

BRITISH TRANSPORT DOCKS BOARD
ALEXANDRA DOCKS, NEWPORT (MONMOUTHSHIRE)

ADDITIONAL GENERAL BYELAWS

These additional general byelaws for regulating the Alexandra Docks (hereinafter referred to as "the Docks") are made by the British Transport Docks Board (hereinafter referred to as "the Board") pursuant to the powers of the British Transport Docks Act 1964 the Harbours Docks and Piers Clauses Act 1847 and all other powers them enabling.

**Commencement
and repeal**

1. These byelaws shall come into operation at the expiration of 28 days after their confirmation by the Minister of Transport as from which date Byelaws 1, 2 and 2a of the Byelaws made by the Great Western Railway Company on the 1st day of March 1923 for regulating the Docks shall cease to have effect without prejudice to the validity of anything done thereunder or to any liability incurred in respect of any Act or omission before the date of coming into operation of these Byelaws.

**Signals.
Vessels desiring
to enter dock**

2. A vessel wishing to enter the Docks shall display the following signals :

By day ... two flags reading "I wish to enter dock" in accordance with the International Code of Signals for the time being in force; and

By night ... two white lights in a vertical line one above the other not less than six feet apart.

**Signals.
Vessels passing
between North
and South Docks**

3. A vessel wishing to pass through the Junction Passageway between the North and South Docks shall sound four blasts each

Signals.
Vessels entering
or leaving the
South Lock

4. No person shall take, or attempt to take, any vessel into or out of any dock, lock or basin of the Docks 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 vessels shall enter or leave any dock, lock or basin of the Docks. Every person who shall take or attempt to take any vessel into or out of any dock, lock or basin of the Docks, otherwise than in accordance with the aforesaid signals, shall incur a penalty not exceeding £5.

For the docking signals at present in force at the Alexandra Docks, Newport, see Appendix hereto.

THE COMMON SEAL of the
British Transport Docks Board
was hereunto affixed in the
presence of:



ARTHUR KIRBY, Chairman
H. A. CHAPMAN, Secretary

on 2nd day of April 1965.

The Minister of Transport hereby confirms the foregoing
byelaws.

Signed on behalf of the Minister of Transport
this 13th day of December 1965.

K. T. BARNETT,
An Assistant Secretary of the
Ministry of Transport.

**DOCKING SIGNALS AT ALEXANDRA DOCKS,
NEWPORT**

1. Vessels approaching Newport Docks :-

Masters, pilots and other persons in charge of vessels, must in all cases carefully consider the size and draft of their vessels and the state of the weather and tide before deciding to come ahead when the docking signals permitting vessels to enter and prescribed by these directions are exhibited. Attention is particularly called to this direction.

2. The following signals will be exhibited from the signal mast situated on the western side of the outer end of the South Lock for the guidance of vessels wishing to enter:

- (i) A black ball by day or a green light at night indicates that vessels may prepare to enter the lock.
- (ii) Two black balls by day or two green lights at night, displayed vertically, indicate that vessels may proceed with caution into the lock.
- (iii) A green light over a red light at night indicates that the short lock (400 feet) is in use and vessels should enter the lock with caution.
- (iv) When any one of the above mentioned signals is hauled down or extinguished all vessels in the act of proceeding to the lock must not approach nearer until the signal is again exhibited.
- (v) One red light at night indicates that vessels are locking out and incoming vessels must keep clear of the entrance.
- (vi) A blue flag at the masthead by day, no signal by night, indicates that the lock is closed or that locking operations are completed for that tide; vessels approaching must stop and return to the roads.

In the absence of any signal, vessels must not approach the locks.

These signals govern the working at the lock entrance and are not to be regarded as being applicable to the navigation of the channel.

- 3. The following signals will be exhibited from the signal mast at the inner end of the South Lock during tidal hours for the guidance of vessels outward bound desiring to proceed through the lock:**

- (i) A black ball by day or a green light at night indicates that vessels may approach the lock but the gates are not open.**
- (ii) Two black balls by day or two green lights at night displayed vertically indicate that the gates are open for outward traffic.**

When no signals are exhibited vessels must not approach the lock gates.

- 4. Signals for proceeding through the Junction Passageway between North and South Docks:**

Vessels approaching the Junction Passageway from either side shall sound four blasts (of two seconds' duration) on the whistle or siren and approach with caution.

Vessels approaching the Junction Passageway do so at their own risk.

- 5. Fog Signal.**

During fog and reduced visibility, a fog horn, situated on the seaward end of the West Pier, will sound one long blast of 10 seconds every minute when necessary between 4 hours before and 4 hours after high water.

6. Dredger Signals.

The following signals will be displayed by vessels engaged in dredging operations and hydrographical surveying:

By day In a vertical line one over the other not less than 6 feet apart where they can best be seen, three shapes each not less than 2 feet in diameter, of which the highest and lowest shall be globular in shape and red in colour, and the middle one diamond in shape and white. In addition, two black balls shall be exhibited on the foul side.

By night Three lights in a vertical line one over the other so that the upper and lower lights shall be the same distance from, and not less than 6 feet above or below, the middle light. The highest and lowest of these lights shall be red and the middle light shall be white and they shall be of such a character as to be visible all round the horizon at a distance of at least 2 miles. In addition, two red lights shall be exhibited on the foul side.

The distances separating the lights and signals may be reduced for the smaller type of vessel at the Board's discretion.

Pierhead Building,
Cardiff Docks.

J. B. WILLIAMS,
Port Director

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