

# GREAT WESTERN RAILWAY COMPANY

## BARRY DOCKS.

### BY-LAWS AND REGULATIONS.

1. These By-laws shall come into operation on the day after the allowance thereof.

2. In these By-laws the expression "Dock" includes the docks, dry docks, basin, entrance channel, timber float, and all other places for the time being within the limits of the dock-master's authority, as defined by the Barry Railway Act, 1893, and any Act amending the same.

The expression "tip" includes a crane and any machine or machinery or part of a machine which may be used for the purpose of loading or discharging cargo or ballast or any other thing into or from any vessel, truck or vehicle.

The expression "the company" means the Great Western Railway Company.

The expression "dock-master" includes the manager, harbour-master, and pier-master, and the deputies and assistants of dock-masters and pier-masters respectively.

The expression "vessel" includes ship, boat, lighter, raft, and craft of every kind, whether navigated by steam, sail or otherwise.

The expression "master of a vessel" includes in case of the absence of the master the person for the time being in charge of the vessel.

Other words and expressions to which meanings are assigned by the Harbours, Docks, and Piers Clauses Act, 1847, have in these By-laws (unless the context otherwise requires) the same respective meanings.

3. The master of every vessel and the owner thereof shall severally be responsible for the due performance and observance as regards such vessels of such of the following By-laws as shall apply to such vessel.

Responsibility for observance of By-laws.

4. Every person, including those mentioned in the last preceding clause, who shall make default or breach in the performance or observance of, or offend against, or contravene any of the following By-laws, shall for every such default, breach, or offence, forfeit and pay to the Company a sum not exceeding £5; but where by statute any other penalty is imposed for such or the like default, breach, or offence, such other penalty shall be substituted for the said £5, and it is expressly declared that the imposition and payment of any penalty shall not affect the liability of any person

Penalty for Breach of By-laws.



or vessel to answer in damages for any injury to any property or person arising from such default, breach, or offence, as aforesaid, or to the enforcement of any other remedy in respect of any act or omission which is a contravention of the said By-laws.

5. All vessels entering or within the dock are under the control of the dock-master, whose directions and orders as to all matters within his jurisdiction are to be implicitly obeyed.

As to vessels  
entering or  
leaving the dock.

6. The masters of vessels shall enter in a stemming book kept by the dock-master, prior to docking (or in case of a free stem, immediately after docking) the names and register tonnage of their vessels, the port or place at which the cargo was loaded, the nature of cargo, the quantities, measurements, weights, and description thereof, the name of the consignee, the draught of water, and the name of the broker (if any).

7. The masters of vessels about to proceed to sea shall enter in a stemming book, kept by the dock-master, the names, register tonnage, nature, weight, measurement, and description of cargo, draught of water, and destination of their vessels, and the masters of such vessels shall give notice at the dock-master's office of their intended departure from the Dock, together with the above particulars.

8. Vessels will be admitted into or passed out of the dock (as the case may be) in the order in which their names appear in the stemming book, subject to the proviso—that the dock-master may, in his discretion, give and secure preference to steamers over sailing vessels, and to vessels with cargoes over vessels of the same character in ballast.

9. If the master of any vessel in the dock, which is ready to proceed to sea, refuses to proceed to sea, when in the judgment of the dock-master, such vessel might safely do so, the dock-master may cause such vessel to lose her turn, and to be removed to such position in the dock as he may direct.

Regulations as to  
vessels within the  
dock.

10. Vessels must not remain or be left in the basin, lock or channel, without the permission of the dock-master.

Vessels to be  
moored where  
directed by  
dock-master or  
staith-master.

11. Vessels entering the dock shall not be berthed without the permission of the dock-master.

12. Every vessel, upon entering the dock shall be taken to such mooring place as the dock-master shall direct, and shall not be removed therefrom for any purpose whatever, without the leave of the dock-master having been first obtained.

13. The master of every vessel lying at a tip shall pay proper attention to the springs, and so moor the vessel as to keep her a proper distance from the pitching or walling on the side of the dock, and so as to prevent the vessel damaging the tip or any part thereof, and shall whenever the tip, shute, or coal, or other box is lowered or raised, cause some responsible person to be in attendance to see that no damage is done during such operation.



14. Vessels shall not be navigated by steam within the dock, save with the permission and in conformity with the directions of the dock-master, and then only at the sole risk of such vessel.

15. Vessels shall not be moved across the dock whilst the dock gates are open (without the permission and in conformity with the directions of the dock-master), and shall not be navigated or worked under sail in the dock.

16. The master of any vessel lying in either dock, wishing to move from one dock to the other, must first obtain the consent of the dock-master before proceeding to move.

17. The master of any vessel lying in the dock shall either himself remain constantly on board, or before leaving such vessel shall appoint a proper and competent person to take charge and remain constantly on board in his absence, and such master or person shall cause ropes, chains, or other fastenings to be slackened, tightened, or thrown off, as and when the dock-master shall direct.

18. The sails of every vessel within the dock shall be kept furled or stowed, and shall not be loosened without permission of the dock-master.

19. Every sea-going vessel shall be kept at all times so loaded or ballasted, or in such a condition as to be capable of being safely moved. Vessels to be kept in a movable condition.

20. Every sea-going steam vessel shall always have on board a hose and pipe of sufficient length and section, in good working order, and capable of being immediately attached to the force pump, for the purpose of extinguishing fire. Steamers to have hose and pipe.

21. No person shall make fast any rope, chain, or tackle to any building, shed, lamp-post, post, pile, coal-staith, crane, rail, chain, or to any work or place within the dock other than those assigned for the purpose.

22. No person shall, without the direction or order of the dock-master, cast-off, cut, break, loosen, or destroy the mooring or fastening of any vessel other than his own.

23. No vessel in the dock shall be careened, heaved down, smoked, greaved, or breamed, without the permission of the dock-master first had and obtained.

24. If any vessel in the dock shall need repairing, or if its masts, decks, or sides shall need scraping, application for permission to do such repairing or scraping in the dock shall be made at the dock-master's office; and the dock-master may grant permission on the master of the vessel engaging, in writing, to conform to the following conditions: — Repairs to Vessels.

1st.—Before commencing, and during the operation of scraping, tarpaulins or canvas, sufficient to receive the scrapings, shall be tacked to the vessel, and a boat placed alongside to prevent the scrapings falling into the dock.



2nd.—Before any repairing is commenced, such precautions to prevent dirt or other matter from falling into the dock shall be taken as shall be directed by the dock-master.

3rd.—The master of the vessel shall keep a competent person on board, who shall see that the foregoing regulations are properly carried out.

But repairing or scraping shall not be done to any vessel in the dock without the previous permission of the dock-master.

25. The hatchways and ventilators of every vessel laden or being laden with coal must be left open during the whole time of such vessel's stay in the dock, and must not be closed until after such vessel has passed beyond the limits of the dock-master's authority.

26. All dust, ashes, cinders, sweepings, and other refuse from any vessel in the dock shall be deposited in such receptacle or place as may from time to time be directed or sanctioned by the dock-master.

27. No vessel in the dock shall be washed or cleaned until the same shall have been carefully swept, and the sweepings shall have been deposited as provided in the By-law.

28. No vessel's deck shall be washed, swept, or cleaned while the vessel is in the dock, or in either of the entrances to the basin.

29. No bell shall be rung on board any vessel in the dock without the authority of the dock-master, except on board steam vessels to notify the time of their departure, or in case of an alarm of fire.

30. All dogs on board any vessel in the dock shall be chained or tied up.

31. No dog shall be brought or allowed to come on the dock unless muzzled, and persons in charge of any dog shall not allow such dog to enter the water.

32. The dock-master and every watchman or other servant of the Company shall at all times have free access on board all vessels in the dock. No person shall obstruct or interfere with the dock-master or his assistants, watchmen, or any other servant of the Company in the execution of his or their duty, or use abusive language to him or them, or any of them, whilst in the execution of his or their duty.

Vessels loading  
and discharging.

33. In loading or discharging vessels in the dock with pit-wood, slates, bricks, sand, loam, clay, coals, iron ore, manure, or any other heavy or bulky article, effectual means to prevent the same, or any part thereof from falling into any water within the dock shall at all times during such loading or discharging, as the case may be, be provided and used.

34. The discharge of timber from any vessel into any water within the dock shall not be begun or continued without the written



permission of the dock-master, nor otherwise than according to the directions of the dock-master.

35. During the discharge of timber from any vessel, the baulks must be kept together close to such vessel, and so soon as eight baulks are so discharged, the same must be rafted together; and no vessel may have more than seven rafts alongside at one time, except with the permission of the dock-master. When the discharge has been suspended or completed, no loose baulks shall be suffered to remain or to float about loose within the dock.

36. No person shall discharge heavy timber liable to sink in the dock without first providing a float on which such timber shall be placed.

37. No person shall cause or permit any timber to remain in the Junction Lock or Communication Canal, but all timber brought into the said Lock or Canal shall be passed through with the utmost practicable speed.

38. All timber discharged within the dock must be removed from the dock within one day after its discharge, or within such further time (if any) as may be allowed by the dock-master.

39. Pitch, tar, resin, turpentine, oil, shavings, or other combustible article, matter or thing, shall not be boiled, heated, or set on fire on board of any vessel, or within the dock, except subject to the regulations following; but fires and lights for warmth or for cooking or lighting purposes may, during such times as the dock-master shall permit, be made or kept on board any vessel while some responsible person shall be on board in charge of such vessel.

40. Fires may only be used on the quay of the dock for heating water or tar, for melting lead or for other necessary purpose connected with any vessel in dock with the consent of the dock-master and subject to the following regulations: (1) Every such fire shall be properly secured and placed to the satisfaction of the dock-master. (2) It shall be at least fifteen yards from the edge of such quay, and from any combustible goods on the quay, or timber erection, and shall not be in or under any shed. (3) It shall be constantly watched by some person especially appointed for that purpose by the master of the vessel for which such fires are used.

Use of fires and lights.

41. No person shall have or use any lighted candle or lamp within the dock, unless the same is closed in a lantern properly secured so as to prevent risk of fire.

42. Notwithstanding anything hereinbefore contained the engineer for the time being of the Company, and persons acting under his direction, may use such fires and lights in and about any works in progress on any part of the property of the Company, as such engineer may think proper.

43. The dock-master or any of his assistants, or any police officer, may at any time extinguish or remove any fire or light which is being used in contravention of any of these By-laws.



44. No person shall smoke at any time at any place within the dock where smoking is for the time being prohibited by the dock-master.

Payment of Dock  
Dues.

45. The tonnage rates and all other rates or charges on every vessel and its cargo, must be paid to the Collector of Rates at the Dock Office, who, on payment thereof, will grant a dock pass or permit for the vessel to leave the dock. No vessel will be allowed to pass out of the dock without delivering up such dock pass.

46. No person shall ship or discharge, or cause or permit to be shipped or discharged, any articles or goods into or from any vessel, except on production of a shipping or landing order from the dock office.

Dealers in Marine  
and other Stores.

47. No person shall carry on within the dock the business of a dealer in marine stores or second-hand goods without a license from the Company, and no person shall go on board any vessel within the dock for the purpose of purchasing marine stores, sweepings, dunnage, mats or bags, without the written permission of the master of such vessel first had or obtained. The fee payable to the Company for such license shall be £1, payable on the first day of January in each year.

48. No person shall, between the hours of 6 p.m. and 7 a.m., take away from the dock, or from any vessel lying therein, any marine stores, dunnage, mats, bags, or second-hand goods, or purchase or deal in marine stores or second-hand goods in or about the dock.

49. Upon all occasions when marine stores, dunnage, mats, bags, sweepings, or second-hand goods, or small quantities of coal, iron, timber, grain, or other merchandise in or about the docks, are purchased or otherwise dealt in or required, the purchaser or possessor thereof shall, before removing such goods, make a report of the purchase, dealing, or acquisition thereof, to the dock-master or other official appointed by him to receive such report, stating the quantity and description thereof.

50. No person shall remove from the dock any coal, wood, iron, rope, dunnage, mats, bags, sweepings, or other things, without having a pass from the master of the vessel, or from the owner of the yard or warehouse, or other premises from which the same are being removed, or from the dock-master, and he shall produce such pass at any time on the demand of the dock-master, constable, or any of the officials of the Company.

51. No person shall sell, peddle, or hawk any goods, matters or things within the dock without a license from the Company; and no person shall go on board any vessel within the dock for the purpose of selling, peddling, or hawking without the written permission of the master of such vessel first had or obtained. The fee payable to the Company for such license shall be 5s., payable on the 1st day of January in each year.

Boatmen.

52. All boatmen plying for hire in the entrance channel, or within the dock gates, must be licensed, and registered at the dock-master's office.



53. The application for license and registry must be made in writing to the Company, and each applicant must be the owner of a suitable boat. Every application shall contain particulars of the length, breadth, and midship depth of such boat, its name (if any) and state of repair, and the number of passengers the boat is capable of safely carrying. If a boat, after inspection, is found suitable, a boatman may be licensed and registered; his license will contain a description of the boat, whereon will be specified the maximum number of passengers to be carried at one time. A number will also be assigned to such boat, to be forthwith distinctly painted on each bow thereof in white figures on a black ground, or black figures on a white ground, such figures to be not less than four inches in height, and the name and address of the owner must be painted inside the stern, in letters and figures of not less than two inches in height.

54. Every registered boat, whilst plying for hire, shall have on board an efficient crew and a full complement of oars, masts, sails, and gear, and shall be maintained in good order.

55. No boatman shall use offensive or insulting language whilst plying for hire, or whilst hired or conveying any passenger.

56. Any boatman convicted of contravening the foregoing By-laws on more than one occasion, shall forfeit his license.

57. Every boatman shall, whilst lying with his boat at any of the piers, breakwaters, slipways, stairs, walls, or basins, obey the directions of the dock-master.

58. All goods or property left in any boat shall be delivered by the person finding the same to the dock-master as soon as practicable after the same shall have been found.

59. No person shall, without the permission of the dock-master, cause or permit any spars to be made, or any stone or timber to be dressed, or any boat or other craft to be hauled up or placed for repair, or for any other purpose, on any quay or other place not appointed for the purpose. General.

60. No person shall otherwise, in the course of ordinary traffic and user of the quays, place thereon any goods or articles without the permission of the dock-master.

61. No goods or materials shall, without the permission of the dock-master first had and obtained, be deposited on any wharf or quay within the dock within twenty feet from the edge of the dock coping, and no iron or iron ore shall be stacked or piled to a greater height than seven feet.

62. No person shall, without the permission of the dock-master, place any boom, spar, or other floating article of like description in the water of the dock, or permit any such thing to remain in the water of the dock after such permission has been withdrawn.

63. No person shall leave any anchor in or near the entrance channel for a longer period than twelve hours.



64. No person shall draw, or cause to be drawn, any anchor, cable, chain, timber, stone, iron, or other thing on or over any bridge, quay, road, or towing path, within the dock, otherwise than on a wheeled carriage.

65. No person shall, without the permission of the dock-master, leave any cart, waggon, carriage, trolly, or barrow, either with a horse or other animal attached thereto or not, on any quay, bridge, or road, or elsewhere within the dock.

66. No person shall go or attempt to go or remain on any of the dock bridges or lock gates whilst being swung, nor until the chains are taken off. No person shall drive any carriage, waggon, or cart, or vehicle of any kind along any of the bridges except at a walking pace.

67. No person shall go into or upon, or loiter about at the dock, without having any reason of business or other sufficient reason in that behalf, or shall trespass on any of the lands or premises of the Company, whether causing obstruction to business or not.

68. No person shall deface or destroy any board or paper within or near the dock whereon any By-laws, notices, rules, orders, or table of tolls, or rates shall be painted on or affixed.

Offensive  
language not to  
be used.

69. No person shall use any offensive language, or any language likely to cause a breach of the peace, at any public landing stage or landing place, dock, pier, quay, wharf, or ferry belonging to the Company, or wilfully obstruct any person employed by the Company while in the discharge of his duty.

Injuring  
property, &c.

70. No person shall write, draw, paint, or mark with chalk or other substance, or post bills or placards, or commit any nuisance in or on, or carve, cut, break, injure, disfigure, damage, or destroy any property or works of the Company, or commit any act of indecency in the dock.

71. No person shall bathe in any part of the dock.

72. No officer or servant of the Company shall demand, seek, or receive any fee or gratuity from any person.

73. No owner or master of any vessel shall employ any person other than the crew of such vessel in working such vessel while entering or leaving or being within the dock, unless the person so employed be duly licensed for such purpose by the Company.

74. No person, without being duly licensed by the Company, shall act as boatman, rigger, or hobbler, in assisting or working any vessel while entering or leaving or being within the dock.

75. Every licensed boatman, rigger, and hobbler, when employed or seeking employment as such, shall carry his license with him, and shall produce the same for inspection when so required by either the master or the mate of vessel requiring his services, the dock-master, his assistants, or any constable.



76. No person when intoxicated shall be or remain in or upon the dock.

77. No person shall, without the authority of the dock-master, sell, give, or supply, or cause to be sold, given, or supplied to any seamen or to any other person frequenting the dock, any beef, wine, spirits, or other intoxicating liquors.

78. No person shall, without the authority of the dock-master, bring or cause to be brought within the dock any beer, wine, spirits, or other intoxicating liquors, for the purpose of being sold, given, or supplied to any seamen or to any other person frequenting the dock.

79. No vessel is to approach the dock for the purpose of entering the same unless the signals indicating that she is at liberty to do so are hoisted. The following are the signals referred to: —

Dock-master's  
regulations and  
directions as to  
Vessels  
approaching the  
Dock.

## LIGHTS AND SIGNALS FOR VESSELS APPROACHING THE DOCK.

There will be exhibited, from sunset to sunrise, on the end of the West Breakwater, a bright light, 40 feet above high water of ordinary spring tides, occulting every five seconds, showing a bright light for  $3\frac{1}{2}$  seconds, and being obscured for  $1\frac{1}{2}$  seconds; and on the end of the East Breakwater, a small fixed bright light, half the height of the light upon the West Breakwater.

No vessel is to approach the entrance between the breakwaters for the purpose of entering the same, or for the purpose of entering the dock, without permission from the dock-master, unless the signals indicating that she is at liberty to do so are exhibited.

The following are the signals referred to: —

### DAY SIGNALS.

At the dock entrance, where there is a free stem, a black ball will be exhibited at the end of the Western Jetty, and a red flag on the end of the Eastern Jetty.

When there is a stemming list, and vessels on the list (only) are allowed to enter, a red flag will be exhibited at the end of the Western Jetty, and another at the end of the Eastern Jetty.

When a blue flag is exhibited on the end of the Western Jetty no more vessels will be allowed to approach the entrance, whether there be a stemming list or not.

When a blue hand flag is exhibited on either jetty, or at the entrance of the dock, or at the passage, it is to be taken as a signal of caution for vessels to keep back.

The aforesaid day signals will be exhibited on masts at a height of 42 feet above high water of ordinary spring tides.



At 3½ hours flood, if it is the intention of the dock-master to let vessels into dock before letting out, a red flag will be shown on the main topmast head near the dock-master's office. If it is the intention of the dock-master to let vessels out of dock before letting in, the above signal will not be exhibited.

#### NIGHT SIGNALS.

When there is a free stem, and vessels are allowed to enter, a red light will be exhibited on the end of the Western Jetty, and a green light on the end of the Eastern Jetty.

When there is a stemming list, and vessels on the list (only) are allowed to enter, a green light will be exhibited on the end of the Western Jetty, and another green light on the end of the Eastern Jetty.

The aforesaid night signals will be exhibited at a height of 38 feet above high water of ordinary spring tides.

At 3½ hours flood, if it is the intention of the dock-master to let vessels into dock before letting out, a red light will be shown on the main topmast head near the dock-master's office. If it is the intention of the dock-master to let vessels out of dock before letting in, the above signal will not be exhibited.

When a red hand-light is exhibited on either jetty, or at the entrance of the dock or lock, or at either of the passages, any vessel approaching the entrance of the basin, lock, or passage whilst such signal is exhibited, is to keep back and exercise the utmost caution.

#### FOG SIGNAL.

80. During fog or thick weather when the entrance to the basin is clear a gong will be sounded on the west jetty of the basin once at irregular intervals.

81. Any vessel intending to enter the dock shall, until the blue flag is hoisted at the pier head, upon passing Coldnap Point on the west, or upon passing Sully Island on the east, show the following signals:—

##### BY DAY.

Two flags on the main or mizen mast, independent of the national flag.

##### BY NIGHT.

Two bright lights upon the main or mizen mast, one under the other, where they can best be seen from the pier head.

The buoys on either side of the channel are not intended to mark the same, but are for the purpose of assisting vessels in docking and undocking.

82. Pilot boats, tug boats, and other craft must not be allowed to lie or remain in the course of the traffic to the dock, and no vessel of any description shall moor or make fast to the buoys on either side of the entrance channel, or nearer to the entrance channel than 50 feet to the westward of the western buoys, or 50 feet to the eastward of the eastern buoys.



83. Vessels bound into the dock shall, after entering between the breakwaters, take up a position in the channel at least a cable's length astern of the preceding vessel, which distance must be maintained.

84. Vessels bound from the dock to sea must keep to the westward of the channel, and maintain at least a cable's length distance from the vessel ahead, and pass out to sea through the entrance channel, so that the rule of port helm may be always applied to clear vessels both outwards and inwards.

85. Vessels in tow in the entrance channel must on no account have too long a tow-line; the extreme length should not exceed 20 fathoms, and the same should be made fast on each bow or to a bridle.

86. Every vessel shall have, when navigating the waters above named, and also in dock, her yards braced sharp up to the wind, her jibboom rigged in, anchor stock awash, with chain clear and ready to be let go in the event of any emergency requiring their use for the safety of such vessel or any other vessel.

87. Every vessel shall be navigated in a careful manner, and not allowed to drift in any part of the said waters.

88. Pilots and masters in charge of vessels are strictly prohibited, except in case of emergency, from anchoring in the entrance channel.

89. All vessels on entering the docks must have their boom irons taken off, their yards braced sharp up on the port braces, and kept in that position during their stay in dock, jib and flying jibbooms rigged into the cap, with anchor stock awash and clear for letting go; and all such vessels must have all awnings, stanchions and spars taken down, and whilst lying in tiers in the dock their yards braced upon their starboard braces.

90. When vessels are lying in their tiers, their anchors must be let go and kept down when required by the dock-master, and always during stormy weather, and they must have mooring ropes to the shore on the windward side, especially when the storm-cone is hoisted.

#### LIGHTS AND SIGNALS FOR VESSELS APPROACHING THE BASIN FROM THE DOCK.

91. During tide time there will be exhibited on a mast 27 feet above the level of the quay, fixed on the west side of the passage, the following signals, which will be shown up the dock only:—

##### BY NIGHT.

During the time the deputy is on duty, and until the tide is over, a red light.

When the passage is clear for vessels coming down the dock to enter the basin, a green light, and no vessel is to approach the passage except when the green light is shown.



## BY DAY.

When the passage is clear for vessels to enter the basin from the dock, a red flag will be shown on the same mast 10 feet above the quay level, or on the capstan.

When vessels are not to approach the passage, a blue flag will be shown in place of the red flag.

Persons in charge of a vessel coming down the dock, and having the signals against them, shall make such vessel fast out of the fairway of vessels proceeding up the dock.

### SIGNALS FOR VESSELS ENTERING THE LADY WINDSOR LOCK.

92. No vessel is to approach the entrance between the breakwaters for the purpose of entering the Lady Windsor Lock unless the signals which indicate that she is at liberty to do so are exhibited.

## BY DAY.

When one vessel only is to enter the lock, a red flag will be shown on a mast, on the end of the west jetty. When two vessels are to enter, a black ball over a red flag on the same mast.

When there is a level through, a red flag will be shown on the end of the west jetty, and a black ball on the end of the east jetty.

When a blue hand-flag is exhibited on either jetty, it is to be taken as a signal for vessels approaching the entrance, that the same is not clear.

## BY NIGHT.

When one vessel is to enter, a green light will be shown on a mast, on the end of the west jetty, at the height of about 45 feet.

When two vessels are to enter, two vertical green lights on the same mast, about 6 feet apart.

When there is a level through, a green light will be shown on the end of the west jetty, and a green light on the end of the east jetty, at a height of about 45 feet.

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The above signals do not alter the meaning of the signals for entering the basin, and the preparatory flag or light referred to in the By-laws will be used when necessary both for the basin and Lady Windsor Lock.

When there is no level through, all vessels must be brought up at the jetty before entering the lock and bow ropes landed.



As soon as the last vessel to enter the lock has arrived between the breakwaters the signals will be hauled down, after which no vessel intended for the lock shall come inside the breakwaters till the signals are again hoisted.

During fog or thick weather a gong will be sounded on the west jetty, when the entrance to the Lady Windsor Lock is clear, twice in quick succession at intervals of 30 seconds.

THE FOLLOWING ARE THE SIGNALS FOR VESSELS  
TO ENTER THE LADY WINDSOR LOCK  
FROM THE DOCK.

BY DAY.

When the lock is clear for a vessel to enter, a red flag will be hoisted on a mast, on the west side of the lock.

When the lock is not clear, a blue flag will be hoisted on the same mast.

BY NIGHT.

When the lock is clear for a vessel to enter, a green light will be shown at a height of about 32 feet, on a mast on the west side of the lock.

When the lock is not clear, a red light will be shown at the same place.

A small blue hand-flag by day, or a small red hand-light by night, is to be taken as a signal for vessels approaching the lock that the same is not clear, and such vessel is to exercise the utmost caution.

The Rules and By-laws in force regulating vessels coming down the dock will also apply at the Lady Windsor Lock.

No vessel shall enter the basin, or Lady Windsor Lock, unless the signals for that particular entrance are shown.

THE FOLLOWING WILL BE THE SIGNALS FOR  
VESSELS ENTERING OR LEAVING No. 2 DOCK.

93. When the passage from No. 1 Dock to No. 2 Dock is clear, the following signals will be shown from the west end of the passage:—

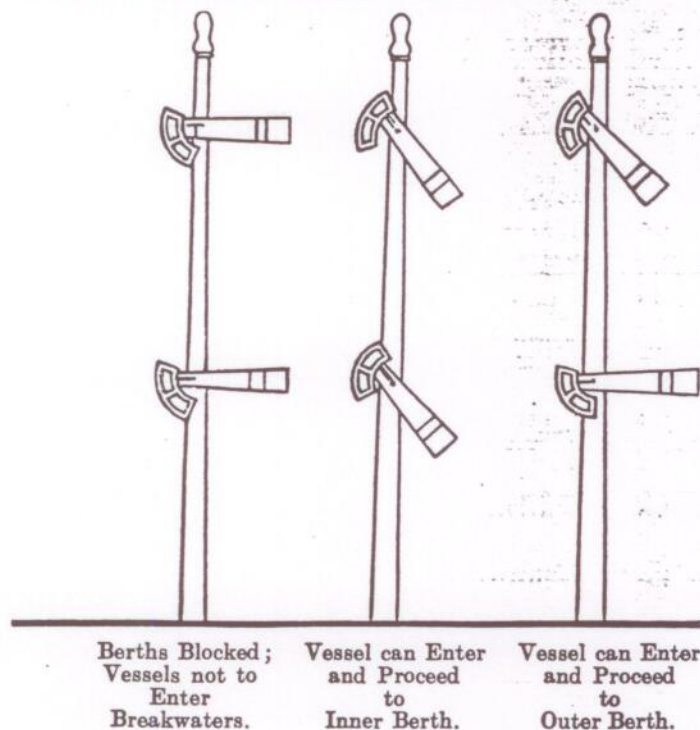
By Day	.....	.....	.....	A Red Flag.
By Night	.....	.....	.....	A Green Light.

When the passage is clear for vessels to pass from No. 2 Dock to No. 1 Dock, the same signals will be shown from the east end of the passage.

No vessel is to approach the passage from either side unless the signals for so doing are exhibited.



## SIGNALS AND SPECIAL BY-LAWS FOR VESSELS USING THE PASSENGER PONTOONS.



94. An ordinary signal post, with two arms as shown in the diagram, is erected on the pier opposite the outer pontoon. The upper arm will be raised 20 feet above the top of the jetty, and the lower arm 10 feet above the top of the jetty.

95. When the berths are blocked against the approach of a vessel the upper signal arm will remain in a horizontal position, and the lowering of the arm will signify that the vessel may approach inside the breakwaters.

96. Red and green discs are affixed to the arms of the signal posts, and from sunset to sunrise, the signal that the berths are blocked will be a red light, and the signal that they are available will be a green light.

97. If the lower arm is horizontal it will indicate that the vessel coming in must proceed to the outer berth, and if lowered, to the inner berth. At night, when in the horizontal position it will show a red light, and in the lowered position a green light.

THE FOLLOWING BY-LAWS SHALL, SO FAR AS  
APPLICABLE APPLY TO VESSELS AND PERSONS  
USING ANY PONTOON, JETTY, OR LANDING STAGE  
WHICH, FOR THE TIME BEING, IS USED FOR  
EMBARKING OR DISEMBARKING PASSENGERS.

98. No vessel shall come alongside, or endeavour to attempt to come alongside, any berth until the signal is given that the berth is available.

99. When the berths are blocked no vessel intending to come to the pontoon shall approach inside the breakwaters.



100. A vessel shall leave her berth, either alongside the pontoon or alongside another vessel, or move from one berth to another, as soon as ordered to do so by the dock-master.

101. The dock-master shall decide the order in which vessels shall be berthed, and no vessel shall come alongside, or endeavour to attempt to come alongside, a berth at the pontoon, or elsewhere, or alongside another vessel, until authorised to do so by the dock-master.

102. The pontoons are provided for the purpose of embarking and landing passengers, when the tide permits, and vessels lying at or about the pontoons do so at their owner's risk, in all respects.

103. No vessel shall leave the pontoon until permission is given by the dock-master.

104. All steamers must be under steam and control so long as there is water to float them at the pontoon, and be ready to shift in or out of berth according to the direction of the dock-master.

105. No person other than the managing owner of vessels using the pontoon, or one representative of such owner, and porters licensed by the Company, and passengers, are allowed inside the gates erected at the approaches to the pontoon, and passengers intending to embark must not come inside the gates until authorised to do so by the dock-master.

106. No passenger steamer, after coming within the limits of the dock-master's authority, shall, under any pretence, approach a preceding passenger steamer within a distance of one cable's length, which distance must be maintained till the first steamer is alongside the pontoon, or outside the dock-master's limits.

107. Passenger steamers going from the pontoon shall keep to the westward of the channel, and the rule of the road must be strictly adhered to by steamers coming in and going out.

108. Masters of vessels desiring to have their ballast discharged, must so soon as their vessels have entered the basin, give a correct account at the dock office of the nature and quantity of such ballast, and there upon the names of the vessels will be entered in the order of application. As to discharging ballast.

109. No vessels other than those whose names have been so entered will be berthed for the discharge of ballast.

110. The berthing-men will berth vessels for the discharge of ballast in the order in which their names are entered at the dock office. Vessels must be properly prepared by the crew for the discharge of their ballast in accordance with the directions of the berthing-master.



111. Any vessel not so prepared may be removed from her berth by the dock-master, and will forfeit her turn. So soon as the vessel has been properly prepared for the discharge of ballast, a gang of men with a foreman will be sent on board, and the foreman will deliver to the master a paper containing a statement of the regulations for the discharge of ballast; should these regulations not be complied with the ballast will not be discharged, or the discharge, if already commenced, will be stopped, and in the event of the master of any vessel ordering the discharge of ballast to be stopped or suspended, the vessel will lose her turn.

112. Ballast discharge notes are supplied to the masters of vessels, who must render a true and correct account of the quantity of ballast required to be discharged; and particulars of the quantity discharged are to be filled in and signed by the masters. In default of this being done the ballast foreman will fill up the notes, and the charge for ballast will be made accordingly.

113. All damage done or arising to vessels in or at the dock, or otherwise in consequence of masters of vessels requiring too much of their ballast to be discharged before they receive a sufficient quantity of stiffening cargo, must be borne by the master or owners of the vessels causing the damage.

114. When any vessel not having sufficient stiffening ballast on board, is required to be moved in the dock, the expense of putting on board a sufficient quantity of stiffening ballast shall be borne by the master or owners of such vessel.

115. Liability for damage will rest with the master of vessel not complying with the above regulations.

116. Licensed boatmen, when employed by masters or owners of vessels, shall, in addition to running lines, &c., assist in mooring and unmooring such vessels.

117. Watchmen, either by day or night, are not required to possess a license; they may be engaged by the master or owner of a vessel, at his discretion and sole risk, the Company not holding themselves liable for the loss of any property taken from a vessel, or damage to any vessel, however caused while in dock.

118. A licensed rigger or hobbler, when employed on board a vessel under these By-laws, shall (when required by the master or other such person in charge of such vessel) perform any other work commonly included in that of a seaman.

119. Masters or owners of vessels are at liberty to make special arrangements with licensed riggers and hobbler to attend the ship at any time, day or night, for a specified sum, during her stay in port, including rigging out jibbooms, getting on board stores, &c., or to engage them by the hobble, which includes unmooring, shifting and mooring.



120. No rigger shall leave the vessel without a competent substitute being on board, before she is placed on the blocks to the satisfaction of the foreman in charge, and every rigger shall be in attendance, when starting to run the water into the dock.

121. Should a licensed boatman, rigger, or hobbler not be ready for work at the time notified, another licensed man may be engaged at the same rate of wages, and the man neglecting to attend is (at the discretion of the master) to be discharged; and should his neglect entail a delay or loss, a report should be made to the dock-master for his adjudication.

122. Boatmen, riggers, and hobbler are to obey the orders of the dock-master and his assistants. Should the former deem it necessary to either cancel or suspend any license, it must be delivered up forthwith, and the dock-master (in cases of suspension) shall endorse such license, returning it to the boatman, rigger or hobbler, at the expiration of period of suspension.

123. The fee for a boatman's, rigger's and hobbler's license, which expires at midnight on the 31st December, is payable to the Company on and after the first day of January of the current year, at a cost to each person of five shillings, and of five shillings for each boat. Should a boatman, rigger, or hobbler lose his license, he may be granted a duplicate at a cost of two shillings and sixpence.

124. No person shall ply for hire as a porter, on or within <sup>Porters.</sup> the dock, without a license from the Company; and every porter so licensed must, when plying for hire, wear the badge provided by the Company, so that his number may easily be seen.

125. No porter, plying for hire, or other person shall go in a riotous, noisy, or disorderly manner on board any vessel arriving at the landing stage, nor take hold of any passengers' luggage or any article, until hired to carry the same.

126. The grant of licenses is in the absolute discretion of the Company, and they reserve the power of revoking any license without cause assigned, on returning the sum paid for the same. <sup>Application for and grant of Licenses.</sup>

127. An application for any license shall be in such form as the Company from time to time require; and shall be signed by the applicant; and there shall be specified in every such application and also in every such license the Christian name and surname and place of abode of the applicant.

128. For every license and for every renewal thereof there shall be paid to the Company such sum, not exceeding the sum authorised in respect of each description of license by Act of Parliament, as the Company shall fix.

129. Every license shall be signed by some duly authorised officer of the Company, and shall be in force till the 31st day of December next ensuing the day of the date of such license, but may be renewed if the Company think proper.



130. Whenever a licensee changes his place of abode, he shall within twenty-four hours next after such change give notice thereof in writing signed by him, at the Dock Office, specifying in such notice his new place of abode; and shall, within three days after such change, produce his license at the Dock Office, for the purpose of having endorsed thereon a memorandum specifying the particulars of the change.

GIVEN under the Common Seal of  
the Great Western Railway Company  
this first day of March, 1923.



A. E. BOLTER,  
Secretary.

The Minister of Transport hereby approves the foregoing  
By-laws.

Signed on behalf of the Minister of Transport this 25th day  
of June, 1923.

E. W. ROWNTREE,  
Assistant Secretary.

I confirm these By-laws.

RIGBY SWIFT,  
A Judge of the High Court of Justice.

24th July, 1923.



**GREAT WESTERN RAILWAY.**

**BARRY DOCKS.**

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**BY-LAWS  
AND REGULATIONS**

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A. G. HUBBARD,  
*Paddington Station,  
London, W.2.*