

## **DOCK BYE-LAWS**

**THESE BYE-LAWS are made by the Port London Authority (hereinafter referred to as the Authority) in pursuance of the powers vested in the Authority by the Port of London (Consolidation) Act, 1920, and of every other power vested in the Authority and applicable to the making of Bye-laws.**

### **Extent and commencement of Bye-laws. Repeal.**

1. These bye-laws shall apply to all dock premises of the Authority and to so much of the River Thames as is within any prescribed limits, and shall come into operation on the expiration of one calendar month from the confirmation thereof in manner prescribed by law; and on that day the existing bye-laws made by the London and India Docks Company, the Surrey Commercial Dock Company (with the exception of the bye laws relating to the Surrey Canal), and the Millwall Dock Company respectively, shall be repealed and cease to have force, save as to any previous breach thereof.

### **Definitions.**

2. In these bye-laws:-
  - “Dock” means any dock of the Authority and any part of a dock, and any basin, lock, cut, or entrance connected therewith, and includes the quays, wharves, walls, jetties, and piers of such dock.
  - “Dock premises” means any dock and any premises of the Authority (whether in their occupation or not) connected with or appurtenant to a dock, and also includes the town warehouses and stores of the Authority.
  - “Prescribed limits” means the part of the River Thames beyond the dock, within the powers of the Dockmaster for the regulation of the dock are by law authorised to be exercised, and includes in the case of the Tilbury Dock the tidal basin of such dock.

NOTE.- The prescribed limits in respect of the dock is as follows:-

Tilbury Docks (Lower Entrance) – 250 yards from the several Piers of Jetties at the Entrance.

Tilbury Docks (Upper Entrance) – 300 yards from the Entrance.

“Superintendent,” “Dockmaster” and “Police Officer” in the application of any bye-law to any particular dock premises means the superintendent, dockmaster and chief police officer respectively of such dock premises, and shall include his and their duly authorised deputies and assistants.

“Constable” includes any officer of police.

“Master” means any person lawfully or wrongfully having or taking the command, charge, or management of the vessel for the time being.

“Owner” includes in the case of craft proved to be let on hire, the person to whom the same is so let.

“Ship” means every vessel not propelled by oars which is intended to go to sea, or which is intended to carry passengers for profit or pleasure.

“Craft” means sailing barge, dumb barge, lighter, boat, punt, wherry and tug, and includes vessels of every description (other than a ship) whether used for navigation of otherwise in the water, and a raft or float of timber.

“Vessel” (except in the two last preceding definitions) includes both ship and craft.

“Motor vessel” means a vessel whose motive power is derived from the combustion of liquid fuel.

“Vehicle” does not include locomotives and rolling stock on the railways.

“Motor vehicle” means any vehicle propelled otherwise than by human or animal power.

“Carbide” means carbide of calcium, and shall also include any other carbide which will produce inflammable gas on contact with water.

“Petroleum Spirit” means such petroleum as when tested in the manner set forth in Part II of the Second Schedule to the Petroleum (Consolidation) Act, 1928, gives off an inflammable vapour at a temperature at less than 73° Fahrenheit.

“Petroleum” includes crude petroleum, oil made from petroleum or from coal, shale, peat or other bituminous substances, and other products or petroleum.

**Motor vessels and vessels carrying petroleum spirit.**

3. (i) No person shall bring or attempt to bring or navigate or cause or allow to be navigated into or in any dock any vessel with propelling engines or boats or auxiliary engines whose motive power is derived from the combustion of petroleum spirit or any vessel which is carrying or shall have carried petroleum spirit in bulk as part of its last cargo or in its bunkers, unless every tank and other receptacle for petroleum spirit other than such tanks or receptacles on the weather deck as are permitted under sub-clause (iii) of this bye-law shall have been completely emptied and rendered free of gas and/or vapour, and a certificate in a form to be approved by the Authority signed by a member of the Institution of Petroleum Technologists shall have been produced to the Authority as proof of same, and unless such vessel shall comply with the requirements of sub-clause (iii) of this by-law.

**Penalty.**

(ii) Every motor vessel which shall be brought or navigated into or in any dock whose motive power is derived from the combustion of petroleum or other liquid fuel whose flash point is 73° Fahrenheit or above shall comply with and be subject to the following rules, except that rules (a) and (b) shall not apply to motor vessels whose motive power is derived from the combustion of liquid fuel with a flash point of 150° Fahrenheit or above and, subject to this exception, the rules shall apply, as the case may be, before or during or after such entry or navigation into or in any dock respectively: -

- (a) The machinery, fuel tanks, boilers and every appliance for the production of motive power light and heat must have been surveyed and must comply with the requirements either of the Board of Trade or of Lloyd’s Register of Shipping or of the Bureau Veritas Register of Shipping or other approved body.
- (b) The machinery, fuel tanks, boilers and every appliance for the production of motive power light and heat must be subjected to such periodical survey as shall be required by one or other of the above named bodies.

- (c) Before the motor vessel enters any dock there shall be delivered to the Authority a declaration signed by the owner or master which shall accurately describe the nature of the liquid fuel contained in each of the fuel tanks and state the temperature of its flash point on the Fahrenheit scale as ascertained by the close test with the apparatus of Abel or Pensky-Martens.
- (d) If the fuel of the motor vessel is burned in the furnace of a boiler, the flash point shall not be below 150° Fahrenheit, unless special arrangements have been made and approved by one of the approved bodies mentioned in rule (a) of this bye-law, but under no circumstances, whether the fuel is burned in the furnace or not, shall the flash point of the liquid fuel be below 73° Fahrenheit.
- (e) If the motor vessel shall be of or above 1,000 tons gross tonnage, and if the flash point of the liquid fuel is below 150° Fahrenheit, continuous ventilation of the whole of the machinery and boiler space shall be maintained by means of an appliance approved by one of the approved bodies mentioned in rule (a) of this bye-law as efficient for discharging to the atmosphere within one hour a volume of air equal to three times the whole volume of the said machinery and boiler space. Nothing in this rule shall be deemed to qualify or affect in any way the provisions of rule (d) of this bye-law.

**Motor vessels.**

- (f) The interiors of the fuel tanks and pipes shall be kept completely closed from the atmosphere with the exception of the openings of the vent pipes, each of which shall be covered by at least one diaphragm of copper wire gauze of miner's safety lamp mesh. The openings of the vent pipes must be above the weather deck.
- (g) No liquid (other than clean water) shall be discharged into the dock from any motor vessel. No liquid (other than as aforesaid) shall be transferred from one tank or other space to another unless such tank or space is completely closed from the atmosphere with the exception of the openings of the vent pipes covered as required by rule (f) of this bye-law.

No liquid fuel shall be transferred from any motor vessel into any other ship, barge, lighter, or reservoir on shore, nor shall liquid fuel be transferred from any ship, barge, lighter, or reservoir on shore into a motor vessel, except by means of pumping through a perfectly oil-tight system of flexible pipes connected to the pipes leading to the tanks or reservoirs for containing the liquid fuel.

And in no case shall such transference of liquid fuel be made unless the flash point of the liquid is 150° Fahrenheit or above

and the tanks are completely closed from the atmosphere with the exception of the openings of the vent pipes, which must be above the weather deck.

- (h) No liquid fuel whose flash point is below 150° Fahrenheit shall be contained in the forepeak.
- (i) If the motor vessel shall be of or under 600 tons gross tonnage, liquid fuel whose flash point is below 150° Fahrenheit shall only be contained in tanks separate from the hull, and placed not less than one foot distant from the outside skin.
- (j) The owner and also the master of every motor vessel which does not comply with rules (a) to (i) inclusive of this bye-law shall be liable for each breach of any one of such rules to a.

**Penalty.**

- (k) The owner and master of the motor vessel shall, whenever called upon to do so, submit evidence to the satisfaction of the Authority of compliance with the foregoing rules.
- (l) The admittance of the motor vessel into any dock shall not constitute any acknowledgment by the Authority that the foregoing rules have been or are being complied with, and shall not release the owner or master from responsibility for non-compliance therewith.

(iii) Nothing in the rules contained in sub-clause (ii) of this bye-law shall be deemed to prevent a vessel, with propelling engines or boats or auxiliary engines whose motive power is derived from the combustion of petroleum spirit from being brought or attempted to be brought into or navigated in the docks, provided that in every such case the quantity of petroleum spirit then on board such vessel shall not exceed two gallons for each boat and five gallons for each propelling engine and for each 20 horsepower or part thereof of the total horsepower of such auxiliary engines, and that petroleum spirit shall be stored on the weather deck of the vessel away from machinery and boiler casings and other sources of fire or heat, and that the fuel tanks shall not be charged or recharged with petroleum spirit during the period the vessel remains in the dock.

**Inspection of Motor vessels.**

- 4. The master of every vessel waiting to enter or in any dock shall at all times give to any officer of the Authority all reasonable facilities to inspect such vessel so as to ascertain whether these bye-laws are complied with.

**Vessels carrying oil or other inflammable liquid.**

- 5. (I) No person shall bring or attempt to bring or navigated or cause or allow to be navigated into or in any dock, any vessel shall have carried as any part of its cargo oil or other inflammable liquid in bulk, whose flash point is below 150° Fahrenheit, unless every tank and other receptacle for such oil or

other inflammable liquid shall have been completely emptied and rendered free of gas and/or vapour, and a certificate in a form to be approved by the Authority signed by a Member of the Institution of Petroleum Technologists, shall have been produced to the Authority as proof of same, except when express permission in writing shall have been previously given by the Dockmaster.

**Penalty.**

(2) No liquid (other than clean water) shall be discharged into the dock from any such vessel. The master of any vessel from which any such liquid shall be so discharged shall be liable for each offence to a.

**Penalty.**

6. No person shall bring or attempt to bring or navigate or cause or allow to be navigated into or in any dock, any vessel which is carrying as cargo oil or other inflammable liquid in bulk whose flash point is below 150° Fahrenheit, except when express permission in writing shall have been previously given by the Dockmaster.

**Penalty.**

7. Every vessel which shall be brought or navigated into or in any dock, which is carrying as cargo oil or other inflammable liquid in bulk with a flash point of 150° Fahrenheit or above, shall be subject to and comply with the following rules:-

(a) Before any such vessel enters any dock there shall be delivered to the Authority a declaration signed by the owner or master, which shall accurately describe the nature of the oil or other inflammable liquid contained in each of the storage tanks or other receptacles, and state the flash point on the Fahrenheit scale as ascertained by the close test with the apparatus of Abel or Pensky-Martens.

(b) The interiors of the storage tanks or other receptacles and pipes shall be kept completely closed from the atmosphere, with the exception of the openings of the vent pipes, each of which shall be covered by at least one diaphragm of copper of the vent pipes must be above the weather deck.

(c) The owner and also the master of any such vessel which does not comply with rules (a) and (b) of this bye-law shall be liable to a

**Penalty.**

**Vessels carrying oil or other inflammable liquid.**

(d) No liquid (other than clean water) shall be discharged into the dock from any such vessel, and no oil or other inflammable liquid shall be transferred from any such vessel into any other vessel, ship, barge, lighter or reservoir on shore, nor shall such liquid be transferred from any vessel, ship, barge, lighter or reservoir on shore into any such vessel, except by means of pumping

through a perfectly oil-tight system of flexible pipes connected to the pipes leading to the tanks or reservoirs or other storage receptacles for containing such liquid.

(e) No repairs or other work which shall require the application of heat or the use of heated parts shall be done in the tanks or storage receptacles or in the holds or other spaces contiguous to the tanks or other storage receptacles which contain or shall have contained oil or other inflammable liquid, neither shall any artificial light or flame, other than electric incandescent bulb lamps, be used, unless such tanks or storage receptacles or such holds or other spaces shall have been completely emptied and rendered free of gas and/or vapour, and a certificate in a form to be approved by the Authority signed by a Member of the Institution of Petroleum Technologists shall have been produced to the Authority as proof that such tanks or storage receptacles or holds or other spaces have been rendered free from gas and/or vapour.

(f) The master of any vessel from or on which any breach of rules (d) and (e) of this bye-law shall be committed shall for each offence be liable to a

**Penalty.**

(g) The master of any such vessel shall, whenever called upon to do so, submit evidence to the satisfaction of the Authority of compliance with the forgoing rules.

(h) The admittance of such vessel into any dock shall not constitute any acknowledgement by the Authority that the forgoing rules have been or are being complied with, and shall not release the master from responsibility for non-compliance therewith.

**Vessels carrying oil or other inflammable liquid.**

8. No person shall bring or attempt to bring or navigate or cause or allow to be navigated into or in any dock any vessel which shall have carried as its last cargo oil or other inflammable liquid in bulk with a flash point of 150° Fahrenheit or above, unless every tank and other receptacle for such oil or other inflammable liquid shall have been completely emptied and rendered free of gas and/or vapour, and a certificate in a form to be approved by the Authority, signed by a Member of the Institution of Petroleum Technologists, shall have been produced to the Authority as proof of same, except when express permission in writing shall have been previously given by the Dockmaster.

**Penalty.**

Every such vessel shall be subject to and comply with the rules (d) to (h) inclusive of the last preceding bye-laws as if they were again repeated in this bye-law.

**Draught of ships.**

9. The master of every ship about to enter a dock shall, if required, truly state to the Dockmaster before entry the draught of such ship.

**Sailing.**

10. No person shall navigate any vessel under sail into or within the dock.

**Dismantling.**

11. Unless express permission to the contrary be given by the Dockmaster, the master of every vessel before entering the entrance lock shall (so far as possible) lower and furl sails (if any), top up yards, rig in the jib and mizzen booms, take on board and swing in all boats, unship all movable bumkins, martingales, boom irons, gangway ladders, outriggers, and other movable equipment, and secure the anchors inboard, and shall keep the Bessel in that condition until on departure she shall be clear of the dock.

**Penalty.**

Provided that a coasting ship or sailing barge may while moored in her berth have one boat in the dock water.

**Furling sails.**

12. The master of any vessel of which any sail may from any cause be unfurled in the dock, shall cause the same to be furled immediately upon the wind increasing so as to make it a source of danger or upon directions to furl it being given by the Dockmaster.

**Penalty.**

**Vessels lying up.**

13. The owner and master of any vessel lying up in the dock must, if required, have the topgallant yards and mast struck, and must at all times slack and otherwise attend to the ropes.

**Penalty.**

**Vessels to be kept clear of quays, &c.**

14. Except when a vessel is being moored by the Authority the master thereof shall see that she is kept clear of the dock gates, bridges, and quays, and that she rides free at her moorings.

**Penalty.**

NOTE. Notice will be given as may be necessary of the Authority's intention to draw down or raise the level of the water in the dock, otherwise than in the process of docking or undocking vessels or impounding water in the ordinary course of business.

**Stiffening.**

15. The master of every vessel shall see that she has at all times sufficient cargo, ballast, or other stiffening on board, and is in proper trim to enable her to ride free at her mooring, and, if necessary, to be removed from one berth to another without risk.

**Penalty.**

**Vessels to be moved as directed.**

16. The owner and the master of any vessel using the docks must from time to time place, transport and remove the same in and to such berths and places as

may be appointed by and must be provided with sufficient hands for so placing, transporting, removing and mooring the same.

**Penalty.**

**Removal from one berth to another.**

17. No ship shall be removed, nor shall the owner or master thereof allow the same to be removed from her berth to any other place in the dock, without permission previously obtained from the Dockmaster.

**Penalty.**

**Craft to be properly navigated.**

18. No person shall navigate or cause or permit to be navigated any craft or cause or permit any craft to lie in any dock or prescribed limits in such manner as to endanger any vessels or to interfere unduly with their passage into or from the dock or their use thereof.

**Penalty.**

**Use of ships engines forbidden.**

19. No person shall work, or cause to be worked, the propelling engines of any ship in the dock for any purpose except with the previous consent of the Dockmaster, and at such time and place and in such manner as he shall approve.

**Penalty.**

Such consent is only given (if at all) on the terms that the person on whose behalf the application for the same is made will be responsible for all damage caused by working such engines and will indemnify and save harmless the Authority and its officers against all claims in respect of such damage.

**Carbide.**

20. (1) No carbide shall be placed, carried or conveyed in any ship or craft while in dock other than a ship about to proceed beyond the seaward limit of the Port of London, or craft duly licensed by the Authority for the carriage of carbide.

(2) The owner or master of every ship or craft carrying any carbide shall on entering the dock immediately give notice thereof to the Dockmaster, and shall place or moor the ship or craft in such place or remove her from the dock as the Dockmaster may from time to time direct; and while any carbide remains on board he shall not, except for the purpose of leaving dock, remove the ship or craft without the written permission of the Dockmaster.

(3) The owner and master of every ship or craft shall cause every hold of such ship or craft in which there is any carbide to be at all times efficiently ventilated until all such carbide has been discharged, or until the ship or craft has left the dock.

**Penalty.**

For each day during which the offence continues a further.

**Penalty.**

(4) No person shall bring or attempt to bring or cause or suffer to be brought (whether by land or water) or have in any dock premises any carbide which is not in hermetically closed metal cases of such strength and construction, or so protected as not to be liable to be broken or to become defective or insecure in conveyance, otherwise than by gross negligence or extraordinary accident.

**Penalty.**

For each day during which the offence continues a further.

**Penalty.**

**Carbide.**

(5) The owner of any carbide landed in the dock, and also the person landing the carbide, shall cause it to be removed without delay to some duly licensed place of storage or beyond the limits of the jurisdiction of the Authority and on failure to do so shall be liable to a

**Penalty.**

For each day during which the offence continues a further.

**Penalty.**

(6) No person shall open or cause to be opened any case or package containing carbide within the jurisdiction of the Authority except in some licensed place of storage, or with the previous written consent of the Superintendent, and in such place and manner as he may approve.

**Penalty.**

(7) Every person owning or having the possession, custody or charge of any carbide shall take every reasonable precaution to prevent the contact of water or moisture with such carbide, and, where such contact may have occurred, to prevent the gas evolved from being ignited; and no person shall do anything which causes or is likely to cause any such contact or ignition.

**Penalty.**

For each day during which the offence continues a further.

**Penalty.**

(8) The owner and the sender of each case or package containing carbide shall cause the same to bear the name and addresses of the sender consignee thereof, and in conspicuous characters the words "Carbide of -----. Dangerous if not kept dry. The contents of this package are liable if brought into contact with moisture to give off a highly inflammable gas".

**Penalty.**

(9) The master of every ship or craft having any carbide on board shall at all times cause the same to be watched by a competent person on board such ship or craft, and such person shall so watch the same.

**Penalty.**

(10) The owner and custodian of any carbide and the owner and master of any ship or craft having carbide on board shall, when required by the Superintendent, or by any constable, show him all carbide under their control, and shall afford him all reasonable facilities to inspect and examine such carbide so as to ascertain whether the bye-laws are duly observed.

**Penalty.**

**Carbide.**

(11) The owner or driver of any vehicle in any open roadway where the use of carbide lamps is not prohibited by the Superintendent, may have in such vehicle for the use thereof, in suitable metal lamps thereon, carbide not exceeding 5lbs. in weight; provided that such carbide be contained in a suitable metal generator properly connected with such lamps and be kept and used with due care to prevent accidents.

**Penalty.**

**Similar substances.**

21. Clauses (1) to (9) inclusive of the last preceding bye-law shall apply to any other substance which will produce inflammable gas on contact with water as if the name of such substance were therein substituted for the word "Carbide," but the penalty for breach of each or any such clauses so applied shall be.

**Penalty.**

**Dangerous goods.**

22. No person shall bring or attempt to bring or cause or suffer to be brought whether by land or water or have in or upon any dock premises any substance or thing which shall have been classed as dangerous goods in the published rate books of the Authority.

**Penalty.**

For each day during which the offence continues a further.

**Penalty.**

**Landing and shipment of hazardous goods.**

23. Every person who shall bring or cause or suffer to be brought, whether by land or water, or have in or upon any dock premises any petroleum or any other substance of thing which shall have been classed as hazardous goods in the published rate books of the Authority, shall at all times keep and deal with the same and each portion, parcel, case, or package thereof, and cause the same respectively to be kept and dealt with in accordance with the conditions and regulations relation thereto respectively set forth un such rate books.

**Penalty.**

For each day during which the offence continues a further.

**Penalty.**

**When cargo to be discharged.**

24. No master of any ship shall cause or allow any of her cargo to be discharged until she is moored at a berth appropriated by agreement between the owner and the Authority, or appointed by a Dockmaster for her surcharge, nor any

dismantling which may endanger life or limb to be done during her discharge. In the case of any ship to be discharged by the Authority, before her discharge begins the master must cause her decks to be cleared of all articles which may impede it.

**Penalty.**

**Precautions against rats.**

25. (1) The master of every ship shall cause all ropes and mooring tackle used for securing such ship either to the shore or mooring buoys to be fitted with guards, approved by the Authority, to prevent rats passing from the ship to the shore, and he shall cause all empty cases, packages and barrels to be examined before landing to ensure that no rats are contained therein. No person, without the previous consent in writing of the Superintendent, shall remove, or cause or allow to be removed any rats (alive or dead) from any ship within any dock of the prescribed limits.

**Penalty.**

**Gangways.**

(2) When the discharge or loading of cargo, or the landing or embarking of passengers is not actually proceeding, one gangway, whitened for a length of 10 feet at the end next the vessel, may be used as a communication between the ship and the shore. The master of the ship shall not have or allow any other communication with the shore unless the same be fitted with guards approved by the Authority to prevent the passage of rats.

**Penalty.**

(3) This bye-law shall be subject and without prejudice to the Port Sanitary Authority's regulations as to rats.

**Precautions to be taken with ballast, coast, &c.**

26. When any loose substances or materials are being received on board or delivered from any vessel, the master of such vessel shall secure tarpaulin, canvas, or other suitable material to her side and on to the quay or over the gunwale of the craft (if any) delivering or receiving such substances or materials so as effectually to prevent any parts of such substances or materials falling into the dock.

**Penalty.**

**Hardwood not to be put into the water.**

27. no person shall discharge into or allow to be discharged or fall into any water within the jurisdiction of the Dockmaster any hardwood or other kind of timber which will not float.

**Penalty.**

Should any such timber be so discharged or fall and sink, the owner and master of the vessel from which the same shall have been discharged or fallen shall lift and remove such timber within three tides after sinking, and in default thereof it will be lifted and removed by the Authority at the expense of the owner and master.

**Spars and floating timber.**

28. No person shall without the permission of the Dockmaster bring any spars or floating timber into any dock or within any prescribe limits, or warp the same along the breasts or quays.

**Penalty.**

**Live stock to be kept in pens.**

29. The master of any vessel which brings live animals into the docks and is being discharged by the Authority, shall cause such animals to be secured in their pens or otherwise on board the vessel to far as may be reasonably required by the Superintendent. For every animal not so confined.

**Penalty.**

**Coal to be watered, if required.**

30. The owner of any coal in a barge or deposited on the quays, and any persons employed to put it on board of any vessel shall, at the request of the Superintendent, properly water it and keep it watered to prevent any dust there from.

**Penalty.**

**Hatchways of vessels laden with coal to be left open.**

31. In every vessel the hatchways of any compartment laden or being laden with coal (other than bunker coal for use in the vessel), must be kept open and protected during the whole time of the vessel's stay in the dock, and must not be closed until such vessel has passed out of the dock; provided that a compartment partly loaded with cargo coal may be closed.

**Penalty.**

**Closing of vessels portholes.**

32. The master of any vessel which, having no passengers remaining on board, and neither discharging nor loading at the time, is alongside the quay, shall keep the portholes on the side of the vessel nearer the quay closed between the hours of 6 p.m. and 6 a.m.

**Penalty.**

**Washing or repairing vessels.**

33. Before any part of any vessel is washed, cleansed, scraped, or in any way repaired, the master shall take precautions to the reasonable satisfaction of the Superintendent so as effectually to prevent dirt or any solid falling into the dock.

**Penalty.**

**Pumping bilge-water.**

34. Bilge-water shall not be pumped from any ship in any dock unless the written consent of the Dockmaster shall have been first obtained on unless it be necessary to avoid sinking. The master of any ship on which any offence against this bye-law shall be committed shall be liable to a

**Penalty.**

**Notice of fires occurring of having occurred on vessels, &c.**

35. No vessel on board which a fire is taking place or has recently taken place (notwithstanding that the same is believed to have been extinguished) shall enter a dock without the permission of the Dockmaster having been first obtained; and the owner or master of any such vessel shall, either before or at the time when permission for such entry is sought, give notice to the Dockmaster of the happening of such fire with all particulars relating to the occurrence.

**Penalty.**

**Notice of accidents to vessels, &c.**

36. The owner or master of any vessel which has met with an accident, by reason whereof such vessel is or may be in danger of foundering or sinking in any dock or in any approach thereto, shall before entry into any such dock or approach give notice of such accident to the Dockmaster with full particulars of such accident, and shall not cause or suffer such vessel to enter a dock or any approach thereto without having first obtained the permission of the Dockmaster.

**Penalty.**

**Fumigating vessels.**

37. No person shall fumigate any vessel in any dock, except by and in accordance with the permission of the Superintendent, which permission will only be granted upon the following (among other) conditions:-

(1) That the vessel be placed by and at the cost and risk of her owner in such part of the dock as may be directed by the Superintendent.

**Fumigating vessels.**

(2) That the fire be made of such fumigating substance and only in such places as the Superintendent may reasonably require, and not be lighted until his written permission has been left on board.

(3) That the owner shall pay such reasonable sum as the Authority may demand in respect of any services rendered by the servants of the Authority, either as the request of the master of such vessel, or by order of the Superintendent, Police Officer or Dockmaster, for the purpose of watching the vessel or property against damage.

**Penalty.**

**Fires and lights.**

38. Unless and until written licence in that behalf has been obtained from the Police Officer, no person shall have or suffer any person to have in the dock premises of any vessel therein any fire, lighted candle or lamp or other light except electric lights, fires in the furnaces and fires and lights in the galleys, cabins and living accommodation of a vessel.

All fires shall consume only such fuel and be secured and used in such manner as the Police Officer may direct, and all lights shall at all times be enclosed to

the satisfaction of the Police Officer, and the licence (if any) for such fire and light shall be strictly complied with.

**Penalty.**

**Precautions to be taken with combustible goods.**

39. Notwithstanding anything in the last preceding bye-law no person shall have or cause or suffer any other person to have at any time amongst or near to any inflammable or combustible goods any fire or lighted candle, nor any lamp or light or other thing of any kind whereby the safety of such goods or any other property is or may be endangered.

**Penalty.**

**Smoking**

40. Smoking is only allowed in vessels having no inflammable goods or matter on board, and in certain buildings or parts of buildings appointed or licensed for the purpose and so marked, and, save as aforesaid, no person shall smoke tobacco or any other substance in any place within any dock premises.

**Penalty.**

**Employment in the docks.**

41. No person, not being a servant of the Authority, is permitted to be employed in any manual labour which any dock premises, whether on vessel, water or shore, without the previous permission of the Superintendent, with the following expectation, vis:-

- a) The crew of any vessel working on or in connection with such vessel.
- b) Weighters, meters, and clerks whose employment is permitted by the next following bye-law.
- c) Lightermen and Carmen delivering or receiving goods.
- d) Persons employed in removing, mooring, cleaning, painting, repairing or rigging vessels.
- e) Persons employed by ship-owners or stevedores in process of loading, unloading, or coaling any vessel in docks where such employment is permitted.
- f) Persons employed by tenants of the Authority solely within the premises of which such tenants have the sole use.

For each person employed in breach of this bye-law the employer shall be liable to a

**Penalty.**

**Weighing and measuring goods.**

42. no person who is not a weigher or meter appointed by the Authority or by a tenant of the Authority to appoint weighers or meters or by the Commissioners of Customs and Excise, or a tally clerk employed by the ship-owner for the sole purpose of calculating freight, shall weigh or measure or employ any person not being a weigher, meter or tally clerk as aforesaid to weigh or measure any goods shipped, unshipped, or delivered in the docks.

**Penalty.**

**Pass for ship.**

43. (1) Before any ship shall leave dock all tonnage dues and other charges shall be paid, and (in order that they may be correctly assessed) the certificate of registry in the case of a British vessel, or the certificate of measurement in the case of a foreign vessel, must be produced at the head office or at the dock, and a pass obtained. The deck-load certificate must also be produced whenever a vessel enters or leaves dock with a deck-load.

**Pass for craft.**

(2) No craft (except empty craft which have not incurred charges) shall attempt to leave the dock until the master has obtained a pass from the dock office, and lodged such pass with the Dockmaster. Such pass shall only be good and valid up to and including the second available tide after such craft has completed the receipt of the goods, or up to such later time as may be endorsed on the pass by the officer granting the same.

**Penalty.**

**Pass for goods.**

44. No person carrying or having upon or with him or in or upon any conveyance any goods other than ship's stores or other ship's material, shall leave or attempt to leave any dock premises, unless and until he has obtained from the dock office or other proper office the requisite pass for such goods, and lodged such pass with the constable on duty at the gate.

**Penalty.**

**Removal of ship's stores, &c. from the docks.**

45. No person shall remove or attempt to remove by land out of any dock premises any ship's stores or other ship's material or any luggage from any vessel except between the hours of 6 a.m. and 10 p.m., and then only if the person in charge thereof produces and gives to the constable on duty at the gate an order addressed to the Superintendent, and signed by the owner or owner's dock representative or by the master of such vessel, or other proper order or pass sanctioning such removal.

**Penalty.**

**Locomotives.**

46. No person shall remove or cause to be worked on any railway in any dock premises, any locomotives which is not fitted with, and using, an efficient spark arrester and baffle plates.

**Penalty.**

**Cleaning &c, of locomotives.**

47. No person shall do or cause or allow to be done any cleaning or clearing out of the furnace or removal of ashes or cinders of or from any locomotive except in the places appointed for those purposes and the ash box must be kept entirely closed at all other places and times.

**Penalty.**

**Railway traffic.**

48. Every person working any locomotive or taking any part in the conduct of working of any railway traffic in any dock premises shall at all times obey and

comply with the Railway Regulations or the Authority, and the reasonable directions of any officer or foreman of the Authority for the regulation of such traffic.

**Penalty.**

**Traffic generally.**

49. No person shall do or suffer or cause to be done or suffered in or upon any place in any dock premises any act or default which, if such place were a highway, would be an offence against Highway Acts, or shall ride or drive furiously or so as to endanger the life or limb of any person or to the common danger or persons using the dock premises, or shall disobey the reasonable directions of any constable or officer of the Authority for the regulations of the traffic.

**Penalty.**

**Lights on vehicles.**

50. Every person who shall use or cause or permit to be used any vehicle in any place in any dock premises shall cause such vehicle to be lighted and kept lighted with the same lamps and in the manner as if such place were a public highway.

**Penalty.**

**Motor vehicles.**

51. In addition and without prejudice to the other bye-laws, the following rules, unless otherwise authorised by the Authority, shall be observed with regard to motor vehicles by their owners and by all persons using or having the charge or control thereof:-

a) The name and address of the owner must be legibly exhibited on them or declared to the constable on duty at the gate.

**Penalty.**

b) No vehicle propelled by means of motor spirit as defined by the Finance (1909-10) Act, 1910, shall be left unattended in any warehouse or shed or covered space used for the deposit of merchandise or within twenty feet of any opening thereto or within twenty feet of any merchandise deposited in the open unless all fuel shall have been previously removed from such motor vehicle and no motor vehicle shall be left unattended on any other part of the dock remises for more than one hour unless all fuel shall have been removed there from previously to its being so left unattended.

**Penalty.**

c) No motor vehicle shall be or be used upon any part of the premises other than roads except with the express permission of the duly authorised officer of the Authority.

**Penalty.**

d) No motor vehicle shall remain on the premises longer than in the opinion of the duly authorised officer of the Authority may be necessary.

**Penalty.**

e) Vehicles in which petroleum spirit or any other liquid fuel is used for internal combustion must be fitted with electrical ignition only.

**Penalty.**

f) No vehicle shall be charged, re-charged or emptied on the dock premises with any petroleum spirit or other liquid fuel, except at approved places and with the express permission of the duly authorised officer of the Authority.

**Penalty.**

g) No gas-propelled motor vehicle having canvas or other flexible gasholders shall be allowed in any building, shed, or covered space used for the deposit of any form of merchandise or in any other premises or place prohibited by the duly authorised officer of the Authority.

**Penalty.**

h) Steam-driven vehicles burning solid fuel must use coal or coke only, and:-

(1) If the boiler is “underfed,” it must be provided with a metal footplate fitted close to the front of the furnace, and turned up not less than three inches on all sides;

(2) The ash-box must be so constructed that it can entirely enclosed, and any air inlet supplementary to the ash-box door must be controlled by a separate damper above the level of the fire-bars;

(3) An efficient spark-arrester and baffle-plates at base of funnel must be provided and used;

(4) Stoking must not be done except on the main roads;

(5) No cleaning or clearing out of the furnace or fire-box must be done, or ashes or cinders removed on any dock premises, and the ash-box must be kept entirely closed. Steam blast must not be used.

**Penalty.**

i) Under no circumstances shall any motor vehicles enter any building, shed, or covered space used for the storage or deposit of tea or tobacco, or any hazardous goods, or any other premises or place prohibited by the duly authorised officer of the Authority.

**Penalty.**

**Portable receptacles for oil or other inflammable liquids.**

52. (1) No portable receptacle, whose total capacity exceeds 5,000 gallons, containing any oil or other inflammable liquid, shall be brought on to or be in

or upon any buildings, roads, sidings, quays, or other part of any land forming the dock premises.

**Penalty.**

(2) No portable receptacle, whose total capacity does not exceed 5,000 gallons, containing any oil or other inflammable liquid, shall be brought on to or be in or upon any buildings, roads, sidings, quays, or other part of any land forming the dock premises, except with the express permission in writing of the duly authorised officer of the Authority, and then only at approved places and under the control and supervision of that officer.

(4) No portable receptacle whose total capacity does not exceed 100 gallons shall be filled with or discharged of any oil or other inflammable liquid in or upon any buildings, roads, sidings, or quays, except with the express permission in writing of the duly authorised officer of the Authority.

**Penalty.**

- a) It shall be constructed of iron or steel and be perfectly oil-tight. All fittings and mountings must be of strong construction and perfectly oil-tight, and must be adequately protected from injury.
- b) Any vent pipe with which it is fitted shall be carried not less than one foot above the top of the receptacle, and provided with at least one diaphragm of copper wire gauge of miners' safety lamp mesh. A means of closing the opening of the vent pipe so as to make it perfectly oil-tight must be provided, and the vent pipe must be kept closed at all times, excepting at such time as the receptacle is being filled or discharged.
- c) It shall not be filled or discharged in, on or near to any buildings, sheds or other spaces used for the deposit or storage of merchandise or of merchandise deposited in the open, and shall not remain on any part of the dock premises longer than may be necessary in the opinion of the duly authorised officer.
- d) Before entry on to the premises of the Authority a declaration signed by the owner or his responsible agent shall be delivered to the Authority, which shall accurately describe the nature of the liquid contained in each receptacle, and state its flash point on the Fahrenheit scale as ascertained by the close test with apparatus of Abel or Pensky-Martens.

(5) The owner of every portable receptacle for oil or other inflammable liquid which shall have been brought upon the dock premises and/or the person who shall have brought such receptacle upon the dock premises shall cause or carry out the immediate cleansing as directed by the duly authorised officer of the Authority of any part of the dock premises where such receptacle may have been.

**Penalty.**

(6) Nothing in this bye-law shall apply to railway tank wagons hauled by the Authority over the railways of the Authority.

Loads on road-bridges.

53. No person shall, without the previous written consent of the duly authorised officer of the Authority, take or cause or allow to be taken over any road-bridge in or over any dock premises any load of greater weight than is authorised to be taken over such bridge.

**Penalty.**

NOTE. Such consent will not be granted unless sufficient written notice with all necessary particulars of what is desired to be done has been given to the duly authorised officer, and payment made or security given to the satisfaction of the Authority for the payment of the expenses of temporarily strengthening the bridge to bear the load.

**Vehicles and horses.**

54. No vehicle of any description, nor horse of beast of burden, shall be allowed to remain upon any road or quay unattended, or for a longer time than is necessary for the loading or unloading of goods, or the taking up of the setting down of passengers.

**Penalty.**

**Cycles.**

55. No person shall wilfully ride any cycle or other similar machine upon any quay, jetty, footbridge, or railway line, or upon any footpath or causeway for the use of foot passengers.

**Penalty.**

NOTE. Persons who ride cycles or other similar machines are not invited to use any dock premises, and are only permitted to do so at their own risk.

**Goods on quays, &c.**

56. No person shall place or cause or allow to be placed or to remain any goods, materials or things upon any quay, wharf, jetty or pier without the permission of the Superintendent, nor in any case on or within four feet from any railroad, tramway, or cartroad or on any footway, or so as to interfere with the free working of any gate or door. This bye-law shall not apply to any premises or tenants of the Authority of which such tenants have the sole use.

**Penalty.**

**Ballast, rubbish, &c. to be put only in appointed places.**

57. Except by the written permission of the Superintendent no person shall lay or deposit, to cause or suffer to be laid or deposited, any loose materials, or any ballast, shingle, dunnage, casks, cases, or barrels, coals, coke, manure, stones, bricks, dust, ashes, cinders, refuse, rubbish, or other things at any place on shore within any dock premises not specifically appointed for the reception thereof.

**Penalty.**

**Nuisances not to be committed.**

58. (1) Closets and urinals are provided for the convenience of persons using the docks, and no person may commit a nuisance on any other part of any dock

premises by using such part for any purpose which the said closets and urinals are provided.

**Penalty.**

(2) The master of every vessel shall keep closed the closets and urinals on board the same during the whole time such vessel is in dock, and shall for every offence against this bye-law be personally liable to a

**Penalty.**

**Plant, &c., not to be moved from dry docks.**

59. No person shall use or remove from any dry dock or its precincts any plant or other articles belonging to the Authority without the previous written sanction of the Dockmaster, and every person using or removing any such plant or other article shall return and replace the same as and when required by the Dockmaster.

**Penalty.**

**Damage to the dry docks.**

60. No person shall destroy, cut, or otherwise damage, or allow to go adrift any of the plant or other articles belonging to any dry dock under the control of the Authority, or throw down any timber or other heavy thing upon the steps or works of any dry dock, or pass the same into or out of any dry dock otherwise than by the shoots provided for that purpose.

**Penalty.**

**Swing bridges and lock gates.**

61. No person shall enter or wilfully remain upon any swing bridge or lock gate under the control of the Authority, whilst it is in motion, or pass over, under, or beyond any chain or barrier placed before or across the end of any such bridge or lock gate before swinging, or step on such bridge or lock gate before the chain or barrier shall have been removed by an officer or servant of the Authority on duty at the bridge or lock gate, and no person other than such officer or servant as aforesaid shall remove, unfasten, or interfere with any such chain or barrier.

**Penalty.**

**Interfering with dock gates, &c.**

62. No unauthorised person shall open, draw or shut, or cause to be opened, drawn or shut, any dock gate, sluice, paddle, or valve, tunnel or bridge, of any dock, basin, lock, caisson or cut under the control of the Authority, or wantonly or wilfully cause the water to be flushed or drawn off from any dock, basin, lock, caisson, or cut.

**Penalty.**

**Interfering with tackle.**

63. No unauthorised person shall use or interfere or tamper with any machine or appliance within any dock premises, and no person shall use or cause to be used any crane, jigger, capstan, lift or lead to raise or attempt to raise a greater load than that marked thereon.

**Penalty.**

**Life-saving appliances.**

64. No person shall wilfully damage or misuse any life-saving appliance, or any drag, or the lines attached thereto, or any fire appliance, or any ambulance, nor shall any person, unless in case of urgent necessity, remove the same from their position.

**Penalty.**

**Trespassing.**

65. No person shall break or get over, through, or under any boundary or other fence, or wilfully trespass upon any dock premises.

**Penalty.**

**Trespassing on railways.**

66. No person shall trespass upon the railways passing through the property under the control of the Authority, or cross the line at places other than those appointed therefore. No horse, beast of burden, or vehicle of any description, shall be allowed to be or remain upon or within the limits of any of the said lines of railway, or the space required for the working thereof, except for the purpose of crossing at the places appointed therefore.

**Penalty.**

**Defacing premises.**

67. No person shall write upon or wilfully soil, deface, mark, or injure any wall, shed, barricade, railing, fence, post, or any other property of the Authority in any way whatsoever.

**Penalty.**

**Bill-posting.**

68. No person shall, without the written authorisation of the Superintendent, affix or cause to be affixed any bills or placards upon any dock premises or upon any property of the Authority.

**Penalty.**

**Defacing notice boards.**

69. No person shall destroy or deface any authorised bill or placard or any board or paper purporting to contain bye-laws, notices, rules, orders, or tables of tolls or rates of the Authority.

**Penalty.**

**Fastening ropes, &c.**

70. No person shall make fast any rope, chain, or tackle to any shed, Crane, hydrant or lamp post, or any work, place, or thing within the docks other than those assigned for the purpose.

**Penalty.**

**Bathing.**

71. No person shall bathe in any dock without the permission of the Superintendent.

**Penalty.**

**Fire and ambulance alarms.**

72. No person shall wilfully give a false alarm by means of any fire or ambulance or otherwise in any dock premises.

**Penalty.**

**Dangerous animals and reptiles, &c.**

73. No person shall have any ferocious or dangerous animal, bird, or reptiles on board any vessel, or in any dock premises, unless safely secured.

**Penalty.**

**Dogs.**

74. Every person having any dog in any dock premises must keep the same at all times under proper control, and so as to avoid any annoyance, nuisance, or damage to person or property.

**Penalty.**

**Retail business.**

75. No person shall, without the written licence of the Authority, carry on for himself or an employer any retail business within any dock premises.

**Penalty.**

**Admittance on board vessels.**

76. No person shall enter or remain on board any vessel without the permission of the master or other lawful excuse.

**Penalty.**

**Loitering.**

77. Any person who without lawful business there shall enter or remain in any dock premises or (as the case may be) in any particular place therein after being prohibited by any officer or servant of the Authority may be removed there from as a trespasser and shall be liable to a

**Penalty.**

**Name and address to be truly stated.**

78. Any person who being suspected of any offence shall not upon being requested by an constable truly state his name and address and his business in the dock premises may be removed there from as a trespasser and shall be liable to a

**Penalty.**

**Unlawful possession of keys.**

79. No person or person shall use, or have in his or their possession any keys or keys with which he or they can obtain entry to and exit from any of the docks, or with which he or they can obtain entry into and exit from any of the warehouses, sheds and other buildings belonging to the Authority unless such key or keys shall have been issued, stamped and numbered by the Authority itself, and shall be so used by, or in possession of the person to whom it or they has or have been issued by the authority of such person's authorised representative.

**Penalty.**

**Assault, offensive language. &c.**

80. No person shall assault, resist, obstruct, or impede any officer or servant of the Authority in the execution of his duty, or disobey his lawful orders, or use abusive or offensive language to him, or aid or abet, or incite any person so to assault, or resist, obstruct, or impede such officer or servant, or to disobey such orders, or to use such language as aforesaid.

**Penalty.**

**Penalties.**

81. The Justices before whom any penalty imposed by any of these bye-laws is sought to be recovered may, if they think fit, order a part only of such penalty to be paid: provided that in case of a second or subsequent conviction for an offence for which a penalty of less than £5 is prescribed, the Justices may, if they think fit, order payment of a penalty not exceeding £5.

**Proceedings under bye-laws not to affect other remedies.**

82. The institution of any proceedings for or the infliction of any penalty under any of the foregoing bye-laws is without prejudice to the recovery of damages, or to the prosecution and enforcement of any other remedy or relief by the Authority or any other person in respect of any act or omission which is in contravention of any such bye-law.

**Short title.**

83. These bye-laws may be referred to as the Port of London Dock Bye-Laws.

**The Common Seal of the Port of London Authority was hereunto affixed by order of the said Authority in the presence of J.D. Ritchie, Secretary.**

## **APPENDIX**

Attention is directed to the following provisions of the Port of London (Consolidation) Act 1920 as amended.

### **Penalty for wilfully cutting moorings.**

s. 143. Every person who shall unlawfully cut break or destroy the mooring of fastening of any vessel lying in or near the docks and works shall for every such offence be liable to a penalty not exceeding fifty pounds.

Provisions for regulation, &c., or craft.

s. 155. (1) Except by permission of the dockmaster and in such positions as he may from time to time appoint no craft shall be made fast to or remain alongside of any pier head at any dock of the Port Authority.

(2) Except by written permission of the dockmaster and for such period only as he may authorise no craft without at least one able-bodied person on board and in charge thereof shall lie within the prescribed limits from the lime of low water to the time of high water nor at any time after high water during which the work of docking or undocking vessels or craft is being carried on at the dock.

(3) No craft shall lie within the prescribed limits or as the case may be in any particular position within the same after any person in charge thereof shall have been directed by the dockmaster to remove such craft outside the prescribed limit or as the case may be to some other position within such limits appointed by the dockmaster.

(4) Nothing in the preceding sub-sections of this section shall extend to prevent any craft from lying at or alongside of any wharf or vessel within the prescribed limits for the purpose of loading or discharging so nevertheless as not in the opinion of the dockmaster to impede or obstruct the entrance into or departure from the dock.

(5) No craft without any person on board shall be adrift or not properly and securely moored within any dock.

(6) The owner and also the person in charge of any craft which does not comply with the forgoing provisions of this section shall be liable to a penalty not exceeding fifty pounds unless in the case of non-compliance with the provisions of sub-section (5) of this section it be proved by him that such non-compliance did not arise from nor was caused by the act neglect or default of such owner or any person employed by such owner. Provided that no penalty shall be incurred under sub-section (1) of this section if from the time of low water to the time of high water and at all times after high water during which the work of docking or undocking vessels or craft is being carried on at the dock there is a person on board and in charge of such craft and if such person shall immediately on being required by the dockmaster to do so remove such craft from or from alongside any pier head at the dock. Provided also that the owner may recover as a civil debt in a court of summary jurisdiction from the

person (if any) by reason of whose act neglect or default he has been compelled to pay any penalty or costs the amount of such penalty and costs together with the costs of the proceedings to enforce such repayment.

(7) The dockmaster may refuse to admit into the dock or any lock of any dock any craft which is without any person on board or is not equipped with all proper and usual appliances for the safe navigation thereof and may if he thinks fit place a servant or servants of the Port Authority on board any such craft within the prescribed limits or within any lock cut or entrance of the dock or the approaches thereto and may cause such craft to be moored or removed as he may think fit and the reasonable charge for such mooring or removal shall be recoverable in a court of summary jurisdiction by the Port Authority as a civil debt from the owner of such craft.

(8) Whenever in the opinion of the dockmaster the admission departure of movement of any vessel into from or within the dock is being or is likely to be hindered or delayed by the manner in which any craft is lying or be navigated to or from or within any basin lock cut or entrance of the dock or within the prescribed limits the dockmaster may direct or cause such craft to be towed or removed as he may think fit and the reasonable charge for such towage or removal shall be recoverable in a court of summary jurisdiction by the port Authority as a civil debt from the owner of circumstances as would entitle the craft to exemption from dock rates shall be deemed for all purposes to be in continuous attendance at the ship or quay from which they were removed.

(9) Whenever requested by the dockmaster every person who is on board or in charge of any craft in the dock or within the prescribed limits shall forthwith truly state his own name and residence and (if known to him) the name and place of business of his employer and the name and residence of the person in charge of such craft under a penalty not exceeding ten pounds for each offence.

(10) The person in charge of any craft entering the dock shall before leaving the entrance lock truly state in writing to the dockmaster the name of the ship quay berth of place in the dock for which such craft is bound and give all other information that may reasonably be required by the Port Authority as to the business in respect of which the craft is so entering the dock in default whereof such person shall be liable to a penalty not exceeding twenty pounds for each offence and the dockmaster may refuse to allow such craft to enter the dock or may remove or moor and detain the same therein in such position as he may think fit or he may remove the same beyond the prescribed limits and the reasonable charge for such mooring detention and removal shall be recovered in a court of summary jurisdiction by the Port Authority as a civil debt from the owner of such craft. Provided that if the dockmaster shall under the powers of this sub-section refuse to allow any craft to enter the dock or remove the same beyond the prescribed limits he shall if required afterwards state in writing within twenty-four hours from the receipt by him of such request his reasons for such refusal or removal as the case may be.

(11) In this section –  
The word “dock” means any dock or canal of the Port Authority and any part of any dock or canal:

The word "craft" includes lighter barge boat tug and vessel of every description other than passenger steamers and ocean going ships hover vehicles hydrofoil vessels and seaplanes and whether used for navigation or otherwise on the water and any float of timber;

The word "owner" in the case of craft proved to be let on hire means the person to whom the same is so let;

The expression "the prescribed limits" means the distance measured from dock or other local limits beyond the dock within which the powers of the dockmaster for the regulation of such dock are by the section of this Act the marginal note whereof is "Limits of jurisdiction of dockmasters" authorised to be exercised and includes in the case of the Tilbury Dock the tidal basin of such dock.

#### **Penalty for throwing ballast, &c., into dock.**

s. 188. (1) Every person who shall throw or put or allow to flow and the master of every vessel from which there shall be thrown or put or allowed to flow any ballast chattel earth ashes stones oil rubbish or other article substance or thing or any filthy liquid in the dock canals or works of the Port Authority shall for every such offence be liable to a penalty not exceeding one hundred pounds and any such person or master as aforesaid shall also be answerable for all damage or injury thereby sustained by any vessel or by the Port Authority and every such person or master shall be liable to a further penalty of five pounds for each day if more than one on which such offence shall be continued.

(2) Every person who shall bathe in any of the docks of canals of the port Authority so as to offend against public decency shall for every such offence be liable to a penalty not exceeding five pounds.

#### **Penalty on offering bribes to officers and on officers taking bribes.**

s. 432. If any person gives or offers any sum of money or anything whatever by way of reward or bribe to any dockmaster or any officer or person employed by the Port Authority within the Port of London for the purpose of gaining an undue preference in the execution of his office or employment or for the purpose of inducing such dockmaster or other officer of person to do or omit to do anything relating to his office or employments of is such dockmaster or other officer or person receives any such reward or bribe as aforesaid or any free perquisite or reward of any kind (other than his salary or wages) for any service or act or duty done or performed with reference to his office or employment every person so offending shall for every such offence be liable to a penalty of twenty pounds.

#### **Powers of police as to search and arrest.**

s. 456 (1) The provisions of section 66 of the Metropolitan Police Act 1839 and any Acts amending the same with regard to the search and arrest of certain offenders shall apply to any person who is found upon or within one mile of any harbour dock or pier warehouse or other premises of the Port Authority or upon any vessel in any such harbour or dock whether within the metropolitan police district or not and may be reasonably suspected of having or carrying in any manner anything stolen or unlawfully obtained on or from any harbour or dock or pier warehouse or other premises of the Port Authority or any such vessel and any court of summary jurisdiction sitting in a district for which no metropolitan police court has been establish shall have the same jurisdiction to deal with any person brought before it in

pursuance of such provisions as is vested in a magistrate of the Metropolitan Police Courts by section 24 of the Metropolitan Police Courts Act 1839.

(2) It shall be lawful for any constable to take into custody without warrant any person committing any offence within view of such constable or of any officer or servant of the Port Authority in contravention of any byelaws made under this Act whose name and address is unknown to him and cannot be ascertained.