



## TRINIDAD AND TOBAGO

## No. 32—1948.

[L.S.]

I ASSENT,

J. V. W. SHAW,  
Governor.

2nd December, 1948.

AN ORDINANCE relating to the imposition of harbour and wharf dues and other dues and charges and providing for the control and management of Government Wharves, Harbours, Slipways and Coastal Steamers.

[On Notice.]

Commence-  
ment.

ENACTED by the Governor of Trinidad and Tobago with the advice and consent of the Legislative Council thereof.

Enactment.

1. This Ordinance may be cited as the Port Services (Dues, Charges and Management) Ordinance, 1948, and shall come into force on a date to be fixed by the Governor by notice in the *Royal Gazette*.

Short title and  
commence-  
ment

Interpreta-  
tion.

2. (1) In this Ordinance—

“agent” in relation to any vessel, includes the person or firm doing the business of the vessel;

“Basin” means the dredged portion of the harbour of Port-of-Spain abutting on King’s Wharf but does not include the dredged channel leading to such dredged portion;

“cargo” includes all kinds of goods, wares, minerals, merchandise and live stock, but does not include fuel or ship’s stores loaded in or carried by a vessel for use on board such vessel;

“coastal steamers” means Government owned vessels engaged in the carriage of passengers and goods between the islands of Trinidad and Tobago;

“coasting trade” means all trade by sea from any part of the Colony to any other part thereof;

“Comptroller” means the Comptroller of Customs and Excise and includes any officer of the Customs and Excise Department acting under the general or special orders of the Comptroller;

“drogher” means a vessel licensed under the Droghers Ordinance;

“dues” includes harbour dues, wharf dues, and Basin dues;

“foreign trade” means all trade by sea other than coasting trade, local trade, or the trade carried on by droghers when carrying cargo between a vessel in any harbour of the Colony and the shore or *vice versa*;

“General Manager” means the officer appointed by the Governor to control and regulate harbours, wharves, slipways and coastal steamers and includes any other person acting under the general or special instructions of the General Manager;

“goods” includes all kinds of goods, wares, minerals, merchandise and live stock;

“Grier Channel” means the dredged channel in Port-of-Spain harbour leading to the basin and extending in a north-easterly direction from a beacon in latitude N. 10° 38’ 00” longitude W. 61° 33’ 05” and marked out by other beacons;

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“harbour” means any harbour established by proclamation of the Governor and Vice Admiral under subsection (2) of section 3 of the Harbours Ordinance;

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“Harbour Engineer” means the officer appointed as such by the Governor and acting under the instructions of the General Manager for the purposes of any bye-laws relating to slipways made or deemed to have been made under this Ordinance;

“Harbour Master” means the Harbour Master of Port-of-Spain;

“King’s Wharf” means the deep water wharf known as King’s Wharf lying to the south of Wrightson Road, Port-of-Spain;

“local trade” means all trade by sea between any port of the Colony and any port outside the Colony between the equator and latitude 28° North and East of longitude 90° West and West of longitude 50° West ;

“master” includes any person (except a pilot) having or taking the command or charge of any vessel ;

“owner” of a vessel includes any joint or part owner, and a person who, though only the hirer of a vessel, appoints the master and other persons working such vessel, and also includes the agent of the owner ;

“re-export” with its grammatical variations and cognate expressions means to forward by or in a vessel, cargo which has been imported into the Colony and delivered and thereafter returned to the custody of the General Manager for shipment to another port ;

“section” means section of this Ordinance;

“slipway” or “slipways” means the area set aside by the Government for the slipping of vessels, and includes any land, wharf, building or structure used in connection therewith;

“tonnage” in relation to a vessel means the net tonnage of a vessel as registered or ascertained in accordance with the tonnage regulations of the Merchant Shipping Act, 1894 ; and in relation to cargo or goods means the gross tonnage of the cargo or goods including the weight or measurement of the packing and container ;

“tranship” with its grammatical variations and cognate expressions means—(a) to forward by or in a vessel cargo which has arrived in the Colony consigned to or addressed to any port or place outside the Colony and has remained in the custody of the General Manager or the Comptroller from the time of landing up to the time of shipment; and (b) to forward by or in a vessel cargo consigned to a port or place in the Colony, as to which the owners have within four days following the day on which the discharge of such vessel was completed declared in writing their intention to despatch the same to a port or place outside the Colony, and which has remained in the custody of the General Manager or the Comptroller from the time of landing to the time of shipment; and (c) to unload cargo from one vessel and load the same on another vessel, provided that such cargo does not pass over wharf premises;

“vehicle” includes carriages, wagons, carts, motor vehicles, bicycles, tricycles, vans, hand carts, sledges, trucks, barrows and all other machines for the portage of goods or persons;

“vessel” includes a boat, ship or vessel of any description;

“wharf premises” means any building or place which—

(a) adjoins or is adjacent to a wharf, quay, dock, pier, jetty, or landing place situate at Port-of-Spain and controlled or managed by or on behalf of the Government; and

(b) is in the use or occupation of the Government; and

(c) has been declared to be a customs area for the purposes of the Customs Ordinance or is part of any area so declared;

“wharf” means any wharf, quay, dock, pier, jetty or landing place situate at Port-of-Spain and controlled or managed by or on behalf of the Government; and “wharf” and “King’s Wharf” include all wharf premises used in connection therewith;

“Wharf Superintendent” means the officer appointed as such by the Governor and acting under the instructions of the General Manager for the purposes of any bye-laws relating to harbours or wharves made or deemed to have been made under this

Ordinance and includes any other person acting under the general or special instructions of the Wharf Superintendent.

(2) (a) A vessel shall not be deemed to be engaged in coasting trade at any particular time unless such vessel has been solely engaged in such trade during the preceding six months.

(b) A vessel shall not be deemed to be engaged in local trade at any particular time if, during the preceding six months, it has remained out of the territorial waters of the Colony for more than sixty days on any one occasion or if it has called at a port outside the area referred to in the definition of the expression "local trade".

3. (1) Subject to the provisions of subsection (2) hereof, harbour dues shall be paid in accordance with the provisions of this Ordinance in respect of any vessel which enters or uses any harbour in the Colony or which loads or unloads cargo at any harbour, port or place in the Colony.

Harbour dues to be paid.

(2) A vessel the tonnage of which does not exceed ten tons, or a vessel registered as a drogher, shall be exempt from payment of harbour and wharf dues: Provided that this exemption shall not apply in the case of a drogher arriving from or proceeding to a port or place outside the waters of the Colony.

4. (1) Harbour dues shall be calculated as follows:—

(a) where no cargo is loaded or unloaded, the harbour dues shall be one dollar if the tonnage of the vessel does not exceed sixty tons and two dollars and forty cents if the tonnage of the vessel exceeds sixty tons;

Calculation of harbour dues.

(b) where cargo is loaded, or unloaded, the harbour dues shall be at the rates set forth in Schedule I hereto in the case of cargo described in that Schedule and at the rate of fourteen cents per ton in the case of other cargo: Provided that the minimum harbour dues under this paragraph shall be one dollar and fifty cents in the case of vessels the tonnage of which does not exceed sixty tons and three dollars and sixty cents in the case of vessels the tonnage of which exceeds sixty tons.

Schedule I.

(2) In the case of vessels the tonnage of which exceeds ten tons but does not exceed one thousand tons, commuted harbour dues may be paid—

(a) at the time of arrival in any harbour, port or place in the Colony at the option of the owner or master of the vessel, or

(b) in the event of the total tonnage of cargo loaded and unloaded not being ascertainable by either of the

methods of calculation described in section 8, at the discretion of the General Manager before departure in accordance with the scale set out below:—

THE SCALE					
Vessels exceeding	10 tons and not exceeding	20 tons	shall pay		\$2.25
Do.	20	do.	30	do.	\$3.00
Do.	30	do.	40	do.	\$3.75
Do.	40	do.	50	do.	\$4.50
Do.	50	do.	60	do.	\$6.00
Do.	60	do.	75	do.	\$9.00
Do.	75	do.	100	do.	\$12.00
Do.	100	do.	125	do.	\$15.00
Do.	125	do.	150	do.	\$18.00
Do.	150	do.	200	do.	\$25.00
Do.	200	do.	250	do.	\$35.00
Do.	250	do.	350	do.	\$45.00
Do.	350	do.	500	do.	\$55.00
Do.	500	do.	750	do.	\$65.00
Do.	750	do.	1,000	do.	\$75.00

Wharf dues  
to be paid.

5. (1) Wharf dues (in addition to harbour dues) shall be paid in accordance with the provisions of this Ordinance in respect of any vessel in Port-of-Spain harbour the tonnage of which exceeds ten tons and which loads or unloads cargo passing over, or deposited on, a wharf. Save as otherwise provided in this section, the wharf dues leviable and payable under this subsection shall be calculated in accordance with Schedule I hereto in the case of cargo described therein and in accordance with Schedule II hereto in the case of other cargo.

Schedule I.

Schedule II.

(2) When a vessel (the tonnage of which exceeds ten tons but does not exceed one thousand tons) berthed at any wharf would not be liable to wharf dues under subsection (1) of this section or would be liable in respect of wharf dues computed in accordance with the provisions of that subsection for a lesser sum than that indicated in the scale set out below, wharf dues shall be paid in accordance with that scale.

THE SCALE					
Vessels exceeding	10 tons and not exceeding	20 tons	shall pay		\$4.50
Do.	20	do.	30	do.	\$6.00
Do.	30	do.	40	do.	\$7.50
Do.	40	do.	50	do.	\$9.00
Do.	50	do.	60	do.	\$12.00
Do.	60	do.	75	do.	\$18.00
Do.	75	do.	100	do.	\$24.00
Do.	100	do.	125	do.	\$30.00
Do.	125	do.	150	do.	\$36.00
Do.	150	do.	200	do.	\$45.00
Do.	200	do.	250	do.	\$55.00
Do.	250	do.	350	do.	\$65.00
Do.	350	do.	500	do.	\$75.00
Do.	500	do.	750	do.	\$85.00
Do.	750	do.	1,000	do.	\$100.00

(3) When a vessel (the tonnage of which exceeds one thousand tons) berthed at King's Wharf would not be liable to wharf dues under subsection (1) of this section or would be liable in respect of wharf dues computed in accordance with the provisions of that subsection for a lesser sum than one hundred and fifty dollars, minimum wharf dues of one hundred and fifty dollars shall be paid and will entitle such vessel loading or unloading cargo to occupy a berth for not more than thirty-six hours. Additional wharf dues of fifteen dollars per hour or part thereof shall be paid for every hour, or part thereof, in excess of thirty-six hours, in respect of vessels liable for the payment of the minimum wharf dues under this subsection.

(4) When a vessel in Port-of-Spain harbour loads or unloads, from or into a drogher or other craft, cargo passing over or deposited on any wharf, the wharf dues in respect of such cargo shall be due and payable by the said vessel and not by the drogher or other craft.

6. (1) In the case of any vessel (not being a drogher) berthed at King's Wharf or moored or anchored in the Basin, Basin dues (in addition to harbour dues and to any wharf dues which may be payable) shall be paid on—

Basin dues  
to be paid.

- (a) the tonnage of cargo loaded into the vessel from another vessel or loaded from the vessel into another vessel, being cargo which has passed or passes over a wharf; and
- (b) the tonnage of oil (to be used for the propulsion of the vessel) loaded into the vessel from another vessel; and
- (c) the tonnage of fresh water taken into the vessel from water boats or other vessels.

(2) The Basin dues payable under paragraph (a) of subsection (1) of this section shall be calculated in accordance with Schedule I hereto in the case of cargo described in that Schedule and at the rate of twenty-five cents per ton in the case of other cargo.

Schedule I.

(3) The Basin dues payable under paragraph (b) of subsection (1) of this section shall be calculated at the rate of ten cents per ton but subject to a maximum of fifteen dollars on any occasion.

(4) The Basin dues payable under paragraph (c) of subsection (1) of this section shall be calculated at the rate of twenty-five cents per ton.

7. (1) No dues under this Ordinance shall be payable on live poultry, or on Post Office letter and parcel mail.

Exemptions,  
&c.

(2) Harbour and wharf dues (inwards only) shall be payable in respect of the following cargo:—

- (a) cargo unloaded and remaining in the custody of the General Manager or Comptroller to await transshipment;
- (b) cargo unloaded from a vessel and loaded to the same vessel;
- (c) molasses imported and stored in tanks to await transshipment, provided that a certificate of origin accompanies the content—ship and clearly indicates the percentage of the molasses so imported and contained in the shipment;
- (d) cargo overlanded and subsequently shipped;
- (e) cargo overcarried and returned.

(3) If any vessel in respect of which harbour dues have been paid be obliged from stress of weather or other sufficient cause, after leaving a harbour, port or place in the Colony, to return with the same cargo to a harbour, port or place in the Colony, harbour dues shall not, by reason of such return, again be payable by the vessel in respect of that cargo.

(4) Vessels owned by the Government of the United Kingdom and manned by members of His Majesty's Services not carrying goods for hire, shall be exempt from all dues in respect of the entry into any port or the use of any harbour or wharf in the Colony.

(5) Droghers and Government owned coastal vessels when engaged in coasting trade shall be exempt from payment of harbour, wharf and Basin dues, except when arriving from or proceeding to a port or place outside the territorial waters of the Colony.

(6) With the exception of vessels licensed to carry passengers exceeding twelve in number, minimum wharf dues as provided for in subsection (3) of section 5 shall not be payable—

(a) in respect of vessels berthed at King's Wharf for the purpose of taking bunkers or fresh water and loading or unloading a quantity of cargo not exceeding twenty tons;

(b) in respect of vessels loading transshipment cargo. Wharf dues in cases falling under paragraphs (a) and (b) hereof shall be calculated and paid only on the tonnage of cargo loaded or unloaded other than cargo described in paragraph (b) hereof.

(7) Except as provided for in paragraphs (a), (b) and (c) of subsection (2) or in subsection (6) of this section nothing contained in this section shall be construed so as to relieve any person of the obligation to pay the minimum or commuted harbour and wharf dues in accordance with the provisions of sections 4, 5 and 8.

(8) It shall be lawful for the Governor in Council by order, in any special case or class of case, to remit, reduce, direct refunds of, or grant exemptions from, the whole or any part of any dues, fees or charges payable under this Ordinance or any bye-laws made thereunder.

8. (1) Tonnage of goods for the purpose of the calculation of dues payable in respect of vessels, and for the purpose of the calculation of charges payable under the bye-laws made under this Ordinance unless otherwise provided therein, shall be assessed at forty cubic feet or twenty hundredweights (avoirdupois) to the ton, whichever method yields the higher figure: Provided that, in the case of cargo described in Schedule III hereto, the tonnage may, in the absolute discretion of the General Manager, be calculated in accordance with that Schedule; and provided further that the tonnage assessment for the purposes of the payment of freight may, in the absolute discretion of the General Manager, be accepted by him in respect of all bagged goods and the tonnage assessment for the purpose of the payment of dues on oil and oil products in bulk shall be based on gallonage multiplied by specific gravity and divided by 224.

Method of assessment of tonnage.

Schedule III.

(2) For the purpose of calculating the total dues and charges based on tonnage, fractions of less than half a ton shall be disregarded, and half a ton or more shall be regarded as one ton: Provided that in the case of export cargo a minimum charge equivalent to half of the charge payable for one ton shall be payable for any single shipment which amounts to less than half a ton.

(3) Declarations of measurement and weight shall be made in units of cubic feet and units of the avoirdupois scale of weights.

(4) Notwithstanding anything contained in any of the foregoing subsections, if the total tonnage loaded and unloaded is not ascertainable by either of the methods of calculation described in subsection (1) of this section in respect of vessels the tonnage of which exceeds ten tons but does not exceed three hundred and fifty tons, the wharf dues payable on the cargo loaded and unloaded shall be commuted and shall be payable

Dues to be commuted if tonnage not ascertainable.

in accordance with the scale subjoined hereto, and if the total tonnage of cargo either loaded or unloaded is ascertainable by either of the methods of calculation described in the said subsection then the wharf dues shall be calculated and paid in accordance with the provisions of subsection (1) of section 5 on the total tonnage so loaded or unloaded and, in addition, a sum equal to half the amount which would be payable in accordance with the scale shall be payable in respect of the cargo loaded or unloaded the tonnage of which is not ascertainable by either of the methods of calculation described as aforesaid:—

THE SCALE

Vessels exceeding	10 tons and not exceeding	20 tons shall pay	\$15.00		
Do.	20	do.	30	do.	\$20.00
Do.	30	do.	40	do.	\$30.00
Do.	40	do.	50	do.	\$40.00
Do.	50	do.	60	do.	\$45.00
Do.	60	do.	75	do.	\$50.00
Do.	75	do.	100	do.	\$65.00
Do.	100	do.	125	do.	\$75.00
Do.	125	do.	150	do.	\$100.00
Do.	150	do.	200	do.	\$120.00
Do.	200	do.	250	do.	\$140.00
Do.	250	do.	350	do.	\$150.00

Master to produce certificate of registry.

9. The master of every registered or licensed vessel shall, on demand, produce the certificate of registry or licence, as the case may be, of such vessel to the General Manager; and if any such master refuse or neglect so to do, he shall be liable, on summary conviction, to a fine of one hundred dollars.

General provisions as to dues and charges.

10. (1) All dues shall be paid to the General Manager and the owner and master of the vessel in respect of which they are payable shall be jointly and severally liable to pay the same.

(2) Unless, in the case of a vessel engaged in foreign or local trade, the General Manager shall have granted extension of time, a dues account, in the form approved by the General Manager for use from time to time and certified by the owner or master of the vessel, shall be rendered to the General Manager in triplicate by the owner or master of every vessel which enters or uses any harbour, port or place in the Colony before the vessel is ready to clear, and all dues shall be paid before clearance is effected: Provided that, as regards commuted harbour and wharf dues payable under subsection (2) of section 4, and subsection (4) of section 8, the dues account shall be rendered, and the commuted harbour dues shall be paid, forthwith on the arrival of the vessel at any harbour, port or place;

and provided further that, subject to the immediately preceding proviso, when a vessel remains in a harbour, port or place for twenty-one days or more, a dues account of the dues calculated up to the end of the first and each succeeding period of twenty-one days in which the vessel so remains shall be rendered as aforesaid, and the dues so calculated shall be paid, on the day following the end of each such period.

(3) No clearance or authority for departure shall be granted under the Customs Ordinance in respect of any vessel Ch. 32, No. 2. unless the General Manager has stated in writing that all dues, and all charges leviable under the bye-laws made under this Ordinance, which are payable to him in respect of that vessel have been paid or that, in the case of a vessel engaged in foreign or local trade, arrangements have been made in that connection which are acceptable to him.

(4) The masters, owners or agents of all vessels other than droghers entering any harbour, port or place in the Colony shall report to the General Manager in writing on arrival.

(5) Without prejudice to any other method of recovery, all dues and all charges leviable under the bye-laws made under this Ordinance shall be recoverable by the General Manager by action in any court of competent jurisdiction.

**11.** (1) If, in the case of any vessel, a dues account shall not be rendered in accordance with section 10, the owner or master thereof shall be liable on summary conviction to a fine of four hundred and eighty dollars. Penalty.

(2) If any dues account be false or incorrect in any material particular, then the person who certified the account shall, unless he proves that he had taken all reasonable steps to guard against such falsity or incorrectness, be liable on summary conviction to a fine of four hundred and eighty dollars, or to imprisonment for six months, or to both such fine and imprisonment.

**12.** (1) If any difference shall arise between the Wharf Superintendent and the owner of any goods or other person liable under this Ordinance or the bye-laws made thereunder to pay dues or charges in respect thereof concerning the kinds, quantities, or tonnage of the goods, the Wharf Superintendent may cause such goods to be weighed, measured or examined, as the case may be, and for this purpose the goods shall, if required by either party to the difference, be landed at a convenient wharf or place. Disputes as to kinds, quantities, or tonnage of goods.

(2) If the tonnage or quantity of any goods in respect of which dues or charges are payable as aforesaid is greater than that alleged by the owner of the goods or other person liable to pay the dues or charges or set forth in any manifest, bill of lading, dues account or other document delivered to the General Manager by the owner of the goods or by such other person, or if the description of the goods is other than that so alleged or set forth, the expenses of the landing and delivery, weighing, measuring or examination, as the case may be, shall be paid to the General Manager by the owner of the goods or by such other person and shall be recoverable by the General Manager by action in any court of competent jurisdiction. If the tonnage or quantity of such goods shall be the same as or less than that so alleged or set forth, or if the description of the goods is the same as that so alleged or set forth, the General Manager shall pay the expenses of such landing and delivery weighing, measuring or examination and shall also pay to the owner of the goods or to such other person the expenses occasioned by such landing and delivery, weighing, measuring or examination, as the case may be.

Fee for  
drogher's  
certificate.  
Ch. 18. No. 8.

**13.** There shall be paid to the issuing officer for each certificate issued under section 4 of the Droghers Ordinance in respect of a drogher of ten tons and upwards a fee calculated at the rate of eighty cents per ton or part of a ton.

Dues, &c., to  
be paid into  
Treasury to  
account of  
Port-of-Spain  
Wharves.

**14.** All dues, fees, charges and other sums collected or received under this Ordinance and the bye-laws made thereunder, shall be paid by the officers collecting or receiving the same into the Treasury to the credit of the Port-of-Spain Wharves:

Persons  
answerable  
for damage to  
wharves, &c.

**15.** (1) The owner of any vessel shall be and is hereby made answerable for all damage done by such vessel or by any person employed in or about the same by any means whatsoever to any of the wharves or to the Grier Channel or Basin, and the master of any such vessel through whose wilful act or negligence any such damage is done shall also be answerable for the same. The General Manager may detain any such vessel until sufficient security has been given for the amount of damage done.

(2) The amount of any such damage may be recovered by the General Manager from the owner, or in appropriate cases from the master, of any such vessel by action in any court of competent jurisdiction but without prejudice to the right of the owner to recover the amount of all damage and costs paid by the owner under the provisions of this section from any person so employed by whom such damage was done.

16. (1) Save as hereinafter provided, Government shall be under the same liability as if it were a private individual for any loss, damage or injury caused by any act or default of the General Manager or of persons employed under him and subject to his exclusive control or of persons employed on board any tug in the service of Government: Provided that—

Liability of  
Government.

- (a) Government shall in no case be liable for any loss, damage or injury which is not proved to have resulted directly from some wilful act or negligence of the General Manager or of such other person as aforesaid;
- (b) Government shall in no case be liable for any loss, damage or injury occasioned, in the course of the use of a tug in the service of Government, by accident, collision of tug or tow, defect or imperfection in machinery or ropes, or stoppage or slackness of speed however occasioned;
- (c) Government shall in no case be responsible for any loss of, or damage or delay to vessels or goods caused by deficiency or inadequacy of structures, equipment or labour;
- (d) the liability of Government under this section shall be subject to such limitations and restrictions as may be generally or specially prescribed by bye-laws made under this Ordinance.

(2) Neither the General Manager nor any person employed under him and subject to his exclusive control nor any person employed on board any tug in the service of Government shall be liable for loss, damage or injury caused by his act or default unless, in the terms of this section, Government would also be liable for that loss, damage or injury.

(3) In any action brought against Government in pursuance of the provisions of this section, the General Manager shall be the defendant and any damages or costs which may be recovered by the plaintiff in any such action, or which may, in case of the compromise of such claim by arbitration or agreement, be payable to any person having any claim against the Government, shall be paid and made good from the Treasury.

17. Whenever any vessel is sunk or stranded in the Grier Channel or in the approaches thereto or in the Basin or near any wharf, the General Manager may cause such vessel to be raised or to be blown up or otherwise destroyed so as to clear the said Channel or the approaches thereto or the Basin or the approaches to any wharf, as the case may be, and the General Manager may recover by action in any court of competent

Obstructions.

jurisdiction from the person being the owner of such vessel at the time of the sinking or stranding thereof all expenses incurred by him in or in connection therewith or in raising or saving any furniture, tackle and apparel of the said vessel or any goods, chattels and effects raised or saved from such vessel or in watching or controlling such vessel: Provided always that the General Manager may, if he thinks fit, and shall if so required by such owner, cause any such vessel, furniture, tackle, apparel, goods, chattels and effects, or any part of the same, respectively so raised or saved as aforesaid to be sold in such manner as he thinks fit and out of the proceeds of such sale may deduct any such expenses and shall hold the surplus, if any, of such proceeds in trust for the persons entitled thereto, and in case such proceeds shall be insufficient to cover such expenses the deficiency shall be paid to the General Manager by such owner upon demand and in default of payment may be recovered as aforesaid: Provided further that the powers herein conferred on the General Manager shall be in addition to and not in derogation of any power vested in the Harbour Master by the Harbours Ordinance, or any other enactment.

Ch. 18. No. 1.

Legal proceedings.

**18.** (1) Any offence against this Ordinance or against the bye-laws made thereunder may be prosecuted by the Attorney General, or by a member of the Police Force or by the General Manager or by any officer deputed by the General Manager; and proceedings in respect of any such offence may, notwithstanding anything to the contrary in the Summary Courts Ordinance, be commenced at any time within seven years or one year respectively after the date of the offence, according as the offence is an offence against the Ordinance or an offence against the bye-laws made thereunder.

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(2) Where any Magistrate by virtue of this Ordinance, or of the bye-laws made thereunder, makes an order directing payment of any fine by the owner or master of a vessel, and payment is not duly made, the Magistrate who made the order, or any other Magistrate having the same jurisdiction, may (in addition to any power which he may have for the purpose of compelling payment) direct the amount unpaid to be levied by distress and sale of the vessel, and the tackle, apparel and furniture belonging thereto, or any part thereof.

(3) Without prejudice to any other method of recovery, all dues, fees, charges and other sums, whether ascertained or otherwise, which may be payable under this Ordinance and the bye-laws made thereunder shall be recoverable as claims of the Crown.

(4) Any summons or other document in any proceeding instituted under or by virtue of this Ordinance or the bye-laws made thereunder may, in addition to any other mode of service, be served by being left for the person to be served on board any vessel to which he belongs with the person being or appearing to be in command or charge of the vessel.

19. Without prejudice to any other provisions of this Ordinance or the bye-laws made thereunder—

Recovery of dues, &c., by distraint and sale.

- (a) If the owner or master of any vessel in respect of which, or of services to which, dues, charges or other sums are payable under the provisions of this Ordinance or the bye-laws made thereunder refuse or neglect to pay the same, or any part thereof, the General Manager may, with such assistance as he may deem necessary, go on board such vessel and demand such dues, charges or other sums and, on non-payment thereof or of any part thereof, take, distrain, or arrest, of his own authority, such vessel, and the tackle, apparel, and furniture belonging thereto, or any part thereof, and detain the matters so distrained or arrested until the dues, charges or other sums are paid; and in case any of the said dues, charges or other sums shall remain unpaid for the space of seven days next after any distress or arrestment so made, the General Manager may cause the matters so distrained or arrested to be appraised by two or more appraisers, and afterwards cause the matters distrained or arrested, or any part thereof, to be sold, and with the proceeds of such sale may satisfy the dues, charges or other sums so unpaid, and the expenses of taking, keeping, appraising, and selling the matters so distrained or arrested, rendering the surplus (if any) to the owner or master of such vessel upon demand;
- (b) if default be made in the payment of any charges or other sums (not being dues) payable under this Ordinance or the bye-laws made thereunder in respect of any goods or of any services rendered in relation to any goods, the General Manager may distrain or arrest, of his own authority, such goods, and for that purpose may enter any vessel in which the goods may be, with such assistance as he shall deem necessary, or, if the said goods have been removed without payment of such charges or other

sums as aforesaid, he may distrain or arrest any other goods belonging to the person liable to pay such charges or other sums as aforesaid, and may sell the goods so distrained or arrested, (first paying the Customs duties, if any, payable in respect of the goods) and out of the proceeds of such sale, after retaining the amount so paid, may satisfy the amounts due under the bye-laws and the expenses of taking, keeping, and selling the goods so distrained or arrested, and in the next place, if the General Manager has received notice in writing that the freight due on the goods is unpaid, he shall retain and pay on demand to the person entitled thereto the amount of the freight due on the goods or so much thereof as the money in his hands will admit, rendering on demand the surplus (if any) of the proceeds and the unsold goods (if any) to the person appearing to him to be entitled thereto ;

- (c) if any dispute shall arise concerning the amount of any dues, charges or other sums as aforesaid, or the charges occasioned by any distress or arrestment, the General Manager may, after making such distress or using such arrestment, detain the goods distrained or arrested until the amount due be ascertained by a Magistrate who, upon application made to him for that purpose, shall determine the same and award such costs to be paid by either of the parties to the other of them as he shall think reasonable, and such costs, if not paid on demand, shall be levied by distress and sale, and such Magistrate shall issue his warrant accordingly.

Sale of  
perishable  
goods.

20. (1) With respect to all goods of a perishable nature deposited and lodged with him, the General Manager may, if he thinks fit, sell any such goods at any time when in his judgment the goods would be materially lessened in value by being retained by him and whether or not he has notice of the non-payment of freight claimed on the goods or notice to retain the same.

(2) When the General Manager so sells any such perishable goods, he shall apply the proceeds of the sale so far as they suffice, in the first place in payment of the Customs duties (if any) payable in respect of the goods and in the next place in payment of the amounts due and payable to the General Manager in respect thereof or of any services rendered

in relation thereto, and the expenses of the sale, and in the next place if the General Manager has been duly served with notice in writing of the claim for freight in respect of the goods (but not otherwise) in payment of the freight, rendering on demand the surplus (if any) of the proceeds to the person appearing to him to be entitled thereto.

21. Before selling (except in case of emergency) any vessel or goods under the powers contained in this Ordinance or the bye-laws made thereunder, the General Manager shall give to the owner of any vessel or the owner or consignee of any goods forty-eight hours' notice of his intention to sell the same by posting a prepaid letter addressed to such owner or consignee at the place (if any) in the Colony where he carries on business or at his last known place of abode in the Colony or if such owner or consignee or his last place of business or abode should not be known to the General Manager then before selling any vessel or goods as aforesaid a like notice shall be exhibited by the General Manager for forty-eight hours at the head office of the General Manager.

Notice of  
intention to  
sell vessels  
or goods:

22. (1) It shall be lawful for the Governor in Council to make bye-laws for the better carrying out of the provisions of this Ordinance, for regulating and controlling the use of any wharf or harbour, for the due government of any wharf or harbour and for the control and management of slipways and coastal steamers.

Power to  
make  
bye-laws.

(2) Without prejudice to the generality of the powers conferred by subsection (1), bye-laws under this section may be made to—

- (a) prescribe any matters authorised by this Ordinance to be prescribed;
- (b) provide for regulating the berthing of vessels at wharves and prescribe conditions for such berthing;
- (c) prescribe the rules to be observed by the owners or masters or both of vessels, and by the crews of vessels, and by persons on board vessels, when approaching or leaving wharves or slipways or when berthed at wharves or occupying slipways;
- (d) prescribe the measures to be taken, and the rules to be observed, by the owners, masters and crews of vessels when in any harbour or in any specified part of any harbour or when berthed at a wharf, to ensure protection of life and safety;

- (e) regulate the loading, unloading, handling, receiving storing and delivery of goods at wharves ;
- (f) classify dangerous goods and regulate, and prescribe conditions attaching to, the carriage, loading, unloading, handling, receiving, storing and delivery of the goods so classified, and of other goods possessing dangerous properties, at wharves or on board vessels berthed at any wharf ;
- (g) regulate access to wharves or any parts of wharves and provide for making charges for admission to wharves or parts of wharves ;
- (h) ensure good order and the protection of life and property on wharves, slipways and coastal steamers ;
- (i) prescribe the circumstances in which vessels shall shift or change their berths, anchorages and moorings and provide for making charges by the General Manager against vessels which fail to leave their berths, anchorages or moorings in circumstances in which they should do so ;
- (j) prescribe charges for the use of slipways and services rendered by coastal steamers, Government tugs, dredgers and other craft ;
- (k) prescribe charges for all services whatsoever rendered by the General Manager whether in respect of vessels or goods or the supply of labour or the supply of fresh water or other commodities or the use of equipment ;
- (l) prescribe circumstances in which expenses incurred by the General Manager can be recovered ;
- (m) prescribe the persons liable to pay charges and expenses and regulate the incidence of such liability and the method of recovering charges and expenses ;
- (n) prescribe the conditions under which the navigation and manoeuvring of vessels shall be carried out in any harbour ;
- (o) prescribe the measures to be taken and the rules to be observed by any person in charge of any boat, launch or other craft in attendance on any vessel in any harbour or alongside any wharf, jetty or slipway ;

(p) prescribe the number and pattern of lights to be carried or exhibited by any craft or vessel in any harbour and the manner in which they are to be exhibited.

(3) Bye-laws under this section may make provisions of general or special application and may make different provisions in different classes of cases.

(4) Bye-laws made under this section may provide for the imposition on offenders against the same of penalties not exceeding a fine of two hundred and forty dollars or imprisonment for three months or both such fine and imprisonment to be imposed on summary conviction.

(5) Bye-laws made under this section shall have effect notwithstanding anything to the contrary in the Petroleum Ordinance or the Explosives Ordinance.

Ch. 26. No. 2.

Ch. 30. No. 4.

(6) Bye-laws made under this section shall not have force and effect until they have been approved by resolution of the Legislative Council: Provided that until varied or revoked by other bye-laws, the bye-laws set forth in Schedules IV, V and VI hereto shall be in force and shall be deemed to have been duly made and approved in accordance with the provisions of this Ordinance.

Schedules IV  
V and VI

23. The provisions of the Customs Ordinance in relation to the liability of Government, or of any officer or servant of Government, for loss of, or damage to, goods shall not apply in relation to goods while handled by, or in the custody of, the General Manager, but, save as above, nothing in this Ordinance or the bye-laws made thereunder shall prejudice the operation of the Customs Ordinance.

Operation of  
the Customs  
Ordinance.  
Ch. 32. No. 2.

24. The Wharf Superintendent may instruct any member of the Police Force or Special Reserve Police if he has reason to suspect that any person is carrying or has about his person or in any vehicle any goods and is removing or is intending to remove such goods from a wharf without having first obtained a permit to do so under the Byelaws made under the provisions of this Ordinance, to stop and search such person and vehicle for such goods; and, if no such goods shall be found, the Wharf Superintendent or such member of the Police Force or Supplemental Police or Special Reserve Police shall not be liable to any prosecution or action at law on account of any such stoppage or search; and any person refusing to stop or allow such search or wilfully obstructing the Wharf

Search of  
persons and  
vehicles.

Superintendent or such member of the Police Force or Supplemental Police or Special Reserve Police shall be liable on summary conviction to a fine of two hundred and forty dollars or to imprisonment for three months, or to both such fine and imprisonment :

Provided that before any person is searched he may require to be taken with all reasonable despatch before a Magistrate, or the General Manager, or the Wharf Superintendent or a commissioned officer of Police, who shall, if he sees no reasonable cause for search, discharge such person, but if otherwise, direct that he be searched :

Provided further that a female shall not be searched except by a female.

Repeal.

No. 14 of 1942.

No. 38 of 1946

25. The Harbours and Wharves (Dues and Management) Ordinance, 1942 and the Harbours and Wharves (Dues and Management) (Amendment) Ordinance, 1946 are hereby repealed.

SCHEDULE I.

(Sections 4, 5 and 6.)

LIVE ANIMALS AND BIRDS.

Description of Cargo	Harbour dues per head	Wharf dues per head passing over King's Wharf	Wharf dues per head passing over wharves other than King's Wharf	Basin dues per head.
			c.	c.
Horses (boxed or unboxed) ...	30	\$ 1 44	72	72
Ponies ...	30	1 44	72	72
Mules ...	30	1 44	72	72
Donkeys ...	30	1 44	72	72
Cattle ...	6	36	18	18
Wild animals ...	15	72	36	36
Sheep ...	3	15	6	6
Goats ...	3	15	6	6
Pigs ...	3	15	6	6
Dogs ...	3	15	6	6
Cats ...	3	15	6	6
Birds other than poultry ...	3	15	6	6

SCHEDULE II.

(Section 5.)

- (1) In the case of vessels unloading cargo into or loading cargo from droghers or other craft, when such cargo passes over or is deposited on any wharf, the dues shall be ... 40 cents per ton of cargo.

Provided that in the case of vessels loading molasses from droghers or other craft the dues shall be ... 15 cents per ton of molasses.

- (2) In the case of vessels engaged in foreign trade berthed at King's Wharf the dues shall be as follows:—

*Unloading direct from vessels to wharf or vehicles:*

Lumber (500 board feet to ton) and General Cargo ...	...60 cents per ton of cargo.
Cargo in bulk not provided for elsewhere ...	...42 cents per ton of cargo.
Bauxite ...	...10 cents per ton of bauxite.

- Stone (Boulders and Crushed) .... 6 cents per ton or cubic yard of stone.  
 Molasses ... 25 cents per ton of molasses.  
*Loading direct from wharf or vehicles to vessel.*  
 Lumber (500 board feet to ton) and  
 General Cargo .... 40 cents per ton of cargo.  
 Transhipment cargo .... Free.  
 Molasses .... 25 cents per ton of molasses.
- (3) In the case of vessels engaged in foreign trade loading or unloading when berthed at any wharf at Port-of-Spain except King's Wharf, the dues shall be .... 40 cents per ton of cargo.
- (4) In the case of vessels engaged exclusively in local trade loading or unloading when berthed at any wharf at Port-of-Spain the dues shall be 40 cents per ton of cargo.
- (5) Wharf dues for vessels berthed at the Admiralty Repair Jetty for purposes other than loading or unloading cargo, the rates shall be as follows:—  
 Per period of 24 hours or part thereof for the first 10 such periods ... \$25.00.  
 For each additional period of 24 hours or part thereof in excess of ten ... \$15.00.

SCHEDULE III.  
DUES AND CHARGES.

(Section 8.)

Description of merchandise	Unit	No. of units per ton
Charcoal (in bags) ....	1 bag	20
Coconuts (Loose) ....	1 nut	1,000
(in bags of 80 nuts) ....	1 bag	12
Cylinders (empty gas) ....	1 cylinder	15
Cylinders (full gas) ...	1 cylinder	10
Drums: Biscuit		
Full ...	1 drum	10
Empty ...	1 drum	15
Drums (gasolene, dieselene, diesel oil, gas oil, colas, terolas, lubricating oil)—(Empty) ....	1 drum	8
Drums (gasolene, dieselene, diesel oil, gas oil, colas, terolas, lubricating oil)—(Full) ....	1 drum	5
Fruit: Grapefruit (per crate) ....	1 crate	25
Oranges (per crate) ....	1 crate	20
Oranges (per tierce) ....	1 tierce	8
Bananas ....	1 count	50
Garlic: in crates ....	1 crate	18
in bags ....	1 bag	30
Ground Provisions (in tierces) ....	1 tierce	6
Hides (dry) ....	1 hide	100
Horse Box (empty) ....	1 box	1
Liquids in bulk not provided for elsewhere ....	1 gallon	240
Mineral Waters ....	1 bottle	240
Molasses (in bulk) ....	1 gallon	160
Vegetables (fresh): Plantains (in bunches) ....	1 bunch	75
(in tierces) ....	1 tierce	6
(loose) ....	1 plantain	3,000
Onions: Madeira (in crates) ....	1 crate	18
Other (in crates) ....	1 crate	30
In bags ....	1 bag	40
Coffee (in bags) ...	Pound	2,240
Cocoa (in bags) ...	Pound	2,240
Copra (in bags) ...	Pound	2,240
Sugar (in bags) ...	Pound	2,240
Poultry Feed (in bags) ....	Pound	2,240
Animal Feed (in bags) ....	Pound	2,240
Peas and Beans (in bags) ....	Pound	2,240
Grain (in bags) ....	Pound	2,240
Flour (in bags) ....	Pound	2,240
Gunnies ....	Cubic foot	50
		<i>No. of tons per unit.</i>
Motor Car (uncrated) ....	1	5
Motor Lorry (uncrated) ....	1	8

## SCHEDULE IV.

(Section 22.)

## BYE-LAWS MADE BY THE GOVERNOR IN EXECUTIVE COUNCIL UNDER THE PROVISIONS OF THE PORT SERVICES (DUES, CHARGES AND MANAGEMENT) ORDINANCE, 1948.

Short title.	1. These Bye-laws may be cited as the Management of Harbours and Wharves Bye-Laws, 1948.
Interpretation.	2. (1) In these Bye-laws, unless the context otherwise requires :— “ballast” includes any kind of stone, gravel, sand, soil and any material commonly used for the ballasting of vessels; “berth” means a position alongside any wharf, and any vessel fastened or moored alongside any wharf shall be deemed to be occupying a berth; “berthing” includes any act or operation which is performed or carried out in connection with the occupation of a berth by any vessel; “dangerous goods” means any goods mentioned in Schedule B hereto; “goods” includes all kind of goods, wares, merchandise, minerals and live stock; “Government” includes any officer or servant of the Government; “list of dangerous goods” means the list in Schedule B hereto; “Ordinance” means the Port Services (Dues, Charges and Management) Ordinance, 1948; “owner” in relation to goods includes any person who is for the time being entitled, either as owner or as agent for the owner, to the possession of those goods; “package” includes any form of container; “Tariff” means the table of charges set forth in Schedule C hereto; “vehicle” has the meaning assigned to it in the Motor Vehicles and Road Traffic Ordinance. (2) The terms defined in the Ordinance shall, when used in these Bye-laws, have the respective meanings assigned to them by the Ordinance.
Ch. 16. No. 3	<i>Management and Berthing of Vessels.</i>
Application for allocation of berth.	3. (1) No vessel shall be berthed at any wharf unless a written application has been made in Form 1 of Schedule A hereto by the owner or master of such vessel to the Wharf Superintendent and the provisional allotment of a berth has been notified by the Wharf Superintendent in Form 2 of Schedule A hereto and confirmed on arrival of the vessel. (2) Any incomplete, false or incorrect declaration contained in an application for a berth shall be deemed a contravention of these Bye-laws. (3) Should it be required to berth a vessel after 6 p.m. on any day, due notice shall be given to the Wharf Superintendent by the owner or master of the vessel before 3 p.m.: Provided that if the berthing is to be effected on a Sunday or public holiday, due notice shall be given before 3 p.m. on the week day (not being a public holiday) next preceding such Sunday or public holiday. (4) The allotment of a berth to a vessel may be made subject to the condition, to be stated therein, that specified dangerous goods or goods possessing dangerous properties be removed from the vessel before it berths, and any such conditions shall be duly complied with as regards the vessel.
Anchors to be lifted when required.	4. The master of any vessel berthed at any wharf shall lift anchor or slacken cable when required to do so by the Harbour Master or the Wharf Superintendent.
Vessel to be berthed by master.	5. A vessel shall be berthed, and taken from a berth, at a wharf and moved at a wharf, by the master and crew thereof, assisted in appropriate cases by a pilot.
Moorings and fenders.	6. All vessels using the wharves shall use their own hauling lines, hawsers, mooring chains and mooring gear, and shall, on being required by the Wharf Superintendent to do so, provide suitable fenders of such material as will float.
Vessels to be ready to move.	7. Masters of vessels berthed at any wharf shall not allow fires to be drawn without the permission of the Wharf Superintendent and shall keep such vessels so equipped, provided, loaded or ballasted, as to allow of their being moved at six hours' notice.
Vessels in charge of masters.	8. All vessels at or near any wharf shall be deemed to be in charge of their owners and masters. No order, instruction or direction given by the Wharf Superintendent shall in any case place any responsibility upon Government or any officer or servant of the Government with respect to the security or safety of any such vessel.
Alteration of berths and control of vessels' movements.	9. The Wharf Superintendent may order the master of any vessel of 1,000 tons or less at any wharf or of any vessel lying alongside another vessel berthed at a wharf:— (a) to remove such vessel from any berth at which such vessel lies to any other berth; (b) to alter the position of a vessel at any berth at which such vessel lies;

(c) to vacate the berth at which such vessel lies and proceed to an anchorage.

10. (1) A vessel berthed at any wharf shall work to capacity from 7 a.m. to 11 a.m. and from 12 noon to 4 p.m. on all days except Sundays and public holidays, and, if called upon so to do by the Wharf Superintendent, such vessel shall continue work at the same rate from 4 p.m. to 5 p.m. and from 6 p.m. to 9 p.m. In default of compliance with this paragraph the master of the vessel may be ordered by the Wharf Superintendent to vacate the berth occupied by the vessel and shall carry out such order within six hours after the giving thereof unless he establishes that the carrying out of the order as aforesaid would endanger the safety of the vessel or of other vessels. Vessel may be ordered to leave wharf.

(2) When a vessel of 1,000 tons or more which is berthed at King's Wharf has completed or suspended loading or unloading cargo, the master thereof shall, if ordered so to do by the Wharf Superintendent, vacate the berth occupied by the vessel within six hours after the giving of the order unless he establishes that the carrying out of the order as aforesaid would endanger the safety of the vessel or of other vessels; and in default of so doing, without prejudice to any other penalty, the vessel shall be liable to a charge of one-fourth of a cent per net registered ton per hour or part of an hour during which the vessel remains at the berth after the expiration of such six hours.

(3) When a vessel does not unload cargo a "nil" report in duplicate must be deposited with the Wharf Superintendent.

11. Exhaust steam, water or other discharge from a vessel shall be led down the side of such vessel by a hose or other effective appliance to below the coping of the wharf at which such vessel is berthed. All water and steam pipes shall be efficiently screened. No refuse, filth or excreta shall be discharged from any discharge pipe, water closet or latrine upon any portion of a wharf. Without prejudice to any other liability, any damage caused by any such act shall be recoverable by the Wharf Superintendent from the owner or master of such vessel by action in any court of competent jurisdiction. Exhaust steam, filth.

12. No oil, spirit or inflammable liquid shall be pumped or discharged from any vessel or tank into the waters of any harbour or in the vicinity of any wharf, or upon any wharf. Pumping oil, spirits.

13. No dirt, ashes or rubbish of any description shall be deposited on any wharf. Without prejudice to any other liability, any expenses incurred by the Wharf Superintendent in removing any dirt, ashes or rubbish, or in cleansing the wharf, may be recovered by him from the owner or master of the vessel depositing the same on the wharf by action in any court of competent jurisdiction. Disposal of rubbish, ashes.

14. The master of any vessel with any of its boats swung outwards or having its anchors or other projections so placed as to be likely to interfere with such vessel or any other vessel loading, discharging or berthing at any wharf, shall take such steps as may be directed by the Wharf Superintendent to prevent any such interference. Projections to be removed.

15. (1) Owners and masters of vessels berthed at any wharf shall provide— Gangway, lights, hatchway, guards.
- (a) all gangways with manropes, lifebuoys and lines, and, from sunset to sunrise, with suitable lanterns or lights;
  - (b) all hatchways and openings with manropes or such appliances as may be necessary for the convenience and safety of persons;
  - (c) all chains, hawsers or ropes extending from vessel to wharf with effective rat-guards.

(2) The master of a vessel shall secure the proper and efficient lighting of those parts of the vessel where work is proceeding.

16. No combustible matter such as pitch, tar oil, resin, or other inflammable materials shall on any account be melted on board any vessel at any wharf, except in such manner and in such place as may be appointed by the Wharf Superintendent; nor shall any pitch, tar, flax, oakum, straw, shavings or other inflammable or combustible article be allowed to remain on the deck of any vessel, or to be deposited on the wharves or approaches thereto. Inflammable material used for repairs, &c.

17. The master shall not try the engines of a vessel berthed at any wharf unless he has— Trying engines.

- (a) obtained permission of the Wharf Superintendent; and
- (b) given reasonable notice to the masters of other vessels berthed at or manoeuvring in the vicinity of such wharf.

18. The owner or master of every vessel shall give notice to the Wharf Superintendent of his intention to load or unload before such work is commenced. The master of any vessel berthing at a wharf shall not cause or allow the work of loading or unloading to commence until such vessel is securely berthed at the berth allotted by the Wharf Superintendent. Commencing work.

Special provisions as to vessels berthed at King's Wharf.

19. (1) All vessels berthed at King's Wharf shall unload all goods destined for Port-of-Spain on King's Wharf: Provided that the Wharf Superintendent may in his discretion grant permission to unload to droghers and transport to any other harbour, port or place in the Colony:—

- (a) all or part of the packages of the same size listed on one bill of lading.
- (b) packages which the Wharf Superintendent is unable to handle.

(2) Applications for permission to unload goods from vessels berthed at King's Wharf otherwise than on that wharf shall be made to the Wharf Superintendent in writing, before any such unloading is effected.

(3) Such application shall be accompanied by a description of the goods to which the application refers, and on completion of the unloading of the vessel a certified list detailing name of vessel, bill of lading number, marks, numbers, weights, measurements and quantity of such goods shall be furnished to the Wharf Superintendent by the owner or master of the vessel.

(4) In the absence of the Wharf Superintendent's permission granted under the provisions of paragraph (1) of this bye-law goods unloaded from a vessel berthed at King's Wharf shall be deemed to have been unloaded from and reloaded to the vessel and all dues and charges shall be paid in accordance with the scale in force for King's Wharf.

(5) In cases where part of a consignment is delivered overside and part landed on King's Wharf without permission, Government shall in no case be held liable in respect of damage to or shortage of any portion of such consignment and such part of a consignment as is landed shall be recorded on delivery only.

Animals, birds and reptiles.

20. No master of any vessel at a wharf shall have on board, or permit any dangerous or ferocious animal or bird or dangerous or poisonous reptile to be on board such vessel unless such animal, bird, or reptile is properly secured.

Goods falling overboard.

21. If any goods are by accident or otherwise dropped or let fall overboard from a vessel berthed at any wharf, the owner or master of such vessel shall forthwith report the same to the Wharf Superintendent and the Wharf Superintendent shall be at liberty to take such steps as may seem to him advisable to recover and land such goods; and all expenses of such recovery and landing shall be recoverable by the Wharf Superintendent from the owner or master of the vessel, or from any person responsible for such occurrence, by action in any court of competent jurisdiction.

Supply labour.

22. (1) Subject to the provisions of these Bye-laws, no labour other than labour supplied by the Wharf Superintendent shall work or be employed—

- (a) in handling goods on King's Wharf; or
- (b) in handling goods in any shed or warehouse on any other wharf; or
- (c) without the permission of the Wharf Superintendent (which shall not be withheld in the case of lumber, cement in drums, iron or steel pipes or structural iron or steel) in handling goods on any other wharf outside the sheds and warehouses; or
- (d) in handling lines of vessels when berthing, unberthing or shifting berths.

(2) Passengers embarking or disembarking at a wharf shall be responsible for the conveyance of their small hand baggage and jewellery between the place appointed for Customs examination and the vessel.

#### *Dangerous Goods.*

Vessels carrying dangerous goods.

23. (1) No vessel having on board explosives or goods marked with an asterisk (\*) in Class I or Class II of the list of dangerous goods in Schedule "B" hereto or goods possessing dangerous properties and not included in the list of dangerous goods, shall occupy any berth at a wharf except on the following conditions which shall be complied with as regards that vessel:—

- (a) that such goods be kept in a place which is—
  - (i) inaccessible to persons not authorised by the master to have access to them;
  - (ii) readily accessible to persons authorised by the master to have access to them;
  - (iii) kept covered if on deck;
  - (iv) protected from sparks, lighted cigarettes, lighted matches, naked lights or other ignited material;
- (b) that the Harbour Master has been supplied with a detailed statement of the quantities and types of explosives and dangerous goods and goods possessing dangerous properties carried on board the vessel and the places in which such goods are stowed and has granted permission for the vessel to occupy a berth;
- (c) that the owner or master of the vessel has signed an undertaking according to Form 3 in Schedule A hereto and that the undertaking is duly complied with as regards that vessel.

- (d) that no hatches be opened up or work or unloading commenced until permission has been obtained from the Wharf Superintendent;
- (e) that such goods be barricaded off and kept clear of the hatches and, if carried on deck, be covered up to the satisfaction of the Wharf Superintendent;
- (f) that the vessel's officers exercise strict and continuous supervision over each hold, compartment or place used for the stowage of such goods, and take reasonable precautionary measures for dealing promptly with any outbreak of fire;
- (g) that a competent watchman be in charge of any such goods contained in any open hatch or on deck;
- (h) that any directions in the "Remarks" column of the list of dangerous goods be complied with.

(2) No vessel having on board goods in Class III of the list of dangerous goods shall occupy any berth except on the condition that any directions in the "Remarks" column of the list of dangerous goods be complied with as regards that vessel.

24. (1) No goods shall be loaded onto or unloaded from any vessel occupying a berth alongside any wharf and having on board any goods possessing dangerous properties except under the continuous supervision of the officers of the vessel. Unloading vessels with goods possessing dangerous properties.

(2) No dangerous goods other than those in Class III of the list of dangerous goods and no goods possessing dangerous properties not included in the list of dangerous goods, shall, without the written permission of the Wharf Superintendent, be:— Handling of dangerous goods at wharves.

- (a) loaded from, or unloaded onto, or brought on, any wharf;
- (b) loaded or unloaded at any wharf between the hours of 4 p.m. and 7 a.m.;
- (c) unloaded into droghers or other craft from a vessel occupying a berth;
- (d) loaded from droghers or other craft into a vessel occupying a berth.

(3) When any such goods as are described in paragraph (2) hereof have been unloaded onto a wharf or into a drogher or other craft from a vessel occupying a berth, they shall forthwith be removed by the owner of the goods from the wharf, or, as the case may be, the drogher or other craft shall forthwith leave the vessel.

(4) The owner of goods described in paragraph (2) hereof shall not bring them on a wharf for shipment, and shall not bring them in a drogher or other craft alongside a vessel occupying a berth for shipment, unless the vessel in which they are to be shipped is ready to receive them; and any such goods brought onto a wharf or brought in a drogher or other craft alongside a vessel occupying a berth shall forthwith be loaded by the owner of the goods into the vessel in which they are to be shipped.

(5) If there shall be any failure or omission to comply with the provisions of paragraph (3) or (4) hereof, the Wharf Superintendent may, without prejudice to any penalty which may be incurred, guard, remove to the Dangerous Goods Shed or to any other place he may deem fit or destroy the goods and recover the expenses of such guarding, removing or destroying from the owner of the goods or from the consignor or consignee of the goods, as the case may be, or, where a drogher or other craft has contravened paragraph (3) hereof, from the owner or master of the drogher or other craft, by action in any court of competent jurisdiction.

(6) No defective package or container of dangerous goods or of goods possessing dangerous properties shall be landed or brought on any wharf without the written permission of the Wharf Superintendent.

(7) No dangerous goods or goods possessing dangerous properties shall be landed or brought on any wharf unless the nature of such goods and the fact that they are dangerous goods or goods possessing dangerous properties has first been brought to the notice of the Wharf Superintendent.

(8) Any permission granted under this bye-law may be so granted subject to conditions which shall be duly complied with.

(9) If any goods are loaded into or unloaded from any vessel in contravention of paragraph (2) of this bye-law, then, without prejudice to any other liability, this bye-law shall be deemed to have been contravened as respects that vessel.

(10) Except as hereinafter provided, nothing contained in these bye-laws shall apply to the handling or storing of any explosives or dangerous goods or goods possessing dangerous properties in any building or on any wharf on behalf, or for the purposes, of any of His Majesty's Naval, Military or Air Forces or the Volunteer Force or the Police Force; Provided that no such goods shall be handled or stored at any place less than 30 feet from any point at which the ordinary business of loading or unloading other goods is in progress.

*Receiving, storing and delivering goods*

Receipt of goods.

25. (1) No goods shall be deposited on, or pass over, any wharf unless the permission of the Wharf Superintendent has first been obtained; and if any goods are deposited on, or pass over, any wharf without such permission having been obtained, Government shall in no case be responsible for loss or damage in respect of such goods.

(2) In the case of goods for shipment, the Wharf Superintendent shall be entitled, without prejudice to the generality of his powers under paragraph (1), to require that—

- (a) prior notice of intention to store the goods on the wharf be given by the owner of the goods;
- (b) any vehicle, drogher or other craft bringing the goods to the wharf or to a vessel berthed at any wharf be accompanied by a note (in duplicate) signed by the owner of the goods and specifying—
  - (i) the marks and numbers of the goods;
  - (ii) their weight and measurement;
  - (iii) the quantity and description of the goods;
  - (iv) the name of the vessel in which the goods are intended to be shipped.

(3) In the case of goods inwards which are brought to the wharf in any drogher or other craft, the Wharf Superintendent shall be entitled, without prejudice to the generality of his powers under paragraph (1), to require that such goods be accompanied by a note (in duplicate) signed by the owner or master of the importing vessel and specifying—

- (a) the marks and numbers of the goods;
- (b) the weight and measurement;
- (c) the quantity and description of the goods;
- (d) the name of the importing vessel.

(4) If any such note as is mentioned in paragraph (2) (b) and paragraph (3) is false in any material particular, the person signing the same shall be deemed to have contravened these bye-laws.

(5) Receipts given by the Wharf Superintendent for goods entrusted to him shall be based on the outward appearance only of goods or packages and shall be taken to imply—

- (a) that the goods or packages received are in apparent good order and condition unless otherwise stated and subject in the case of goods inwards to any endorsement as to their condition on the relevant bill of lading;
- (b) that the Wharf Superintendent makes no admission as to the weight, measurement, contents or value of the packages or goods.

Goods bonded for want of entry or warehoused by Comptroller

26. (1) The owner of a vessel which has landed at any wharf any goods which are required to be bonded for want of entry or to be warehoused in accordance with the Customs Ordinance (Ch. 32. No. 2), shall perform such bonding or warehousing.

(2) At any time during which goods not having been bonded for want of entry or warehoused in accordance with the Customs Ordinance shall remain in the custody of the Wharf Superintendent, the Wharf Superintendent may, subject to the approval of the Comptroller of Customs and Excise and on the presentation of an application in writing accept any such goods for transhipment.

Inward manifest.

27. (1) A copy of each bill of lading numbered in sequence to correspond with numbers on the manifest and three copies in English of the manifest certified by the owner or master of an importing vessel as being complete, containing on the bill of lading and manifest all particulars as to weight and/or measurement based on a ton of 2,240 lbs. or 40 cubic feet respectively, which ever yields the greater tonnage and/or specific gravity and gallonage, marks, numbers and contents of each package shall be deposited in the Wharf Superintendent's office by the owner or master before any goods are landed at any wharf, harbour, port or place in the Colony. A certified statement of any alterations made in the manifest by reason of remeasurement of goods included therein or otherwise shall be furnished by the owner or master immediately on completion of unloading.

(2) When goods are not included on the vessels' manifest and are subsequently added by amendment, a certified copy of such amendment containing full particulars as to weight, measurement and contents of each package must be supplied to the Wharf Superintendent before application for delivery is made, and the Wharf Superintendent may refuse to deliver such goods if this bye-law is not complied with.

Documents to be produced.

28. The owner or master of a vessel or the importer or shipper of the goods shall produce to the Wharf Superintendent any book, voucher or other document which may be required in connection with the landing or shipping of cargo at any wharf.

29. (1) Whenever goods or packages are landed in a damaged condition— Damaged packages.

(a) the owner or master of the importing vessel shall take immediate steps to have a preliminary survey of such goods, or of such packages and their contents, effected in the presence of the Wharf Superintendent, and until such survey has been effected Government shall not be responsible for the safe custody or the condition of the damaged goods or packages, or the contents of the damaged packages;

(b) not later than seven days after the date of completion of the unloading of the importing vessel, and in any case before the goods or packages leave the custody of the Wharf Superintendent, the owner or master thereof shall cause the Wharf Superintendent and consignees of goods, or of packages and their contents, landed in a damaged condition from such vessel to be notified of the date and time at which a final survey will take place, calling upon the consignees to produce the relative invoices; and after such final survey, consignees shall take immediate delivery and Government shall in no case be responsible for the safe custody or condition of the damaged goods or of the damaged packages or their contents.

(2) Unless the provisions of paragraph (1) (b) are complied with, Government shall in no case be responsible for any loss or damage subsequent to the initial survey under paragraph (1) (a).

(3) No evidence of any survey or examination held after the final survey contemplated by paragraph (1) (b) shall be admissible on the hearing of any claim against Government.

30. In any case in which a claused receipt is to be given by the officer of a vessel receiving goods for shipment or by a consignee taking delivery of goods, such goods shall be surveyed at the instance of the shipper or consignee and in the presence of the Wharf Superintendent before shipment is effected or delivery taken. If the provisions of this bye-law be not complied with, no claim shall in any case be made against Government in respect of the safe custody or condition of the goods. Survey in cases of claused receipts.

31. Without prejudice to any other provision of these Bye-laws, if any goods or packages are in a damaged condition at any time while they are in the custody of the Wharf Superintendent, the Wharf Superintendent shall have the right (but shall not be under an obligation) to call on the owner or master of the importing vessel or the shipper, as the case may be, to take immediate steps to have a survey of such goods, or of such packages and their contents, made in his presence; and from the time on which the Wharf Superintendent exercises the right conferred by this bye-law until the survey is completed, Government shall not be responsible for the safe custody or condition of the goods, or of the packages and their contents. Damaged goods generally.

32. Government shall in no case be responsible for any deficiency in the weight, measurement or quantity of any goods unless it is proved that such deficiency has arisen otherwise than from natural or unavoidable causes. Deficiencies.

33. Where packages are opened for customs examination, the owner thereof shall take delivery immediately after the examination is completed. Government shall in no case be responsible for the safe custody or condition of packages which have been opened for customs examination. Packages opened for customs examination.

34. In no case shall Government be responsible, in respect of goods which require special care in handling or warehousing, for any failure to take such special care unless the fact that the goods require such special care has been brought to the notice of the Wharf Superintendent. Goods requiring special care.

35. Government shall in no case be responsible for loss of personal effects or passengers' baggage unless a receipt for the same has been given by the Wharf Superintendent. Passengers' baggage.

36. (1) The Wharf Superintendent may store in the open—

(a) goods listed in Schedule D hereto, unless he has received the goods with specific instructions that they shall not be stored in the open; Storage in the open.

(b) goods which, in the opinion of the Wharf Superintendent are likely to create a nuisance if stored under cover;

(c) other goods by agreement with the owner thereof.

(2) When goods are stored in the open, Government shall in no case be responsible for any damage or deterioration arising from the fact that the goods are stored in the open.

37. (1) The Wharf Superintendent may decline further storage for any goods on any wharf (either in the open or under cover) when the space occupied by the goods is, in his opinion, required for other more pressing purposes or when the goods create, or are liable to create, a nuisance. Power of Wharf Superintendent to refuse further storage of goods in certain cases.

(2) Where, after receiving goods, the Wharf Superintendent is entitled under this bye-law to decline further storage of the goods, he may give written notice to the owner or master of the importing vessel (if he be the owner of the goods or if the owner of the goods be not known to the Wharf Superintendent) or to the owner of the goods in other cases (whether of goods inwards or outwards) requiring the removal of the goods from the wharf within the time specified in the notice, and if such requirement be not complied with—

- (a) the person to whom the notice was addressed shall be deemed to have contravened this bye-law;
- (b) Government shall in no case remain responsible for the safe custody or condition of the goods;
- (c) goods which create or are liable to create a nuisance may be removed from the wharf and destroyed by the Wharf Superintendent and the expenses of such removal or destruction and any damage caused by such goods may be recovered by the Wharf Superintendent from the person to whom the notice was addressed by action in any court of competent jurisdiction.

Special provisions as to specie, bullion, stamps and currency.

38. Government shall in no case be responsible for the safe custody or condition of any specie, bullion, stamps, or currency.

Working hours.

39. (1) The ordinary working hours at any wharf on week days other than public holidays shall be from 7 a.m. to 11 a.m. and from 12.00 noon to 4 p.m. except on Saturdays when ordinary working hours shall terminate at 11 a.m.

(2) The Wharf Superintendent may permit work outside ordinary hours or on Sundays or public holidays: Provided that—

- (a) applications to work on Sundays or public holidays shall be made to the Wharf Superintendent before 11 a.m. on the week day (not being a public holiday) immediately preceding; and provided further that applications to work after 11 a.m. on any Saturday not occurring on a public holiday shall be made before 10 a.m. on that day;
- (b) applications to work between the hours of 4 p.m. of any week day other than a public holiday and 7 a.m. on the following day shall be made to the Wharf Superintendent before 3 p.m. on the former day except on Saturdays when the application shall be made before 10 a.m.

(3) Notwithstanding the above provisions, the loading or unloading of vessels and the delivery of goods shall cease ten minutes before the time for cessation of work.

Weighing, sorting and selection of goods on wharves.

40. The Wharf Superintendent may require the owner of any goods which are weighed, sorted or selected on any wharf (or in the case of goods inwards, the owner of the importing vessel) to be present, or to send a representative to be present, at the weighing, sorting or selection of the goods and every such requirement shall be complied with by the person to whom it is addressed.

Removal of goods from one place of storage to another.

41. Subject to the provisions of bye-law 42, the Wharf Superintendent may remove goods from one place of storage to another. If the goods have remained in one place of storage for more than three months and the Wharf Superintendent has given 48 hours notice of his intention to remove the goods to another place of storage to the owner of the goods, the Wharf Superintendent may recover the expenses of the removal from the owner of the goods by action in any court of competent jurisdiction.

Delivery of goods inwards.

42. (1) When application is made to the Wharf Superintendent for delivery of goods inwards, there shall be surrendered to him either a copy of the relevant bill of lading rendered negotiable or a delivery order in English signed by the owner or master of the importing vessel, and Government shall in no case be responsible for the wrong delivery of goods if they are delivered to a person surrendering such documents.

(2) A bill of lading surrendered under this bye-law which does not describe the goods in English and give their weights and measurements in English may be required by the Wharf Superintendent to have such particulars endorsed in English, and such endorsement to be signed by the owner or master of the importing vessel, and if any such endorsement shall be materially false the person signing such endorsement shall be deemed to have contravened these bye-laws. The Wharf Superintendent may decline to accept a bill of lading if it is made or negotiated in favour of more than one person.

(3) A delivery order surrendered under this bye-law shall specify the like particulars as are mentioned in paragraph (2) and also the name of the importing vessel and the date of its arrival in Port-of-Spain and, if any such particulars shall be materially false, the person signing such delivery order shall be deemed to have contravened these bye-laws. The Wharf Superintendent may decline to accept a delivery order in favour of more than one person or delivery orders covering more than one bill of lading.

(4) The Wharf Superintendent may decline to deliver goods inwards except against a receipt signed by or on behalf of the person surrendering the bill of lading or delivery order

43. The Wharf Superintendent may decline to deliver goods for shipment unless—
- (a) he has received reasonable notice from the shipper of his intention to ship the goods, accompanied by a shipping order; and
  - (b) a representative of the vessel in which the goods are to be shipped is present on the wharf to receive the goods into the vessels' slings and signs a receipt for the goods shipped.

Delivery of goods outwards.

44. (1) When, in pursuance of these bye-laws, any signed document, endorsement or receipt is tendered to the Wharf Superintendent in connection with the delivery of goods, the Wharf Superintendent may decline to accept such document, endorsement or receipt unless reasonable proof is given to him of the identity of the person signing and his authority to sign.

General provisions as to delivery of goods.

(2) No person shall remove any goods or luggage from any Wharf without first obtaining a written permit duly endorsed by the Wharf Superintendent to do so and such permit shall be surrendered to the officer appointed to collect it before the goods or luggage leave the Wharf premises: Provided that this sub-bye-law shall not apply to goods in railway waggons for which satisfactory receipts have already been given to the Wharf Superintendent.

(3) Persons engaged in accepting delivery of goods or luggage by means of vehicles shall be bound to stow the goods or luggage in such manner as to be readily checked at the Wharf exit and when this is not done to the satisfaction of the Officer appointed to collect permits, he may order the unloading of the goods or luggage, and, until such order has been carried out and the discrepancy, if any, satisfactorily righted, the vehicle shall not be permitted to leave the Wharf.

(4) The Wharf Superintendent may decline to deliver any goods until all charges payable in respect thereof prior to delivery have been paid.

45. (1) Where the owner of goods inwards desires that they shall be loaded direct into a railway truck or vehicle he shall—

Loading direct into railway trucks or vehicles.

- (a) give notice of such fact to the Wharf Superintendent and to the owner or master of the importing vessel before the goods are unloaded from the importing vessel;
- (b) complete arrangements, to the satisfaction of the Wharf Superintendent, before the goods are unloaded from the importing vessel, for the loading into the railway truck or vehicle forthwith on arrival of the goods at the wharf.

(2) If, in any such case, goods are deposited on the wharf before the arrival of the truck or vehicle, the Wharf Superintendent shall be entitled, notwithstanding the provisions of bye-law 36, to store the goods in the open or under cover, as he shall think fit.

(3) The owner of the goods shall give a receipt for the goods to the Wharf Superintendent before the railway truck or vehicle leaves the wharf.

46. (1) The owner or master of any vessel loading cargo shall either before, or within ninety-six hours after departure of the vessel, deposit with the Wharf Superintendent two copies in English of the manifest (contents ship) certified as being complete, containing all particulars as to weight, measurement, marks, numbers and contents of packages, together with a copy of each bill of lading certified by such owner or master. When a vessel does not load cargo a "nil" report in duplicate must be deposited with the Wharf Superintendent.

Contents ship.

(2) The tonnage or gallonage of fuel and water taken whilst the vessel is alongside any wharf or whilst such vessel is moored or anchored in the basin must also be declared.

(3) In the case of transshipment goods being loaded, the owner or master of any vessel loading such goods or, in the case of goods declared for transshipment, the owner of such goods shall, either before or within ninety-six hours after the departure of the vessel, in addition to the particulars required by the preceding paragraphs, declare the name of the vessel by which the goods were brought into the Colony, the date of arrival thereof and the number of the import bill of lading to which the goods refer and deliver to the Wharf Superintendent a copy of the relevant Customs shipping bill.

47. Returns of goods received at or stored at or in, or delivered from, any wharf shall be furnished by the Wharf Superintendent to the Comptroller at such times and in such form as the Comptroller may require.

Returns to Comptroller of Customs.

48. Government shall in no case be responsible for the wrong delivery or non-delivery or wrong shipment of—

Insufficiently marked goods

- (a) goods which are inadequately or insufficiently marked, or which have numerous old, erased, or imperfectly erased, marks thereon; or
- (b) goods which are marked with labels only.

Exclusion of liability of Government in connection with gear and hand cranes.

49. Government shall in no case be liable for any loss, damage or injury resulting, from the condition or use of any gear or hand cranes mentioned in items 11 and 12 of the Tariff.

Limitation of responsibility of Government.

*General limitations on the liability of Government.*

50. (1) Government shall in no case be responsible for a greater damage in regard to any goods than the value thereof stated upon the relevant vessel's receipts, bills of lading, manifests or other shipping documents, and for this purpose Government shall be entitled to rely upon, and the owners of the goods shall be bound by, all statements, exceptions and conditions endorsed upon such documents as aforesaid.

(2) Government shall in no case be liable in respect of any claim concerning goods or packages unless—

- (a) written notice of intention to make the claim, specifying all proper particulars, is given to the Wharf Superintendent within sixty days after the latest date on which the loss, damage or injury which is the subject of the claim could have occurred; and
- (b) a formal written claim, specifying all proper particulars, is delivered to the Wharf Superintendent within thirty days after the date on which the notice is given under paragraph (a).
- (c) Government shall in no case be liable in respect of any claim for shortage of contents concerning goods which are contained in frail packages, card board boxes, crates, cartons or paper bags, or for goods which are otherwise insufficiently protected against loss or damage in handling.

Maximum liability in respect of goods unless written notice given and additional charges paid.

51. (1) Government shall in no case be responsible to a greater extent than the landed or market value whichever is less in respect of loss of, or damage to, any package imported or received for shipment or to a greater extent than four hundred and eighty dollars in respect of any package the value of which exceeds that amount or to a greater extent than forty dollars per cubic foot in respect of any package the value of which, in relation to the cubic measurement, exceeds forty dollars per cubic foot: Provided that this bye-law shall not apply in cases in which, prior to delivery of such package into the custody of the Wharf Superintendent, written notice of the marks, numbers, contents and value thereof has been received and acknowledged by the Wharf Superintendent and the additional charges specified under item 16 of the Tariff (Schedule C) have been paid in advance.

(2) The obligation to give written notice shall rest with the master of the importing vessel in respect of goods inwards and goods on a through bill of lading, and with the owner of the goods or his representative in respect of goods awaiting shipment or declared for transshipment after landing or storage has been effected.

Strikes, &c.

52. Government shall in no case be responsible for any consequences arising from strikes, lock-outs or other labour disputes of any description whatever.

Exclusion of liability of Government in connection with labour under control of private person.

53. Government shall in no case be responsible for the acts or omissions of any labour supplied by the Wharf Superintendent while under the control of any person not in the service of Government.

*Tariff and payment of charges.*

Charges of Tariff.

54. The charges set forth in Schedule "C" of the Tariff shall be payable for the services specified therein.

Charge under bye-law 10.

55. The charge under bye-law 10 (2) shall be payable to the Wharf Superintendent on demand by the owner or master of the vessel concerned.

Liability for payment of charges in tariff.

56. (1) All the charges in the Tariff shall be payable to the Wharf Superintendent in accordance with the provisions of this bye-law as follows:—

*Item 1:* The charges under this item shall be payable by the owner and master of the importing vessel immediately on completion of the service.

*Item 2:* The charges under this item shall be payable in advance by the person making application for the goods to be received before the goods are deposited.

*Item 3:* The charges under this item shall be payable in advance by the owner and master of the importing vessel in the case of goods freighted on a through bill of lading, and by the person requesting transshipment in the case of goods not so freighted.

*Item 4 :* The charges under this item shall be payable by the owner and master of the vessel from which the goods were unloaded and reloaded immediately on completion of the service.

*Item 5 :* The charges under this item shall be payable by the person requesting the service immediately on completion of the service.

*Item 6 :* The charges under this item shall be payable by the person liable to pay the charge for the work performed and as part of that charge.

*Item 7 :* The charges under this item shall be payable—

- (a) by the owner and master of the vessel in respect of which the workmen were kept standing by in the case of a vessel loading or unloading ;
- (b) by the person ordering the service in respect of which the workmen are kept standing by.

These charges shall be payable immediately on completion of the service.

*Item 8 :* The charges under this item shall be payable by the owner and master of the vessel to which the water is supplied and such charges shall be payable immediately on completion of the supply of water ordered.

*Items 9 (a), 9 (b), 9 (c) and 9 (d) :* The owner and master of the vessel assisted or attended shall be liable to pay the charges under these items and such charges shall be payable immediately on completion of the service.

*Item 9 (e) :* The charges under this item and the additional overtime charges provided in item 9 (f) shall be payable by the person requesting the service and such charges shall be payable immediately on completion of the service.

*Item 10 :* The charges under this item shall be payable on demand as follows :—

- (a) In respect of goods which are required to be bonded or to be warehoused under the provisions of the Customs Ordinance by the owner and master of the importing vessel. Ch. 32, No. 2.
- (b) In respect of goods which are freighted on a through bill of lading by the owner and master of the importing vessel.
- (c) In respect of goods not freighted on a through bill of lading by the person requesting transshipment.
- (d) In respect of all other goods, by the owner of the goods, consignee or shipper as the case may be.

*Items 11, 12, 13, 14 and 15 :* The charges under these items shall be payable by the person requesting the use of gear, cranes, mechanical appliances, the services of a diver or the use of space as the case may be. The charges shall be payable immediately on completion of the service.

*Item 16 :* The charges under this item shall be payable in advance as follows :—

- (a) In respect of imports for local distribution, the first payment by the owner and master of the importing vessel and subsequent payments by the consignee.
- (b) In respect of goods received for shipment by the person depositing the goods.
- (c) In respect of goods freighted on a through bill of lading by the owner and master of the importing vessel.
- (d) In respect of goods not freighted on a through bill of lading and declared for transshipment, the first payment by the owner and master of the importing vessel and subsequent payments by the person entrusted with the business of shipping the goods.

*Item 17 :* The charges under this item shall be payable on completion of the service by the owner and master of the vessel upon which the telephone is placed.

*Item 18 :* The charges under this item shall be payable on completion of the service as follows :

- (a) By the owner and master of the importing vessel in respect of all goods landed in a damaged condition.
- (b) By the person depositing the goods in respect of all goods received for shipment.

#### *Exception.*

In respect of goods such as cement (packed in paper bags) and other goods which are regarded by the owner and master of a vessel as being "insufficiently packed", the charges under this item shall be payable *pro rata* by the persons presenting bills of lading, delivery orders or shipping orders, as the case may be.

*Items 19 and 22 :* The charges under these items shall be payable by the person requesting the service, or on whose behalf the service is rendered, immediately on completion of the service.

*Item 20 :* The charge under this item shall be payable on completion of the service by the owner and master of the vessel berthing or unberthing.

*Item 21 :* The charges under this item shall be payable on completion of the service by the owner or master of the importing vessel.

Orders for service to be in writing.

(2) Written orders or applications must be sent to the Wharf Superintendent before any service is undertaken except in cases where services are compulsory.

(3) When a service, the charge for which is based on time, is completed the written order must be endorsed by the Wharf Superintendent and the person requesting the service and state the time at which the service commenced and terminated.

(4) In the event of a service being performed and the application not being endorsed by the person requesting it, the times of commencement and completion of the service shall be deemed to be the times inserted on the application by the Wharf Superintendent.

(5) Where under the provisions of any paragraph or paragraphs of this bye-law more than one person is accountable for charges, all persons so accountable shall be jointly and severally liable to pay such charges.

(6) Notwithstanding any previous provisions of any paragraph or paragraphs of this bye-law, the apportioned part of any charges for storage of goods shall, after the expiry of the Free Storage period be payable to the Wharf Superintendent on demand.

*Miscellaneous Provisions.*

Provisions as to engines, vehicles and animals.

57. (1) Every driver or person in charge of any engine, or of any vehicle, or of any animal, shall, at all times while such engine, vehicle, or animal is on a wharf, obey all directions given by the Wharf Superintendent with respect to the loading, unloading, placing, moving, management, control or removal of such engine, vehicle, or animal.

(2) No driver or person in charge of any such engine, vehicle or animal shall allow the same to be or remain on a wharf unattended or for longer than is necessary and, in particular, no driver or person in charge of any engine, vehicle or beast of burden (used as such) shall allow the same to be or remain on any wharf for longer than is necessary for the loading or unloading of goods or for the taking up or setting down of passengers.

Miscellaneous offences on wharf premises.

58. No person shall, on any wharf—

(a) tout for or solicit any person to proceed as a passenger in any vessel or vehicle or to take up his residence at, or proceed to, any hotel or boarding house, or to entrust the loading, unloading or portering of goods or luggage to any person;

(b) hawk or trade without the permission of the Wharf Superintendent;

(c) exhibit, or cause to be exhibited, any advertisement of any matter, or otherwise advertise, or cause to be advertised, any matter;

(d) commit a nuisance;

(e) hold any meeting or assembly or deliver any speech or address;

(f) open, sort, pack, re-pack or repair any goods (save as provided for by the Customs Ordinance) without the permission of the Wharf Superintendent;

(g) smoke within or near any building shed or other structure, or near or amongst any goods.

Breaking fences of wharves.

59. No person shall break, get over or pass through or under, any boundary fences of any wharf or any fences on any wharf.

Supplying intoxicating liquor to wharf employees.

60. No person shall, either on board any vessel berthed at a wharf or on any wharf, supply intoxicating liquor to persons employed at the wharf.

Wharves and railways not to be obstructed.

61. No person shall place or leave, or cause to be placed or left, upon any wharf or near any lines of railways thereon, any vehicle, animal, or goods whereby the use of the said wharf may be impeded, or the transit over the lines of railway may be prevented or delayed, or free access to, or use of, any hydrant or other appliance whatsoever may be hindered.

Obstruction of Wharf Superintendent and persons employed under him.

62. No person shall obstruct, impede or molest the Wharf Superintendent, or any person employed under him, in the exercise or performance of their powers or duties.

Restriction on employment of non-Government divers.

63. No person shall employ any diver other than a Government diver in diving operations in the Port-of-Spain Harbour unless he has first obtained the permission of the General Manager.

Powers of Wharf Superintendent, Admission to wharves.

64. (1) The Wharf Superintendent may board any vessel occupying a berth or any vessels made fast to any such vessel or any vessel in the Basin.

(2) The Wharf Superintendent or any member of the Police Force or Supplemental Police or Special Reserve Police shall refuse to admit any person vehicle or animal to any wharf unless such person, driver of a vehicle or person in charge of an animal is in possession of and produces on demand a valid pass signed by the Superintendent, Marine

Branch Police, or master, owner, or agent of a vessel berthed at a wharf, authorising admission and the Wharf Superintendent or any member of the Police Force or Supplemental Police or Special Reserve Police may require any person to leave a wharf or may require the driver or person in charge of any vehicle or animal forthwith to remove the same from a wharf and all such requirements shall be complied with.

(3) The Wharf Superintendent and any member of the Police Force or Supplemental Police or Special Reserve Police may give directions for the control of the movements of any persons, vehicles or animals on wharves and all such directions shall be complied with by the persons to whom they are given.

(4) The Wharf Superintendent and any member of the Police Force or Supplemental Police or Special Reserve Police acting under the instruction of the Wharf Superintendent or Superintendent, Marine Branch Police, may give directions for the control of the movements of any drogher or other vessel berthed at any wharf or anchored in the basin or order any such drogher or other vessel so berthed or anchored to take up another berth, change anchorage or remove from a berth to an anchorage or vice versa.

Penalty.

65. (1) Where any provision of these Bye-laws is contravened or not complied with as respects any vessel and the obligation contravened or not complied with is not imposed on any specific person by these bye-laws, the owner and master of the vessel shall be deemed to have contravened these bye-laws.

Penalty for contravention of, or failure to comply with, Bye-laws.

(2) Any person who contravenes, or is deemed to have contravened, or fails to comply with, any provision of these Bye-laws shall be liable on summary conviction to a fine of two hundred and forty dollars or to imprisonment for three months or to both such fine and imprisonment.

(Bye-law No. 3.)

SCHEDULE 'A'.

FORM 1.

The Wharf Superintendent,  
Port-of-Spain.

Dated .....

APPLICATION FOR A BERTH.

I, the undersigned.....\*owner/master/agent of the \*s.s./M.V .....request that a berth at §..... be allotted to this vessel on the

.....19.....and hereby declare and certify as follows:—

- \*(a) The vessel is not carrying any dangerous goods described in the list of dangerous goods other than those in Class III of the list.
- \*(b) The vessel is not carrying goods possessing dangerous properties other than those described in the list of dangerous goods.
- \*(c) The vessel is carrying dangerous goods other than those in Class III of the list of dangerous goods as shown on the back hereof.
- \*(d) The vessel is carrying goods possessing dangerous properties other than those described in the list of dangerous goods as shown on the back hereof.
- \*(e) The packing and stowage of all goods listed under (c) and (d) above is in accordance with the usual shipping practice except as shown on the back hereof.
- \*(f) The packing and stowage of the goods listed under (c) and (d) has not been disturbed since being loaded at the port of..... except as shown on the back hereof.
- \*(g) The net registered tonnage of the vessel is.....tons and the attendance of a Government tug being/not being compulsory is/not requested.
- \*(h) The vessel is expected to enter the Grier channel at a.m./p.m. on..... and you will later be notified in writing of the date and time at which the vessel is expected to leave the berth.
- \*(i) The vessel will disembark/embark passengers at King's Wharf.

(Sgd.).....

\* Cross out inapplicable words.  
§ State wharf, quay or jetty.

## PARTICULARS OF DANGEROUS GOODS AND GOODS POSSESSING DANGEROUS PROPERTIES.

s.s./M.V. ....

Due at Port-of-Spain on .....19.....

## PORT-OF-SPAIN AND TRANSHIPMENT CARGO.

Description of goods.*	Class of goods if goods included in list of dangerous goods.	Flashpoint of goods (when appropriate).	Net weight or gallonage of goods.	Where goods stowed †.	Remarks ‡.

## THROUGH CARGO.

Description of goods.*	Class of goods if goods included in list of dangerous goods.	Flashpoint of goods (when appropriate)	Net weight or gallonage of goods.	Where goods stowed †.	Remarks ‡.

(Sgd.) .....

\* In the case of goods mentioned in the list of dangerous goods, the description must be sufficient to identify the goods with some particular item in the list and to indicate the class to which the goods belong.

† State number of hold or "on deck", as case may be.

‡ In the case of goods not packed or stowed in accordance with the usual shipping practice, give particulars of the manner in which the goods are packed or stowed.

In the case of goods the packing or stowing of which has been disturbed since they were loaded, give particulars of such disturbance.

(Bye-law No. 3)

FORM 2.

WHARF SUPERINTENDENT'S OFFICE,  
PORT-OF-SPAIN.

Dated.....19.....

With reference to your application dated.....  
for a berth for s.s./M.V.....on the  
.....19..... at.....,

I am to inform you that a berth has been provisionally allotted to the vessel on the date and at the place named subject to the conditions set forth in bye-law 23 and to the further condition that the following dangerous goods or goods possessing dangerous properties be removed from the vessel before it berths:—

.....  
.....

Yours faithfully,

.....  
*Wharf Superintendent.*

(Bye-law No. 23.)

FORM 3.

UNDERTAKING.

s s./M.V.....

I, the undersigned .....

\*owner/master/agent of the above vessel, hereby undertake to arrange the strict and continuous supervision of the place where all goods described in the list of dangerous goods other than those in Class III of the list, and all goods possessing dangerous properties other than those described in the list, are stowed on board the above named vessel, to keep hoses rigged, to take reasonable measures for dealing promptly with any outbreak of fire, and to employ a competent watchman night and day to stand by the said place. I further undertake to observe the above precautions from the time the vessel berths until it is clear of † .....

Dated.....

(Sgd.).....

\* Cross out inapplicable words.  
† State wharf, quay or jetty.

(Bye-laws Nos. 3, 23 and 24)

## SCHEDULE "B".

## DANGEROUS GOODS.

Names of Goods.	Classification.	Remarks.
Accellerene	III	
Acetaldehyde	I	
Acetic Acid—glacial	III	
strength 80%-90%	III	
*Acetone (inflammable liquid, flash point below 73°F. and miscible with water)	II	
Acetylene—liquid	I	
dissolved in cylinders	III	
Acid :		
acetic, glacial	III	
strength 80%-90%	III	
carbolic (including creylic and other acids)	III	if on deck to be covered with tarpaulins.
chromic	II	
hydrobromic	II	
hydrochloric	II	
hydrocyanic	II	
hydrofluoric	II	
muriatic (hydrochloric acid)	II	
nitric	II	
nitric and sulphuric acid mixed	II	
nordhausen (sulphuric acid)	II	
oleum (fuming sulphuric acid)	II	
oxalic	III	
phosphoric	III	
picric—explosive	I	
non-explosive	II	i.e. if mixed with less than half its own weight in water.
prussic (hydrocyanic acid)	II	
sulphuric	II	
sulphuric and nitric acid mixed	II	
sulphurous	III	
*Aeroplane dope	II	
Alcohol, industrial	—	See Inflammable Liquids.
*Alkali metals (potassium and sodium metallic)	II	
Alkaline earth metals (barium metallic)	II	
*Alsimin (aluminium ferro silicon)	II	
packed in drums or in bags	I	
Aluminium :		
bronze	II	
*chloride	II	
*ferro silicon	II	
packed in drums or in bags	I	
granulated or powder	II	
Ammonia :		
aqueous solutions of	III	
liquefied anhydrous	III	
liquefied for use in ice machines	III	
Ammonium :		
bichromate	III	
fluoride	III	
nitrate	II	If in drums or barrels Class III.
*perchlorate	II	
permanganate	III	

## DANGEROUS GOODS—Continued.

Names of Goods.	Classification.	Remarks.
Ammunition ... ..	—	See Explosives.
*amyl acetate ... ..	II	
*amyl alcohol ... ..	II	
Aniline :		
oil ... ..	II	
salt ... ..	III	
Antimony and preparations thereof ... ..	III	
*Antimony chloride ... ..	II	
Aqua fortis (nitric acid) ... ..	II	
Argon (compressed "permanent" gas) ... ..	III	
Arsenic and its preparations ... ..	II	
Asphalt ... ..	III	
Asphalted cloth ... ..	III	
Barium :		
*chlorate ... ..	II	Maximum quantity in any opened hold limited to 15 tons. Maximum quantity in any closed hold 100 tons.
compounds of (excluding barium sulphate) ... ..	III	
metallic ... ..	II	
nitrate ... ..	II	If in drums or barrels Class III.
oxide ... ..	III	
permanganate ... ..	III	
peroxide ... ..	III	
Bengal matches :		
approved brands ... ..	II	
* unapproved brands ... ..	II	
* Benzine (petroleum spirit) ... ..	I	
* Benzol (petroleum spirit) ... ..	I	
* Benzolene (petroleum spirit) ... ..	I	
Bichromates ... ..	III	
* Bisulphide of Carbon... ..	I	
Bituminous Paints : ... ..		
* Flash point below 20°F. or undeclared ... ..	II	
Flash point below 73°F. ... ..	II	
Flash point above 73°F. ... ..	III	
Blasting powders ... ..	I	
Bleaching powders ... ..	III	
Boot Creams (polishes) ... ..	III	
Brattic Cloth ... ..	III	
Bromates ... ..	III	
Bromine ... ..	II	
Bronze powder ... ..	II	
Butyl acetate :		
* iso ... ..	I	
* normal ... ..	II	
* butyl alcohol ... ..	II	
Calcium :		
azide ... ..	I	
carbide ... ..		
(a) packed in sealed tins, packed with sawdust, wood-wool, or other suitable packing material and contained in a strong outer case ... ..	III	
(b) packed in iron or steel drums ... ..	II	In such cases maximum quantity landed or left in any opened hatch to be limited to 100 tons.

## DANGEROUS GOODS—Continued.

Names of Goods.	Classification.	Remarks.
Calcium :— <i>Continued.</i>		
chlorate solution ... ..	III	
cyanamide ... ..	II	If containing not more than 0.5% of Calcium Carbide, Class III.
metallic ... ..	II	
phosphide ... ..	II	
silicide ... ..	II	
Carbide of Calcium ... ..	—	See Calcium Carbide.
Carbolic Acid ... ..	III	If on deck to be covered with tarpaulins.
Carbon dioxide (liquefied gas) for use in bars of ships	III	
“sparklets” ... ..	III	
* Carbon disulphide (Bisulphide of Carbon) ... ..	I	
Carbon monoxide (compressed “permanent” gas)	II	
Carbon papers ... ..	III	
Carbon tetrachloride ... ..	III	
Cartridges, safety ... ..	II	
Cartridges—other than safety ... ..	I	
Caustic Potash ... ..	III	
Caustic Soda ... ..	III	
* Celluloid ... ..	II	
Celluloid, scrap or waste ... ..	I	
Celluloid solution ... ..	—	See Inflammable Liquids.
Cellulose enamels and lacquers ... ..	—	do. do.
Chaff ... ..	III	
* Chemicals and medicinal preparations in limited quantities in mixed consignments ... ..	III	
Chili-saltpetre (sodium nitrate) ... ..	II	If in drums or barrels Class III.
* Chlorates ... ..	II	Maximum quantity in any opened hold limited to 15 tons. Maximum quantity in any closed hold 100 tons.
Chlorate mixtures ... ..	I	
Chloride of Lime (bleaching powder) ... ..	III	
Chlorine (liquefied gas) ... ..	III	
Chloroform ... ..	III	
Chromic acid ... ..	II	
Coal gas (compressed “permanent” gas) ... ..	II	
Coal tar (inflammable liquid, flash point from 73° F. to 150° F.) ... ..	II	
Coal Starters ... ..	III	
Collodion Cotton :		
explosive ... ..	I	
in solution in, or wet with, inflammable liquids water wet, containing not less than 25% moisture ... ..	I	
Coloured fires ... ..	III	
Copper Sulphate ... ..	—	See Fireworks.
Copra ... ..	III	
Corrosive sublimate (mercuric chloride) ... ..	III	
Crackers ... ..	II	
Creosote salts (naphthalene) ... ..	II	
Cresylic Acid (carbolic acid) ... ..	III	
Cyanides ... ..	III	
Do. Potassium and Sodium ... ..	II	
Dampcourses ... ..	III	
Detonators ... ..	I	

## DANGEROUS GOODS.—Continued.

Names of Goods.	Classification.	Remarks.
* Diacetone Alcohol (inflammable liquid, flash-point below 73°F. and miscible with water) ....	II	
Dichlorethylene ....	III	
Dinitrobenzol....	III	
Dinitrophenol :		
explosive ....	I	
declared as non-explosive ....	III	
Dinitrotoluol ....	III	
Disinfectant fluids ....	III	
Dye intermediates ....	III	
Enamels and Lacquers, cellulose ....	—	See Inflammable Liquids.
Ethane Tetrachloride ....	III	
* Ether (Sulphuric) ....	I	
* Ethyl Acetate ....	I	
* Ethyl Alcohol ....	II	
Ethyl Chloride (liquefied gas) ....	III	If in steel cylinders.
	II	If not in steel cylinders.
Ethyl fluid ....	III	If in drums or casks Class II.
Ethyl Lactate (inflammable liquid, flash point 73° to 150°F.) ....	II	
Ethylene (liquefied gas) ....	III	
Excelluloid, scrap or waste ....	I	
Explosives :		
gunpowder ....	I	
nitrate-mixtures ....	I	
nitro-compounds ....	I	
chlorate mixtures ....	I	
fulminates ....	I	
ammunition :		
safety ammunition ....	II	
other ammunition ....	I	
fireworks ....	I	
Felt ....	III	
Felt inodorous ....	II	
Ferro Silicon :		
30% to 75% ....	I	
0% to 29% and 76% and over ....	III	
Films ....	II	
Fuses for shells and friction tubes ....	I	
Gasolene (petroleum spirit) ....	I	
Glue Pieces ....	III	
Gun cotton :		
explosive ....	I	
in solution in, or wet with inflammable liquids	I	
water wet, containing not less than 25 %		
moisture ....	III	
Gunpowder ....	I	
Gutta Percha and India Rubber solution ....	III	
Hay ....	III	
Helium (compressed "permanent" gas) ....	III	
Hydrobromic Acid ....	II	
Hydrochloric Acid ....	II	
Hydrocyanic Acid ....	II	
Hydrofluoric Acid ....	II	
Hydrogen (compressed "permanent" gas) ....	II	
Hydrogen peroxide :		
(a) less than 6% ....	III	
(b) over 6% ....	II	
India rubber and gutta percha solution ....	III	

## DANGEROUS GOODS—Continued.

Names of Goods.	Classification.	Remarks.
Inflammable liquids, including petroleums as cargo :		
(1) Flash point below 73°F.—		
* (a) immiscible with water	I	
* (b) miscible with water	II	
(2) Flash point from 73°F. to 150°F.	II	
(3) Flash point above 150°F.	III	
Inodorous felt	II	
Kerosene (inflammable liquid, flash point from 73°F. to 150°F.)	II	
Lacquers and enamels, cellulose	—	See Inflammable liquids.
Lampblack	III	
Lead Tetraethyl	III	If in drums or casks, Class II.
Lime :		
hydrated or slaked	III	
quick or unslaked	II	If used as packing, Class III.
Lucifer Matches :		
approved brands	II	
* unapproved brands	II	
* Lythene (petroleum spirit)	I	
Magnesium metal :		
ingots or sticks	II	
powder	II	
* powder (if in drums)	II	
ribbon	II	
Matches :		
approved brands	II	
* unapproved brands	II	
Mercuric Chloride	III	
Methaphenylenediamine (dye intermediate)	III	
Metatoluylenediamine (dye intermediate)	III	
Methane (compressed "permanent" gas)	III	
* Methyl alcohol (inflammable liquid, flash point below 73°F. miscible with water)	II	
Methyl Chloride (liquefied gas)	III	
* Methylated Spirit (inflammable liquid, flash point below 73°F. miscible with water)	II	
Mineral Oil (inflammable liquid flash point from 73°F. to 150°F.)	II	
Mirbane oil (nitrobenzol)	II	
* Mixed consignments of limited quantities of chemicals and medicinal preparations	II	
* Motor spirit (petroleum spirit)	I	
Muriatic Acid (hydrochloric acid)	II	
* Naphtha (petroleum spirit)	I	
Naphthalene :		
* crude	II	
refined (whizzed or dry)	II	
Neon (compressed "permanent" gas)	III	
* Nickel carbonyl	II	
Nicotine	III	
Nitrates	II	
Nitrate mixtures	I	
Nitre cake	II	
Nitric acid	II	
Nitric acid and sulphuric acid mixtures	II	

## DANGEROUS GOODS.—Continued.

Names of Goods.	Classification.	Remarks.
Nitrobenzol ....	II	
* Nitrocellulose films ....	II	
Nitro-compounds ....	I	
Nitrogen (compressed "permanent" gas) ....	III	
Nitro-glycerine ....	I	
Nitrolim ....	—	See Calcium Cyanamide.
Nitrous oxide (liquefied gas) ....	III	
Nordhausen (sulphuric acid) ....	II	
Oiled material....	III	
Oleum (fuming sulphuric acid) ....	II	
Orthonitrotoluol (dye intermediate) ....	III	
Orthotoluidine (dye intermediate) ....	III	
Oxalic Acid ....	III	
Oxide of iron, spent ....	III	
Oxygen :		
(compressed "permanent" gas) ....	III	
liquefied ....	I	
Paints :		
*flash point below 21°F. ....	II	
flash point below 73°F. ....	II	
flash point above 73°F. ....	III	
Paraffin (inflammable liquid, flash point from 73° F. to 150° F.) ....	II	
Paranitrotoluol (dye intermediate) ....	III	
Paranitrosodimethylaniline ....	III	
Paranitrophenol (dye intermediate) ....	III	
Pastes and semi-solids ....	III	
Pentachlorethane ....	III	
Perborates ....	III	
Percarbonates ....	III	
* Perchlorates ....	II	
Perchlorethylene ....	III	
Permanganates ....	III	
Peroxides ....	III	
Phenol (carbolic acid) ....	III	
Phosgene (liquefied gas) ....	III	
Phosphide of calcium ....	II	
Phosphoric acid ....	III	
Phosphorus :		
amorphous or red ....	III	
sulphides of ....	II	
white, yellow or stick ....	II	
Photogravure printing inks :		
* flash point below 20° F. ....	II	
flash point below 73° F. ....	II	
flash point above 73° F. ....	III	
Picric acid :		
explosive ....	I	
non-explosive ....	II	i.e. if mixed with not less than half its own weight in water.
Polishes :		
boot creams, linoleum, and liquid metal polish, &c. ....	III	
Potassium :		
bichromate ....	III	
bromate ....	III	

## DANGEROUS GOODS.—Continued.

Names of Goods.	Classi- fication.	Remarks.
Potassium—(Contd.)		
* chlorate	II	Maximum quantity in any open hold limited to 15 tons. Maximum quantity in any closed hold 100 tons.
cyanide	II	
hydroxide (see caustic potash)	III	
metallic	II	
nitrate	II	If in drums or barrels Class III.
* perchlorate	II	
permanganate	III	
sulphide of	II	
* Propyl alcohol (inflammable liquid, flash point below 73° F. miscible with water)	II	
Prussic acid (hydrocyanic acid)	II	
* Pyridine (inflammable liquid, flash point below 73° F. miscible with water)	II	
Rockets, other than signal rockets for ships' use	I	
Roofing, saturated	III	
Rosin	III	
Rosin Oil:		
* flash point below 20° F.	II	
flash point below 73° F.	II	
flash point above 73° F.	III	
Safety ammunition	II	
Safety cartridges	II	
Safety fuses for blasting, including Cardeau Bickford	II	
Safety matches:		
approved brands	II	
* unapproved brands	II	
Saltpetre (potassium nitrate)	II	If in drums or barrels Class III.
Shale Oil (inflammable liquid, flash point from 73° F. to 150° F.)	II	
Sheep dips	III	
Ships' compositions	—	See Inflammable Liquids.
* small quantities of chemicals in mixed consignments	II	
Sodium:		
azide	II	
bichromate	II	
bisulphide solution	II	
* chlorate	II	Maximum quantity in any opened hold limited to 15 tons. Maximum quantity in any closed hold 100 tons.
cyanide	II	
hydroxide (see caustic soda)	III	
metalsulphite	III	
metallic	II	
monoxide	II	
nitrate	II	If in drums or barrels Class III.
perborate	III	
percarbonate	III	
peroxide	II	
sulphide	II	
* Spirits of wine (ethyl alcohol)	II	
Stannic chloride (anhydrous) (tin tetrachloride)	II	
Straw	III	

## DANGEROUS GOODS.—Continued.

Names of Goods.	Classification.	Remarks.
Sulphate of copper	III	
Sulphur	III	
Sulphur dioxide (liquefied gas)	III	
for use in ice machines	III	
glass syphons	III	
small cylinders	III	
Sulphur monochloride	II	
Sulphuric Acid	II	
Sulphuric acid and nitric acid mixtures	II	
Sulphurous Acid	III	
Sulphuryl chloride	II	
Tar oil compounds	II	
Tetrachlorethane (ethane tetrachloride)	III	
Tetra-nitro-methyl-aniline	I	
Thionyl chloride	II	
Tin Tetrachloride (anhydrous)	II	
Titanium Tetrachloride	II	
Toluol (inflammable liquid, flash point below 73° F. and immiscible with water)	I	
Trichlorethylene	III	
Tri-nitro-benzol	I	
Tri-nitro-napthalene	I	
Tri-nitro-phenol	I	
Tri-nitro-toluol	I	
Turpentine (inflammable liquid flash point from 73° F. to 150° F.)	II	
Varnishes, oil spirit	III	
Vestas (lucifer matches); approved brands	II	
* unapproved brands	II	
Westron (ethane tetrachloride)	III	
Westrosal (trichlorethylene)	III	
White spirit (turpentine substitute)—(inflammable liquid; flash point from 73° F. to 150° F.)	—	See Inflammable Liquids.
Xanthate Potassium (sulphur compounds)	III	
Xylidine (dye intermediate)	III	
Xylol	—	See Inflammable Liquids.
* Xylonite	II	
Zinc, granulated, powder or dust	II	

## SCHEDULE "C". (Bye-laws Nos. 54 to 56.)

## TARIFF.

## 1. GOODS INWARD, INCLUDING GOODS LANDED FOR TRANSHIPMENT.

	Per Ton.
	\$ c.
Receiving, storing and delivering at transit shed door or wharf face or loading direct to vehicles	2 30
<i>Exceptions:</i>	
In the following cases the charges shall be as hereunder:—	
All goods classified as Class I and Class II in the list of dangerous goods	3 15
Lumber—500 feet. Board measurement = 1 ton	2 30
Cement	1 60
Barytes, Iron Oxide, Pyrites, Sulphur, Coal, Coke—in bags or bulk	1 70
Flour, Salt, Chemical Fertilizer—in bags	1 90
Produce and Manufactures of British West Indies and British Guiana other than rum and other spirituous liquors and goods classified as Class I and Class II in the list of dangerous goods	1 15
Packages of 2 tons or over in weight per ton weight or volume whichever is greater	2 90

## 2. GOODS OUTWARDS, INCLUDING RE-EXPORTS.

Receiving, storing and delivering to wharf face or shipping direct *ex* vehicles:—

<i>Re-Exports :</i>	<i>Per Ton.</i>
	\$ c.
General Cargo ... ..	2 30
All packages of two tons or over in weight per ton weight or measurement whichever is greater ... ..	2 90
All goods classified as Class I and Class II in the list of Dangerous Cargo	3 15
<i>Locally manufactured Goods or Local Produce :</i>	
Bananas ... ..	2 20
Grapefruit in crates ... ..	85
Rum, Bitters, Alcohol or other spirituous liquors ... ..	2 30
Other locally manufactured goods or local produce not otherwise specified	1 15
	<i>per package.</i>
Passengers' baggage, personal and household effects (unaccompanied) ... ..	85

NOTE ;—There shall be a minimum charge of half of that which is applicable to one ton in the case of goods outwards covered by a single bill of lading which amount to a total of less than half a ton.

## 3. TRANSHIPMENT OUTWARD.

Unstacking, transporting to alongside vessel and placing in vessel's slings ... 30

## 4. CARGO UNLOADED TO FACILITATE WORK OF VESSEL.

(i) Receiving cargo from vessel's slings, depositing on wharf or in sheds and placing alongside same vessel in vessel's slings ... ..	2 20
(ii) Receiving cargo from vessel's slings, transporting from hatch to hatch and placing in vessel's slings for shipment to same vessel ... ..	1 45

## 5. LOADING TO VEHICLES BY WHARF LABOUR AFTER LANDING OR STORAGE HAS BEEN EFFECTED.

Per ton .... 60

When weights or measurements are not supplied by the consignees or not otherwise ascertainable, charges for loading shall be computed as follows:—

Vehicles—(other than railway waggons) on the full capacity of the vehicles.

Railway waggons—on the full capacity of the waggon less 10 per cent.

When lifts of one ton or over (weight or measurement) are loaded and, in the opinion of the Wharf Superintendent, the use of cranes or other mechanical appliances is necessary, an additional charge will be made at the rates quoted in item 13 for the use of steam cranes.

## 6. ADDITIONAL COMMUTED CHARGES FOR WORK PERFORMED AT NIGHTS, ON SUNDAYS AND PUBLIC HOLIDAYS.

	Applicable to Items 1 to 4, per shore gang per hour or part thereof.	Applicable to Item 5, per labourer, cooper or foreman, per hour or part thereof.
	\$ c.	\$ c.
<i>Day (7 a.m. to 4 p.m.):</i>		
Sundays and Public Holidays ... ..	7 50	42
Christmas, Good Friday and Corpus Christi ... ..	12 00	56
<i>Night (From 4 p.m. to 7 a.m. on all week days except Saturdays when night shall be deemed to commence at 11 a.m.)</i>		
Ordinary working days (Monday shall be deemed to commence at midnight of the preceding Sunday and Saturday to end at midnight Saturday) ... ..	7 50	42
<i>Sundays and Public Holidays :</i>		
From midnight on the preceding day to 7 a.m. and from 4 p.m. to midnight on any Sunday or Public Holiday ... ..	12 00	56
<i>Christmas, Good Friday and Corpus Christi:</i>		
From midnight on the preceding day to 7 a.m. and from 4 p.m. to midnight ... ..	16 80	72
<i>Meal Hours—6 a.m. to 7 a.m., 11 a.m. to noon, and 5 p.m. to 6 p.m.</i>		
Ordinary working days ... ..	15 00	84
Sundays and Public Holidays ... ..	24 00	1 12
Religious Holidays ... ..	33 60	1 44

<i>Rest Hour</i> —1 a.m. to 2 a.m.		\$	c.		\$	c.
Ordinary working days	...	...	7	50		42
Sundays and Public Holidays	...	...	12	00		56
Christmas, Good Friday and Corpus Christi	...	...	16	80		72

7. MEN STANDING BY AWAITING ARRIVAL OF VESSEL OR FOR ANY OTHER REASON.

			Applicable to Items 1 to 4, per shore gang per hour or part thereof.	Applicable to Item 5, per labourer, cooper or foreman, per hour or part thereof.
			\$	c.
<i>Ordinary working day</i> :				
Daytime—7 a.m. to 4 p.m.	...	...	7	50
Night—4 p.m. to 7 a.m.	...	...	12	00
<i>Sundays, Public Holidays and Religious Holidays</i> :				
Daytime—7 a.m. to 4 p.m.	...	...	12	00
Night—4 p.m. to 7 a.m.	...	...	16	80

*Note :*

With regard to Items 6 and 7 :—

(a) A gang will consist of a sufficient number of workmen to carry out the work on hand and will include when necessary supervisors, drivers of equipment, clerks, coopers, markers, &c., &c. Should a gang consist of a lesser number of workmen than eight, half rates only will apply unless mechanical equipment is in use.

(b) No charge will be imposed in the event of :—

Work being suspended owing to weather conditions, or provided that work is not suspended at any hatch for more than a total of 60 minutes during each of the working periods of 7 a.m. to 11 a.m., 12 noon to 4 p.m., 4 p.m. to midnight or midnight to 6 a.m. alternatively. Should work be suspended at any hatch for more than a total of 60 minutes during any of the aforementioned working periods, standing-by charges per hour or part thereof will be imposed in respect of the total time lost at each hatch during the working period.

(c) Charges for standing-by arising out of workmen awaiting arrival of vessel or by reason of goods being unloaded overside or loaded from craft alongside vessel or failure of vessel's equipment will be imposed in full.

(d) Mondays shall be deemed to commence at midnight of the preceding Sunday and Saturday to end at midnight; Public Holidays shall be deemed to commence at midnight of the day preceding and end at midnight on the holiday.

(e) The Wharf Superintendent does not undertake to accept orders for gangs to commence work at times other than at 7 a.m., 12 noon and 6 p.m.

*Minimum Overtime Charges :*

A minimum of four hours in accordance with the rates herein specified shall be payable in respect of gangs in attendance or working between 7 a.m. and 11 a.m. and from 12 noon until 4 p.m.

A minimum of three hours overtime at the appropriate rates herein specified shall be payable for gangs in attendance or working after 6 p.m.

8. FRESH WATER.

Water supplied direct from mains to vessels, other than water boats and vessels engaged in the coasting trade at King's Wharf :

			\$	c.
1st 100 tons or part thereof per ton of 224 gallons	...	...	50	
2nd 100 tons or part thereof per ton of 224 gallons	...	...	45	
3rd and succeeding 100 tons or part thereof per ton of 224 gallons	...	...	40	
Supplied to waterboats and vessels engaged in the coasting trade :				
per 1,000 gallons	...	...	1	10

Small quantities of water (less than 1 ton of 224 gallons) will be supplied to droghers, schooners and other small craft at the rate of 10 cents per 50 gallons or part thereof.

When water is supplied on a Sunday or Public Holiday, or between 4 p.m. and 7 a.m. on other days, an extra charge of 30 cents per hour or part thereof shall be levied to cover the cost of attendants' overtime.

## 9. SERVICES OF TUGS AND OTHER CRAFT.

*Tugs :*

(a) Tugs in attendance or assisting vessels other than droghers when berthing and unberthing at King's Wharf or arriving to and departing from moorings in the basin :—

The charges for such attendance and/or assistance (Inwards and Outwards inclusive day or night) shall be as follows :—

	\$	c.
Per ton loaded and/or unloaded including tonnage of bunkers and fresh water taken while vessel is alongside wharf or moored in the basin	...	12
Maximum charge when one tug is in attendance	....	90 00
Minimum charge when one tug is in attendance	....	15 00
Additional charge ( <i>i.e.</i> over and above maximum or minimum) when additional tugs are ordered—per tug...	... ..	30 00

*Note.*—Vessels berthing at King's Wharf to embark or disembark passengers only or for purposes other than or in addition to those of loading, unloading, bunkering or taking water shall be subject to the maximum charge of \$90.00.

(b) Tug in attendance on or assisting vessel changing berth at King's Wharf or moving from moorings in Basin to King's Wharf or from King's Wharf to moorings in Basin : Per tug

....	....	....	15 00
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(c) Tugs used for services at wharves in the Gulf of Paria other than wharves managed or controlled by or on behalf of Government :—

i. *At Docksite :*—

Tug in attendance or assisting vessel berthing or unberthing	....	45 00
When more than 1 tug is used—additional per tug	....	15 00
Tug ordered by master or pilot to attend or assist vessels changing berths—per tug	... ..	15 00

ii. *At Wharves other than King's Wharf and Docksite :*

Tug in attendance or assisting vessels berthing or unberthing	....	60 00
When more than one tug used—additional per tug	....	22 50
Tug when ordered by master or pilot to attend or assist vessel changing berth—per tug	... ..	22 50

(d) Fire and other salvage services. Tug ordered to attend or assist a vessel :—per hour or part thereof

....	....	....	45 00
Minimum charge	....	....	180 00

(e) Tug ordered for services in the Gulf of Paria not provided for under this item 9 :—per hour or part thereof

....	....	....	22 50
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(f) *Overtime Rates :*—In respect of (d) and (e) above, an additional charge of \$7.50 per hour or part thereof shall be levied when tugs are in attendance or in use between the hours of 6 p.m. and 6 a.m. or at any time on Sundays or Public Holidays and charges will be computed from the time a tug leaves its berth or anchorage in Port-of-Spain until it returns thereto.

*Note.*—Tugs will be supplied only on a request in writing addressed to the Wharf Superintendent.

*Dredgers and Barges* with Tug in attendance, shall be hired after agreement with the Harbour Engineer at rates to be approved in consultation with the General Manager.

*Note.*—Should any floating craft be engaged by any person or company to proceed outside the Gulf of Paria, such floating craft must be fully insured before departure and the cost of such insurance, in addition to the appropriate rate, shall be for account of the person or company hiring the craft: Provided that Government reserves the right to carry its own insurance when craft are hired by any Government Department.

## 10. STORE RENT.

Free Storage periods allowed :—

i. *Goods Imported for Local Consumption :*—

96 hours (reckoned from the time when vessels or droghers attendant thereon complete unloading).

In calculating the "free storage" period allowed in respect of imports, Sundays and Public Holidays and Saturday afternoons on which delivery is suspended shall not be included.

*Exceptions:—*

- (a) Imports of over 200 tons consigned to any owner, person or company *ex any one vessel—*  
96 hours additional free storage.
- (b) Imports overlanded and Imports requiring survey—96 hours additional.
- (c) Imports awaiting lighterage or railage—46 hours additional.

Provided that in the case of goods awaiting lighterage written application has been made for a berth for a lighter before expiry of the "free storage" period allowed and that such application contains complete particulars of the goods to be loaded and that in the case of goods awaiting railage a copy of the application for railage of the goods is handed in as proof that the Railway Department has been requested to rail the goods before expiry of the "free storage" period allowed.

- (d) Imports deposited in the open on Queen's Wharf and St. Vincent Wharf—A free storage period of 192 hours will be allowed in respect of all imported goods deposited in the open on Queen's Wharf and St. Vincent Wharf and goods so deposited will remain at owner's risk. After expiry of the "free storage" period allowed a charge of one cent per square foot per week will be levied in respect of the area occupied by the goods.

ii. Goods stored awaiting exportation or re-exportation or shipment to Tobago.  
21 days including Sundays and Public Holidays.

iii. Goods stored awaiting transhipment.  
42 days including Sundays and Public Holidays.

*Basic rates of store rent per package per day or part thereof.*

*Under cover storage:*

	\$	c.
Packages not exceeding 2 cubic feet in measurement of 112 lb. in weight ...		½
For each additional cubic foot in measurement or 56 lb. in weight or fraction thereof, additional per package ... ..		¼

*Outdoor storage:*

Half the above rates.

*Exceptions:*

- (a) Goods in Classes I and II in the list of dangerous goods—Double basic rates.
- (b) Goods awaiting transhipment or export other than goods in Classes I and II in the list of dangerous goods—Half basic rates.
- (c) Barytes, Pyrites, Cement, Fertilizer, Magnesite, Salt, Sulphur—Half basic rates.
- (d) Empty drums (outdoor storage only) per package ... .. ¼
- (e) Horse boxes (outdoor storage only) per package .... 20

*Note.*—All the above rates for store rent will be doubled after goods have remained on the premises for a longer period than 7 days (inclusive of Sundays and Public Holidays) following the expiry of the "free storage" period unless permission in writing has been received from the Wharf Superintendent for the goods to remain on the premises in which case ordinary rates only will be applicable.

*Special Rates:*

i. Indoor storage space may be reserved at the discretion of the Wharf Superintendent in consultation with the Sugar Manufacturers' Association for the storage of locally produced sugar and the monthly charge for such space shall be ten cents per ton per calendar month or part thereof based on the maximum tonnage on storage on any one day of each calendar month.

ii. Space may be set aside on wharf premises outdoor at the discretion of the Wharf Superintendent for the purposes of repairing launches and other floating craft at the following rate:

5 cents per square foot of space occupied: *i.e.*, overall length of craft multiplied by beam and scaffolding or cradle per week or part thereof.

11. HIRE OF GEAR, &c.				<i>Per day or part thereof.</i>
Slings, Cant Hooks and Lifting Clamps	....	....	each	50 cents.
Hand trucks and Platform trucks	....	....	..	75 cents.
Pallets	....	....	..	30 cents.
Pallets with bridle	....	....	..	75 cents.
12. HIRE OF HAND CRANES.				<i>Per hour or part thereof.</i>
Small hand cranes	....	....	....	25 cents.
Heavy lift hand cranes	....	....	....	\$5.00
<i>Note</i> :—When hand cranes are hired, the hirer shall supply labour for operating the cranes.				
13. HIRE OF CRANES AND OTHER MECHANICAL APPLIANCES.				<i>Per hour or part thereof.</i>
				\$ c.
Heavy lift cranes....	....	....	....	25 00
Link-belt Caterpillar Mobile Crane	....	....	....	15 00
Diesel Mobile Crane (General)	....	....	....	10 00
Motor Mobile Crane (Sterling)	....	....	....	5 00
Steam Cranes	....	....	....	3 00
Road Roller	....	....	....	3 00
Tow motors and Shoppe Mules (including trailers—platform trucks—when necessary)	....	....	....	3 00
Fork lift trucks	....	....	....	3 00
Motor trucks (Lorries)	....	....	....	2 50
Concrete Mixers	....	....	....	1 50
An additional 25 per cent. will be charged in respect of work performed at night or on Sundays and Public Holidays.				
<i>Note</i> :—In respect of items 11, 12 and 13 above, gear, cranes and mechanical appliances will be hired only on receipt of a request in writing and charges will be computed from the time stated on the request until they are handed back to the officer in charge of transport.				
14. DIVER AND APPARATUS.				
\$10.00 per hour or part thereof with a minimum charge of \$25.00.				
<i>Notes</i> :—(a) Application for the services of a diver shall be made in writing and the period of employment of the diver shall be computed as from the time the diver leaves the shore until the time he returns to the shore.				
(b) The charge for services of a diver shall include all the necessary gear, pumps, attendants, barge, &c., but shall not include towage to the site of diving operations.				
15. UNPACKING AND ASSEMBLING CASED MOTOR VEHICLES AND TRAILERS.				\$ c.
Use of space inside shed per vehicle....	....	....	....	2 50
Use of space outside shed per vehicle	....	....	....	1 25
16. VALUABLE PARCELS OR PACKAGES.				
An additional charge of 10 cents per \$100.00 value payable in advance will be made in respect of valuable parcels or packages the value of which has been declared in accordance with the provision of bye-law 51. This charge will cover the goods for the first 96 hours of storage and thereafter a further charge of 10 cents per week per \$100.00 value will be made and shall be payable in advance for every week or part of a week during which the parcels or packages remain in the custody of the Wharf Superintendent.				
17. HIRE OF TELEPHONE IF PLACED ON BOARD.				\$ c.
First 24 hours or part thereof	....	....	....	2 00
Each succeeding 24 hours or part thereof	....	....	....	1 00
Maximum charge per vessel	....	....	....	5 00
<i>Note</i> :—The above does not provide for long distance calls, which must be paid for at ordinary telephone rates.				
18. REPAIRS TO DAMAGED PACKAGES.				
The actual cost of labour and materials, with the addition of 20 per cent. shall be charged when packages are repaired.				
19. CERTIFIED WEIGHTS AND MEASUREMENTS.				
When a request has been received to weigh or measure goods, a certificate as to weight or measurement shall be issued by the Wharf Superintendent on receipt of an application in writing. A charge of 50 cents shall be levied for each certificate.				
20. MEN IN ATTENDANCE HANDLING ROPES FROM VESSELS BERTHING OR UNBERTHING AT KING'S WHARF.				\$ c.
Daytime—ordinary working day—Berthing or Unberthing	....	....	....	3 00
Between the hours of 6 p.m. and 6 a.m. or on Sundays and Public Holidays	....	....	....	6 00

## 21. SORTING AND SELECTING CARGO.

When goods are brought on a wharf with marks and sizes mixed in such a manner as to render sorting impracticable at the time of landing an extra charge equal to the actual cost of performing the service plus 20 per cent. shall be levied if sorting or selecting is necessary.

## 22. OTHER SERVICES NOT SPECIFICALLY PROVIDED FOR.

The actual cost of performing the service, plus 20 per cent.

## SCHEDULE "D"

(Bye-law No. 36)

GOODS WHICH MAY BE STORED IN THE OPEN UNLESS THE WHARF SUPERINTENDENT HAS RECEIVED THEM WITH SPECIFIC INSTRUCTIONS THAT THEY SHALL NOT BE STORED IN THE OPEN.

The Store Rent charges shall be applicable in respect of any goods stored in the open of the kind specified in the list hereunder, but at half rates for the first two weeks and thereafter at full rates.

Acids	Chains	Lead
Anchors	Charcoal	Lumber
Asphalt	Cylinders (full or empty)	Machinery
Ballast	Drums	Oil (Lubricating and Paint)
Boilers	Engines	Paints
Bottles	Expanded Metal	Pipes (earthenware)
(empty in crates or bags)	Fencing	Planks
Bricks in case or loose	Grindstone	Quarry Products
Casks (empty)	Horse boxes	Steel of all descriptions
Castings	Iron of all descriptions	Tar, Pitch, &c.
Cement in drums	Ironware	Timber of all descriptions
		Vehicles of all descriptions

## SCHEDULE V.

(Section 22)

BYE-LAWS MADE BY THE GOVERNOR IN EXECUTIVE COUNCIL UNDER THE PROVISIONS OF THE PORT SERVICES (DUES, CHARGES AND MANAGEMENT) ORDINANCE, 1948.

1. These Bye-laws may be cited as the Harbours and Wharves Traffic Bye-laws, 1948. **Short title.**

2. (1) In these Bye-laws, unless the context otherwise requires:—

**Interpretation.**

"Dangerous Petroleum" means petroleum which, when tested in the manner set forth in Part II of the Second Schedule to the Imperial Petroleum (Consolidation) Act, 1928, or in such other manner as may from time to time be authorised, gives off an inflammable vapour at a temperature of less than ninety-five degrees Fahrenheit, or at less than the legal flash point for the time being.

"Explosives" means gunpowder, nitro-glycerine, dynamite, gun-cotton, blasting powders, fulminate of mercury or of other metals, coloured fires, and every other substance, whether similar to those above-mentioned or not, used or manufactured with a view to produce a practical effect by explosion or a pyrotechnic effect: and includes fog signals, fireworks, fuses, rockets, percussion caps, detonators, cartridges, ammunition of all descriptions, and every adaptation or preparation of an explosive as herein defined.

"Explosives Anchorage" comprises all the waters to the Eastward of Longitude 61° 32' 39" West and South of Latitude 10° 36' 24" North, and North of Latitude 10° 36' 34" North.

"Quarantine Anchorage" comprises all the waters enclosed by an imaginary line drawn due South from the Easternmost point of Nelson Island to Latitude 10° 38' 42" North thence due East to Longitude 61° 35' 00" West thence due North to Latitude 10° 39' 42" North and thence to the Easternmost point of Nelson Island.

(2) The terms defined in the Ordinance shall, when used in these Bye-laws, have the respective meanings assigned to them in the Ordinance.

*Navigation and Manoeuvring of Vessels.*

3. The master of a vessel shall not moor or anchor such vessel or cause it to be moored or anchored:—

- (a) within one cable of an imaginary line drawn between the seaward end of St. Vincent Jetty and the Schooner Control Station; or
- (b) in such manner as to allow any part of the vessel when swinging to come within the limits of the Basin; or
- (c) within a radius of half a mile of the seaward entrance to the Grier Channel; or
- (d) within one cable of either side of the Grier Channel as marked by beacons.

Vessels not to moor or anchor within certain limits

Vessel not to enter or leave Channel or basin when another vessel is manoeuvring

4. The master of a vessel shall not cause or permit such vessel to :—  
 (a) enter or leave the Grier Channel or the Basin without the assistance of a licensed pilot when another vessel having a pilot on board and displaying the International Code Flag "H" is manoeuvring in or approaching the Grier Channel or Basin ; or

Vessel not to be moored or anchored in Channel or Basin without permission or a pilot.

- (b) be moored or anchored in the Grier Channel or Basin without the written consent of the Harbour Master or without the assistance of a licensed pilot ; or

Limitation of speed in Channel and Basin.

- (c) be towed, moved or propelled in the Grier Channel or in the Basin at a speed exceeding 5 knots, unless it be established that a greater speed is necessary to ensure the safety of such vessel ; or

Vessels not to enter Channel or Basin if dredger displays signals.

- (d) enter the Grier Channel or Basin or be navigated in the Grier Channel or Basin when a dredger in the Channel or Basin is displaying signals as follows :—  
 i. By Day ....Three black balls in a vertical line from the yardarm.  
 ii. By Night ....Three red lights in a vertical line from the yardarm.

Vessel to pass dredger at slow speed.

5. When a dredger in the Channel displays a white flag by day or three white lights in a vertical line by night, the master of a vessel entering or leaving the Grier Channel shall cause such vessel to be navigated in such manner as to pass the dredger at a slow speed and at a reasonable distance from the side of the dredger upon which such flag or lights are displayed.

Vessel to anchor as directed.

6. The master of a vessel arriving in any harbour of the Colony shall cause or permit such vessel to take up such anchorage as the Harbour Master may from time to time direct and shall shift anchorage if called upon to do so by the Harbour Master.

Vessel in quarantine to anchor in Quarantine Anchorage.

7. The master of a vessel arriving in Port-of-Spain Harbour and placed in quarantine shall not cause or permit such vessel to take up an anchorage outside the limits of the Quarantine Anchorage unless otherwise directed by the Harbour Master.

Attendance of Government Tug compulsory in cases specified.

8. The attendance of a Government Tug must be requested by the master when a vessel not being a drogher and being registered as 1,000 tons net or over is :—

- (a) manoeuvring in the Basin ; or  
 (b) entering or leaving the Basin ; or  
 (c) berthing or unberthing at King's Wharf ; or  
 (d) berthing or unberthing at the Slipway Guide Jetty ; or  
 (e) berthing or unberthing at the Admiralty Repair Jetty ; or  
 (f) berthing, unberthing, mooring, unmooring, or manoeuvring at or near any place where the Harbour Master directs that a tug shall be in attendance or stand by to assist a vessel if called upon to do so by the master :

Provided always that if a vessel is not berthed at an intervening berth, any other vessel not casting off ropes may, at the sole risk of the master and owner, if so directed by the Wharf Superintendent, be moved from one clear berth at a wharf to another clear berth without a tug in attendance.

*Boats, Launches and other craft in attendance on vessels.*

Duties of person in charge of boats, &c. attending vessels.

9. The master, coxswain or other person in charge of any boat, launch or other craft in attendance on a vessel for the purpose of conveying passengers, cargo, stores or water, or for any other purpose shall not :—

Boat, launch or other craft to approach gangway as directed.

- (a) cause such boat, launch or other craft to come alongside or approach the gangway of a vessel contrary to the orders given by a member of the Police Force or by a responsible person on board the vessel that is being approached ; or

Boat, launch or other craft not to lie alongside vessel longer than is necessary.

- (b) cause such boat, launch or other craft to be alongside the gangway of any vessel in any harbour longer than is necessary to embark or disembark its passengers and baggage or other goods, but shall, while waiting, lie off at a distance of not less than 50 yards from the side of such vessel so as to leave a clear passage to and from the gangway ; or

- (c) cause or permit such boat, launch or other craft to embark or disembark any Only person at the gangway of a vessel whilst at an anchorage in any harbour or specified alongside any wharf, unless such person is :— persons to  
 (i) in possession of a valid pass authorising the holder to board the vessel ; or disembark at  
 (ii) a passenger of that ship ; or gangway.  
 (iii) a member of the crew ; or  
 (iv) an officer of the Government on official duty ; or
- (d) cause or permit such boat, launch or other craft to anchor or remain in such a Free passage position as to impede the free passage to and from any landing place or to and from wharf ; or landing place
- (e) cause or permit passengers to embark or disembark or cargo to be loaded or Passengers to unloaded at any harbour, port or place in the Colony except at such places as embark or dis- are authorised by the Comptroller of Customs and Excise. embark or cargo to be loaded or unloaded at authorised places.

*Lights to be exhibited by Vessels.*

10. All masters of vessels arriving within the limits of any harbour shall, unless Vessels to otherwise directed by the Harbour Master or in these Bye-laws, cause such lights to be carry lights. carried by the vessel as are required by the Regulations for Preventing Collisions at Sea, from time to time made under the provisions of the Imperial Merchant Shipping Act, 1894.

11. The master, coxswain or other person in charge of any launch, tug, or other Mechanically mechanically propelled craft shall, when under weigh between sunset and sunrise, cause propelled the vessel to exhibit in the forepart or in front of the funnel where it can best be seen a bright white light so constructed as to show the light from right ahead to two points abaft craft to carry lights. the beam on each side, and shall also cause the regulation side lights (green on the starboard side and red on the port side) or a combined lantern showing a green light and a red light from right ahead to two points abaft the beam on their respective sides to be carried. Such lanterns must be carried below the line of the bright light to be exhibited. When towing the master of such a craft shall cause an additional bright white light similar to the one abovementioned to be exhibited. These two bright white lights shall be exhibited in a vertical line one above the other and six feet apart.

12. The masters of all sailing vessels shall, when under weigh between sunset and Sailing sunrise, cause the regulation side lights (green on the starboard side and red on the port Vessels to side) to be carried, and, in addition, a white light must be kept at hand lighted and ready carry lights. for use and it shall be exhibited on the approach of an overtaking vessel in time to prevent collision.

13. The master, coxswain or other person in charge of any boat propelled by oars or Boats any other craft not mechanically propelled and not specifically provided for in the next propelled by oars to carry preceding paragraph, shall cause a white light contained in a lantern of a pattern to be lights. approved by the Harbour Master to be exhibited above the gunwale by the vessel when under weigh between the hours of sunset and sunrise. He shall also cause the vessel to carry a second lantern of the same pattern for use as occasion requires.

14. Open boats, when fishing at night with outlying tackle extending more than Open boats fishing at 150 feet horizontally from the boat into the seaway, shall carry one all-round white light fishing at and, in addition, on approaching or being approached by other vessels, shall show a second nights to carry white light at least 3 feet below the first light and at a horizontal distance of at least 5 feet lights. away from it in the direction in which the outlying tackle is attached.

*Miscellaneous.*

15. The master of a vessel at an anchorage within any harbour shall not permit the No heating or boiling or heating of any pitch, tar, resin, dammer, turpentine, oil or any other such boiling of any combustible matter on board such vessel, but may permit such boiling or heating in a boat combustible matter on board vessel.

16. No person shall sell, supply or convey any wine or spirituous liquor to any of the Spirituous crew or to any other person on board of any vessel in any harbour without the consent liquor not to be supplied. of the master of such vessel.

17. The master of every vessel conveying passengers anchoring in any harbour unless Accommoda- it be placed in quarantine shall as soon as possible put down one or, if conveying 100 or tion ladders more passengers, at least two accommodation ladders provided with horizontal landing to be platforms of adequate size and suitable height above the water. If the vessel be placed provided. in quarantine the ladders shall be put down as soon as it is released from quarantine.

18. The master of a vessel or any other person shall not cause or permit any coal, Coal, ballast, ballast, ashes, rubbish, oils, paints or oily water to be discharged overboard or to escape rubbish, &c. from any vessel into any part of any harbour, or cause or permit these or similar materials not to be washed or be discharged overboard. to be so placed on shore in such manner or position as to render them likely to flow or be washed into a harbour.

Vessel not to be fastened to any buoy, beacon or seamark.

19. The master of a vessel shall not cause or permit such vessel to be made fast to any buoy, beacon or seamark in any harbour.

Buoy, or mark not to be laid or maintained.

20. No person shall lay or maintain any buoy or any mark whatsoever within the limits of any harbour without the permission of the Harbour Master having been first obtained in writing.

Vessels with dangerous petroleum and explosives to take up explosives anchorage.

21. The master of a vessel having dangerous petroleum or explosives on board shall not take up an anchorage in Port-of-Spain Harbour other than within the prescribed limits of the explosives anchorage without the sanction of the Harbour Master in writing.

Loading and unloading of dangerous petroleum and explosives.

22. The master of a vessel whilst at an anchorage in any harbour shall not cause or permit the loading or unloading of dangerous petroleum or explosives between the hours of sunset and sunrise without the permission of the Harbour Master having been first obtained in writing.

Fire on board vessels.

23. In the event of fire occurring on board any vessel within the limits of any harbour, the master shall give immediate notice to the Harbour Master stating whether or not assistance is required.

Fishing stakes not to be placed without permission.

24. No person shall place fishing stakes or cause them to be placed within the limits of any harbour without the permission of the Harbour Master having been first obtained in writing, and any such fishing stakes which the Harbour Master may approve from time to time to be placed within the Harbour limits shall be of a sufficient length to project not less than 8 feet above the level of high water ordinary spring tides.

Fishing nets not to be attached to buoys or kept afloat without permission.

25. No person shall place fishing nets attached to buoys or kept afloat by other means within the limits of any harbour without the permission of the Harbour Master in writing.

No person to approach within 50 yards of vessel anchoring.

26. No person other than the pilot in attendance shall approach within fifty yards of any vessel until such time as the vessel has taken up the allotted anchorage in any harbour.

No boat, launch or other vessel to be hauled up on beach.

27. No person shall cause any boat, launch or other vessel to be hauled up on any beach within the limits of any harbour for the purpose of cleaning or repairing such vessel, except at such place or places as may be indicated or set aside by the Harbour Master and any such boat, launch or other vessel must be removed if instructions to that effect are issued by the Harbour Master.

No person to obstruct officers.

28. No person shall obstruct, impede or molest the Harbour Master in the exercise and performance of his powers or duties.

Penalty for contravention of, or failure to comply with, bye-laws

*Penalty.*

29. (1) Where any provision of these Bye-laws is contravened or not complied with as respects any vessel and the obligation contravened or not complied with is not imposed on any specific person by these Bye-laws, the owner and master of the vessel shall be deemed to have contravened these Bye-laws.

(2) Any person who contravenes, or is deemed to have contravened, or fails to comply with, any provision of these Bye-laws shall be liable on summary conviction to a fine of two hundred and forty dollars or to imprisonment for three months or to both such fine and imprisonment.

SCHEDULE VI.

(Section 22)

BYE-LAWS MADE BY THE GOVERNOR IN EXECUTIVE COUNCIL UNDER THE PROVISIONS OF THE PORT SERVICES (DUES, CHARGES AND MANAGEMENT) ORDINANCE, 1948.

Short title Interpretation.

1. These Bye-laws may be cited as the Management of Slipways Bye-laws, 1948.

2. (1) In these Bye-laws, unless the context otherwise requires:—

“agent” in relation to any vessel, includes the person or firm doing the business of the vessel;

“ballast” includes any material placed in a vessel to secure stability;  
 “displacement tonnage” means the actual weight of a vessel trimmed ready for slipping;

“drogher” means any vessel registered under the Droghers’ Ordinance and employed in the lading or unloading of ships, or in the coasting trade of the Colony, whether in the conveyance of passengers or cargo; Ch. 18. No. 8.

“licensee” includes any officer of the Government authorised by the Harbour Engineer to effect repairs or undertake work on a slipway and any individual, company or firm in possession of a licence from the Government to effect repairs or undertake work on a slipway;

“master” includes any person (except a pilot) having or taking the command or charge of any vessel;

“owner” of a vessel includes any joint or part owner, and a person who, though only the hirer of a vessel, appoints the master and other persons working such vessel, and also includes the agent of the owner;

“tariff” means the table of charges set forth in Appendix “A” hereto;

“tonnage” means gross registered tonnage except in the case of vessels registered under the Droghers Ordinance when tonnage shall be deemed to be that stated in the Certificate of Registration; Ch. 18. No. 8.

“vessel” includes a boat, ship or vessel of any description.

(2) The following details relate to the slipways now in use:—

Description.	Slipway No. 1.	Slipway No. 2.	Description of slipways in use.
Length ....	685’ 0”	306’ 6”	
Length of Cradle ....	228’ 8”	40’ 0”	
Breadth of Cradle ....	42’ 0”	10’ 6”	
Depth over keel blocks at lower end, L.W. O.S.T.	16’ 9”	3’ 7”	
Depth over keel blocks at upper end, L.W. O.S.T.	4’ 9”	1’ 7”	
Inclination ....	1 in 20	1 in 20	
Capacity ....	1,800 tons displacement weight.	50 tons displacement weight.	

Note.—The average rise of tide is 3’ 10”

*Applications for use of Slipways.*

3. (1) A written application for the use of a slipway in the form set out in Appendix “B” hereto and obtainable from the Harbour Engineer must be forwarded to that officer and a reply shall be sent in the form set out in Appendix “C” hereto. Form of application.

(2) Each application must be accompanied by a deposit equalling the charge applicable to 48 hours’ hire of the slipway unless the applicant has entered into a bond with the Government guaranteeing payment. Application to be accompanied by deposit.

(3) One-half of the sum deposited as aforementioned will be forfeited in the event of the vessel in respect of which the application is made not being ready to be slipped at the time arranged. Forfeiture of deposit.

(4) No vessel shall be slipped before the time and manner of slipping and the period during which the slipway may be occupied have been regulated by the Harbour Engineer. Time of slipping to be regulated.

(5) Applications for slipping vessels may be made and accepted before their arrival. Application may be accepted before vessel arrives.

(6) (a) A “Gas Free” certificate issued by a competent person approved by the Senior Inspector of Factories must accompany all applications for the use of a slipway by vessels engaged in the carriage of petroleum or petroleum products. Gas Free certificate to accompany application.

(b) In the case of vessels occupying a slipway being fitted with engines using petroleum or petroleum products as fuel a “Gas Free” certificate issued by a competent person approved by the Senior Inspector of Factories must be handed to the Harbour Engineer and a receipt obtained for the certificate before any repair work is undertaken in the vicinity of a fuel tank or an engine room.

Register of applications to be kept.

(7) Applications for slipping will be entered in the order in which they are received in a register to be kept in the head office for that purpose.

Vessels in damaged condition and Government vessels may be allowed priority.

(8) Provided that any vessel occupying a slipway is in such condition as in the opinion of the Harbour Engineer permits of it being safely launched he may, when registering the order in which vessels are to occupy a slipway, be at liberty to give priority to;—

- (a) any vessel in a damaged or unseaworthy condition, or any vessel which in his judgment renders it necessary for such vessel to be slipped immediately;
- (b) all vessels belonging to Government;
- (c) such vessels as in his opinion will require the use of the slipway for the least time regardless of the order in which vessels appear on the slipping list.

Notice to be given of peculiarity of construction.

(9) (a) At the time of application for the slipping of any vessel, the displacement tonnage of such vessel, trimmed ready for slipping, must be declared and notice must be given of any peculiarity in the construction of the keel or bottom of the vessel, which may require that the blocks or caps be relaid, or of cargo or ballast on board. Blocks or caps will be relaid, if necessary, at the expense of the owner.

Survey may be called in event of dispute as to tonnage of vessel.

(b) Should a dispute arise as to the displacement tonnage of any vessel occupying or about to occupy a slipway, the Harbour Engineer shall be at liberty to call upon the services of Lloyd's Surveyor for the purpose of assessing the displacement tonnage of such vessel. The assessment made by Lloyd's Surveyor shall be accepted by both parties and the fee payable shall be borne by Government and the owner or agent of the vessel in equal proportions.

No commitment until regulation order issued.

(10) Until such time as the Harbour Engineer shall have issued to the applicant a regulation order, no application shall be deemed to have been accepted.

#### *Requirements before Slipping.*

Preparations for slipping.

4. Prior to the time arranged for a vessel to be placed on a slipway, the following preparations must be made on board the vessel, except in cases of emergency when all or any of such requirements may be waived by the Harbour Engineer if, in his judgment, a vessel in a damaged or unseaworthy condition must be slipped immediately:—

Hawsers to be supplied.

(1) Suitable hawsers and heaving lines must be supplied on each side, fore and aft.

Vessel to be upright.

(2) The vessel must be upright and trimmed as directed by the Harbour Engineer.

Bilges to be dry.

(3) Bilges must be dry fore and aft and kept so, and they must at all times be clear for inspection.

Ballast tanks to be full with doors secured, or dry with doors detached

- (4) Ballast tanks must be either—
- (a) Full with doors properly secured, or
  - (b) Dry with doors detached ready for examination, or inspection.

Closets and latrines to be cleansed and secured.

(5) All water closets and latrines must be thoroughly cleansed and securely fastened before the vessel is placed on the cradle.

Awnings to be furled.

(6) All awnings must be furled if so ordered by the Harbour Engineer.

Vessel to be fumigated.

(7) If so required under the provisions of any Ordinance or Regulation in force for the time being, the vessel must be fumigated before being slipped.

Ballast, coal and water to be removed if required.

(8) If so required by the Harbour Engineer all ballast, coal and water shall be removed from the vessel before being slipped.

Harbour Engineer may refuse use of slip if instruction not complied with.

(9) If on inspection by the Harbour Engineer it should be found that any of the foregoing requirements or instructions have not been complied with or carried out, the Harbour Engineer may refuse to slip the vessel and in such case, all expenses incurred shall be borne by the vessel.

*Conditions under which Slipways may be occupied.*

5. (1) No person or company shall be permitted to undertake any work in connection with the repairs and maintenance of vessels occupying a slipway unless he or it shall have first obtained a licence given under the hand of the Harbour Engineer who is authorised to revoke, suspend, or withhold the issue of a licence: Provided that this sub-paragraph shall not apply in the case of private yachts or launches of a displacement of not more than 12 tons the owners of which make application to the Harbour Engineer for permission to repair their craft. No work to be undertaken unless by licensee.
- (2) The fee payable for a licence shall be \$100.00 in respect of Slipway No. 2 and \$240.00 in respect of both Slipways. Licence Fee.
- (3) Licences shall be on parchment or vellum and shall be according to the form in Appendix "D" hereto and shall expire on the 31st of December of the year in which they were issued. Form of Licence in accordance with Appendix "D".
- (4) The number of vessels to be slipped shall be solely at the discretion of the Harbour Engineer and shall be limited only by the capacity of the slipways. Number of vessels slipped at discretion of Harbour Engineer.
- (5) No vessel shall remain on a slipway for a longer period than three days unless by special arrangement. Limitation of period of occupation.
- (6) The tariff and working hours shall be in accordance with Appendix "A" hereto. Tariff and working hours.
- (7) If before the expiration of the period for which a slipway has been engaged, the Harbour Engineer is satisfied that circumstances not known at the time of regulating or beyond the control of the parties engaged in the work, will prevent completion of essential repairs within the period stipulated, an extension of the period may be arranged as the Harbour Engineer may deem necessary. Harbour Engineer may extend period of occupation of slipway.
- (8) Should a vessel remain on a slipway without permission for a period beyond that for which it has been agreed that such vessel should occupy the slipway, double the rate applicable to the third day or part thereof will be charged. Double rates imposed if vessel remains on slipway beyond agreed period.
- (9) No vessel shall be slipped or launched except under the direction of the Harbour Engineer and in the presence of the master of the vessel. Vessel slipped and launched as directed.
- (10) No person shall boil or heat pitch, tar, resin, turpentine, oil or other combustible matter on the slipway premises, except in a place or places set aside for the purpose, or with the permission of the Harbour Engineer. No combustible matter to be heated on premises.
- (11) No person shall obstruct, impede or molest the Harbour Engineer or any person employed under him, in the exercise and performance of his powers or duties. No person to obstruct officers.
- (12) The agents or master of any vessel using a slipway shall give the Harbour Engineer at least twenty-four hours' notice in writing, stating the time at which the vessel will be ready to leave such slipway. 24 hours' notice to be given of readiness to leave slipway.
- (13) All gangways, staging and platforms whether supplied by Government or otherwise shall be used at the sole risk and responsibility of licensees. Gangways, etc., used at risk of user.
- (14) No refuse of any kind shall be thrown overboard from any vessel occupying a slipway except with the permission of the Harbour Engineer:—  
The cost of the removal and disposal of any refuse thrown overboard from any such vessel whether with or without permission shall be borne by the owner or licensee and where no permission has been obtained, without prejudice to any proceedings that may be taken for a breach of this paragraph. No refuse to be thrown overboard.
- (15) No vessel shall be broken up on a slipway without the consent of the Harbour Engineer and under his direction, and his decision as to the manner in which such vessel may be broken up shall be final. No vessel to be broken up without consent.

- No ballast, coal, water or heavy lifts to be removed without permission. (16) No ballast, coal, water from boilers or tanks, or heavy lifts shall be moved or removed whilst a vessel is on a slipway without permission of the Harbour Engineer, and should such permission be given, the master or other person in charge of the vessel on behalf of the owners will be held responsible for any loss or damage arising out of such action during the time which the vessel occupies a slipway or at the time of launching.
- Vessels once blocked and shored to pay cost of shifting blocks and shores. (17) Vessels occupying a slipway and having once been blocked and shored shall be debited with the cost of all labour supplied in shifting blocks or shores.
- Assistance of crew and use of winches to be given. (18) The use of the vessel's winches and the assistance of the crew must be given free of charge if required for any purpose connected with the slipping or launching of a vessel.
- Outboard work to be undertaken at risk of owner. (19) Any outboard work performed while a vessel is being hauled up, slipped or launched shall be undertaken at the sole risk and responsibility of the master, agent or licensee as the case may be.
- Vessel to be provided with suitable lights and fire appliances. (20) Vessels occupying a slipway must:—  
(a) Hire or supply suitable lights at all gangways or places where repairs are being undertaken or are in progress.  
(b) Be provided with suitable fire extinguishers.
- Government not responsible for accident, loss or damage. (21) Although all reasonable precautions will be taken, Government will not accept responsibility for any accident nor be held liable for any loss or damage to a vessel during slipping or launching, or during the time a vessel is on a slipway.
- Appeal to Governor in Council. (22) In any case in which the Harbour Engineer shall exercise the discretionary powers conferred on him by these Bye-laws, an appeal shall lie to the Governor in Council whose decision in the matter shall be final.

*Tariff and Payment of Charges.*

- Tariff charges. 6. The charges set forth in the Tariff shall be payable for the services specified therein.
- Tariff charges payable to General Manager. 7. The charges in the Tariff shall be payable to the General Manager by the person for whom the services are performed, immediately upon the completion of launching by the owner or master of the vessel concerned or on demand.
- Hire of equipment. 8. Pneumatic tools required by any person using a slipway or carrying out repairs on a slipway shall be hired from the Harbour Engineer:  
Provided that where the Harbour Engineer is unable to supply any such item of equipment any other similar item of equipment may be used by any such person on written application for permission to use the same being made to the Harbour Engineer and his approval being obtained prior to the bringing of the same on slipway premises.
- Hire of equipment not listed in Tariff. 9. The Harbour Engineer may make such reasonable charge for the hire of any instrument, appliance or other item of equipment not listed in the Tariff as he may think fit.

*Penalty.*

- Penalty 10. (1) Where any provision of these Bye-laws is contravened or not complied with in respect of any vessel and the obligation contravened or not complied with is not imposed on any specific person by these Bye-laws, the owner and master of the vessel shall be deemed to have contravened these Bye-laws.  
(2) Any person who contravenes or is deemed to have contravened or fails to comply with any provision of these Bye-laws shall be liable on summary conviction to a fine of two hundred and forty dollars or to imprisonment for three months or to both such fine and imprisonment.

APPENDIX "A"  
TARIFF AND WORKING HOURS.

1. Rates for Hauling up Slipways and Launching.						\$ c.
Per ton gross register	....	....	....	....	....	12
Minimum charge	....	....	....	....	....	6 00
Maximum charge	....	....	....	....	....	60 00

## 2. Rates for Hire of Slipways.

## (a) SLIPWAY No. 1 :

For the first period of 24 hours or part thereof—72 cents per ton gross register with minimum of \$108.00 and maximum of \$1,200.00.

For the second period of 24 hours or part thereof—48 cents per ton gross register with minimum of \$72.00 and maximum of \$780.00.

For the third and succeeding periods of 24 hours or part thereof—each period—36 cents per ton gross register with minimum of \$54.00 and maximum of \$690.00.

## (b) SLIPWAY No. 2 :

For the first period of 24 hours or part thereof—72 cents per ton gross register with minimum of \$42.00.

For the second period of 24 hours or part thereof—48 cents per ton gross register with minimum of \$30.00.

For the third and succeeding periods of 24 hours or part thereof—each period—36 cents per ton gross register with minimum of \$24.00.

*Exception.*—Privately owned yachts and launches of a displacement tonnage of not more than 12 tons :—

For the first period of 24 hours or part thereof ... .. \$20.00

For the second and succeeding periods of 24 hours or part thereof—each period \$15.00

For vessels of deep keel type requiring special rig, an additional charge of 35 cents per ton will be made.

*Note.*—Rates for hire of the slipways will become operative from the time at which the first line is made fast to Slipway Guide Jetty or mooring buoy and shall terminate when the last line is cast off.

## 3. Hire of Tools, Machines, Instruments, Appliances, etc.

Jacks	...	...	...	...	each	\$ 0.50	per 24-hour period or part thereof
Timber Horses (including Scaffolding)	...	do.	\$ 0.50	do.	do.		
Wandering Leads per light	...	...	\$ .25	do.	do.		
Compressors (Portable or fixed)	...	...	do.	\$ 3.00	hour or part thereof, or \$15.00 per 8-hour period		
Water Pumps	...	...	do.	\$ 2.00	hour or part thereof, or \$ 8.00 per 6-hour period		
Scrapers	...	...	do.	\$ .50	do.	do.	
Lathes	...	...	do.	\$ 1.20	per hour or part thereof,		
Welding sets (inclusive each of Operators)	...	do.	\$ 4.00	per hour or part thereof or \$20.00 per 8-hour period			

Pneumatic Tools (Reamers, Grinders, Chipping, Scaling and Rivetting Hammers, Wire

Brushes, &c.) ... .. do. \$ .75 per hour or part thereof

*Notes* :—(1) The cost of hire includes the cost of attendants and of fuel, current, compressed air, gas, &c., for the operation of tools, machines, instruments, appliances, &c.

(2) There shall be no charge for hire of fixed compressor when used solely in conjunction with tools, appliances, &c., hired from Government.

## 4. Electric Light and Power.

Lighting Slipway No. 1—\$1.50 per hour or part thereof with a maximum of \$10 per night.

Lighting Slipway No. 2—\$1.00 per hour or part thereof with a maximum of \$5 per night.

Use of electric current for the operation of private mechanical units when suitable units are not available for hire from Harbour Engineer.

(a) A standing charge of 3½ cents per horse power of the mechanical unit per 24-hour period or part thereof except in the case of welding plants for which the standing charge shall be 10½ cents per horse power.

(b) An additional operating charge of 3 cents per kilowatt hour of current used.

## 5. General.

Removing and replacing keel blocks, including caps ...\$1.50 each block.

Cleaning up refuse, &c., from vessels under repair—  
per ton gross register of vessel ... .. \$0.02

Use of special cradles or structures ... ..	... Cost of materials and labour, plus 40 per cent.
Special services not otherwise provided for ... ..	... Cost of materials and labour plus 40 per cent.

6. *Charges for use of Slipway Guide Jetty.*

Vessels berthed at the jetty for the purpose of effecting repairs shall pay a wharfage charge based on the overall length of the vessel as follows:—

Per day or part thereof (inclusive of Sundays and Holidays) 10 cents per foot.

7. *Charges for work performed for Government.*

The charges for repairs to vessels or for any other work undertaken on behalf of Government shall be made up as follows:—

Actual cost of materials and labour with an addition of 40 per cent.

These charges shall be in addition to charges detailed under items 1 to 6 inclusive.

8. *Working Hours and Overtime Charges.*

(1) The Slipways shall normally be in operation from 7 a.m. to 11.00 a.m. and from 12 noon to 4.30 p.m. on all days excepting Sundays and Public Holidays.

(2) Work may be suspended after normal working hours or on Sundays and Public Holidays but the Harbour Engineer may, in his sole discretion, order work to continue or grant permission for work to continue until any hour of the day or night on any day if in his opinion the vessel is likely to remain on the slipway for a period in excess of that for which the booking has been made or in the event of another vessel requiring the use of the slipway being in such a condition as to demand immediate action.

(3) Should work continue after normal working hours or on Sundays or Public Holidays, the licensee, owner or Government Department responsible for the charges in the Tariff shall be accountable for the cost of staff in attendance and for the extra labour charges incurred with an addition of 20 per cent.

(4) Should work be suspended on Sundays or Public Holidays no charge for slipway hire will be imposed for the Sunday or Public Holiday period of 24 hours.

APPENDIX "B".

To:

THE HARBOUR ENGINEER, GOVERNMENT SLIPWAYS,  
PORT SERVICES DEPARTMENT,  
PORT-OF-SPAIN.

SIR,

\*I/We have the honour to request that the undermentioned vessel may be slipped on the.....or as soon as practicable.

Name of vessel.....

Name of owners .....

Gross registered tonnage.....

Exact draft of water to inches when ready for slipping : Forward .....

Aft .....

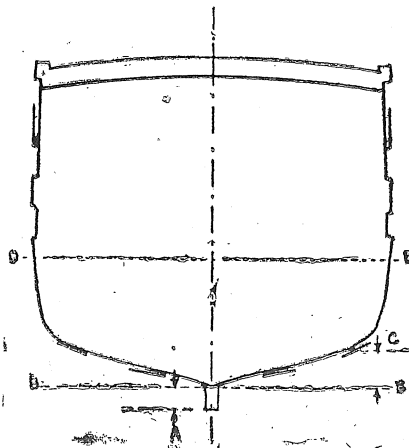
Extreme length of vessel over all including Bowsprit, if any.....

Extreme breadth of vessel.....

Displacement tonnage of the vessel ready for slipping will not exceed..... tons.

The rough diagram below shows the midship section of the vessel in respect of which this application is made :

SPECIMEN DIAGRAM.



Depth of keel (A to B) .....

Height of bilge keel above top of keel (B to C) .....

Outside breadth of vessel (D to E).....

Description of keel (bar or otherwise).....

Number of propellers (twin or single).....

Description of propellers (right or left handed).....

Rise of floor.....feet.....inches.

Depth of bilge keel.....feet.....inches.

\*I/We hereby certify that the above information is correct, that \*I am/We are aware that you may grant preference of slipping to certain vessels. \*I/We have engaged Messrs.....whose declaration is appended for the purpose of carrying out the repairs to the vessel.

\*I/We accept responsibility for payment of all charges leviabie in accordance with the provisions of the relevant Bye-laws and Tariff.

Signed { \*Master .....

          \* Owner .....

          \* Agent .....

Date .....

\* Cross out inapplicable words.

\*I/We..... having been appointed by the \*master/owner/agent of the s.s./m.v.....to carry out repairs to the vessel hereby declare that \*I am/We are the holder of a valid licence numbered .....given under the hand of the Governor of Trinidad and Tobago authorising \*me/us to effect repairs to vessels occupying a Government Slipway.

APPENDIX "C".

HARBOUR ENGINEER'S OFFICE,  
PORT-OF-SPAIN.

Dated.....

With reference to your application dated.....for the slipping of the.....on the.....19....., I have to inform you that a slipway has been provisionally reserved for the vessel on the date and at the time named subject to the conditions set forth in the Bye-laws made by the Governor in Council under the provisions of the Port Services (Dues, Charges and Management) Ordinance, 1948.

## APPENDIX "D".

## GOVERNMENT OF TRINIDAD AND TOBAGO—SLIPWAYS.

No.....

In consideration of the sum of \$.....the receipt of which is hereby acknowledged this Licence is issued to..... and serves as authority to undertake the work of repairing vessels on Government Slipways, \*No. 1/No. 2 subject to the provisions of the Management of Slipways Bye-laws, 194 made by the Governor in Council under the Port Services (Dues, Charges and Management Ordinance, 1948.

Issued under my hand this..... day of.....19.....

Signed.....

*Harbour Engineer.*

*Port Services Department.*

\* Cross out words and figures which are inapplicable.

Passed in Council this 12th day of November, in the year of Our Lord one thousand nine hundred and forty-eight.

J. L. SUPERVILLE,

*Clerk of the Council.*