

ASSOCIATED BRITISH PORTS

BARRY DOCKS

Supplementary Byelaws

These supplementary byelaws for regulating the docks belonging to Associated British Ports (hereinafter referred to as "ABP") at Barry are made by ABP in exercise of its powers under section 83 of The Harbours, Docks, and Piers Clauses Act, 1847 as incorporated by section 4 of the British Transport Docks Act 1964 and applied to Barry Docks by section 51 of that Act, sections 52, 53 and 54(2) and (10) of the said Act of 1964 and all other powers enabling it in that behalf.

Commencement and Repeal

1. These supplementary byelaws shall come into operation after the expiration of 28 days after the date of their confirmation by the Secretary of State, as from which date byelaws 3 to 6 inclusive of the Supplementary Byelaws made by the British Transport Docks Board on 15th May 1972 and confirmed by the Secretary of State on 28th July 1972 shall cease to have effect.

Interpretation

2. (a) In these byelaws (including the Appendix hereto and any alternative signal or signals prescribed as hereinafter indicated) the following words or expressions shall have the several meanings hereby assigned to them viz:-

"the Breakwaters" means the Western and Eastern Breakwaters;

"the Docks" shall include the docks, dry docks, basin, entrance channel, Junction Cut, timber float and all other places within the limits of the Dock Master's authority, as defined by section 102 of the Barry Dock and Railways Act 1884 and section 47 of the Barry Railway Act 1893;

"either jetty" means the West Jetty, Western Jetty (Basin Entrance) or Eastern Jetty (Basin Entrance);

"the Junction Cut" means the passage between No. 1 Dock and No. 2 Dock;

"the Lady Windsor Lock", "No. 3 Dock Basin", "the Passenger Pontoon", the "West Jetty", "the Western Jetty (Basin Entrance)", "the Eastern Jetty (Basin Entrance)", "No. 1 Dock" and "No 2 Dock" mean respectively the lock, basin, pontoon, jetties and docks, so named at Barry Docks;

"restricted visibility" means any condition in which visibility is restricted by fog, mist, falling snow, heavy rainstorms, sandstorms or any other similar causes;

"signal" and "signals" mean the signal or signals as set out in the Appendix to these byelaws or such alternative signal or signals as may subsequently be prescribed from time to time by ABP or its authorised Officer

"the Western Breakwater" and "the Eastern Breakwater" mean respectively the western and eastern breakwaters at the entrance to Barry Docks.

(b) Subject to the provisions hereof these supplementary byelaws and the Principal Byelaws shall be read together and have effect accordingly.

Signals for vessels

3. (a) No vessel, unless with the express permission of the Dock Master, given by means of V.H.F. Radio, shall approach or pass through the entrance between the Breakwaters for the purpose of proceeding to the Lady Windsor Lock or to No. 3 Dock Basin, unless the signal indicating that she is at liberty to do so is exhibited or given.

(b) No vessel, unless with the permission of the Dock Master, shall approach or pass through the entrance between the Breakwaters except for the purpose of proceeding to the Lady Windsor Lock or to No. 3 Dock Basin.

Signals within the Docks

4. No vessel shall enter Lady Windsor Lock from No. 1 Dock, No. 3 Dock Basin from No. 1 Dock or the Junction Cut from No. 1 or No. 2 Dock, unless with the express permission of the Dock Master given by V.H.F. Radio, unless the signal that she is at liberty to do so is exhibited, and no vessel shall so enter if the signal prohibiting such entry is exhibited.

Penalty for Contravention

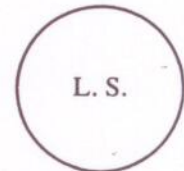
5. (a) Any person contravening any of these byelaws shall be guilty of an offence and liable, on summary conviction, to a penalty not exceeding £400.00

(b) In any proceedings for an offence under these byelaws, it shall be a defence for the person charged to prove -

- (i) that he took all reasonable precautions and exercised all due diligence to avoid the commission of such offence; or
- (ii) that he had a reasonable excuse for his act or failure to act.

THE COMMON SEAL of ASSOCIATED BRITISH PORTS was hereunto affixed in the presence of:-

S. W. COLE
ASSISTANT SECRETARY



on the fourteenth day of December 1987

The SECRETARY OF STATE hereby confirms the foregoing byelaws.

6495

Signed by authority of the SECRETARY OF STATE FOR TRANSPORT on the eleventh day of February 1988.

J. R. FELS

APPENDIXSignals applicable at the date of coming into force of the Byelaws(Byelaw 3: Signals for vessels)**SIGNALS FOR VESSELS ENTERING THE LADY WINDSOR LOCK FROM THE SEA**BY NIGHT

A green light shown on a mast on the end of the West Jetty, at a height of about 45 feet.

IN RESTRICTED VISIBILITY

A hand klaxon sounded twice in quick succession at intervals of 30 seconds on the West Jetty.

SIGNALS FOR VESSELS ENTERING NO. 3 DOCK BASIN FROM THE SEABY NIGHT

A green light on a mast situated 100 feet north of the base of the Eastern Jetty (Basin Entrance) at a height of 38 feet above high water of ordinary Spring tides.

IN RESTRICTED VISIBILITY

A hand klaxon sounded once at irregular intervals on the Western Jetty (Basin Entrance).

(Byelaw 4: Signals within the Docks)**SIGNALS FOR VESSELS PROPOSING TO ENTER THE LADY WINDSOR LOCK FROM NO. 1 DOCK**BY NIGHT

A green light exhibited at a height of about 32 feet, on a mast on the west side of the lock means that a vessel may enter.

A red light exhibited at the same place means that a vessel may not enter.

SIGNALS FOR VESSELS PROPOSING TO ENTER NO. 3 DOCK BASIN FROM NO. 1 DOCK

The following signals, which will be shown up the dock only, exhibited 27 feet above the level of the quay on a mast fixed on the west side of No. 3 Dock Basin Entrance:-

BY NIGHT

A green light means that a vessel may enter.
A red light means that a vessel may not enter.

SIGNALS FOR VESSELS PROPOSING TO ENTER THE JUNCTION
CUT FROM NO. 1 OR NO. 2 DOCK

BY NIGHT

A green light means that a vessel may enter.
A red light means that a vessel may not enter.