

**Forth Ports Authority
(Port Premises)
Byelaws 1983**



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**FORTH PORTS AUTHORITY
(PORT PREMISES)
BYELAYS 1983**

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. | Title and Commencement |
| 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. | Application |
| 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 | Interpretation |

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.

Pass Tickets

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.

Master to exercise care when entering or leaving the docks

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

Movement of vessels etc. within 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

Vessels to move from berth when required

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.

Boats not to be used without permission	9. Except with the express permission of the harbourmaster no person shall use a boat in the docks.
Use of floating stage	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.
Berthing ropes and fenders	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.
Fendering of vessels	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.
Fenders to be capable of floating	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.
Sufficiency of crew	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.

Engine trials, etc

16. The master of a vessel within the docks shall not allow bilgewater or ballast water to be pumped from his vessel except: -

Discharge of bilgewater or ballast water

- (1) 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.

Discharge of water on port

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.

Inspection and examination of vessels

19. (1) The master of a vessel shall take all reasonable precautions for the prevention of accidents by fire.

Restriction on naked lights, etc.

(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.

**Goods etc not to
cause
obstruction**

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.

**Goods to be
removed within
48 hours**

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.

**Goods liable to
cause damage
to other goods**

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.

**Precaution
against goods,
etc., falling
into docks or
quays**

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.

**Use of Authority's
plant or machinery**

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.

**Use of cranes not
belonging to the
Authority**

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.

Regulation of vehicles

(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.

Use of Vehicles

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.

Prohibition of vehicles

Loads to be secured	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.
Refuelling, etc.	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.
Use of weighbridges	37. No person shall cause a vehicle to be placed or to pass over a weighbridge except for the purpose of weighing the vehicle.
Precedence for locomotives	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.
Use of locomotives	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.
Shunting Attendant	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:- <ul style="list-style-type: none"> (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.
Shunting Attendant to precede locomotive etc.	41. (1) Where a locomotive or wagon shunting tractor is being worked, the shunting attendant or, if more than one, <ul style="list-style-type: none"> (a) at the leading end of the locomotive or tractor, or

(b) If the locomotive or tractor is passing over a level crossing, or passing a shed, stack of timber 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.

**Duties of
Shunting
Attendant**

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 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.

**Driver of
locomotive
or wagon
shunting
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.

Loose-shunting

(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.

**Speed of
locomotives etc.**

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.

**Locomotives not to
stand across main
roads etc**

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.

**Radioactive
materials including
fissile materials**

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.

Firearms

(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 thereon;
(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.

Dragging of anchor, etc. along quays

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.

Use of bicycles

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.

Loitering

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.

Use of swing bridge

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).

Access to port premises

- 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.

Prohibitions against certain persons

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.

Unauthorised trading prohibited

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.

Removal of sand, etc.

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.

Deposit of gravel, etc.

Loss, damage and expense arising from recovery of things fallen in to docks	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.
Bathing or fishing	62. No person shall bathe or fish within the port premises.
Dredging or grappling	63. No person shall, without the express permission of the port manager dredge, dive or grapple for any article in the port premises.
Defacing property	64. No person shall interfere with any lifebelt, lifebuoy, sign, notice board (including any notice thereon) or any other property within the port premises.
Bills, placards, etc.	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.
Disturbance of tips	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.
Meetings	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.
Animals not to be brought into port premises	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.
Fumigation of vessels	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.
Photography	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.

Interference with officers

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.

Compliance with notices, etc.

73. On the coming into operation of these byelaws the following byelaws shall be revoked: -

Revocations

(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 13h 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.

GAVIN 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. FELLO

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.