

London and North Eastern Railway Company.

## **IMMINGHAM DOCK.**

**BYE-LAWS.**

# LONDON AND NORTH EASTERN RAILWAY.

## IMMINGHAM DOCK.

### BYE-LAWS.

These Bye-laws are made by the London and North Eastern Railway Company under and in pursuance of the powers contained in the North Eastern, Eastern and East Scottish Group Amalgamation Scheme, 1922, the Harbours, Docks and Piers Clauses Act, 1847, the Humber Commercial Railway & Dock Acts, 1901, 1904 and 1908, and every other statute them enabling in that behalf, in relation to the Dock of the Company situated at Immingham, and these Bye-laws shall apply to the said Dock and within the prescribed limits thereof, as hereinafter mentioned. (See Appendix I.)

### INTERPRETATION CLAUSE.

In this clause and in these Bye-laws, unless otherwise expressly provided, or the context otherwise requires, the following terms and words shall have the following meanings respectively, viz. :—

" The Company " shall mean the London and North Eastern Railway Company.

" The Dock " shall mean and include the Dock undertaking of the Company situated in the County of Lincoln and known as the King's Dock, Immingham, and shall include the docks, dry docks, graving docks, slipways, and all the waters, locks, basins, ponds and all quays, plant, railways, buildings, sheds entrances, cuts, canals, approaches, roads, ways, bridges, gates and all works and things belonging to the said undertaking, and whether any of the above are floating on the water or not, and whether occupied by the Company or leased or let by the Company to any other person.

" Quay " shall mean and include every wharf, pier, jetty, staith, quay wall or shed, and every landing place, stage or steps, which is part of the Dock.

" Railway " shall mean and include every railway, tramway siding, turntable, and travereer, and all their points and levers, which are parts of the Dock.

" Plant " shall mean and include every vehicle, engine, truck, signal, lamp, machinery, crane, shearlegs, weighing engine, tap, valve, hydrant, valve pit, hydrant pit, capstan, buoy, dolphin, gear, machine fire call, implement, apparatus and appliance belonging to the Company at the Dock, and every workable structural part of the Dock, which is not part of a railway.

" Vehicle " means and includes every kind of vehicle, and every means of conveyance on wheels, however propelled or drawn, for carrying any person or thing.

The term " prescribed limits " means and includes the Dock and a distance of two hundred yards riverwards from every or any part thereof as defined in section 47 of the Humber Commercial Railway and Dock Act 1904.

" Dock Master " shall mean and include the Port Master, Police Superintendent, and every other person for the time being appointed or employed by the Company as Port Master or Police Superintendent of or at the Dock, and the Assistants of every such Port Master or Police Superintendent respectively.

" Vessel " shall include ship, boat, river craft, and craft of every kind, and whether navigated by steam or otherwise.

" River craft " includes keels, lighters, ketches, sloops, barges, and tugs operating within the Dock system and inland waterways.

" Master " when used in relation to any Vessel, shall be understood to mean the person having the command or charge of the Vessel for the time being.

" Owner " when used in relation to Goods, shall be understood to include any Consignor, Consignee, Shipper or Agent for sale or custody of such goods, as well as the Owner thereof.

" Goods " shall include wares and merchandise of every description and all articles in respect of which Rates or Duties are payable to the Company under any Special Act.

### **Vessels entry and leaving**

1. No person shall take any Vessel into or out of the Dock, or attempt so to do, unless he be the Master of such Vessel, or unless he has a Pilot on board.

### **No approach against signal**

2. No Master of any Vessel shall, without the express permission of the Dock Master, take or attempt to take it into the Dock, nor (save where only passing by the Dock) have it within the prescribed limits, until the appropriate signal in accordance with published sailing directions is exhibited permitting him to do so.

NOTE : The Sailing directions are published in the " North Sea Pilot," part III.

### **No entry etc., until permission**

PROVIDED ALWAYS that the Master of any river craft intending to enter the Docks for the purpose of receiving or delivering cargo therein, may moor at the entrance jetties of such Dock, where and as the Dock Master may permit.

### **Declaration by Master of Vessel when requested**

3. No Master of a Vessel shall take or attempt to take it into or out of the Dock, or into or out of any dock, lock, or basin therein, unless the Dock Master, either verbally or by signal exhibited for that purpose, give him permission so to do.
4. The Master of any Vessel (other than river craft) on arriving at and before entering the Dock shall, when so requested, deliver to the Dock Master a declaration in writing signed by himself, stating :—
  - (a) The name of its Master ;
  - (b) Its first port at which any cargo on board was loaded ;
  - (c) The draught of the Vessel; and
  - (d) All information and knowledge, which he has concerning the nature, description, and approximate amount or weight of all cargo on board, and of the part intended to be landed at or within the Dock.

The Master of a river craft before entering the Dock shall upon request supply the Dock Master with the information referred to in Clauses " b " and " d" and before leaving, with particulars of the cargo which he has loaded with the approximate weight and the point of destination.

### **Uncertainty as to nature of cargo**

5. The Master of a Vessel shall not bring it within the Dock when it has on board any cargo of a dangerous nature, or as to which there may be any uncertainty or reasonable doubt as to whether it is of a dangerous nature, unless nor otherwise than as the Dock Master permits.

PROVIDED ALWAYS that this Bye-law shall not apply to Gunpowder or " explosives " as defined by the Explosives Act, 1875, nor to any petroleum as defined or mentioned in the Petroleum (Consolidation) Act, 1928, to which any of the several Bye-laws respectively made by the Company under the aforesaid Acts apply.

### **Previous discharge of any Petroleum**

6. In the case of any Vessel requiring to enter the Dock, which shall at its last port of call have discharged any petroleum as defined or mentioned in the Petroleum (Consolidation) Act, 1928, the Master of such Vessel, or Owner in charge thereof, shall before the Vessel enters, produce to the Dock Master a certificate signed by himself, or by the Chief Engineer of such Vessel, certifying that the Vessel is free from inflammable vapour.

### **Name etc., on certain Vessels**

7. The Owner or Master of a barge or lighter shall not take it into the Dock, unless there be painted thereon in legible letters or figures, its name or number or other distinguishing mark, nor unless there be also clearly written, on some conspicuous outside part of it, the name and place of residence, or business of the Owner, or in the case of an incorporated Company, the name of the Company. The Owner or Master of any rowing boat, not belonging to a Vessel within the Dock, shall not take such boat into the Dock, unless the name of its owner be painted on the stern thereof in letters of not less than two inches in length.

### **Dismantling mooring and equipment of Vessels, etc.**

8. No Master of a Vessel (other than a river craft) shall take it or permit it to be taken into or out of the Dock, unless all its boats are turned in board, and all projecting gear got in, and proper fenders ready for use, and also (in the case of an entering Vessel) its anchors ready to let go, at the proper time; nor unless he have in readiness all such men and boats as may be respectively necessary for running ropes to the pierheads, quays, buoys or dolphins, and for safely regulating the motion of such Vessel at or within the Dock, and also (in the case of an entering Vessel) for safely mooring it, all of which he shall do to the satisfaction of the Dock Master ; and while a Vessel is within the Dock, the Master thereof (subject to any directions or permission given by the Dock Master) shall keep its boats as aforesaid, and its sails furled and stowed, and its yards lowered, and shall not permit anything to project outside such Vessel, otherwise than may be necessary in the course of the loading or unloading thereof.

### **Vessels in unsafe condition, etc.**

9. Without having obtained the Dock Master's express permission so to do, no Master of a Vessel shall take it into the Dock, or have it within the prescribed limits, when it is in such a condition, or so loaded, as to create any danger of its sinking or capsizing, or any doubt as to its safe flotation while therein.

### **Fenders**

10. The Master of a Vessel resorting to the Dock shall not use or permit to be used any fender which cannot float on the surface of water, nor after notice thereof any fender of which the Dock Master disapproves.

### **Reasonable facilities to Dock Master**

11. The Master of a Vessel within the Dock or the prescribed limits, shall afford all reasonable facilities to the Dock Master, upon his request, to board the Vessel for the purpose of inspecting or ascertaining the condition of the Vessel and the nature of its cargo.

### **Vessels in motion**

12. The Master of a Vessel within the Dock or the prescribed limits shall not cause or permit such Vessel to be moved or propelled in such a way as to be dangerous to any property of the Company, or to any other Vessel, or to impede or interrupt the loading or unloading of any Vessel therein, or so as to obstruct or interfere in any way with free access to and from the Graving Dock leased to the Humber Graving Dock and Engineering Company, Limited.

### **Mooring, etc.**

13. No person shall moor, anchor, or place, or load, or unload any Vessel within the Dock contrary to the directions of the Dock Master; and after a Vessel has been moored, anchored, or placed in or at any berth or place, no person shall move her therefrom contrary to the directions of the Dock Master, and no person shall without the Dock Master's permission, anchor or make fast any Vessel to any steps or landing place, or to anything within or at the Dock except to the moorings, buoys, dolphins, mooring posts, rings, or other appliances specially provided for that purpose, nor fasten with a lock any chain by which such Vessel is moored, but nothing herein contained shall prevent a river craft from being moored to any Vessel for the purpose of taking in or delivering cargo overside.

No Vessel shall be left in the Dock without being securely moored and made fast in such manner and position as the Dock Master shall have approved.

### **Pass for leaving**

14. The Master of a Vessel shall not allow the same to leave the Dock or jetties until all the rates payable to the Company shall have been paid and a pass obtained from the Collector or other authorised servant of the Company, and that pass has been delivered to the Dock Master.

### **Lights**

15. Every Master of a Vessel while it is within the Dock, and any other person there having charge of its lights, shall have and keep lights exhibited from sunset to sunrise, according to the following rules :—

1. Vessels (other than river craft) whilst being moved under their own main power :—

The lights prescribed by the Regulations for preventing collisions at sea.

2. Vessels (other than river craft) :—

- (a) While moored head or stern on to any quay, so that any part of such Vessel projects more than 40 feet from the wall of such quay :—

A white light in a clear globe at its outmost extremity as hereinafter mentioned.

- (b) While moored in any bay, or to a quay near a bay, so that any part of such Vessel projects beyond or over the mouth of the bay :—

A white light in a clear globe at the extremity of such projecting part as hereinafter mentioned.

- (c) While moored to any pier in the Dock or while moored away from a quay wall:—

A white light in a clear globe in the forward part of the Vessel and another such light aft as hereinafter mentioned.

3. River craft (including tugs, water boats, trawlers in tow and similar craft) :—

A white light in a clear globe when directed and in the position directed by the Dock Master.

Each white light referred to in Sub-Sections 2 and 3 shall be so placed as to be visible all round.

**Time allowed for Vessels in Docks**

16. As to the respective times beyond which different Vessels may not remain within the Docks, they are hereby fixed as follows, subject to any extension which the Dock Master may by express permission in writing, authorise :—

DESCRIPTION OF VESSEL.

TIMES.

1. Vessels which do not enter to discharge or ship cargo.

Six days from entry into the Docks or the period of any extension given by the Dock Master as aforesaid.

2. Vessels entering to discharge or to ship cargo,

Fourteen days after completing the discharge or the shipment of such cargo; or thirty-one days after entry, whether such discharge or shipment is completed or not; or the period of any extension given by the Dock Master as aforesaid.

**Trial of Engines**

17. No Master or Engineer of a Vessel within the Dock shall cause or permit the engines of such Vessel to be set in motion for trial, without the express permission in writing of the Dock Master first obtained, nor otherwise than in accordance with the extent of such permission if given.

**Tugs not to ply for hire**

18. No tugs, other than those owned by the Company, shall ply for hire within the Dock or at the jetties, unless in pursuance of a licence issued by the Dock Master.

**Discharge of Bilgewater, Ballast etc., prohibited**

19. While a Vessel is within the Dock, no person shall directly or indirectly discharge therefrom any ballast, earth, ashes, stones, or similar substances or any contaminated bilge water, and the Master of such Vessel and any subordinate person having any control or charge in relation to such matters shall exercise and take all reasonable care and precaution to prevent any such substances or any contaminated bilge water escaping from such Vessel.

**Ashes and ship's refuse etc.**

20. Save when and in manner permitted and approved by the Dock Master no person shall discharge or cast or deposit on any quay any water or any ashes or ship's refuse, fifth or excreta, and the Master of a Vessel at or within the Dock shall not permit any person on board so to do.

**Superintendence of loading etc.**

21. The Master or Owner of any Vessel shall remain on board and superintend its loading or unloading at the Dock throughout the time occupied in loading or unloading it, or else appoint some person on board specially to so do.

### **Vessel to be manned**

22. Every Vessel entering, leaving, or being in the Dock, shall have a sufficient number of men on board to move, look after, protect and take charge of such Vessel, and an ample supply of substantial hawsers, tow lines, and other articles for moving and mooring the same, and shall be under the charge of some responsible person, and the Dock Master may at any time put any number of men and such hawsers, tow lines, and other like articles on board any Vessel as may be necessary for the purpose above-mentioned in any case where the number of men, supply of hawsers, tow lines, or other articles on board, is, in his opinion, insufficient, and the costs, charges, and expenses thereof shall be paid to the Company by the Master of the Vessel.

PROVIDED ALWAYS that this Bye-law shall not apply to any river craft whilst lying in accordance with the permission of, and in a place approved for the time being by the Dock Master.

N.B.—Attention is specially directed to the liability, under Section 58 of the Harbours, Docks and Piers Clauses Act 1847, of a Master of a Vessel for expenses attending the Dock Master's mooring, unmooring, placing, or removing of a Vessel, upon failure by any Master of a Vessel to comply with the directions of the Dock Master in respect of such matters, or if there be no person on board to attend to such directions. (See Appendix II.)

### **As to safe floatation, and ballast of certain Vessels etc.**

23. The Master of a Vessel while it is within the Dock, or the prescribed limits, shall exercise and take all reasonable and proper care and precaution to secure its safe flotation therein, and where necessary, shall have and keep on board thereof sufficient ballast or other proper stiffening so as to enable such Vessel to ride free at its moorings, as well as safely to be shifted to another berth and moored, if occasion therefor should arise.

### **Access over inner berthed Vessels, etc.**

24. Where the Dock Master thinks it practicable and requisite for the loading or unloading of any Vessel berthed in the second tier of Vessels in any part of the Dock, he may order a gangway to be placed over any Vessel lying alongside, the quay to a Vessel berthed in the second tier for the purpose of loading or unloading the Vessel in the second tier, and that Vessel may be loaded or unloaded by means of the gangway across the Vessel in the quay tier, but the gangway shall not be placed or used so as to interfere with the working of the Vessel in the quay tier.

### **Sunken Vessels – danger of sinking**

25. If any Vessel while within the Dock, or the prescribed limits, sinks or appears to be in imminent danger of sinking, the Master of such Vessel at the time of its sinking, or at the time when such danger becomes apparent, shall with all possible speed give notice thereof to the Dock Master, together with such information as the Dock Master may require concerning the matter.

### **Removal of Vessels remaining in Dock contrary to Bye-laws**

26. If a Vessel is or remains in the Dock contrary to any of these Bye-laws, then upon any or each day that it is unlawfully there, the Dock Master may serve the Master of such Vessel with a written pass and requisition to remove it from the Dock before the next high water and the Master of such Vessel shall remove it accordingly.

### **Service of notice**

27. Whenever a Master of a Vessel, or the Owner or person having charge or control of a raft, at or within the Dock is not at hand on board, any notice required or authorised by these Bye-laws to be served on or given to him, may be served by affixing it to a mast or some other conspicuous part of such Vessel or raft.

### **Use of quay for goods, etc.**

28. No person shall bring or deposit on any quay any goods ballast, or animal, or material, without the Dock Master's permission or directions being first obtained, and no refuse or rubbish shall be laid or deposited at any place within the Dock not specifically appointed for the reception thereof

### **Avoidance of explosives**

29. No person shall knowingly take, place, or leave, in the Dock any goods, animal, or thing, so near to, or in such a manner as to be dangerous to, or endangered by, any explosive, as defined by the Explosives Act, 1875, or by any Order in Council made or to be made in pursuance thereof.

### **Dock Master's directions as to use of Quay for goods, etc.**

30. The Dock Master may from time to time give directions for regulating the time, place, and manner of landing, or depositing, any quay, any goods, animal, or thing, and their position on, and removal from, the quay; and the owner or other person in charge of and every person assisting in, such landing, depositing or removal thereof shall comply with such directions when given.

### **Goods to be kept clear of Railway Lines**

31. All persons who have been allotted ground for the storage of pit props, timber, iron ore, wood pulp, or any other material, must keep a space of 4 feet 6 inches clear alongside all Railway Lines to enable the Company's Servants to carry out their duties in safety, and must not encroach upon that space except in connection with the actual process of loading or unloading a wagon, and on completion of such loading or unloading of the wagon, must clear up all loose props, timber, iron ore, wood pulp, or other material or obstruction lying in that space.

### **Goods not to remain on quays more than 48 hours**

32. No goods shall be allowed or permitted to remain upon any of the quays or wharves of the Company, or the approaches thereto, for a longer period than 48 hours without the consent of the Dock Master, and if any goods shall so remain, the Dock Master may remove the same to any of the premises of the Company, or other convenient place, and may retain the same until payment to the Company of the charges and expenses of such removal, and of the keeping of same, and if such charges and expenses be not paid within seven days after demand thereof made upon the Owner, Or if no such Owner can be found, such goods may be sold by the Company, and the said charges and expenses of such removal, detention and sale paid out of the proceeds of such sale.

### **Obstructions, etc., on railways**

33. No person shall place or keep on a railway any goods or vehicle or thing, whereby any part of the railway is obstructed or fouled, otherwise than for the purpose of, and during the time, and to the extent necessarily involved in there loading or unloading the same in accordance with the Dock Master's permission or directions; and no goods or thing awaiting loading or removal shall be left on a railway, whereby the free use or working of any part of the railway is or can be obstructed or impeded, during the suspension of the actual loading or removal of such goods or thing ; and no vehicle shall (except when and as the Dock Master may permit) be left or remain on any part of a railway during the cessation or suspension of its actually being loaded or unloaded, nor after the completion thereof ; and no person there having charge of any goods, vehicle or anything whatever, or of the work on hand, shall leave or allow the same to be or remain on any railway contrary to the above provisions, nor for any longer time than is reasonably necessary for the particular purpose which the Dock Master may have sanctioned ; and no person whatever shall deposit or leave anything whatever upon any part of a railway at any time, unless duly authorised so to do.



### **Obstructions on Quay or of Plant, etc.**

34. No person shall deposit or place upon any quay any goods or thing so as to cover up or obstruct the ready access to, or so as to hinder or impair the use, or free working of, any moorings or mooring post or ring or any plant whatsoever, or so as to obstruct the approach or access by other persons or vehicles to any goods or thing lying at the Dock, except with the Dock Master's express permission.

### **To avoid risk of surface injury**

35. No person shall drag or cause or assist in the dragging along or upon the surface of any quay or any other part of the Dock any anchor, metal cable, chain, stone, iron, or timber, or any similarly hard and heavy thing; and no person shall unload or assist in unloading on to any quay from any vehicle or Vessel, any of the above things otherwise than by lowering and laying the same on to the ground by the Vessels tackle or by crane or by hand.

### **Unloading : Guarding against anything falling into the water**

36. Every person superintending or assisting in carrying, unloading or loading any kind of thing at the Dock shall take all reasonable care to prevent it falling into the water, and to avoid injury to any part of the Dock, or to any other person or thing there.

### **Things falling in the water**

37. If any thing fall into the water of any Dock, which is capable of causing danger or damage to the Dock, or to any Vessel therein, or of obstructing or impeding navigation therein, than any person having charge or control of such thing when it fell, and the Master of any Vessel from which it may have fallen, shall immediately secure and remove it from the water if possible, or otherwise at once give notice to the Dock Master, and take all such reasonable means or render all such reasonable assistance in the matter as the Dock Master may direct. In the event of the Company recovering such thing from the water, the cost of the recovery shall be borne by the owner thereof.

### **Floating timber, etc.**

38. As to floating timber and wood in particular :—

- (a) Without obtaining directions from the Dock Master, no Master of any Vessel shall discharge or permit the discharge therefrom of any timber or wood into any of the waters of the Dock.
- (b) Upon the discharge of any timber or wood into the water, the Owner or other person, having charge thereof shall forthwith cause the same to be made into a raft properly and effectively secured.
- (c) No one shall bring within the Dock, or have within the prescribed limits, any raft, which is not properly and effectively secured.
- (d) No person shall discharge into any of the Dock waters any timber or wood, or float, move or moor it there, in such a way as to impede or interrupt the loading or unloading of any Vessel, or impede or endanger the passage of any Vessel, or to cause injury thereto or to any part of the Dock.
- (e) Every person having charge of any raft or floating timber or wood within the Dock or the prescribed limits, shall promptly comply with all directions of the Dock Master, as to the floating, mooring, and landing of the same.
- (f) Upon receiving the Dock Master's directions as to the place for landing any floating timber or wood, such Owner or other person shall with all due diligence remove the same from the water, and shall land the same within forty-eight hours (exclusive of Sundays and Dock Holidays) at the latest.

If such timber or wood be not removed and landed within the time above named, the Dock Master may remove and land the same to any of the premises of the Company or other convenient place and may retain the same until payment to the Company of the charges and expenses of such removal and of the keeping of the same, and if such charges and expenses be not paid within seven days after demand thereof made upon the Owner, or if no such Owner can be found, such goods may be sold by the Company, and the said charges and expenses of such removal, detention and sale, paid out of the proceeds of such sale.

**Not to use stages, etc., without written order**

39. No person shall take possession of, or use any of the stages, planks or poles provided by the Company for the use of Vessels discharging or loading, without having first obtained a written order for that purpose from the Dock Master, and as soon as such discharging or loading shall have been completed such stages, planks, or poles shall be replaced on the quay by the parties which have used the same in such manner as may be directed by the Dock Master.

**Stages, etc., to be removed from Quays within six hours**

40. All stages, planks, or poles, not provided by the Company which shall have been used by any person in the loading or discharging of any Vessel, shall, within six working hours after the completion of such loading or discharging be removed from the Dock quays.

**DANGEROUS AND OFFENSIVE THINGS.**

**NOTICE.**

The dangerous things which are referred to in Bye-law No. 41 hereof are those which are not dealt with under the Company's Bye-laws made under the Petroleum Acts, or the Explosives Act respectively or the Bye-laws as to Carbide of Calcium.

**Dangerous things Byelaw *#[41 repealed under DSHA Act 1984]***

41. (A) No one shall knowingly bring into the Dock or unload from any Vessel there any dangerous thing :—
- (a) Without having, and on request, producing the Dock Master's written permission so to do, nor otherwise than in accordance therewith;
  - nor (b) Unless conspicuously on the outside of the container or on a substantial label securely attached thereto, or on the outside of the package thereof, there is marked in distinct letters the word " Dangerous," and the name or description of such thing ;
  - nor (c) Unless its container or receptacle and the package thereof are of sufficient strength and in such condition that there is no practical risk of any escape or fracture, in the absence of extraordinary violence in handling, dealing or while keeping it;
  - nor (d) Any inflammable spirit unless also it is in a metal receptacle hermetically sealed.
- (B) The Owner or other person having charge of any dangerous thing shall continuously guard and watch the same while it is on any quay, or appoint or cause the appointment on his behalf, of some competent person to have charge of such thing for that purpose, and such Owner or any other person aforesaid shall not leave the same unattended.

**Animal manure, etc.**

42. No Master of a Vessel shall bring into the Dock any Vessel having on board any animal manure, or offensive cargo without obtaining the Dock Master's express permission, nor afterwards keep such Vessel there for a longer time than the Dock Master may permit; nor shall any person bring or have within the Dock any animal manure, or offensive material, unless or for a longer time than the Dock Master may permit.

**Fire, etc.**

43. No person shall strike, kindle or have any light, flame or fire, whether covered or naked, nor use any heating or lighting appliance anywhere ashore within the Dock, except when, where, and as, the Dock Master may specially permit. The Dock Master may extinguish any light, fire or flame- which exists contrary to this Bye-law and no person shall resist or hinder the Dock Master in or from so doing.

**Smoking**

44. No person shall smoke any tobacco or substance in or upon any of the quays or warehouses or in the Timber Yards, or upon any part of the Dock where the Dock Master may think fit to prohibit such an act.

**Crossing swing bridges, etc.**

45. No person shall cross or attempt to cross any dock-gate, lock-gate or swingbridge during the opening or closing thereof, nor before the opening or closing thereof has been completed, nor get through, under, or over any part of any fence or wall on or at the Dock.

**Bicycles, etc., not to be ridden over lock gates etc.**

46. No person shall ride any bicycle or tricycle or motor bicycle or motor tricycle over any lock gate, dock gate or swingbridge nor anywhere else within the Dock except upon the recognised vehicular roads.

**Interference etc., with railways and plant**

47. Except so far as the Dock Master shall specially direct or authorise, and except so far as a servant of the Company is specially appointed for the purpose of so doing, no person shall, and no person shall attempt to, use, work, move, tamper, meddle or interfere with any part of a railway or any kind of plant at the Dock.

**Loitering, etc.**

48. No person shall enter or remain in the Dock unless he has lawful business therein, or has received permission from the Dock Master to do so, and every person entering or who shall have entered the Dock, shall, whenever required so to do by the Dock Master or any duly authorised servant of the Company truly inform him of the business or matter (if any) in respect of which such person claims to be entitled to be in the Dock.

**Prostitutes**

49. No person shall take any prostitute or night-walker on board any Vessel, nor shall any prostitute or night-walker go or remain on board any Vessel or prowl or loiter at any time within the Dock or importune seamen or others for the purpose of prostitution.

**Meeting**

50. No person shall take any part in any general or open meeting within the Dock, and no person therein shall collect or deliver any address to any audience, or gather or collect together any persons without the written permission of the Dock Master.

**Non-compliance with requests of Dock Master, etc,**

51. Any person acting or remaining contrary to Bye-laws 48, 49 or 50, shall desist from so doing and shall depart from such place, upon his being requested so to do by the Dock Master, or by any Police Constable or Watchman on duty, and if such person unlawfully refuses to comply with such request, then, without relieving him of any penalty incurred under this or any other Bye-law, he may be removed from such place by the Dock Master or any Police Constable called in aid by the Dock Master.

**Knowingly doing damage etc., and misconduct toward Company's servants, etc.**

52. No person at the Dock shall knowingly or negligently damage or injure any part of the Dock, or any kind of property whatsoever of the Company, or any Vessel or thing of any other person there, or use abusive, offensive or obscene language or hinder any officer or servant of the Company in the discharge or execution of any duty, or the exercise of any lawful power at the Dock or within the prescribed limits.

**Altering or exhibiting notices, etc.**

53. No person shall deface or alter any notice, rule or order exhibited by the Company in the Dock, and no person except with and in accordance with the previous express sanction of the Dock Master, shall publicly exhibit therein any bill or placard or other public notice, nor distribute or circulate any leaflets, pamphlets or circulars, howsoever written or printed, nor attach any such document to, nor write on any quay or wall or other part of the Dock.

**Fumigating Vessels**

54. No one shall fumigate or assist in fumigating any Vessel within the Dock, without, or otherwise than in accordance with, the Dock Master's written permission; and no Owner or Master of a Vessel shall cause or permit it to be fumigated in contravention of this Bye-law.

**Avoidance of material, etc., falling into water while repairing Vessels, etc.**

55. No person shall repair or scrape any Vessel, or anything thereon, or belonging thereto in such manner as to cause or allow any chips, or pieces of wood, or other material, to fall into the water of any Dock. The Master of such Vessel shall in all respects conform to the reasonable directions of the Dock Master with reference to such work.

**Dock Master's permission necessary for certain work, etc.**

56. No person shall dress, scrape, make or repair any spars, masts, or boats, or empty any cask, box, case, or package, or do any kind of carpenter's, smith's, boilermaker's, mason's, slater's, or rigger's work, upon any quay; nor hang up, affix, or place any sails, masts, or spars, or any other tiling, to or against any part of any shed or crane, without nor otherwise than in accordance with the written permission of the Dock Master.

**Trading, hawking, etc.**

57. (a) No person shall sell, peddle, or hawk any goods, matters or things within the Dock without a licence from the Company, and no person shall go on board any Vessel within the Dock for the purpose of selling, peddling, or hawking without the written permission of the Master of such Vessel be first obtained.
- (b) No person shall go on board any Vessel within the Dock for the purpose of purchasing marine stores, sweepings, dunnage, mats or bags, without the written permission of the Master of such Vessel be first obtained, and unless such person holds a licence from the Company.
- (c) No person shall, between the hours of 5.0 p.m. and 8.0 a.m., take away from the Dock, or from any Vessel lying therein, any marine stores, dunnage, mats, bags, or second-hand goods, or purchase or deal in marine stores, or second-hand goods in or about the Dock, and no person shall remove at any time from the Dock any coal, wood, iron, rope, dunnage, mats, bags, sweepings, or other things, without having a receipt from the Master of the Vessel, or from the Owner of the yard or warehouse, or other premises from which the same are being removed, or from the Dock Master, and he shall produce such receipt at any time on demand of the Dock Master.

**Discharge of firearms, etc.**

58. No person shall fire or discharge any cannon or weapon or ignite any explosive thing, or bring or have any loaded explodable thing nor use any electric or acetylene welding plant or apparatus within the Dock, or on board any Vessel therein, nor throw or cause to be thrown any missile within the Dock, nor blow up any wreck or thing within the Dock nor carry any firearms within the Dock, except with the permission of the Dock Master first obtained, nor otherwise than in accordance with the Dock Master's directions.

**Petroleum and inflammable liquid**

NOTE : Attention is called in particular to Bye-law No. 6 (k) the Petroleum Bye-laws prohibiting persons from discharging or allowing Petroleum to escape into the Dock.

**Drowning animals, etc.**

59. No person shall drown any animal or throw any animal, dead or alive, into the water of any dock.

**Bathing and fishing**

60. Except with the permission of the Dock Master and in accordance therewith, no person shall bathe in any of the Dock basins or ponds within the Dock, or fish in the Dock.

**Committing a nuisance**

61. No person shall commit a nuisance within the Dock

**Dogs and animals**

62. No person shall bring within the Dock any dog, except it be securely led; and no person, having charge of any animal therein shall suffer it to be loose on any quay, or on any Vessel at the Dock from which it can escape on to any quay.

**Vehicle and Animals**

63. No one who brings or has charge of any animal or vehicle shall leave the same unattended anywhere within the Dock; nor take any animal or vehicle (other than a hand trolley) into any shed, contrary to the Dock Master's directions.

**Use, etc., of vehicles**

64. Every driver or other person having charge of any vehicle shall at all times while within the Dock comply with the Dock Master's directions with respect to the loading, unloading, placing, moving, speed, management or removal thereof, and as to the taking up or setting down of any passengers, and shall conduct himself in an orderly manner.

**Vehicle not in use to leave, etc.**

65. Except with the permission of the Dock Master no driver or person having charge of any vehicle shall keep it, or allow it to remain within the Dock, except while conveying, or delivering, or receiving, passengers or goods or things there.

**Photographs**

66. No person shall take, or cause to be taken, any photograph on the Dock without the written permission of the Dock Master.

**Intoxicating liquors**

67. Except with the permission of the Dock Master, no Master, Officer, Lighterman, or any member of the crew of any Vessel at the Dock shall give intoxicating liquors to any of the officers or servants of the Company whilst they are on duty.

**Avoidance of damage, etc., by moving vehicles**

68. No one shall draw, propel, or drive any vehicle in the Dock in such a way as to be a danger or cause damage or risk of damage to any part of the Dock or to any other person or thing there.

### **Removal of persisting offenders, etc.**

68. Any person who persists in acting in contravention of any of the provisions contained in the above Bye-laws, after the Dock Master's request to desist, may upon his refusal to leave the Dock, be forthwith removed therefrom by the Dock Master, or any Police Constable called in aid; and such person shall not be re-admitted into the Dock, unless and until he satisfies the Dock Master that if readmitted he will conform with these Bye-laws, and all lawful directions of the Dock Master. Provided always that such person shall not by such removal or re-admittance be relieved from any penalty already incurred by him.

### **Saving of Dock Master's other powers, etc.**

70. Nothing in any of these Bye-laws contained shall be construed or read as in any way limiting or restricting the Dock Master's lawful powers under any statute independently of these Bye-laws, nor to relieve any person of any statutory liability for not complying with any directions given by the Dock Master in pursuance of such powers, nor to limit or restrict the exercise by the Company through its servants or agents of any right in law which it has as Owner of the Dock or under any statute, nor limit or restrict the lawful exercise by a Police Constable of any lawful powers or duty which he has independently of these Bye-laws nor the execution of their duties by the officers of H.M. Customs.

### **Causing prohibited acts to be done by others**

71. No person within the Dock or the prescribed limits shall cause any act or thing, which by any of these Bye-laws he himself is prohibited from doing, to be done by any other person.

### **Permitting prohibited acts to be done by others**

72. No person within the Dock or the prescribed limits having command over or charge or control of any Vessel, vehicle, goods, animal or thing there shall permit any act, which by any of these Bye-laws he himself is prohibited from doing on, with, to, or in relation to such Vessel, vehicle, goods, animal, or thing, to be done by any other person.

### **Attempting prohibited acts**

73. In those case where it is not already above expressly so provided, no person within the Dock or the prescribed limits shall attempt to do or have done any act or thing, which if done or carried into effect by him would be a contravention of any of these Bye-laws.

### **Inciting, etc., other persons to offend**

74. No person with in the Dock or the prescribed limits shall incite or induce or knowingly assist any other person there to contravene any of these Bye-laws.

## **EASTERN PASSENGER JETTY.**

### **No touting allowed**

74. No person shall on any part of the jetty, in any manner, tout for custom or solicit passengers for any steamer, omnibus or public vehicle, or exhibit any flag or board, or ring any bell, or make any noise of any kind for the purpose of attracting notice, nor shall any person on board any steamer lying at any part of the jetty ring any bell, or make any noise of any kind for the purpose of soliciting passengers.

### **Gangways**

76. Every steamer, whilst at the jetty, shall have her gangway doors kept free from obstruction, and so arranged as to permit free passage to and from her deck, and also, when necessary, across her deck to any Vessel berthed outside of her. Whilst passengers, goods or cattle are being landed or embarked, one of the crew of the Vessel shall always be in attendance at each end of each gangway, and shall carefully attend to the security of the gangway, and to the safety of the traffic passing over it. During the night a third man of the crew shall attend each gangway with a good and sufficient light.

**Limitation of time for goods remaining on the jetty**

77. All goods and luggage placed on the jetty, whether for shipment, or on being discharged, shall be removed from the jetty within thirty minutes from the time of their being placed thereon.

**Cattle not to remain longer than necessary on the jetty**

78. No cattle shall on any pretence be allowed to remain upon the jetty for a longer period than shall be absolutely necessary for the embarking or discharging of the same. No cattle shall be driven on the Jetty from the shore until the steamer by which they are to be shipped shall be alongside and ready to receive them.

**Tug boats**

79. No tug shall make fast to the jetty for any other purpose than that of landing or embarking passengers or goods, except where and as the Dock Master may permit.

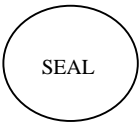
**PENALTIES.**

80. Subject as hereinafter mentioned, if any person by any act or default on his part contravenes any of the provisions in the above Bye-laws contained he shall for every such act or default be liable to a penalty of such amount, not exceeding £5, as the Justices who try the case may determine.

PROVIDED ALWAYS that none of these Bye-laws shall render nor be construed as rendering any person liable to any penalty in addition to, or different from any penalty fixed by statute for the same act or default, nor to render him liable to any penalty hereunder for an act of necessity to avoid imminent danger suddenly arising without any default on his part.

These Bye-laws shall come into operation on the expiration of 14 days after the date of the confirmation thereof by the Minister of Transport.

GIVEN under the COMMON  
SEAL of the LONDON  
AND NORTH EASTERN  
RAILWAY COMPANY this  
first day of January, 1929. }



(Signed) P. J. DOWSETT,  
Assistant Secretary to the Company.

The Minister of Transport hereby confirms the foregoing Bye-laws.

Signed on behalf of the Minister  
of Transport this 4<sup>th</sup> day - }  
of January, 1929.

(Signed) R. H. HILL,  
Assistant Secretary.

## **NOTICE.**

Any person finding any article on the Dock which shall have been dropped, lost or left by the owner thereof must forthwith deliver the same to the Dock Master.

## **APPENDIX I.**

### **PRESCRIBED LIMITS.**

#### **IMMINGHAM DOCK.**

Section 47 of the Humber Commercial Railway and Dock Act, 1904, reads as follows :—

" For the purpose of all enactments relating to the exercise of powers by the Company or by the Dock Master or his deputy the limits of the Dock by this Act authorised shall include the works and conveniences constructed under this Act and a distance of Two Hundred Yards riverwards from every or any part thereof respectively but the jurisdiction of the Dock Master or his deputy shall not be exercised so as to effect Vessels navigating the channels of the River Humber unless such Vessels shall obstruct the entrance or approach to the Dock by this Act authorised."

## **APPENDIX II.**

Section 58 of the Harbours, Docks and Piers Clauses Act, 1847, reads as follows :—

" If the Master of any Vessel in or at the harbour, dock, or pier or within the prescribed limits, if any, shall not moor, unmoor, place or remove the same according to the directions of the Harbour Master, or if there be no person on board of any such Vessel to attend to such directions, the Harbour Master may cause such Vessel to be moored, unmoored, placed or removed as he shall think fit, within or at the harbour, dock, or pier, or within the prescribed limits, and for that purpose the Harbour Master may cast off, unloose or cut the rope, or unshackle or break the chain by which any such Vessel is moored or fastened ; and all expenses attending the mooring, unmooring, placing or removing of such Vessel shall be paid to the Undertakers by the Master of such Vessel; provided always that before the Harbour Master shall unloose or cut any rope or unshackle or break any chain by which any Vessel, without any person on board to protect the same shall be moored or fastened, he shall cause a sufficient number of persons to be put on board of such Vessel for the protection of the same."