

Dated 26th April 1971

BRITISH TRANSPORT DOCKS BOARD

SWANSEA HARBOUR

ADDITIONAL BYELAWS

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These additional byelaws for regulating the harbour belonging to the British Transport Docks Board (hereinafter referred to as "the Board") at Swansea are made by the Board pursuant to the powers conferred upon them by sections 52 to 54 of the British Transport Docks Act 1964, section 83 of the Harbours Docks and Piers Clauses Act 1847 (as incorporated by section 4 and applied to Swansea Harbour by section 51 of that Act) and all other powers them enabling.

Commencement and Repeal

1. These additional byelaws shall come into operation after the expiration of twenty-eight days after their confirmation by the Secretary of State as from which date byelaws 4 to 9 inclusive and byelaw 27 of the byelaws relating to Swansea Harbour (hereinafter called "the principal byelaws") made by the Great Western Railway Company on 5th December 1924 and allowed and confirmed by the Minister of Transport on the 15th December 1924 are hereby revoked.

Interpretation

2. In these additional byelaws the expression "the harbour" shall mean and include the entrance channel, docks, locks, basins, jetties, terminals, berths and communication passage within the limits of the harbour laid down in section 39 of the Swansea Harbour Act 1901 and the following words or expressions or any of them shall, unless there is something in the subject or context repugnant to such construction or meaning, have the same meanings as assigned to them by the principal byelaws, viz: "harbour master", "vessel", "master of a vessel", "person" and "owner."

Responsibility of master and owner for observance of byelaws

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

Signals. Vessels entering or leaving the harbour or any lock, dock or basin within the limits of the harbour

4. Except by permission of the harbour master, no person shall take or attempt to take any vessel into or out of the harbour or into or out of any lock, dock, communication passage or basin or approach any jetty, terminal or berth within the limits of the harbour otherwise than in accordance with such signals as may be prescribed from time to time by the Board or their authorised officer to indicate how and when vessels shall enter or leave the harbour or such lock, dock or basin.

Oil Wharfs

5. Except by permission of the harbour master no vessel shall be navigated or moored within 100 feet of any oil wharf in any dock within the harbour or of an oil tanker or other vessel moored at any such wharf.

Oil jetties or lay-by berths, Queen's Dock

6. Except by permission of the harbour master no vessel shall moor near to or approach the oil jetties or lay-by berths in the Queen's Dock.

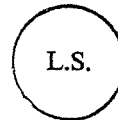
Amendment of principal byelaws

7. In byelaw 16 of the principal byelaws the following words should be added after "scrapings": "synthetic fibre ropes and nets, plastic sheeting, containers and bags" and at the end of the byelaw shall be added, "The outlets of all latrines must be effectively closed and overboard discharges closed or shielded on the shore side when the vessel is lying alongside the quay".

Penalty

8. Any person who offends against byelaws 4, 5 or 6 hereof shall incur a penalty not exceeding £25.

THE COMMON SEAL of BRITISH
TRANSPORT DOCKS BOARD
was hereunto affixed in the presence
of:—



K. E. BANTOCK,
Secretary
1251

on the 26th day of April, 1971.

The SECRETARY OF STATE hereby confirms the foregoing byelaws as modified pursuant to section 54(7) of the British Transport Docks Act 1964.

Signed by authority of the SECRETARY OF STATE

3rd January 1972 D. G. Fagan

An Assistant Secretary in the Department of the Environment

PRESCRIBED ENTRY AND DOCKING SIGNALS

1. Authorised traffic control signals are exhibited on a signal mast on the western side of the entrance lock and are based on a 9 fixed light system, optionally red or green, disposed in three lines of three, with the exception of signals 1 and 2 below which only utilise 3 lights. The lights are in operation by day and night.

The various basic signals are as follows:—

1. 3 red lights vertically disposed signifies
DOCKS AND HARBOUR CLOSED.
2. 3 red lights horizontally disposed signifies
DOCKS CLOSED.
3. 3 green lights centre, vertically disposed, all other lights red,
signifies
LONG LOCK CLEAR.
4. 1 green light, bottom centre, all other lights red, signifies
OUTER LOCK CLEAR.
5. 1 green light, top centre, all other lights red, signifies
INNER LOCK CLEAR.
6. 1 green light, top right, all other lights red, signifies
INNER END APPROACH JETTY CLEAR.
7. 1 green light, bottom left, all other lights red, signifies
FERRY RIVER TERMINAL CLEAR.
8. 3 green lights, right, vertically disposed all other lights red,
signifies
ALL APPROACH JETTY CLEAR.
9. 1 green light, bottom right, all other lights red, signifies
OUTER END APPROACH JETTY CLEAR.
10. 1 green light, middle left, all other lights red, signifies
RIVER BERTHS WEST CLEAR.

11. 1 green light, top left, all other lights red, signifies
RIVER BERTHS EAST SIDE CLEAR.

Note: The above signals from 3 to 11 inclusive can be used in various combinations, for example:—

1 green light bottom left, one green light top centre 1 green light bottom right, all other lights red signifies

OUTER END OF APPROACH JETTY, INNER LOCK AND FERRY TERMINAL CLEAR.

2. *Communication Passage between the King's Dock and Prince of Wales Dock.*

One black ball by day indicates that ships may enter the Communication Passage from Prince of Wales Dock.

Two black balls by day indicate that ships may enter the Communication Passage from King's Dock.

One red light by night indicates that ships must not approach the Communication Passage.

One green light by night indicates that ships may enter the Communication Passage.

When no signal is exhibited, the passage is closed to traffic.

3. *Communication Passage between King's Dock and Queen's Dock.*

By day a red flag is flown on the bridge during the hours that the men are on duty for raising the bridge. One red light by night indicates that vessels must not approach the Communication Passage. One green light by night indicates that vessels may enter the Communication Passage.

Inner End of King's Dock Lock—Arms lowered by day or a green light exhibited by night will indicate that the Entrance Lock is clear and ships may approach. X

Arms raised by day or a red light exhibited by night will indicate that the Entrance Lock is foul. X

4. *Fog Siren, Eastern Breakwater, Swansea Harbour.*

An electrically operated Fog Siren is fixed on the seaward extremity of the Eastern Breakwater, Swansea Harbour, and, during foggy weather, will give 1 blast of 4 seconds every 30 seconds during tidal hours at the King's Dock Lock.

NOTES

1. A flashing red harbour light on the West Pier Head and a fixed green light on the East Pier Head will be exhibited from sunset to sunrise.

2. Masters, pilots and other persons in charge of vessels must in all cases carefully consider the size and draught of their vessels and the state of the weather and tide before deciding to come ahead when the signal prescribed under the before mentioned byelaw 4 is exhibited for the lock dock or basin to which they are bound.