Forth Ports Authority
(Port Premises)
Byelaws 1983
## CONTENTS

### PART 1 – PRELIMINARY

<table>
<thead>
<tr>
<th>Section</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Title and commencement</td>
<td>7</td>
</tr>
<tr>
<td>2. Application</td>
<td>7</td>
</tr>
<tr>
<td>3. Interpretation</td>
<td>7</td>
</tr>
<tr>
<td>4. Entry and departure</td>
<td>8</td>
</tr>
<tr>
<td>5. Pass tickets</td>
<td>9</td>
</tr>
<tr>
<td>6. Master to exercise care when entering or leaving the docks</td>
<td>9</td>
</tr>
<tr>
<td>7. Movement of vessels etc. within docks</td>
<td>9</td>
</tr>
<tr>
<td>8. Vessels to move from berth when required</td>
<td>10</td>
</tr>
<tr>
<td>9. Boats not to be used without permission</td>
<td>10</td>
</tr>
<tr>
<td>10. Use of floating stage</td>
<td>10</td>
</tr>
<tr>
<td>11. Berthing ropes and fenders</td>
<td>10</td>
</tr>
<tr>
<td>12. Fendering of vessels</td>
<td>10</td>
</tr>
<tr>
<td>13. Fenders to be capable of floating</td>
<td>10</td>
</tr>
<tr>
<td>14. Sufficiency of crew</td>
<td>10</td>
</tr>
<tr>
<td>15. Engine trials, etc.</td>
<td>11</td>
</tr>
<tr>
<td>16. Discharge of bilgewater or ballast water</td>
<td>11</td>
</tr>
<tr>
<td>17. Discharge of water on port premises</td>
<td>11</td>
</tr>
<tr>
<td>18. Inspection and examination of vessels</td>
<td>11</td>
</tr>
<tr>
<td>19. Restriction on naked lights, etc.</td>
<td>11</td>
</tr>
<tr>
<td>20. Paint or scrapings from vessels</td>
<td>12</td>
</tr>
<tr>
<td>21. Precaution against vermin</td>
<td>12</td>
</tr>
<tr>
<td>22. Breaking-up of vessels</td>
<td>12</td>
</tr>
<tr>
<td>23. Anchors to be free from trailing wires</td>
<td>12</td>
</tr>
<tr>
<td>24. Housing of derricks aboard vessels</td>
<td>12</td>
</tr>
<tr>
<td>25. Gangways, etc., not to foul railway lines, etc.</td>
<td>12</td>
</tr>
</tbody>
</table>

### PART 11 – LAYING DOWN OF GOODS

<table>
<thead>
<tr>
<th>Section</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>26. Goods, etc., not to cause obstruction</td>
<td>13</td>
</tr>
<tr>
<td>27. Goods to be removed within 48 hours</td>
<td>13</td>
</tr>
<tr>
<td>28. Goods liable to cause damage to other goods</td>
<td>13</td>
</tr>
<tr>
<td>29. Precaution against goods, etc., falling into docks or onto quays</td>
<td>13</td>
</tr>
</tbody>
</table>
## PART 111 –
### USE OF THE PORT PREMISES

<table>
<thead>
<tr>
<th>Section</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>30.</td>
<td>Use of Authority's plant or machinery</td>
</tr>
<tr>
<td>31.</td>
<td>Use of cranes not belonging to the Authority</td>
</tr>
<tr>
<td>32.</td>
<td>Regulation of vehicles</td>
</tr>
<tr>
<td>33.</td>
<td>Use of vehicles</td>
</tr>
<tr>
<td>34.</td>
<td>Prohibition of vehicles</td>
</tr>
<tr>
<td>35.</td>
<td>Loads to be secured</td>
</tr>
<tr>
<td>36.</td>
<td>Refuelling etc.</td>
</tr>
<tr>
<td>37.</td>
<td>Use of weighbridges</td>
</tr>
<tr>
<td>38.</td>
<td>Precedence for locomotives</td>
</tr>
<tr>
<td>39.</td>
<td>Use of locomotives</td>
</tr>
<tr>
<td>40.</td>
<td>Shunting attendant</td>
</tr>
<tr>
<td>41.</td>
<td>Shunting attendant to precede locomotive etc.</td>
</tr>
<tr>
<td>42.</td>
<td>Duties of shunting attendant</td>
</tr>
<tr>
<td>43.</td>
<td>Driver of locomotive or wagon shunting tractor to keep look-out</td>
</tr>
<tr>
<td>44.</td>
<td>Loose-shunting</td>
</tr>
<tr>
<td>45.</td>
<td>Speed of locomotives etc.</td>
</tr>
<tr>
<td>46.</td>
<td>Locomotives not to stand across main roads etc.</td>
</tr>
<tr>
<td>47.</td>
<td>Radioactive or fissile material</td>
</tr>
<tr>
<td>48.</td>
<td>Firearms</td>
</tr>
<tr>
<td>49.</td>
<td>Fires, etc.</td>
</tr>
<tr>
<td>50.</td>
<td>Smoking</td>
</tr>
<tr>
<td>51.</td>
<td>Use of staging, ladders, etc.</td>
</tr>
<tr>
<td>52.</td>
<td>Dragging of anchor, etc. along quays</td>
</tr>
<tr>
<td>53.</td>
<td>Use of bicycles</td>
</tr>
<tr>
<td>54.</td>
<td>Loitering</td>
</tr>
<tr>
<td>55.</td>
<td>Use of swing bridge</td>
</tr>
<tr>
<td>56.</td>
<td>Access to port premises</td>
</tr>
<tr>
<td>57.</td>
<td>Prohibitions against certain persons</td>
</tr>
<tr>
<td>58.</td>
<td>Unauthorised trading prohibited</td>
</tr>
<tr>
<td>59.</td>
<td>Removal of sand, etc.</td>
</tr>
<tr>
<td>60.</td>
<td>Deposit of gravel, etc.</td>
</tr>
<tr>
<td>61.</td>
<td>Loss, damage and expense of recovery of things fallen into docks</td>
</tr>
<tr>
<td>62.</td>
<td>Bathing or fishing</td>
</tr>
<tr>
<td>63.</td>
<td>Dredging or grappling</td>
</tr>
<tr>
<td>64.</td>
<td>Defacing property</td>
</tr>
<tr>
<td>65.</td>
<td>Bills, placards, etc.</td>
</tr>
<tr>
<td>66.</td>
<td>Disturbance of tips</td>
</tr>
<tr>
<td>67.</td>
<td>Meetings</td>
</tr>
<tr>
<td>68.</td>
<td>Animals not to be brought into port premises</td>
</tr>
<tr>
<td>69.</td>
<td>Fumigation of vessels</td>
</tr>
<tr>
<td>70.</td>
<td>Photography</td>
</tr>
</tbody>
</table>
## PART IV – MISCELLANEOUS

<table>
<thead>
<tr>
<th></th>
<th></th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>71</td>
<td>Interference with officers</td>
<td>21</td>
</tr>
<tr>
<td>72</td>
<td>Compliance with notices, etc.</td>
<td>21</td>
</tr>
<tr>
<td>73</td>
<td>Revocations</td>
<td>21</td>
</tr>
<tr>
<td></td>
<td>Schedule</td>
<td>23</td>
</tr>
<tr>
<td></td>
<td>Appendices</td>
<td>25</td>
</tr>
</tbody>
</table>
The Forth Ports Authority, in exercise of the powers conferred by Part VI of the Forth Ports Authority Order 1969 and of all other powers them enabling, hereby make the following byelaws for the Port Premises.

PART 1 – PRELIMINARY

1. These byelaws may be cited as the Forth Ports Authority (Port Premises) Byelaws 1983 and shall come into operation on the expiration of 30 days from the date of confirmation by the Secretary of State for Transport.

2. These byelaws are in addition to and without prejudice to the River and Firth of Forth Byelaws 1978 as amended by the River and Firth of Forth (Amendment) Byelaws 1980 and shall apply to the port premises at Burntisland, Grangemouth, Granton, Kirkcaldy, Leith, Methil, Newhaven, the Hound Point Marine Terminal all as shown illustrated in the Appendices attached hereto.

3. In these byelaws, except where the context otherwise requires:

   "The Authority" means the Forth Ports Authority;

   "Boat" means any open boat, skiff, dinghy, punt, racing shell, raft or canoe, whether propelled by mechanical power, sail, oars or other means;

   "Docks" includes harbours, locks, basins, cuts, jetties, quays and marine terminals;

   "Goods" includes cargo, wares, merchandise, any container, receptacle, pallet and flat, any vehicle handled as cargo, and fish, livestock and animals, and oils, liquids and gasses and any other materials, property or thing whatsoever and any part thereof, saving only the hull of any vessel calling or docked or laid up at the docks;

   "Harbourmaster" means the harbour master appointed by the Authority, and includes his authorised deputies and assistants;

   "Heavy load" means vehicle and its load which together have combined axle weight in...
excess of 35520 Kilogrammes or any individual axle weight in excess of 10170 Kilogrammes.

"Owner" in relation to a vessel includes the owner, master, charterer, or other person in charge of the vessel and in relation to goods includes the owner, consignor, shipper, consignee or other person in charge of or holding title to the goods;

"Port engineer" means a person for the time being appointed by the Authority as a port engineer and includes his authorised deputies and assistants;

"Port premises" means and includes the docks, landing places, roadways and other works and conveniences and the lands, buildings and heritages and property of whatever nature of, or at any time belonging to, the Authority;

"Port manager" means a person for the time being appointed by the Authority as a port manager or superintendent and included his authorised deputies and assistants;

"Shed" means any shed belonging to the Authority erected or to be erected on the quays of the port premises and used for the accommodation of traders at the port premises, not being a shed specially appropriated for the exclusive use of any corporation, company or person;

"The undertakers" means the British Gas Corporation, the British Telecommunications Board and the South of Scotland Electricity Board or any one of them, as the case may be;

"Vessel" means every description of vessel, however propelled or moved, and includes a hovercraft, hydro-foil vessel and any thing (whether in or under water) constructed or used to carry persons or goods by water, and a seaplane on or in the water;

"Wagon shunting tractor" shall be held to include a wagon shunting tractor at all times when the same is engaged in the movement of wagons and at all other times a wagon shunting tractor shall be subject to those byelaws dealing with vehicles.

Entry and Departure

4. (1) The master of a vessel shall not cause the vessel to enter or leave the docks except with the express permission of the harbourmaster.

(2) The master of a vessel entering or leaving any of the harbours or docks specified in the Schedule to these byelaws shall obey the indications given by the flag and lights signals respectively so specified in relation to that dock.
5. Where a pass ticket system is operated at any of the docks, the master of a vessel shall not move or attempt to move his vessel from the docks until he has procured a pass ticket from the office of the port manager.

6. The master of a Vessel entering or leaving the docks shall:
   (1) Carefully control or cause the vessel to be carefully controlled
   (2) Cause a proper look-out to be kept;
   (3) Navigate the vessel at such a safe speed that will permit collision avoidance and allow the vessel to be stopped within a distance appropriate to the prevailing circumstances and conditions within the docks;
   (4) Reduce speed when approaching all other vessels ensure that they are passed at a safe distance with particular regard to the Authority's dredgers, their punts and other craft; and
   (5) In the case of a power-driven vessel ensure that the engines thereof are in good and working order (which includes the ability of such vessel to stop or move astern under its own power) and that the engines are not on bridge control without an engineer in attendance either in the engine room or on the bridge.

7. Except with the express permission of the harbourmaster no person shall:
   (1) Move any vessel within the docks; or
   (2) Move any lines or wires across the docks

8. No person shall cause a vessel laid up, lying for sale or repair or otherwise unemployed to lie in any quay berth when another vessel requires the same berth to load or discharge; and the master of:
   (1) any light vessel;
   (2) any vessel wholly loaded;
   (3) any vessel partially loaded and waiting for the remainder of its cargo;
   (4) any vessel discharging, the discharge of which has ceased before completion thereof, or
   (5) any vessel undergoing repairs when such vessel as aforesaid is in a quay berth shall give up that quay berth when required to do so for the convenience of any other vessel requiring to load or discharge. from the date of confirmation by the Secretary of State for Transport.
9. Except with the express permission of the harbourmaster no person shall use a boat in the docks.

10. No person shall, without the express permission of the harbourmaster, use or cause to be used within the docks any floating stage; and any person receiving such permission shall:-
   (1) Cause the name of the owner thereof to be clearly marked on the stage;
   (2) Cause the stage to be securely moored and, if required by the harbourmaster, watched and lighted; and
   (3) Remove the stage on completion of the work in respect of which the permission was granted or immediately upon written instructions to that effect being given by the harbourmaster.

11. The master of a vessel when entering or leaving the docks shall have suitable berthing, mooring, working ropes and tackle in readiness for berthing and mooring, and an adequate supply of suitable fenders ready for immediate use.

12. The master of a vessel within the docks shall fend off his vessel from any quay wall and when vessels are lying in tiers the master of the outer vessel shall cause his vessel to be fended off from the inner vessel.

13. (1) The master of a vessel within the docks shall not use or permit to be used any fender of which the harbourmaster disapproves and has given notice to that effect, or which cannot float on the surface of the water.
   (2) Except with the express permission of the harbourmaster no person shall remove or alter the position of any fender provided by the Authority or use any such fender as a floating stage.

14. Except with the express permission of the harbourmaster, the master of a vessel shall at all times when his vessel is within the docks ensure that it is capable of being safely moved and navigated and that there are sufficient crew or other competent persons readily available:-
   (1) to attend to the vessel's moorings;
   (2) to comply with any directions given by the harbourmaster for the unmooring, mooring and moving of the vessel, and
   (3) to deal, so far as reasonably practicable, with any emergency that may arise.
15. The master of a vessel within the docks shall not cause the engines thereof (whether or not connected to variable pitch propellers) to be set in motion for trial (including a bow thrusters trial), or to be immobilised, except under and in accordance with the conditions of any permission given by the harbourmaster for that purpose.

16. The master of a vessel within the docks shall not allow bilgewater or ballast water to be pumped from his vessel except:
   - under and in accordance with a permission given by the harbourmaster;
   - or
   - (2) where such pumping is necessary to prevent the vessel from sinking.

17. The master of a vessel shall not cause or permit circulating or foul water or sewage to escape therefrom on to any part of the port premises.

18. The master of a vessel within the docks shall afford the port manager or harbourmaster on production of his authority all reasonable facilities for the inspection and examination of the vessel when reasonably required by him for the purpose of ascertaining whether any relevant part of these byelaws is being duly observed.

19. (1) The master of a vessel shall take all reasonable precautions for the prevention of accidents by fire.
   (2) Subject, where applicable, to the requirements of paragraph (3) below, if for the purpose of repairs to a vessel in the port premises it is necessary to use welding, burning or soldering apparatus or other processes involving flame, fire or heat then such repairs shall only be undertaken with the permission of the harbourmaster in accordance with the Code of Safe Working Practices for Merchant Seamen. Where such apparatus is used or process undertaken due notice of the work shall be displayed at the gangway to the vessel.
   (3) No maintenance or repair works shall be carried out in or on a tanker vessel of any description in the docks unless the owner, master or agent of such vessel shall have first obtained the permission of the harbourmaster and if so required by the harbourmaster, produced to him a certificate in writing from a suitably qualified chemist to the effect that such areas and tanks of the vessel as the harbourmaster considers necessary, are free of all flammable gas.
or residual liquid sludge and safe for the type of proposed
maintenance or repair work

Pain or scrapings
from vessels
20. The master of every vessel which is being painted or scraped in
a wet dock of the Authority shall provide a tarpaulin to prevent or
make such other arrangements as shall prevent paint or scrapings
falling into the water or onto the quay adjoining the dock, and shall
take further precautions as the harbourmaster may direct.

Precaution against
vermin
21. The master of every vessel shall when required by the
harbourmaster cause all ropes and mooring tackle used for securing
such vessel either to the shore or another vessel or mooring buoys,
to be fitted with guards, approved by the harbourmaster, to prevent
rats and any other vermin passing from the ship to the shore, and the
master shall cause all empty cases, packages and barrels to be
examined before landing to ensure that no rats and any other vermin
are contained therein.

Breaking-up of
vessels
22. No person shall break-up or permit or cause to be broken-up in
the port premises any vessels without the express permission of the
harbourmaster or the port manager and if breaking-up shall have
commenced without such permission the owner of such vessel, on
receiving an order from the harbourmaster, shall remove, or the
harbourmaster in his option may forthwith remove or cause to be
removed, such vessel from the docks at the expense and risk of the
owner.

Anchors to be free
from trailing
wires
23. (1) The master of a vessel before entering the docks shall
ensure that the windlass brake is secure against vibration and that
the anchors are free from wires, ropes, chains or other obstructions.
(2) No person shall cause a vessel to cross any dock or dry
dock still with wires or ropes trailing.

Housing of all
derricks aboard
vessels
24. The master of a vessel berthed within the docks shall ensure that
all derricks and ships’ cranes are housed inside the line of the hull
except where such derricks and cranes are being used for the
purpose of loading or discharging cargo or, subject to the
permission of the port manager where it is necessary to have them
swung outboard to facilitate the handling of cargo.

Gangways, etc., not to
foul railway lines, etc.
25. The master of a vessel within the docks shall not permit
gangways to foul railway lines, cranes, elevators, mooring bollards
or water hydrants.
PART 11 – LAYING DOWN OF GOODS

26. Except with the express permission of the port manager no person shall deposit, or place on any part of the port premises any goods, ballast, casks, boxes, packages, material of any kind, or vehicle, either so as to obstruct any part of the port premises or any road, railway, building, mooring place, plant, machinery or apparatus or the access thereto, or so as to gain entry into or egress from the port premises.

27. Any person landing or laying down any goods or materials of any kind whatsoever on any quay or in any shed on any quay, shall remove such goods or materials within 48 hours after they are so landed or laid down, unless a longer period is allowed by the port manager.

28. No person shall deposit in any shed goods which in the opinion of the port manager are, on account of their nature or on account of any defect in such goods, liable to cause damage to other goods by contact or proximity.

29. The owner of a vessel and a person undertaking the loading of cargo into, or the discharging of cargo from, a vessel shall use or cause to be used such methods as the harbourmaster may direct for the protection of any part of the port premises or for the prevention of any cargo, dunnage, ballast or other materials from falling or escaping into the docks or onto any part of the port premises which must be cleared away by the owner to the satisfaction of the port manager after loading or discharging operations have ceased.
PART 111 – USE OF THE PORT PREMISES

30. No person shall use, work, move, interfere with or connect up to any plant, machinery, equipment or apparatus including without prejudice to the foregoing generality any services, facilities, works or things whatsoever provided by the Authority within the port premises except with the express permission of the port manager or port engineer.

31. Except with the written consent of the port manager and only upon such terms and conditions as the port manager may impose no person shall use a crane belonging to any person other than the Authority within the port premises.

32. (1) The Authority may erect for the purposes of this byelaw at or as near as practicable to the point on any road or way in the port premises where a speed limit or directional sign on that road or way is, in the opinion of the Authority, required, signs of sufficient size and clarity to indicate the maximum speed limit or direction of travel on that road or way.

(2) No person shall cause or permit a vehicle to proceed on any road or way in the port premises in a direction contrary to or at a speed greater than is indicated in respect thereof by signs erected under paragraph (1) of this byelaw.

33. The driver or other person having charge of a vehicle in the port premises shall at all times comply with any directions of the port manager or his representative with respect to the loading, discharging, positioning, manoeuvring and removal thereof and, in particular, but without prejudice to the foregoing, no person shall cause or permit a vehicle to wait on a quay in such manner as to obstruct or impede the movement of rail or road traffic along the quay or to interfere with the loading, discharging or movement of goods or cargo or with the operation or movement of the Authority’s plant or equipment.

34. Except with the express permission of the port manager no person shall cause or permit any vehicle to be driven, moved or parked in any part of the port premises where the driving, movement or parking of vehicular traffic is expressly prohibited by notice to that effect.
<table>
<thead>
<tr>
<th>Topic</th>
<th>Paragraph</th>
</tr>
</thead>
<tbody>
<tr>
<td>Loads to be secured</td>
<td>35. The owner, driver or other person having charge of a vehicle in the port premises shall ensure that any load carried thereon or therein is properly secured and that it complies with all such statutory restrictions on the weight of goods to be so carried as are applicable on public roads and in the case of a heavy load such shall not be conveyed within the port premises unless with the prior permission of the port manager and in accordance with such reasonable conditions as he may impose.</td>
</tr>
<tr>
<td>Refuelling, etc.</td>
<td>36. Except with the express permission of the port manager or unless licensed to do so by the Authority in terms of the Petroleum (Consolidation) Act 1928 no person shall, within the port premises, charge or recharge any vehicle with, or empty it of, fuel.</td>
</tr>
<tr>
<td>Use of weighbridges</td>
<td>37. No person shall cause a vehicle to be placed or to pass over a weighbridge except for the purpose of weighing the vehicle.</td>
</tr>
<tr>
<td>Precedence for locomotives</td>
<td>38. The driver of a vehicle within the port premises shall give way to any locomotive or railway rolling stock and shall comply with any signals given by an authorised shunting attendant employed by the British Railways Board.</td>
</tr>
<tr>
<td>Use of locomotives</td>
<td>39. Except with the express permission of the port manager no person shall within the port premises use any locomotive etc. or wagon shunting tractor.</td>
</tr>
<tr>
<td>Shunting Attendant</td>
<td>40. Every person to whom express permission to use a locomotive or wagon shunting tractor in the port premises has been granted by the port manager shall:-(1) In the case of a locomotive provide two suitable qualified wagon shunting attendants to accompany the locomotive when working, each wearing a high visibility vest or similar garment, and (2) In the case of a wagon shunting tractor in addition to a driver provide an attendant wearing a high visibility vest or similar garment.</td>
</tr>
<tr>
<td>Shunting Attendant to precede locomotive etc.</td>
<td>41. (1) Where a locomotive or wagon shunting tractor is being worked, the shunting attendant or, if more than one, (a) at the leading end of the locomotive or tractor, or</td>
</tr>
</tbody>
</table>
(b) If the locomotive or tractor is passing over a level crossing, or passing a shed, stack of timer or other obstruction to the view, 10 metres in advance of such leading end.

(2) For the purposes of this byelaw reference to a locomotive or tractor, where wagons are being propelled in advance thereof, is a reference to the foremost wagon so propelled.

42. Every shunting attendant at the leading end of a locomotive or wagon shunting tractor when working shall give such signals as may be necessary to the driver of the locomotive or wagon shunting tractor and shall ensure in the case of a locomotive that the line, points and crossings are clear, and that the points are set correctly.

43. No person shall put a locomotive or wagon shunting tractor in motion until an "all-clear" signal is received from the shunting attendant at the shunting attendant at the leading end thereof, and every driver in charge of a moving locomotive or wagon shunting tractor shall at all times keep a sharp look-out.

44. (1) No person shall loose-shunt any wagon unless it is accompanied by a shunting attendant who shall ensure it is brought shunting to a standstill where required.

(2) No person shall loose-shunt more than four wagons at a time.

45. Subject to any special instructions which may be given by the port manager in the interest of public safety no person shall cause the speed of a locomotive or wagon shunting tractor to exceed four miles per hour.

46. No person shall cause a locomotive, wagon shunting tractor or wagon to stand across a main road or on a swing-bridge, or within twenty metres of the approaches to any such bridge.

47. No person shall convey or cause to be conveyed within the port premises any radioactive materials including fissile materials without first obtaining the express permission in writing of the port manager.

48. (1) Except with the express permission of the port manager no person, other than the Master of a Vessel, an officer of the law, member of Her Majesty's armed forces or member of the armed forces of a visiting foreign power, shall be in possession of, use or discharge any firearm, including air rifle or air pistol, in the port premises.
(2) Whilst a vessel is within the port premises any firearm on board will be subject to UK Firearms Control and must be held in the custody of the vessel's Master and must not be removed from such custody for any purpose whatsoever.

Fires, etc

49. No person shall strike, kindle, or have any light, flame or fire, whether covered or naked, nor use any heating or lighting appliance ashore within the port premises except at such times and places as the port manager may specially permit in writing.

Smoking

50. No person shall smoke tobacco or any other substance: -
   (1) In any part of the port premises (including any building therein) where there is displayed by the Authority a conspicuous notice forbidding smoking;
   (2) On a vessel which has explosive, flammable or dangerous cargo aboard, except in such places as may be approved (and subject to any conditions attached to such approval) by the harbourmaster.

Use of staging, ladders, etc.

51. Except for the purpose of facilitating the loading or discharging of a vessel or for providing access thereto, no person shall place or cause to be placed any staging, cription on the quays of the port premises without permission in writing from the port manager and any person so receiving permission from the port manager, and any person using such staging or others aforesaid for the purpose of facilitating the loading or discharging of a vessel or for providing access thereto shall: -
   (1) Observe such orders as the port manager may give therefor;
   (2) Cause the staging, ladder, bench, tool or plant and machinery to be clearly marked with the name of the owner thereof; and
   (3) Cause such staging or others aforesaid to be removed immediately on completion of the work in respect of which the permission was granted or upon written instructions to that effect being given by the port manager.
52. No person shall drag or cause to be dragged or assist in the dragging of any anchor, metal cable, chain, stone, iron or timber or any similarly hard and heavy thing, along or upon the surface of any of the quays or any other parts of the port premises.

53. No person shall cycle on the footpath next to the parapet of any bridge within the port premises or on the crossing over any wet or dry dock entrance.

54. No person shall loiter on any bridge within the port premises or, except in the course of lawful business sit or stand on the parapet of such bridge.

55. No person, other than an employee of the Authority in the discharge of his duties, shall go on any swing bridge of swing in the port premises whilst it is in motion or closed to traffic.

56. No person shall enter or leave the port premises except by the entrances and entrance gates provided for these purposes (other than the entrances used exclusively for locomotive traffic).

57. (1) No person shall enter the port premises except for a proper purpose and, except with the express permission of the port manager, other than during normal working hours.
   (2) No person entitled to enter the port premises shall, under any circumstances, be permitted to leave the roadway except for a proper purpose unless with the express permission of the port manager.
   (3) Without prejudice to the foregoing generality, no person under the age of sixteen years shall enter or remain in the port premises unless in an organised party with the express permission of the port manager or accompanied by an adult.
   (4) Every adult person entitled to enter the port premises who brings a person under the age of sixteen years into the port premises shall keep such person under proper control.

58. No person shall engage by way of trade, in buying or selling any goods or property in the port premises without the written consent of the port manager.

59. Except with the express permission of the port manager, no person shall take any sand, stones, gravel or soil from any part of the port premises.

60. Except with the express permission of the port manager, no person shall deposit or place any gravel, stones, ballast, ashes, mud, filth, earth, offal, wire or other rope, or rubbish or litter of any kind in or upon any part of the port premises.
61. Any person who by accident or otherwise causes loss or damage to any part of the port premises or allows any matter or thing of any kind whatsoever to fall into any of the docks within the port premises shall immediately notify the port manager of the fact and, if required by the port manager, shall at his or her own expense repair such loss or damage or cause such matter or thing to be removed or otherwise shall meet the Authority's expense of so doing.

62. No person shall bathe or fish within the port premises.

63. No person shall, without the express permission of the port manager dredge, dive or grapple for any article in the port premises.

64. No person shall interfere with any lifebelt, lifebuoy, sign, notice board (including any notice thereon) or any other property within the port premises.

65. Except with the express permission of the port manager no person shall within the port premises publicly exhibit any bill, placard or notice or distribute any leaflet, pamphlet or circular.

66. No person shall, without the express permission of the
   (1) search or disturb the material deposited on any tip or other place provided within the port premises for the disposal or treatment of refuse.
   (2) collect or carry away any article, thing or material from any such tip or other place.

67. Except with the express permission of the port manager no person shall within the port premises:
   (1) take part in any general meeting; or
   (2) gather together, or deliver any address to an audience or gather together any persons whereby any work or business at the port premises or the control, management or use of the port premises is, or is likely to be, obstructed, impeded or hindered.

68. No person shall bring or cause to be brought into or allow to remain in, the port premises any animal without the express permission of the port manager or harbourmaster.

69. The owner or master of a vessel shall not cause the vessel to be fumigated within the port premises except with the express permission to the port manager or harbourmaster.

70. No person (except the undertakers) shall sketch or use a photographic camera within the port premises except with the express permission of the port manager.
PART IV - MISCELLANEOUS

71. No person shall intentionally obstruct any officer or servant of the Authority in or about the execution of his duties.

72. All persons while on the port premises shall comply with the terms of any notice, bill, placard or the like which the Authority may have publicly exhibited within the port premises insofar as it refers to any provision of these byelaws.

73. On the coming into operation of these byelaws the following byelaws shall be revoked:
   (1) The Burntisland Harbour and Docks Byelaws made by the London and North Eastern Railway Company on 12th June 1930;
   (2) The Burntisland Harbour and Docks (Amendment) Byelaws 1934 made by the London and North Eastern Railway Company on 27th March 1934;
   (3) Byelaws for Granton Pier and Harbour made by His Grace Walter Frances, Duke of Buccleuch and Queensberry, and confirmed by the Sheriff of the County of Edinburgh by Decree dated 6th October and 16th November 1853;
   (4) Article No. 2 of the Additional Byelaws made by His Grace the Duke of Buccleuch and Queensberry for regulating the Port and Harbour of Granton, dated 29th October 1878;
   (5) The Kirkcaldy Harbour Byelaws made by the Provost, Magistrates and Councillors of the Burgh of Kirkcaldy on 13th June 1910, 6th November 1914 and 13th May 1946;
   (6) Byelaws to be observed at the Port of Leith, made by the Commissioners for the Harbour and Docks of Leith on 14th April 1936;
   (7) The Methil Harbour and Docks Byelaws made by the London and North Eastern Railway Company on 4th November 1929.
GIVEN under the Common Seal of the Forth Ports Authority this Twenty-ninth day of September 1983.

GA VIN A HEPBURN, (Chairman)
GRAHAM RENWICK, (Secretary)

The Secretary of State for Transport hereby confirms the foregoing byelaws, as modified by him.
SIGNED by authority of the Secretary of State this Twenty-ninth day of September 1983.

J.R. FELLS
An Assistant Secretary in the Department of Transport
BYELAW 4

SCHEDULE

SIGNALS TO BE OBEYED
AT THE DOCKS SPECIFIED

BURNTISLAND

Traffic lights are mounted on a mast situated northwards of the Harbour Office.

(i) A red light – docks closed; bring up in roads.
(ii) A green light – vessels may enter East Dock.
(iii) A green light over a white light – vessels proceeding to West Dock only may enter outer tidal basin.

GRANGEMOUTH

(a) Entrance Lock. Traffic control lights are situated on both the East and West walls at the outer and inner ends of the entrance lock.
   (i) A green light on each wall – vessels may enter the entrance lock.
   (ii) Two green lights in a vertical line on one wall – indicating the side on which a vessel must be moored.
   (iii) A red light on each wall – vessels may not enter the entrance lock; vessels may not come alongside the approach jetties unless permission has been obtained from the harbourmaster.

(b) East Cut Passageway. Traffic control lights are situated on the south side of the East Cut passageway.
   (i) A green light - one vessel may pass through the East Cut passageway.
   (ii) A red light – Vessels must not approach within 200 metres of the East Cut passageway.

(c) West Cut Bridgeway. Traffic control lights are mounted on a signal post 15.2 metres high situated on the south side of the West Cut bridgeway.
   (i) A green light – one vessel may pass through the West Cut bridgeway.
   (ii) A red light – vessels must not approach within 200 metres of the West Cut bridgeway.
GRANTON
When a red flag bearing a white St. George’s Cross is exhibited at the Middle Pier Head – vessels may not enter the harbour until the flag is lowered.

KIRKCALDY
Traffic lights are mounted on a flagpole on top of the Harbour Office.
   (i) A red light – docks closed; bring up in roads.
   (ii) A green light – vessels may enter the harbour.

LEITH
Entrance Lock. Traffic control lights are situated on both the East and West walls at the outer and inner ends of the entrance lock.
   (i) A green light on each wall – vessels may enter the entrance lock.
   (ii) Two green lights in a vertical line on one wall – indicating the side on which a vessel must be moored.
   (iii) A red light on each wall – vessels may not enter the entrance lock; vessels may not come alongside the lead-in jetty unless permission has been obtained from the harbourmaster.

METHIL
Traffic lights are exhibited from No. 2 Dockhead Office.
   (i) A red light – Docks closed; bring up in roads.
   (ii) A green light – vessels may enter No. 2 Dock.

GAVIN A. HEPBURN
GRAHAM RENWICK
J.R. FELLS
APPENDICES

Appendix I – Burntisland Harbour and Docks
Appendix II – Grangemouth Docks
Appendix III – Granton Harbour
Appendix IV – Kirkcaldy Harbour and Dock
Appendix V – Leith Docks and Newhaven Harbour
Appendix VI – Methil Harbour and Docks
Appendix VII – Hound Point and Braefoot Marine Terminals.

Note: The drawings are not to scale and are illustrative only.