper.

Bunker Coals  
for River  
Passenger  
Steamers.

## LII.

No cart or other vehicle with coals except in bags shall be allowed to stand or be upon the Wharf assigned to the River Passenger Steamers.

Carts with Coals  
not to stand on  
Passenger  
Wharf.

## LIII.

The Owners of Coals, or persons employed to put them on board of any Vessel, shall, when requested by the Officers of the Harbour or Police, water all Coals laid down on the Quays for shipment or for the use of Steam Vessels, in order to prevent damage or annoyance to goods or passengers.

Coals to be  
Watered.



## LIV.

Hours of Sailing  
to be intimated.

The Master or other person in charge of every River Passenger Steam Vessel shall intimate, in writing, to the Harbour Master, at his office, at least twenty-four hours previously, the hours fixed for sailing, which shall be the same as those announced to the public; and shall depart punctually at the hour announced, unless prevented by any unavoidable cause, which must be immediately reported to the Harbour Master at his office. The Master, Engineer, Fireman, and Crew, shall be in attendance on board their vessel, half-an-hour previous to the time of sailing. The hours of sailing from the Wharf at the east end of the Harbour, shall be regulated by the Clock on the Waiting-rooms, or such other clock as may be erected by the Trustees; and when any Steam Vessel is prevented from sailing at the hour originally announced, the Harbour Master shall have power to shift her, in order to make way for the next vessel in turn for the berth.

NOTE.—This Rule applies to Pleasure Parties, as well as to the ordinary Passenger traffic; but the Harbour Master may mitigate or depart from this Regulation, in the case of Pleasure Parties, when he sees cause.

## LV.

Stages, &c., to be  
removed when  
not in use.

All stages, planks, or gangways, horse-boxes, or other articles used in loading or unloading, or on board of Vessels, shall, when not actually in use, be removed to such place as the Harbour Master may appoint.

## LVI.

Gangways, &c.,  
to have owners'  
names.

No stage, plank, or gangway shall be brought or allowed to remain on the Quays, except it is previously branded with the name of the owner; and no person shall let for hire, or furnish gratuitously, any stages, planks, or rhones, without the previous approval of the Trustees.

## LVII.

Furnaces and  
Dampers to be  
regulated

The Master or person in charge of every Steam Vessel shall, as soon as berthed, cause the furnaces and dampers to be so regulated as to prevent the possibility of accidents from fire, and shall, when in the Harbour, so adjust the furnace doors, and temper the furnace fires, as that no more than the smallest practicable quantity of smoke shall pass therefrom.



## LVIII.

No Steam Crane, Donkey Engine, or other Engine shall be allowed on the Quays without the authority of the Trustees, and the Owner or other person in charge of any such Steam Crane, Donkey Engine, or other Engine, whether the same is on the Quays, or on board a vessel or punt in the Harbour, shall, when the same is in use, adopt the best practicable means for preventing smoke therefrom; so that no more than the smallest practicable quantity of smoke shall pass therefrom; and all Steam Boilers used on the Quays shall be kept in good order, and be examined at least once a year by a competent person, to avoid risk of accident.

## LIX.

All persons are prohibited from—

- (a) Trying or working the Engines of any Steam Vessel when lying at any of the Quays in the Harbour:
- (b) Using the Propeller of any Vessel arriving at or departing from her berth within such distance from the Quay as may in the opinion of the Harbour Master, cause damage:
- (c) Using the Propeller of any Vessel which is being fitted up or repaired in any part of the Harbour, or moored at the Buoys, except with the permission of the Harbour Master.

## LX.

When it is dark, there shall be in use on board every Steam Vessel conveying passengers sufficient Lights at the time of her arrival at, or departure from, the Harbour, so as to enable passengers to get on board, or to land with safety.

## LXI.

The Master or other person in charge of any Steam Vessel passing up or down any part of the Harbour between Glasgow Bridge and the River Kelvin shall reduce the speed of the engines to "Dead Slow."

## LXII.

No Steward or other person on board any Steam Vessel shall, on Sundays, supply, retail, or sell Wine, or

Spirituous or Malt Liquors, while the Vessel is within the limits of the River, nor on week-days while the Vessel is within the limits of the Harbour.

(See the *Passenger Vessels Licences Amendment (Scotland) Act, 1882.*)

## LXIII.

Crews, &c., of Steamers not to annoy Passengers.

All persons are prohibited from exhibiting boards and placards, and from accosting persons on the Quay to induce them to go on board of, or send their goods by, any particular Steam Vessel.

## LXIV.

Berthing of Vessels generally.

The Harbour Master shall assign to the different descriptions of Vessels such berths at the Quays as shall appear to him proper in the circumstances—it being understood, in general, that loaded vessels shall have a preference to an inside berth; and the Masters and crews of all vessels in these inside berths shall allow free access for goods of every description, including Coals and Ashes, over the decks of their Vessels—the Master of the outside Vessel providing a proper gangway over the deck of the inside Vessel. And no Master or other person having the command of any Vessel shall refuse to obey, or shall act contrary to, the directions of the Harbour Master, in relation to berthing or shifting their Vessels in the Harbour, or in any way hinder him in the execution of his duty.

## LXV.

Berthing of Steamers.

The Harbour Master shall have the exclusive power of assigning such berths to Steam Vessels as may appear to him reasonable and proper in the circumstances; and no River Passenger Steam Vessel on arrival shall turn, or cant, in the Harbour before landing her Passengers.

## LXVI.

No person to take any berth without consent of Harbour Master.

No Master or other person having charge of a Vessel shall, without the permission of the Harbour Master, be entitled to take possession with his Vessel of any berth; and, if any person shall do so, the Harbour Master may cause such Vessel to be removed at the expense of the Master or person in charge.



## LXVII.

Any Master of a Vessel obtaining or attempting to obtain a berth upon a false representation shall have his Vessel shifted at the discretion of the Harbour Master, and shall be obliged to report anew.

Obtaining berth on false representation.

## LXVIII.

No Master or person in charge of any Vessel that has been booked for a crane berth, nor the Owner of machinery to be put into or taken out of such Vessel, shall lay down upon the Quays, previous to such Vessel being berthed, nor shall leave upon the Quays after such Vessel has been shifted from such crane berth, any steam boiler, boiler carriage, machinery, or other article or thing, without the permission of the Harbour Master, such permission not to extend to more than six days, on the expiry of which quay rent will be charged, under the Bye-law applicable thereto.

Vessels not to lay down machinery so as to interrupt working of cranes, &c.

## LXIX.

Every Vessel loading, or unloading, either partly or wholly, at a crane berth, shall load or unload without delay; and the Master of such Vessel shall remove her from the crane berth after such period as shall by the Harbour Master be judged sufficient for the loading or unloading thereof, so as to make room in due time for other Vessels entitled to the berth.

Vessels at crane berths to load or unload without delay.

## LXX.

No goods intended for shipment shall be laid upon any Quay or into any Shed until after the Vessel which they are intended to be shipped shall have been berthed for loading, except with the consent of the Harbour Master, but his permission shall not be granted for more than six days, on the expiry of which the goods, if not removed, will be liable to quay rent.

Goods for shipment not to be laid upon Quay without permission of Harbour Master.

## LXXI.

No goods intended for shipment, or in process of being unloaded, shall be so laid upon any Quay or into any Shed as to be less than four feet distant from any tramway, cart road, or footway, and no goods or other articles laid under any Shed shall be so placed as to prevent the free working of the slides or gates of such Shed.

Goods for shipment not to be laid on Quay less than four feet distant from any Tramway, &c.

## LXXII.

Regulating use of Cranes by vessels fitting their Machinery. Vessels when being fitted up with their machinery at the large cranes shall not occupy any crane berth longer than as specified in the undernoted regulated scale of days, except with the permission of the Harbour Master, who shall have power to grant an extension of time in any case where he shall consider that to be necessary, having regard to the circumstances and to prompt despatch in the use of the crane. The Harbour Master shall also have power to restrict the time allowed by the schedule in any case where he shall be of opinion that less time will be sufficient for the completion of the work; and no Vessel having finished her crane-work shall be allowed to retain the berth on the ground of the prescribed number of days not having expired, but shall immediately vacate the berth, if required to do so by the Harbour Master.

*Schedule referred to in the foregoing Bye-law.*

Vessels whose machinery weighs 500 tons and upwards will be allowed 14 working days.  
 Vessels whose machinery weighs 400 tons and under 500 tons will be allowed 12 working days.  
 Vessels whose machinery weighs 300 tons and under 400 tons will be allowed 10 working days.  
 Vessels whose machinery weighs 200 tons and under 300 tons will be allowed 8 working days.  
 Vessels whose machinery weighs under 200 tons will be allowed 7 working days.

## LXXIII.

Openings in decks of Vessels to be secured.

Every Vessel in the Harbour (excepting the Hopper Barges belonging to the Trustees) having a hatchway or any large opening in the deck, for the reception of machinery or other purpose, shall, after dark, have such opening either protected or properly lighted, and under the charge of a special watchman. All Vessels lying in the Basin at Bowling shall, in like manner, have their scuttles and hatches either closed or properly protected, so as to prevent accident.

## LXXIV.

Weighers and Measurers.

In order to prevent fraud, the Trustees may from time to time appoint Weighers and Measurers to ascertain the weight, measure, or dimensions of goods imported or exported at the Harbour, and may also appoint Stevedores of various classes for loading and unloading



Vessels. And no person shall act as a Weigher or Measurer until appointed and licensed by the Trustees, and sworn by the Bailie of the River and Firth of Clyde, or his Depute, faithfully to discharge his duties, and no person shall be allowed to act as an assistant to such sworn Weigher or Measurer in weighing and measuring goods until he is also sworn by the Bailie of the River and Firth of Clyde, or his Depute, faithfully to discharge his duties; and the Weigher or Measurer so appointed and licensed shall, in addition, grant a Bond to the Trustees of such amount as they may fix, with one or more sureties, to the Trustees' satisfaction for the honest discharge of the duties undertaken; and it shall be in the power of all shippers or receivers of goods at the Harbour, or owners or charterers of Vessels, to insist upon the weight, measure, or dimensions being ascertained and certified by one of such sworn Weighers or Measurers. The license must be renewed yearly, and the Trustees shall have power to withdraw it from any such Weigher or Measurer when they shall see cause to do so; and every such Weigher or Measurer shall, when requested, furnish to the Collector all requisite information respecting the goods entrusted to his care.

## LXXV.

All Beams, Weights, and Measures for weighing and measuring goods at the Harbour shall be adjusted by the Inspector of Weights for the City of Glasgow at least once a year, marked with the owner's name in full, and no other Beams, Weights, and Measures shall be used.

Weighing  
Beams, Weights  
and Measures.

## LXXVI.

No person shall ply for hire upon the Quays, or on board any vessel, as a Stevedore, or undertake or engage in the loading or unloading of vessels until he is appointed by the Trustees, and receives from them a license authorising him to do so, and it shall not be competent to any Stevedore so licensed to depute his right to any other person; but he shall attend at the work personally, and he shall be responsible to the Master of any Vessel employing him for the proper fulfilment of his engagements, and for the honesty and good behaviour of such Labourers as he may employ in the execution of the work; and Masters of Vessels, or other persons, shall not engage or employ any person to load or discharge Vessels, other than such licensed Stevedores, or their own

Regulating  
Stevedores.



Crews. The licenses must be renewed yearly, and every Stevedore shall, when required, furnish to the Collector all requisite information respecting the cargoes he may load or discharge; and the Trustees shall have power to withdraw the license of any Stevedore at any time when they see cause to do so. Every Stevedore shall, as in the case of the Weighers and Measurers, grant a Bond to the Trustees of such amount as they may fix, with one or more sureties, to the satisfaction of the Trustees, faithfully to discharge his duties.

NOTE.—The above Regulation not to interfere with any companies or private individuals employing their own servants as stevedores to load or discharge their Vessels; and such servants shall be entitled to employ as many labourers under them as may be required; it being distinctly understood that such servants are regularly and *bona fide* in the employment of the owners or agents of the Vessels.

## LXXVII.

Goods to be  
Weighed.

Carters and others having charge of goods, imported or exported at the Harbour, shall have the same weighed upon the weighing-machines placed on the Quays by the Trustees, previous to their being removed from the Quays or laid down for shipment, and shall supply the weighing clerk with all necessary information as to the ownership of such goods, and the name of the Vessel from which or to which the goods are being conveyed; and no carter or other person having charge of such goods shall, on his way to or from any Vessel, pass the Trustees' weighing-machines without having the goods so weighed, and giving such information. Where, by arrangement with the Trustees, Coal, Pig-iron, or other articles may not be required to pass over the weighing-machines, the Owners or person shipping the same shall deliver to the Collector, at his office, within forty-eight hours of such shipment, and before the Vessel sails, a true and correct account of the weight of each such shipment.

## LXXVIII.

Persons not to  
stroll about  
Quays during  
night.

Prostitutes, &c.,  
not to be on  
board vessels.

No seaman or other person shall, after eleven o'clock at night, pass either to or from any Vessel in the Harbour, or remain or stroll about the Quays during the night, without giving a proper reason to the officer on the station; and no person shall take any prostitute or night-walker on board of any vessel in the Harbour, nor shall any prostitute or night-walker go or remain on

board of any Vessel, or prowl or loiter at any time about the Quays or Wharfs, or importune passengers or others for the purpose of prostitution.

## LXXIX.

Idle and disreputable persons are prohibited from prowling about the Quays and Sheds; and all persons are prohibited from buying or bartering old ropes, waste, or other ship's stores; and no person, except as authorised by these Bye-laws, shall go on board any Vessel unless on legitimate business, recognised to be such by the Master or other person in charge.

Disreputable persons not to prowl about Quays, &c.

## LXXX.

All persons are strictly prohibited from smoking under the Sheds, or on the Quays or Wharfs.

Smoking prohibited.

## LXXXI.

No person shall use any offensive or insulting language to any other person at any of the Ferry landing-places, or on board the Ferry-boats, or on the Quays and Wharfs of the Harbour, or on board any Vessel in the Harbour, or be guilty of riotous, disorderly, or indecent behaviour.

Offensive and insulting language prohibited.

## LXXXII.

Every person, while intoxicated and incapable of taking care of himself or of any child, animal, or article in his charge, is prohibited from being upon any of the Quays or Wharfs, or on any of the Ferry-boats in the River.

Persons intoxicated not permitted to be on Quays.

## LXXXIII.

When a Steam Vessel, just arrived at the Harbour, shall come to, on the outside of another Steam Vessel, no carters or porters shall stand on the top of the paddle-boxes, or on the side of the inner vessel, but they shall arrange themselves in the middle of the Vessel; or if the Vessel just arrived shall occupy an inside berth, they shall then arrange themselves on the Quay, at least four feet from the edge, till regularly called, and passed on board by the officer in attendance; and no porter or carter, on being engaged by a passenger to carry his or her luggage, shall attempt to transfer it to another, but shall himself accompany his employer agreeably to his engagement.

Porters, how to conduct themselves.



## LXXXIV.

Regulating  
Cabs.

Omnibuses, coaches, cabs, and other carriages frequenting the Harbour shall be arranged on the stands appointed, or that may be appointed, by the Trustees, and in the numbers allowed by the Superintendent of the Marine Division of Police; and no driver of any vehicle shall drive furiously on the Quays, nor leave his horse and vehicle thereon, without being in charge of a proper person; and no owner or driver, or other person employed by him, shall canvass, importune, or make any signal for employment, nor shall carriages be driven from their stations in search of employment, but shall wait their turn on the respective stands; and they shall not stand double or abreast when thereon.

## LXXXV.

Fares of Porters,  
Cab-drivers, &c.

Porters, Cab-drivers, and others at the Harbour, shall at no time exact more than the Fares which from time to time may be fixed by the Magistrates of the City; and they shall, in other respects, observe the Bye-laws enacted for the Regulation of Porters, Cab-drivers, and others in the City generally.

## LXXXVI.

Regulating  
Carts and  
Carters.

Owners and drivers of carts or wagons, lorries, or other vehicles, or horses, and persons riding horses, are prohibited from obstructing the passage along the Quays, or allowing their horses, or carts, wagons, or lorries to stand on the Quays or Wharfs, when not employed in loading or unloading; and the owners or drivers of all carts or lorries, when waiting either to load or unload their vehicles, shall take the position and place assigned to them by the officers of Police. Carters are prohibited from driving furiously or improperly on the Quays, or permitting their horses to remain thereon, without being in charge of a proper person. No vicious horse shall be permitted on the Quays, unless sufficiently muzzled, and in charge of a proper person constantly in attendance at the animal's head; and carters are also prohibited from tying their horses to the sheds, lamp-posts, cranes, or railings about the Quays, and from riding upon their carts, without having the bit in the horse's mouth, and sufficient double reins, and unless they stand, or are seated in a sufficiently elevated position to see clearly.



before them on either side. No carter shall ride in or upon his cart when loaded; and carters, whether loading or unloading, shall move their horses and carts so as to allow the general work and the sweeping of the Quays to go on without interruption.

## LXXXVII.

All persons are prohibited from having any ferocious <sup>vicious dogs</sup> or vicious dog on the Quays or on board vessels in the Harbour, unless the same shall be tied up or muzzled.

## LXXXVIII.

All persons are prohibited from allowing wheel-<sup>Regulating</sup> barrows or hurleys to remain on the Steamboat Wharfs; <sup>wheel-barrows,</sup> and none shall remain on the Quays, except those belonging to the licensed porters, which shall be arranged and stationed, with the number of the owner's badge and his name legibly painted thereon, in a situation to be fixed by the Superintendent of the Marine Division of Police.

## LXXXIX.

No person shall take any coach, cab, cart, hurley-<sup>Coaches, &c., not</sup> barrow, or other carriage loaded or unloaded, between <sup>to proceed be-</sup> the palls and the breast of that part of the Quays <sup>tween palls and</sup> occupied by the River Passenger Steamboats. <sup>breast of Passenger</sup>

## XC.

All persons are prohibited from retailing any article <sup>Retailing mer-</sup> of merchandise on any part of the Quays or Wharfs; <sup>chandise,</sup> and from affixing bills against any of the sheds, pas-<sup>wharfing bills,</sup> sengers' waiting-rooms, barricades, fences, or lamp-posts, <sup>defacing sheds,</sup> upon or around the Harbour, except on the spaces <sup>&c., at Harbour,</sup> allowed for that purpose, and having the Trustees' authority so to do; and all persons are prohibited from writing upon, soiling, defacing, marking, or injuring any of the Bye-laws or other Notices of the Trustees exhibited at the Harbour, or upon any of the sheds, waiting-rooms, barricades, railings, fences or posts, with chalk or paint, or in any other way whatsoever.

## XCI.

No porter shall ply for hire upon the Quays, or Wharfs, or on board any vessel in the Harbour except <sup>Porters to be</sup> licensed, &c.

he be duly licensed; and each porter shall have a badge specifying his number, to be constantly affixed to his breast; and shall at all times have in his possession a copy of the Magistrates' Regulations for Porters. Further, licensed pilots, porters, and others holding badges or licences, and all other persons approved of or appointed by the Trustees, for any purposes connected with the Port, shall, when called on, assist by information or otherwise, and protect the Harbour Master, Officers of Police, and other persons acting in the discharge of their duty.

## XCII.

Throwing  
stones, &c.,  
prohibited.

All persons are prohibited from throwing stones, snowballs, or other missiles on the Quays or Wharfs, or on the Banks of the River.

## XCIII.

Games of chance  
prohibited.

All persons are prohibited from playing at Cards, pitch and toss, or games of chance, on any of the Quays, Wharfs, or River Banks.

## XCIV.

Climbing on  
sheds, &c., pro-  
hibited.

All persons are prohibited from climbing or being upon the roof of any of the Sheds, Waiting Rooms, Boxes, Cranes, or Railings, and no person shall go or be upon any of the piles in front or under the Quays or Timber Wharfs, or on any of the gas-lit or other Buoys in the River or Harbour, without the sanction of the Trustees.

## XCV.

Regulation of  
crowds.

When crowds of persons are waiting at any of the Ferries they will arrange themselves in line in the order of their arrival, and shall obey the directions of the Officers of Police on duty at the Ferries.

## XCVI.

Preservation of  
order in case of  
unruly  
crowding.

The Superintendent of Police of the Marine Division may at any time, in case of unruly crowding or risk of accident, cause every person to be removed from any part of the Quays or Wharfs when he considers it necessary to prevent accidents or preserve order.

## XCVII.

No person shall offer for sale or distribution, or exhibit to public view, any profane, or indecent, or obscene book, paper, print, drawing, painting, or representation, or write or draw any indecent or obscene word, figure, or representation on any shed, box, wall, fence, or barricade on the Quays or Wharfs, or on any part of a vessel in the Harbour or River, or at any of the Ferry Landing Places, or on board the Ferry Boats, or use any indecent, offensive, or insulting language to any other person, or be guilty of riotous or disorderly conduct.

Sale of profane and indecent literature prohibited.

## XCVIII.

No shipping or other box, article, or thing, shall be placed or remain upon the Quays or Wharfs, without the sanction of the Trustees having been previously obtained.

Shipping-box, &c., not to be put down on Quays without permission.

## XCIX.

The Master of every Steam Tug or person in charge thereof, and all licensed Pilots, and others shall, on their taking charge of any Steam or Sailing Vessel bound for the Harbour of Glasgow, direct the attention of the Master or other person in charge of such Vessel to the different articles of the foregoing and following Regulations, applicable in the circumstances to such Vessel, or the Master or crew thereof.

Masters of Tugs, Pilots, &c., to intimate these Regulations.

## C.

The Owner, Master, or other person having the charge or command of any Vessel in the Harbour, or within the jurisdiction of the Trustees shall be bound to admit at all times the Harbour Master to any part of the Vessel, for the purpose of ascertaining whether the Bye-laws be, or be not, observed and duly complied with, and shall not obstruct or permit the Harbour Master to be obstructed while making such enquiry.

Harbour Master to be allowed to go on board and examine Vessel.



## BYE-LAWS AS TO FERRIES

## CI.

Taking in and putting out passengers or goods by Ferry boats. No passengers or goods shall be landed from, or taken on board of, any Vessel at any of the Ferries belonging to the Trustees by means of the Ferry-boats or other boats; and, when such is done at any other Ferry in the River, the greatest precaution shall be taken by all the parties engaged to prevent accident.

## CII.

Engines to be slowed when passing Ferries. Every Master, or other person in charge of a Steam Vessel, when approaching any of the Ferries on the River, shall, at least two hundred yards from the Ferry, slow the engines and proceed Dead Slow until the Ferry is passed.

## CIII.

Vessels when canted not to obstruct Ferries. No Vessel shall be canted in the River or Harbour in such manner as to obstruct any of the Ferries or the regular crossing of the Ferry-boats, and all Vessels, when being taken into or out of the River Kelvin, shall be so handled as to avoid interruption to the Govan Ferry. No Vessel, when being taken into, or out of, a graving dock or ship basin, or on to, or off, a slip dock, shall be allowed unnecessarily to obstruct the navigation or interrupt the passing of other Vessels.

## CIV.

Steam Vessels not to come to above Pointhouse Wharf. The Master of any Passenger Steam Vessel proceeding up or down the River, shall not come to with his Vessel in the River for the purpose of taking on board either passengers or goods anywhere between the Pointhouse Wharf and the berth of such Steam Vessel in the Harbour, except with permission of the Harbour Master on previous application.

## CV.

Boatmen not to approach Steam Vessels till Engines be stopped. No Boatman or Ferry Boatman shall approach within twenty yards of any Steam Vessel in the River, either to put on board, or to receive from such Steam Vessel,

passengers or goods, unless the Master or other person having the charge of the Vessel shall have previously stopped the engines.

## CVI.

When there are two boats on any of the Trustees' Ferry Stations, as soon as one of them leaves either side of the River, the other shall leave the opposite side, whether there be passengers on board or not; and any passenger may require the Ferryman to start as soon as the other boat has reached the opposite side of the River. The number of passengers that each Steam Ferry-boat shall carry, as authorised by the Board of Trade, and the number that each Row-boat shall carry, as fixed by the Trustees, shall be painted legibly on each end of the Boat; and if the Ferryman or person in charge shall allow a greater number of persons to go on board without challenge, or if any person attempt to force his way into the Ferry-boats, after being informed that the licensed number of passengers is already on board, they shall respectively be liable in a penalty for each offence.

## CVII.

All persons, except those appointed by the Trustees, are prohibited from ferrying passengers on the River to the east of Marlinford, or using the Quays, River Dykes, or other works of the Trustees for the purpose of landing passengers.

## CVIII.

No person shall cross or pass, or attempt to cross or pass, at any of the Ferries on the River Clyde belonging to the Trustees without having previously paid his fare\*. A Check ticket will be given in exchange for the fare; and if any person, having received such Check ticket, or a ticket entitling him to cross for a fixed period, fails to exhibit such check or other ticket to the Ferryman or other person in charge, when required to do so, he will be liable in the penalty specified in these Bye-laws; and if the purchaser of any ticket for a fixed period shall pass, or attempt to pass, the same as a genuine and current ticket after the expiry of the time for which it was issued, or shall during its currency transfer it to any other person, or if any person be detected in attempting to pass upon another person's ticket, in every such case the ticket will be forfeited, and the original holder, as well as the party attempting to pass, will be liable in the penalty specified in these Bye-laws.

\* Except within the City Boundaries.

## CIX.

Turnstiles.

At Ferries where there are Turnstiles no person shall pass, or attempt to pass to or from any Ferry-stair or Ferry-boat in any other way than through the Turnstile or Gate.

## CX.

Horse-boats and  
Steam Ferry-  
boats to have  
lights.

After sunset every Horse-boat and Steam Ferry-boat used on the River Clyde beyond the limits of the Harbour shall have exhibited, in a conspicuous situation, and raised at least twelve feet above the deck thereof, a bright white light, placed in a sufficient lantern of not less than eight inches in diameter, and showing a uniform and unbroken light all round. The Trustees' Steam Ferry-boats in the Harbour shall have a similar light exhibited in a conspicuous situation, and every row Ferry-boat, whether in the Harbour or in the River, shall have a bright white light placed outside the gunwale on either side of the Boat.



PUBLISHING OF BYE-LAWS  
AND  
RECOVERY OF PENALTIES

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CXI.

The foregoing Bye-laws and Regulations shall be enforceable in respect of any breach thereof, committed at any place within the Trustees' jurisdiction, and shall apply to the whole works of the Trustees present as well as future in connection with the River or Harbour within the said jurisdiction. They shall be printed in legible characters, and affixed to conspicuous places adjoining the Harbour and Quays; and when injured or obliterated, shall be renewed and made legible; and the officers of Police shall apprehend and secure all persons guilty of injuring or defacing the same; and shall take such persons before the Bailie of the River and Firth of Clyde, to be proceeded against accordingly. And further, all Masters of Steam Vessels or other persons having charge of Steam Vessels plying on the River shall have at all times on board a copy of these Bye-laws.

Regulations to be printed and published.

CXII.

All offences against the preceding Bye-laws may be tried in the same way and manner, and subject to the same procedure as police offences, and as provided by the 156th Section of "The Glasgow Police Act, 1866," and all fines, penalties, moneys, or forfeitures under the said Bye-laws shall be recoverable from, or enforceable against, the Masters or persons having charge of Vessels on board of which, or in connection with which, any offence has been committed, or the owners of such Vessels, or other offenders against the said Bye-laws.

Offences against the Bye-laws, how to be tried.

CXIII.

Every person offending against, or contravening, any one of the foregoing Bye-laws and Regulations, or any part or sub-section thereof, shall be liable in a penalty

Penalty for breach of Bye-laws.

not exceeding Five Pounds, on conviction before the Bailie of the River and Firth of Clyde, or any other competent tribunal.

Signed by us, two of the Trustees of the Clyde Navigation, as empowered by Statute. In Testimony whereof, the Common Seal of the Trustees is hereon impressed.



JAMES KING, *Trustee.*

JOHN URE, *Trustee.*

The BOARD OF TRADE hereby signify their confirmation of the above Bye-laws.

By ORDER OF THE BOARD OF TRADE, this Twenty second day of August, 1889.

GEORGE J. SWANSTON,  
*Assistant Secretary.*

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T. R. MACKENZIE,  
*General Manager and Secretary.*

CLYDE NAVIGATION CHAMBERS,  
GLASGOW, *1st January, 1923.*

## BYE-LAWS

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## BYE-LAW

AS TO

## TOWING OF VESSELS

At GLASGOW, the 3rd day of January, 1899.—The Trustees of the Clyde Navigation, incorporated by the Clyde Navigation Consolidation Act, 1858, in virtue of the powers conferred on them by the Clyde Navigation Acts, 1858 to 1897, and Acts therewith incorporated hereby Repeal, as on the date of the new Bye-law coming into operation, Bye-law XXIII. of the Bye-laws enacted by them on the Sixth day of August, 1889, and, in lieu thereof, hereby Enact and Ordain the following Bye-law to be observed and enforced within their jurisdiction from fourteen days after confirmation by the Board of Trade, viz. :—

With respect to the Towing of Vessels in the River and Harbour, the following Rules shall apply :—

I. Towing Vessels by Tugs alongside is prohibited, except—

- (a) In shifting, canting, and berthing Vessels, in the Harbour;
- (b) In assisting a disabled or a newly launched Vessel or a Steamer not under her own steam, by the Tug being placed on her own starboard side of the River, unless impracticable; and
- (c) In moving the Trustees' Dredgers from place to place.

II. In the case of Vessels under sixty tons net register, they may be placed abreast.

III. Vessels or Punts shall not be towed in train exceeding 160 yards in length.

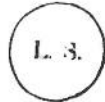
IV. The Master or person in charge of the Tug shall obey the directions of the Pilot or person in charge of the Vessel in tow.

V. Where several Vessels under sixty tons net register are together in tow, the Masters or persons in charge thereof shall obey the directions of the Tug Master.

VI. The Pilot or person in charge of the Vessel in tow shall be responsible for carrying out this Bye-law.

VII. This Bye-law shall form part of and be read and construed along with the foresaid Bye-laws.

Signed by two of the Trustees of the Clyde Navigation, and the Secretary, and sealed with the Common Seal.



DAVID RICHMOND, *Lord Provost, Chairman.*  
NATHL. DUNLOP, *Trustee.*  
T. R. MACKENZIE, *Secretary.*

The BOARD OF TRADE hereby signify their confirmation of the above Bye-law.

BY ORDER OF THE BOARD OF TRADE, this 17th day of February, 1899.

T. H. W. PELHAM,  
*Assistant Secretary.*

## SIGNAL REGULATIONS

FOR

### QUEEN'S DOCK AND PRINCE'S DOCK

The Trustees of the Clyde Navigation, in virtue of the powers conferred upon them by the Clyde Navigation Acts, 1858 to 1894, and Acts incorporated therewith, hereby Enact and Ordain the following Signal Regulations for Vessels entering or leaving Queen's Dock and Prince's Dock, Glasgow Harbour, to be strictly observed and enforced as from the First day of December, 1894, viz. :—

I. Masters, Pilots, and others in charge of Vessels about to enter either the Queen's Dock or Prince's Dock shall, on reaching Pointhouse Wharf,\* signify their intention by hoisting on the foremast, and keeping displayed until the Vessel is within the Dock, the following Signals, viz. :—

#### QUEEN'S DOCK.

By Day—A RED SWALLOW-TAILED FLAG, being the Burgee or Signal "B" of the Commercial Code, shewn at least twenty feet above the Deck.

By Night—A RED LIGHT from a Globular Lantern, placed at least six feet above the Mast-head Light.

#### PRINCE'S DOCK.

By Day—A SQUARE BLUE-AND-WHITE CHEQUERED FLAG, being Signal "N" of the Commercial Code, shewn at least twenty feet above the Deck.

By Night—Two RED LIGHTS from Globular Lanterns above the Mast-head Light, and placed at least six feet apart vertically.

II. The Signals controlling the entrance of each Dock are exhibited near the top of a high latticed post at the Pier-head and are—

By Day—A Red Arm on each side.

By Night—A Red and a Green Light.

\* Pointhouse Wharf having been removed, read "Govan Wharf."



III. No Vessel shall be brought close to the entrance to pass in or out when the Arms are horizontal, or when the Red Light is exhibited, these being the normal or danger conditions of the Signals.

IV. The Signals for entering or leaving either Dock, as seen from the Vessel approaching, are—

By Day—The lowering to an angle of forty-five degrees of the Right or Starboard Arm.

By Night—The exhibiting of the Green Light.

V. The above Regulations to supersede those presently in force at Queen's Dock, and come into operation at both Docks on the First day of December, 1894.

Signed by two of the Trustees of the Clyde Navigation, and the Secretary, and sealed with the Common Seal.

L. S.

JAMES BELL, *Trustee.*

JOHN URE, *Trustee.*

T. R. MACKENZIE, *Secretary.*

In pursuance of Section 13 of "The Clyde Navigation Act, 1894," the Board of Trade hereby signify their confirmation of the above Bye-laws.

BY ORDER OF THE BOARD OF TRADE, this 24th day of November, 1894.

COSMO MONKHOUSE,  
*Assistant Secretary.*

## BYE-LAW

AS TO

## SIGNAL REGULATIONS FOR ROTHESAY DOCK

At GLASGOW, the 3rd day of April, 1906.—The Trustees of the Clyde Navigation, in virtue of the powers conferred upon them by the Clyde Navigation Acts, 1858 to 1905, and Acts incorporated therewith, hereby Enact and Ordain the following Signal Regulations for Vessels entering or leaving Rothesay Dock to be strictly observed and enforced from fourteen days after confirmation by the Board of Trade.

I. Masters, Pilots, and others in charge of Vessels about to enter or leave the Dock shall signify their intention by hoisting on the foremast the following Signals, viz. :—

By Day—A RED SWALLOW-TAILED FLAG, being the Burgee or Signal " B " of the International Code shown at least twenty feet above the deck.

By Night—A RED LIGHT from a Globular Lantern, placed at least six feet above the Masthead Light.

II. Those Signals shall be shown by upcoming Vessels or reaching Dalmuir Light, by downgoing Vessels on reaching Renfrew Ferry, and by outcoming Vessels before leaving the berth, and be kept displayed until the Vessel has passed within the Dock, or is in its normal position for passing up or down the River.

III. The Signals controlling the Entrance of the Dock are exhibited near the top of a high latticed post on the East side of the Entrance, and are—

By Day—A Red Arm on each side.

By Night—A Red and a Green Light.

IV. The Signals for entering or leaving the Dock, as seen from the vessel approaching in the direct line of the Entrance indicating that the Entrance is clear, are—

By Day—The lowering to an angle of forty-five degrees of the Right or Starboard Arm.

By Night—The exhibiting of the Green Light.

V. No Vessel shall pass in or out when the Arms are horizontal, or when the Red Light is exhibited, these being the normal or danger conditions of the Signals.

VI. Those Bye-laws shall form part of and be read and construed along with the Bye-laws for the River Clyde and Harbour of Glasgow, confirmed by the Board of Trade on the 22nd day of August, 1889, or any Bye-laws in substitution therefor approved by the Board of Trade.

Signed by two of the Trustees of the Clyde Navigation and the General Manager and Secretary, and sealed with the Common Seal.

L. S.

NATHL. DUNLOP, *Chairman.*

JOHN URE PRIMROSE, *Deputy Chairman.*

T. R. MACKENZIE, *General Manager and Secretary.*

In pursuance of Section 13 of The Clyde Navigation Act, 1894, the BOARD OF TRADE hereby signify their confirmation of the above Regulations.

BY ORDER OF THE BOARD OF TRADE, this 2nd day of June, 1906.

HERBERT JEKYLL,  
*Assistant Secretary.*



BYE-LAW  
AS TO  
SIGNAL REGULATIONS  
FOR THE  
OIL WHARF AT OLD KILPATRICK

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At GLASGOW, the *Third day of December, Nineteen Hundred and Eighteen*, The Trustees of the Clyde Navigation, in virtue of the powers conferred upon them by the Clyde Navigation Acts, 1858 to 1914, and Acts incorporated therewith, hereby enact and ordain the following Bye-law as to Signal Regulations for Vessels berthing at or passing the Oil Wharf at Old Kilpatrick, to be strictly observed and enforced from seven days after confirmation by the Board of Trade.

- I.—Masters, Pilots, and others in charge of vessels proceeding to or leaving the Oil Wharf at Old Kilpatrick, on the North side of the River, shall signify their intention by hoisting on the foremast, and keeping displayed until the vessel is moored alongside the Wharf, and also when leaving, from the time the vessel starts to unmoor until she is clear of the Wharf, the following signals:—*By Day*—A Red and White Pennant, being the answering pennant of the Commercial Code, shown 20 feet above the Deck.  
*By Night*—Two lights from Globular Lanterns three feet apart, Red above White, shown 20 feet above the deck.
- II.—The signals shall be displayed by an inward-bound vessel before passing Erskine Ferry, and by an outward-bound vessel from the upper reaches before passing Rashielee Light.
- III.—In response to the signals, the Officer in charge of the Wharf shall display the same signals from a flagpole, 20 feet above the cope, to indicate that the Wharf is clear and ready for the vessel approaching.

IV.—No vessel, whether inward or outward, shall attempt to come alongside the Wharf until the signals are displayed therefrom. Such signal from the Wharf shall not, however, relieve the vessel crossing from the observance of the existing Bye-law (No. 19 of the Bye-laws for the Navigation of the River) requiring steamers crossing the River to keep out of the way of vessels navigating up and down.

V.—Every vessel when moored alongside the Wharf shall display, from sunset until sunrise, on the channel side of the vessel, one bright light on the forecastle rail forward, and one bright light on the quarter rail aft.

VI.—The Master or person in charge of every vessel approaching and passing the Wharf, when a vessel is berthed alongside, shall reduce the speed of his vessel to dead slow.

VII.—This Bye-law shall form part of and be read and construed along with the Bye-laws for the River Clyde and Harbour of Glasgow, confirmed by the Board of Trade on the 22nd day of August, 1889, or any Bye-laws in substitution therefor approved by the Board of Trade.

Signed by two of The Trustees of the Clyde Navigation and the General Manager and Secretary, and sealed with the Common Seal.

THOMAS MASON, *Chairman.*

WILLIAM H. RAEBURN, *Deputy Chairman.*

T. R. MACKENZIE, *General Manager and Secretary.*

L. S.

The Board of Trade hereby confirm the foregoing Bye-law.

GARNHAM ROPER,  
*An Assistant Secretary to the Board of Trade.*

11th January, 1919.

## BYE-LAW

AS TO

## SIGNAL REGULATIONS

FOR THE

BRITISH MEXICAN PETROLEUM COMPANY'S BASIN  
AT DUNGLASS

At GLASGOW, *the Seventh day of December, Nineteen Hundred and Twenty*, The Trustees of the Clyde Navigation, in virtue of the powers conferred upon them by the Clyde Navigation Acts, 1858 to 1919, and Acts incorporated therewith, hereby enact and ordain the following Bye-law as to Signal Regulations for Vessels berthing at or passing the British Mexican Petroleum Company's Basin at Dunglass, to be strictly observed and enforced from seven days after confirmation by the Board of Trade.

- I.—Masters, Pilots, and others in charge of vessels proceeding to or leaving the British Mexican Petroleum Company's Basin at Dunglass, on the North side of the River, shall signify their intention by hoisting on the foremast, and keeping displayed until the vessel is moored in the Basin, and also, when leaving, from the time the vessel starts to unmoor until she is clear of the Basin, the following signals:—  
*By Day*—A Blue Flag with White Cross, being the Flag "M" of the Commercial Code, shown 20 feet above the Deck. *By Night*—Two lights from Globular Lanterns, three feet apart, Red above White, shown at least 20 feet above the deck.
- II.—The person in charge of a vessel shall display the signals, when inward-bound, one mile west of Dunglass, and, when outward-bound from the upper reaches, one mile east of Dunglass.
- III.—In response to the signals, the Officer in charge of the Basin shall display the same signals from a flagpole, 20 feet above the cope, to indicate



that the berth is clear and ready for the vessel approaching, the Signal to be made from the flagpole on the east or west pierhead according to the side of the Basin the vessel is to take.

IV.—The person in charge of a vessel, whether inward or outward, shall not attempt to bring his vessel into the Basin until the signals are displayed therefrom. Such signals shall not, however, relieve the vessel crossing from the observance of the existing Bye-law (No. 19 of the Bye-laws for the Navigation of the River) requiring steamers crossing the River to keep out of the way of vessels navigating up and down.

V.—The person in charge of a vessel leaving the Basin shall not take his vessel out into the River until he has ascertained that the Channel is clear and safe for entering thereon.

VI.—The person in charge of a vessel approaching and passing the Basin when vessels are berthed there shall reduce the speed of his vessel.

VII.—This Bye-law shall form part of and be read and construed along with the Bye-laws for the River Clyde and Harbour of Glasgow, confirmed by the Board of Trade on the 22nd day of August, 1889, or any Bye-laws in substitution therefor approved by the Board of Trade.

Signed by two of The Trustees of the Clyde Navigation and the General Manager and Secretary, and sealed with the Common Seal.

L.S.

WILLIAM H. RAEBURN, *Chairman.*

DANL. SHIELDS, *Deputy Chairman.*

T. R. MACKENZIE, *General Manager and Secretary.*

The Board of Trade hereby confirm the foregoing Bye-law.

C. HIPWOOD,  
*An Assistant Secretary.*

BOARD OF TRADE,  
*15th December, 1920.*

## BYE-LAW

AS TO

LIGHTING AND MARKING OF VESSELS AGROUND OR  
SUBMERGED IN THE RIVER OR HARBOUR

AT GLASGOW, the 3rd day of November, 1908.—The Trustees of the Clyde Navigation, incorporated by the Clyde Navigation (Consolidation) Act, 1858, in virtue of the powers conferred on them by the Clyde Navigation Acts, 1858 to 1908, and Acts therewith incorporated, hereby Repeal, as on the date of the new Bye-law coming into operation, Bye-law XXXIII. of the Bye-laws enacted by them on the Sixth day of August, 1889, and in lieu thereof, hereby Enact and Ordain the following Bye-law to be observed and enforced within their jurisdiction from fourteen days after confirmation by the Board of Trade, viz. :—

1. In the event of a vessel being aground or submerged in the River or Harbour, the Master, Pilot, or other person in charge of such vessel shall exhibit—

By Night—Two RED LIGHTS placed vertically not less than six feet apart, where they can best be seen, but at a height of not less than twenty feet above the hull; and Two WHITE LIGHTS placed where they can best be seen, at a height not exceeding twenty feet above the hull, one at each end of the vessel, in such position as to indicate as nearly as possible the extent of the obstruction.

Each of such Lights shall be of such a character as to be visible all round the horizon at a distance of at least one mile.

By Day—Two BLACK BALLS or SHAPES, each two feet in diameter, in the same position as the Two Red Lights, and Two RED FLAGS in the same position as the Two White Lights.

Provided that, if the vessel be submerged to such extent that the Lights, Balls, or Flags, or any of them, cannot be displayed therefrom, the Master, Pilot, or other person in charge of such vessel, shall place on or near the site such boats or punts or other wreck-marking vessels as may be necessary to give full effect to the Bye-law, and exhibit thereon, by night and day respectively, such of the Lights, Balls, or Flags above prescribed as cannot be shown from the vessel itself.



CLYDE NAVIGATION TRUST

BYE-LAW  
AS TO  
LIGHTING AND MARKING OF VESSELS  
AGROUND OR SUBMERGED IN THE  
RIVER OR HARBOUR

AT GLASGOW, the Second day of October, Nineteen hundred and fifty-six.—THE TRUSTEES OF THE CLYDE NAVIGATION, incorporated by the Clyde Navigation (Consolidation) Act, 1858, in virtue of the powers conferred on them by the Clyde Navigation Acts, 1858 to 1955, and Acts therewith incorporated, hereby REPEAL, as on the date of the new BYE-LAW coming into operation, the BYE-LAW AS TO LIGHTING AND MARKING OF VESSELS AGROUND OR SUBMERGED IN THE RIVER OR HARBOUR enacted by them on 3rd November, 1908, and confirmed by the Board of Trade on 21st April, 1909, and in lieu thereof, hereby ENACT and ORDAIN the following new BYE-LAW to be observed and enforced within their jurisdiction from fourteen days after confirmation by the Minister of Transport and Civil Aviation, viz:—

1. In the event of a vessel being aground or submerged in the River or Harbour, the Master or other person in charge of such vessel shall exhibit—

**BY NIGHT—TWO RED LIGHTS** placed vertically not less than six feet apart, where they can best be seen, the lower to be at a height of not less than twenty feet above the hull; and **TWO WHITE LIGHTS** placed where they can best be seen, at a height not exceeding twenty feet above the hull, one at each end of the vessel, in such position as to indicate as nearly as possible the extent of the obstruction.

*Each of such Lights shall be of such a character as to be visible all round the horizon at a distance of at least two miles.*

**BY DAY—THREE BLACK BALLS OR SHAPES**, each two feet in diameter placed vertically not less than six feet apart, where they can best be seen, the lowest to be at a height of not less than fifteen feet above the hull; and **TWO RED FLAGS** in the same position as the Two White Lights, indicating the extent of the obstruction.

Provided that, if the vessel be submerged to such extent that the Lights, Balls, or Flags, or any of them, cannot be displayed therefrom, the Master or other person in charge of such vessel, shall place on or near the site such boats or punts or other wreck-marking vessels as may be necessary to give full effect to the provisions of this Section and exhibit thereon, by night and day respectively, such of the prescribed Lights, Balls, or Flags as cannot be shown from the vessel itself.

[P.T.O.]



2. Without relieving the Master or other person in charge, of the immediate observance of the provisions of Section 1 hereof, and of their observance until the Trustees' servants are actually in charge of the vessel as provided for under this Section, in the event of the vessel being submerged to the extent described in the proviso to Section 1 hereof, and of all those on board finding it necessary to leave the vessel, the Master or other person in charge, may require the vessel to be lighted and marked by the Trustees; and, within twelve hours after receipt by the Harbour Master at Glasgow of such intimation, the Trustees, without prejudice to their statutory powers to deal with obstructions and recover the expenses, shall, by the use of such boats or punts or other wreck-marking vessels as may be necessary, placed on or near the site, light and mark the vessel in the following manner:—

**BY NIGHT—TWO GREEN LIGHTS** placed vertically not less than six feet apart, where they can best be seen, the lower to be at a height of not less than twenty feet above water level; and **TWO GREEN LIGHTS** placed where they can best be seen, at a height not exceeding twenty feet above water level, one at each end of the vessel, in such position as to indicate as nearly as possible the extent of the obstruction.

*Each of such Lights shall be of such a character as to be visible all round the horizon at a distance of at least two miles.*

**BY DAY—TWO GREEN BALLS OR SHAPES**, each two feet in diameter, in the same position as the Two Vertical Green Lights, and Two Green Flags in the same position as the Two Green Lights indicating the extent of the obstruction.

3. The Master or other person in charge of every vessel approaching any such Lights, Balls, or Flags, shall, before attempting to pass the same, ascertain that he can do so with safety.

4. This Bye-law shall form part of and be read and construed along with the Bye-laws for the River Clyde and Harbour of Glasgow confirmed by the Board of Trade on the 22nd day of August, 1889, or any Bye-laws in substitution thereof.

Signed by two of the Trustees of the Clyde Navigation and the General Manager and Secretary and sealed with the Common Seal.

IAN C. MACFARLANE, *Trustee.*

D. MACNAUGHTON, *Trustee.*

J. WILSON, *General Manager and Secretary.*

The Minister of Transport and Civil Aviation hereby confirms the foregoing Bye-law.

A. W. WOOD.

*An Assistant Secretary of the Ministry of Transport and Civil Aviation.*

10th October, 1956.



L. S.

2. The Master, Pilot, or other person in charge of every vessel approaching such Lights, Balls, or Flags, shall, before attempting to pass the same, ascertain that he can do so with safety.

3. Without relieving the Master, Pilot, or other person in charge, of the immediate observance of this Bye-law, and of its observance until the Trustees' servants are actually in charge of the vessel as provided for under this Section, in the event of the vessel being submerged to the extent described in the proviso to Section 1 hereof, and of all those on board finding it necessary to leave the vessel, the Master, Pilot, or other person in charge, may require the vessel to be lighted and marked by the Trustees; and, within twelve hours after receipt by the Harbour Master at Glasgow of such intimation, the Trustees shall carry out the provisions of Section 1, without prejudice to their statutory powers to deal with obstructions and recover the expenses.

4. This Bye-law shall form part of and be read and construed along with the said Bye-laws for the River Clyde and Harbour of Glasgow, confirmed by the Board of Trade on the 22nd day of August, 1889, or any Bye-laws in substitution therefor approved by the Board of Trade.

Signed by two of the Trustees of the Clyde Navigation,  
and the General Manager and Secretary, and sealed  
with the Common Seal.

L. S.

THOMAS MASON, *Trustee.*

WILLIAM H. RAEBURN, *Trustee.*

T. R. MACKENZIE, *General Manager and Secretary.*

The Board of Trade hereby signify their confirmation of the above Bye-law.

By Order of the BOARD OF TRADE, this 21st day of  
April, 1909.

W. F. MARWOOD.  
*Assistant Secretary.*



BYE-LAW  
AS TO  
OVERTAKING VESSELS

AT GLASGOW, the Fifth day of May, Nineteen hundred and fourteen, The TRUSTEES of the CLYDE NAVIGATION, incorporated by the Clyde Navigation (Consolidation) Act, 1858, in virtue of the powers conferred on them by the Clyde Navigation Acts, 1858 to 1911, and the Acts therewith incorporated, hereby REPEAL, as on the date of the new Bye-law coming into operation, Bye-law XV of the Bye-laws enacted by them and approved by the Board of Trade on the 22nd day of August, 1889, and, in lieu thereof, hereby ENACT and ORDAIN the following BYE-LAW, which is to form part of and be read and construed along with the said Bye-laws for the River Clyde approved by the Board of Trade on 22nd August, 1889, or any Bye-laws in substitution thereof, to be observed and enforced within the jurisdiction of the Trustees from fourteen days after confirmation by the Board of Trade, viz. :—

When two steamers in the River Clyde within the jurisdiction of the Trustees are proceeding in the same direction with unequal speed, the overtaking steamer shall give one prolonged blast of her whistle as a signal that she desires to pass. *The steamer about to be overtaken shall keep as near to her own or starboard side of the Channel as safety will permit*, in order to leave a clear passage for the overtaking vessel; and the speed of both shall be reduced until the overtaking vessel is past and clear. The vessel being overtaken shall indicate that she is altering her course by giving one short blast. The overtaking vessel, however, shall not attempt to pass until that signal has been given, nor claim nor attempt to pass at a narrow or difficult part of the Channel, or when meeting other vessels or obstructions.

L. S.

THOMAS MASON, *Chairman.*

WILLIAM H. RAEBURN, *Deputy Chairman*

T. R. MACKENZIE, *General Manager and Secretary.*

The Board of Trade hereby confirm the foregoing Bye-law.

GARNHAM ROPER,

*Assistant Secretary to the Board of Trade.*

9th March, 1915.



## BYE-LAW

AS TO

## LIGHTING AND MARKING OF DREDGERS

AT GLASGOW, the Thirty-First day of August, Nineteen hundred and fifteen, The TRUSTEES of the CLYDE NAVIGATION, incorporated by the Clyde Navigation (Consolidation) Act, 1858, in virtue of the powers conferred on them by the Clyde Navigation Acts, 1858 to 1914, and the Acts therewith incorporated, hereby ENACT and ORDAIN the following BYE-LAW concerning the Lights to be carried, and concerning the steps for avoiding collision to be taken by Dredgers moored in the River Clyde or Harbour of Glasgow, which is to form part of and be read and construed along with the Bye-laws for the River Clyde approved by the Board of Trade on 22nd August, 1889, or any Bye-laws in substitution thereof, to be observed and enforced within the jurisdiction of the Trustees from the First day of December, 1915, viz. :-

Every DREDGER moored in the River Clyde within the jurisdiction of the Trustees shall, between sunset and sunrise, exhibit THREE BRIGHT WHITE LIGHTS, from globular lanterns of not less than eight inches diameter, placed athwartships on the top of the framework, not less than six feet apart, forming a Right-angled Triangle. *Vessels shall pass on that side only which shows the two lights in a vertical line.* The lights shall be of sufficient power to be distinctly visible, with a clear atmosphere on a dark night, of a distance of at least two miles. By day, THREE BLACK BALLS or SHAPES shall be shown, in substitution of the three bright lights. Vessels shall approach and pass the Dredger with caution and at reduced speed.

L.S.

THOMAS MASON, *Chairman.*WILLIAM H. RAEBURN, *Deputy Chairman.*T. R. MACKENZIE, *General Manager and Secretary.*

The Board of Trade hereby confirm the foregoing Bye-law.

GARNHAM ROPER,

*An Assistant Secretary to the Board of Trade.*

October 22nd, 1915.

*The above Bye-Law is in substitution of the Rule dated 23rd February, 1891, revoked by Order in Council dated 14th October, 1915.*

BYE-LAWS

AS TO

GRAVING DOCKS

EXPLOSIVES

PETROLEUM

HARBOUR TRAMWAYS

QUAY RENT

AND

REGULATIONS

AS TO

COAL-LOADING AND MINERAL DISCHARGING APPLIANCES

MEADOWSIDE GRANARY

STORAGE OF WOOD GOODS

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Copies of the above Bye-Laws and Regulations, and of the Oil in Navigable Waters Act, 1922, can be obtained on application.

CLYDE NAVIGATION TRUST

**BYE-LAW**

AS TO

VESSELS NAVIGATING STERN FOREMOST IN THE  
RIVER OR HARBOUR

AT GLASGOW, the sixth day of December, Nineteen hundred and thirty-eight, The TRUSTEES of the CLYDE NAVIGATION, incorporated by the Clyde Navigation (Consolidation) Act, 1858, in virtue of the powers conferred on them by the Clyde Navigation Acts, 1858 to 1929, and the Acts therewith incorporated, hereby ENACT and ORDAIN the following BYE-LAW concerning vessels navigating stern foremost in the River Clyde or Harbour of Glasgow, which Bye-Law is to form part of and be read and construed along with the Bye-Laws for the River Clyde confirmed by the Board of Trade on 22nd August, 1880, or any Bye-Laws in substitution thereof, to be observed and enforced within the jurisdiction of the Trustees as from the seventh day after confirmation by the Board of Trade.

EVERY VESSEL having a bow rudder and navigating stern foremost in the Harbour of Glasgow or River Clyde within the jurisdiction of the Trustees shall, between sunrise and sunset, exhibit TWO BALLS, each two feet in diameter, carried at the ends of a horizontal jackyard on the mast or, if the vessel has more than one mast, on the main or after-mast. The jackyard will be placed in a thwartship direction, at least six feet higher than the funnel-top and will project at least four feet on each side of the mast, so that the distance between the centres of the two balls will be at least eight feet.

W. CUTHBERT, *Trustee.*

L.S.

CHAS. DONALDSON, *Trustee.*

J. WILSON, *General Manager and Secretary.*

The foregoing Bye-Law is hereby confirmed by the Board of Trade,

N. A. GUTTERY,

*An Assistant Secretary of the Board of Trade*

19th December, 1938.

(The Bye-Law came into operation on 26th December, 1938.)



## EXCERPTS FROM ACTS OF PARLIAMENT

## SHIP'S MANIFEST AND PAYMENT OF RATES

When any goods are intended to be shipped within the limits of the Harbour, Docks, or Pier, the Master of the vessel containing such goods shall, within twelve hours of the arrival of such vessel within the limits of the Harbour, Dock, or Pier, deliver to the Collector of Rates the name of the consignee of the goods intended to be unshipped, or other person to whom the same are to be delivered, and if the whole cargo be intended to be unshipped, a copy of the Bill of Lading or Manifest of the cargo, or if part only of the cargo be intended to be unshipped, the best account in writing in his power of the kinds, weights, and quantities of the several goods intended to be unshipped; and every such Master shall, if required so to do by the Collector of Rates, give to him twelve hours' notice of the time at which the cargo of such vessel, or any part of the same, is intended to be unshipped.

The Master of every registered vessel shall, on demand, produce the Certificate of Registry of such vessel to the Collector of Rates; and if any such Master refuse or neglect to make such production on demand, he shall be liable to a penalty not exceeding Twenty Pounds.

*Harbours, Docks, and Piers Clauses Act, 1847, Section 36.*

Every Master of a vessel of which the cargo or part cargo shall be unshipped within the limits of the Harbour, Dock, or Pier, who shall have failed to deliver or to give any of the particulars in regard to the cargo, or the notice in regard to the unshipment thereof hereinbefore required to be delivered or given by such Master, or who shall deliver or give any false particulars or notice, shall for every such offence be liable to a penalty not exceeding Ten Pounds.

Before any person shall ship any goods on board of any vessel lying within the limits of the Harbour, Dock, or Pier, he shall give to the Collector of Rates a true account, signed by him, of the kinds, quantities, and weights of such goods; and every person who shall ship any goods in any such vessel without having given such account, or who shall give or sign a false account of such goods, shall for every such offence be liable to a penalty not exceeding Ten Pounds.

*Harbours, Docks, and Piers Clauses Act, 1847, Sections 37, 38, 39.*

If the Master, Owner, or person in charge of any vessel, or the owner, consignor, or consignee of any goods, shall at any time elude or evade or attempt to elude or evade or refuse or neglect to pay, at the time when the same shall become due and payable as after-mentioned, any rates payable by such person to the Trustees in respect of such vessel or goods respectively, he shall pay to the Trustees a sum equal to Three times the amount of such rates, and shall also, in addition, forfeit and pay to the Trustees by way of penalty any sum not exceeding Twenty pounds; and such rates and penalty shall be recoverable by action before the Sheriff of Lanarkshire, whose judgment shall be final, and not subject to review in any Court whatsoever.

With respect to the payment of rates, the following provisions shall have effect and the rates be payable:—

- (1) On vessels inwards with cargo, before any part of such cargo shall be unshipped; and on vessels outwards with cargo, before any part of such cargo shall be shipped;
- (2) On all other vessels, before such other vessels shall leave the harbour;
- (3) On inward cargo, before such cargo or any part thereof shall be removed from the Trustees' premises; and on cargo outwards, before such cargo or any part thereof shall be shipped;
- (4) No Master or Pilot, or other person in charge of any vessel entering or being in the Harbour, shall remove or permit to be removed from the Harbour such vessel until such Master or Pilot or other person shall exhibit to the Harbour Master, or to his Deputy on the station, a certificate under the hand of the Collector of Rates, that the rates payable in respect of such vessel have been paid, or, if there be any dispute as to the rates payable, until such Harbour Master or Deputy shall be satisfied that sufficient security has been given for the payment of such rates when ascertained, together with the expenses arising from the non-payment thereof;
- (5) The foregoing conditions and provisions shall not be applicable to vessels or goods belonging to or managed by firms or companies who have monthly credits or security with the Trustees.

*Navigation Act, 1887, Sections 7, 8.*



If the Master of any vessel in respect of which any Rate is payable to the Undertakers refuse or neglect to pay the same, or any part thereof, the Collector of Rates may, with such assistance as he may deem necessary, go on board of such vessel and demand such Rates, and on non-payment thereof, or any part thereof, take, distrain, or arrest, of his own authority, such vessel, and the tackle, apparel, and furniture belonging thereto, or any part thereof, and detain the matter so distrained or arrested until the Rates are paid; and in case any of the said Rates shall remain unpaid for the space of seven days next after any distress or arrestment so made, the said Collector may cause the matters so distrained or arrested to be appraised by two or more sworn Appraisers, and afterwards cause the matters so distrained or arrested, or any part thereof, to be sold, and with the proceeds of such sale may satisfy the Rates so unpaid, and the expenses of taking, keeping, appraising, and selling the matters so distrained or arrested, rendering the overplus (if any) to the Master of such vessel on demand.

If default be made in the payment of Rates payable in respect of any such goods, the Collector of Rates may distrain or arrest, of his own authority, such goods, and for that purpose may enter any vessel within the limits of the Harbour, Dock, or Pier in which the goods may be, with such assistance as he shall deem necessary, or if the said goods have been removed without payment of such Rates he may distrain or arrest any other goods within the limits of the Harbour, Dock, or Pier, or the premises of the Undertakers, belonging to the person liable to pay such Rates, and may sell the goods so distrained or arrested, and out of the proceeds of such sale pay the Rates due to the Undertakers, rendering the overplus, if any, to the owner of such goods on demand; or the Undertakers may recover such Rates by Action in any Court having competent jurisdiction.

*Harbours, Docks, and Piers Clauses Act, 1847, Sections 44, 45.*

Within twenty-four hours after the arrival within the limits of the Harbour, Dock or Pier, of any vessel liable to Rates, the Master of such vessel shall report such arrival to the Harbour Master, and if he fail to make such report within the time aforesaid he shall be liable to a penalty not exceeding Ten Pounds.

*Harbours, Docks, and Piers Clauses Act, 1847, Section 35.*



## SHIP'S MANIFEST.

[For the purposes of the Register of Ratepayers eligible to elect or be elected Trustees.]

The Owner, Agent, or person in charge of every vessel arriving at or departing from the Undertaking of the Trustees shall, within fourteen days after the arrival or departure of such vessel, furnish to the Secretary to the Trustees a copy of the ship's Manifest, and such other document as will shew the names, descriptions, residences, and places of business of all persons liable in the payment of Rates due in respect of such vessel, or of the goods therein, under the said Schedules G and H, and the amount of Rates payable by such persons respectively; and every Owner, Agent, or person in charge of any such vessel who shall refuse or neglect to furnish such ship's Manifest or other document shall for each such offence be liable to a penalty not exceeding Ten Pounds, to be recovered in the same manner as other penalties to be imposed under the provisions of this Act.

*Clyde Navigation Act, 1858, Section 19.*

*Clyde Navigation (Constitution) Act, 1905, Section 18.*

## REGULATION OF VESSELS.

The Master of every vessel within the Harbour or Dock, or at or near the Pier, or within the prescribed limits, if any, shall regulate such vessel according to the directions of the Harbour Master, made in conformity with this and the Special Act; and any Master of a vessel who, after notice of any such direction by the Harbour Master served upon him, shall not forthwith regulate such vessel according to such direction, shall be liable to a penalty not exceeding Twenty Pounds.

If any person give or offer any sum of money, or anything whatsoever, by way of reward or bribe, to any Harbour Master or any Officer employed in or about the Harbour, Docks, or Pier, for the purpose of gaining an undue preference in the execution of his office, or for the purpose of inducing such Harbour Master or other Officer to do or omit to do anything relating to his office, or if such Harbour Master or other Officer receives any such reward or bribe as aforesaid, every person so offending shall be liable for every such offence to a penalty of Twenty Pounds.

If the Master of any vessel in or at the Harbour, Dock, or Pier, or within the prescribed limits, if any, shall not moor, unmoor, place, or remove the same according to the directions

of the Harbour Master, or if there be no person on board of such vessel to attend to such directions, the Harbour Master may cause such vessel to be moored, unmoored, placed, or removed as he shall think fit, within or at the Harbour, Dock, or Pier, or within the prescribed limits, and for that purpose the Harbour Master may cast-off, unloose or cut the rope, or unshackle or break the chain by which any such vessel is moored or fastened, and all expenses attending the mooring, unmooring, placing, or removing of such vessel shall be paid to the Undertakers by the Master of such vessel.

Every vessel in the Harbour or Dock, or at or near the Pier, shall have substantial hawsers, tow-lines, and fasts fixed to the dolphins, booms, buoys, or mooring posts, when required by the Harbour Master; and if any vessel shall be in the Harbour or Dock, or at or near the Pier, without substantial hawsers, tow-lines, or fasts as aforesaid, after notice from the Harbour Master to the Master of such vessel to furnish or fix the same, such Master shall for every such offence be liable to a penalty not exceeding Ten Pounds.

Every person, other than the Harbour Master, who shall wilfully cut, break, or destroy the mooring or fastening of any vessel lying in the Harbour or Dock, or at or near the Pier, shall, for every such offence, be liable to a penalty not exceeding Five Pounds.

*Harbours, Docks, and Piers Clauses Act, 1847, Sections 53, 55, 58, 61, 62.*

#### REMOVAL OF GOODS.

No goods shall be allowed to remain upon any of the Piers or Quays, or in the approaches thereto, for a longer time than shall be allowed by the Bye-Laws of the Undertakers; and if any goods shall so remain without the consent of the Undertakers, the Harbour Master, or any person appointed by the Undertakers for that purpose, may remove the same to any of the premises of the Undertakers or other convenient place, and keep the same until payment to the Undertakers of the expenses of such removal, and of the keeping of the goods.

*Harbours, Docks, and Piers Clauses Act, 1847, Section 68.*

In addition to the powers conferred on the Trustees by Section 26 (Quay Rent for Goods) and Section 27 (Payment of Quay Rent before Removal of Goods) of the Act of 1868, the Trustees may remove, or cause to be removed, any goods remaining on or in any of their quays, wharves, yards, sheds, roads and streets within the Undertaking, after the expiry of the periods prescribed, or to be prescribed, by the Trustees.



to their own or any other public warehouse or store; and such removal shall be carried out at the expense and risk of the owner, consignor, shipper, consignee, and purchaser, or any of them. . . .

*Clyde Navigation Act, 1904, Section 36.*

*(See Bye-Laws as to Quay Rent separately published.)*

#### GENERAL.

Every person being the owner of or having the charge of any tar, pitch, resin, spirituous liquors, turpentine, oil, or other combustible thing which shall be upon any quay, dock, or wharf, belonging to the Undertakers, or on the deck of any vessel within the Harbour or Dock, or at or near the Pier, shall cause the same to be removed to a place of safety within two hours after being required to do so by notice in writing, signed by the Harbour Master, and if he fail so to do, shall forfeit a sum not exceeding forty shillings for every hour such combustible thing shall remain in any such place as aforesaid after the expiration of two hours from the service of the notice.

Every person who shall boil or heat any pitch, tar, resin, turpentine, oil, or other combustible matter in any vessel lying within the Harbour or Dock or near the pier, or in any place within the limits of the Harbour, Dock, or Pier, except in such place and in such manner as shall be specially appointed by the Undertakers for that purpose . . . shall be liable to a penalty not exceeding Ten Pounds.

*Harbours, Docks, and Piers Clauses Act, 1847, Sections 69, 71.*

*(See Bye-Laws as to Explosives and Petroleum, separately published.)*

Every person who shall throw or put any ballast, earth, ashes, stones, or other thing into the Harbour or Dock shall, for each offence, be liable to a penalty not exceeding Five Pounds. . . .

*Harbours, Docks, and Piers Clauses Act, 1847, Section 73.*

If any oil is discharged, or allowed to escape, whether directly or indirectly, into any waters to which this Act applies, from any vessel, or from any place on land, or from any apparatus used for the purpose of transferring oil from or to any vessel to or from any other vessel (whether a vessel to which this Act applies or not) or to or from any place, the owner or Master of the vessel from which the oil is discharged or allowed to escape, the occupier of the land, or the person



having charge of the apparatus, as the case may be, shall be guilty of an offence and shall, in respect of each such offence, be liable, on summary conviction, to a fine not exceeding One hundred Pounds. . .

The expression oil means oil of any description, and includes spirit produced from oil and oil mixed with water.

The waters to which the Act applies are the territorial waters of Great Britain and Northern Ireland, and the waters of harbours therein.

*Oil in Navigable Waters Act, 1922, Sections 1, 8.*

#### COMPULSORY PILOTAGE.

The limits of the Pilotage District shall be as follows:—

The River and Firth of Clyde, from Albert Bridge, Glasgow, to an imaginary straight line drawn due East and West from the coast of Ayrshire to the East Coast of Kintyre, Argyllshire, in line with the southernmost point of the Island of Little Cumbrae, including the sea Lochs and channels, and all public docks and public basins within those limits.

Pilotage shall be compulsory\* in the portion of the Pilotage District situated to the East of an imaginary straight line drawn from Kempoch Point, Gourock, to Kilreggan Pier.

*The Clyde Pilotage Order, 1920, Section 1.*

\* On ships exceeding one hundred tons gross tonnage, but, if carrying passengers, fifty tons gross and upwards.

*(See the Bye-Laws of the Clyde Pilotage Authority.)*

#### DEFINITION OF THE HARBOUR AND RIVER.

By the Clyde Navigation Act, 1904, the Harbour extends to the Western end of Shieldhall Wharf, and by the Clyde Navigation Act, 1911, includes Renfrew Harbour and Rothesay Dock.

By the Clyde Navigation Act, 1858, the River includes the whole waterway of the Harbour and as far down as a line between Newark Castle (Port Glasgow) and Cardross Burn.

The Bye-Laws are required by the Acts to be observed within those limits.

CLYDE NAVIGATION TRUST

BYE-LAW  
AS TO  
LAUNCHES

XXXIV

AT GLASGOW, the Eighth day of January, Nineteen hundred and forty-six, The TRUSTEES of the CLYDE NAVIGATION, incorporated by the Clyde Navigation (Consolidation) Act, 1858, in virtue of the powers conferred on them by the Clyde Navigation Acts, 1858 to 1929, and the Acts therewith incorporated, hereby REPEAL BYE-LAW XXXIV of the Bye-Laws enacted by them on the Sixth day of August, 1889, and in lieu thereof, hereby ENACT and ORDAIN the following new BYE-LAW XXXIV to be observed and enforced within their jurisdiction from fourteen days after confirmation by the Minister of War Transport, viz. :—

On every occasion when a vessel is to be launched in the River by any person having or claiming to have right to launch vessels, the following regulations shall be observed :—

- (a) Two boats shall be placed by the Shipbuilder as near as may be in the middle line of the River, at a distance of not less than 400 yards from the point where the line of launch meets the said middle line, the one boat being upstream and the other downstream from said point and before placing a boat the Shipbuilder shall indicate the said distance by a post fixed on the River bank and easily visible from the boat.

After being so placed the boats shall maintain their position until the launch has taken place or until they are withdrawn by the Pilot or other person in charge of the vessel proposed to be launched.

- (b) Not less than fifteen minutes before the vessel is to be launched the Pilot or other person in charge of the vessel shall ascertain that the boats have been placed and that the launching area (being the area between the boats) is clear, and shall signal to the persons in the boats from the stern of the vessel by exhibiting a clean red flag of not less than 6 feet by 4 feet with the word " LAUNCH " in large white letters thereon.
- (c) On such signal being given, the persons in the boats appointed by the Shipbuilder for the purpose, shall immediately display a similar flag, attached to a pole not less than 10 feet long, and continue to display the same until the launch has taken place or the launching flags be withdrawn, in terms of clause (e) hereof.



- (d) Every master or other person in charge of any vessel shall observe the signals above provided to be displayed by the persons in the boats and shall not pass the boats until the launch has taken place or the said signals be withdrawn
- (e) Should anything occur to prevent the launch from taking place after the red flags are displayed, the Pilot or other person in charge of the vessel shall withdraw his red flag and exhibit in lieu thereof a white flag, whereupon the persons in the boats shall withdraw the flags displayed by them.
- (f) Not less than forty-eight hours' previous notice of the date and approximate time when it is proposed to launch a vessel shall be given by the Shipbuilder to the Harbour Master and to the Pilot Master of the Clyde Pilotage Authority, and this without prejudice to such other notice as is directed to be given in such cases by Statute. This provision shall not, however, be held to infer any responsibility upon the Trustees or the said Authority for any breach of these regulations by any other party.
- (g) Nothing in this Bye-Law shall be deemed to exonerate the Shipbuilder from taking precautions to ensure that no launch shall take place in conditions of visibility in the launching area which would substantially impair the efficiency of the provisions contained in clauses (a) to (f) hereof.
- (h) After the launch has taken place the Shipbuilder shall forthwith take the necessary steps to remove from the River, so far as is practicable, all floating timber resulting from the launch.

Signed by two of the Trustees of the Clyde Navigation and the General Manager and Secretary and sealed with the Common Seal.

L.S.

(Sgd.) W. CUTHBERT, *Trustee.*

(Sgd.) JAMES LEGGAT, *Trustee.*

(Sgd.) J. WILSON, *General Manager and Secretary.*

The foregoing Bye-Law is hereby confirmed by the Minister of War Transport.

Signed by authority of the Minister this twenty-first day of January, 1946.

(Sgd.) N. A. GUTTERY,

*An Under Secretary of the Ministry of War Transport*