



SUPPLEMENT TO THE
CEYLON GOVERNMENT
GAZETTE

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BY HIS EXCELLENCY THE GOVERNOR.

A PROCLAMATION.

R. E. STUBBS.

KNOW Ye that by virtue of the powers vested in Us by section 6 of the Masters Attendant's Ordinance, 1865, and by Article 93 of the Ceylon (State Council) Order in Council, 1931, We, the Governor of Ceylon, do hereby proclaim the rules set out in the schedule hereto, framed and established by Us for the Port of Colombo, and direct that they shall be in force from and after the 1st day of December, 1936.

By His Excellency's command,

G. M. RENNIE,

Colombo, October 8, 1936.

Secretary to the Governor.

GOD SAVE THE KING.

SCHEDULE.

COLOMBO PORT RULES, 1936.

(Made under the Masters Attendant's Ordinance, No. 6 of 1865.)

I.—General.

1. These rules may be cited as the Colombo Port Rules, 1936.

2. In these rules, unless the context otherwise requires—

“Beira Lake” or “the lake,” for the purpose of rules 114 to 124, includes the water area of East Lake, West Lake, Galle Face Lake, South-west Lake, Kelani Valley and Main Line Basins, the McCallum and San Sebastian Locks, and all connecting channels and waterways.

“boat” includes canoes and cattamarans, launches propelled by steam, electricity or other motive power, and barges used exclusively for the conveyance of passengers.

“Customs Officer” and “Officer of Customs” means any person acting as such for the time being.

“Fishery Harbour” means that area of the Port of Colombo enclosed by the rubble protection mole and the reef of rocks 350 yards east (true) of the light on the end of the rubble protection mole.

“Harbour” means that portion of the Port of Colombo enclosed within the Breakwaters and includes the Breakwaters, Docks, the Lake to Harbour Canal, and the Lock Basin.

“launch” includes any boat propelled by steam, electricity, or other motive power.

“lighter” includes any vessel not mechanically propelled which is used within the port either for the conveyance of cargo, fuel, or water, or as a floating landing stage alongside any other vessel.

“Master” when used in relation to any vessel includes a tindal and any other person having for the time being the charge, command, or control of that vessel.

“Master Attendant” includes his deputies and assistants.

“motor launch” includes any boat propelled by any mechanical power other than steam.

“Passenger Jetty” and “Jetty,” for the purpose of rules 110 to 113, include both decks of the Passenger Jetty, the Port Commission bridge from York street to the Baggage Office, the verandah of the Baggage Office adjoining the bridge, and the Examination Halls in the Baggage Office.

“petroleum” means any of the liquids commonly known by the names of rock oil, Rangoon oil, Burma oil, kerosene, paraffin oil, mineral oil, petrol, gasoline, benzol, benzoline, benzine and includes any inflammable liquid that is made from petroleum, coal, schist, shale, peat or any other bituminous substance, or from any products of petroleum, but does not include any oil ordinarily used for lubricating purposes and having its flash point at or above 200 degrees Fahrenheit.

“Port of Colombo” or “the port” means the water area within the limits specified in the Proclamation issued under section 5 of the Ordinance and published in the *Government Gazette* of April 17, 1931.

“vessel” includes anything made for the conveyance by water of human beings or property.

3. Unless otherwise expressly provided in these rules, the Master of any vessel shall be held responsible for any breach of these rules by or in respect of that vessel.

II.—Arrival and Berthing.

4. The Master of every vessel arriving within the port shall—

(a) fill in and return to the pilot the Arrival Report Form which will be supplied by the pilot on boarding the vessel;

(b) fill in, sign, and hand over to the Port Health Officer the Declaration of Health form which will be supplied by the pilot on boarding the vessel;

(c) furnish to the Port Health Officer a list of passengers disembarking at the port, stating, in the case of each passenger, the port at which he embarked and his address in Ceylon, so far as it can be ascertained;

(d) report his vessel within 24 hours of arrival, at the Custom House;

(e) furnish to the Harbour Police a list of all passengers embarking or disembarking at the port; and

(f) 12 hours before leaving the port hoist the International Code flag “P” at the foremost head of his vessel;

Provided that if the agent of any vessel performs any duty cast upon the Master of that vessel by paragraph (a), (c), (d)

or (e) of this rule, such duty shall be deemed to have been performed by the Master of that vessel.

If there is on board any vessel arriving within the port any person employed as Surgeon of that vessel, such Surgeon shall also sign the form referred to in paragraph (b).

5. The Master of any vessel arriving within the port with explosives, petroleum, or carbide of calcium on board as cargo, shall give immediate notice to the pilot boarding such vessel that there are such explosives, petroleum, or carbide of calcium on board such vessel.

6. The agents of any vessel expected to arrive within the port with explosives, petroleum, or carbide of calcium on board as cargo, shall give notice of the fact of such explosives, petroleum, or carbide of calcium being on board such vessel to the Principal Collector of Customs and to the Master Attendant not less than 48 hours before the arrival of such vessel.

7. No vessel having on board more than five hundredweight of gunpowder or any explosive substance shall enter the harbour unless such gunpowder or other explosive substance is stored securely in a ship's magazine properly constructed in accordance with the requirements of the Board of Trade or until the gunpowder or other explosive substance shall have been discharged from the vessel :

Provided that this rule shall not apply to any vessel carrying any of the under-mentioned explosives if they are stowed in Special Ammunition Stowage, that is to say, in a compartment in which there are no matches, inflammable liquids, or other dangerous goods—

- Percussion caps.
- Safety cartridges.
- Capped empty cases.
- Safety fuse.
- Cordeau bickford
- Electric fuses.
- Fog signals.
- Fuses for shell.
- Filled gaines.
- Slow match.
- Quick match.
- Port fires.
- Electrical and shrapnel primers.
- Tubes for firing explosives.
- Mines and counter mines not containing their own means of ignition.
- Filled shell, plugged, or fused but not incendiary, chemical and smoke shells.
- Wet gun cotton.
- Depth charges filled T. N. T. amatol or wet gun cotton.
- Sweeping charges.
- Warheads for torpedoes.
- Hand grenades packed with igniters, but not assembled.

Provided further that this rule shall not apply in the case of vessels belonging to His Majesty or to a Foreign Government.

8. Every vessel within the port shall take up the berth appointed for it by the Master Attendant and shall change its berth or move whenever required to do so by the Master Attendant.

9. (1) Except in a case of emergency, no vessel within the port shall change its berth or move without the permission of the Master Attendant.

(2) It shall be the duty of the Master of any vessel which has changed its berth or moved in a case of emergency to report such fact immediately to the Master Attendant. Provided that if such fact be reported to the Master Attendant by the Agent of the vessel, such report shall be deemed to have been made by the Master of that vessel.

10. Every vessel within the Harbour shall unless otherwise directed by the Master Attendant, lie to its own anchors and shall be moored head and stern to buoys and remain so moored until ready to sail.

11. It shall be the duty of the Master of every vessel within the port to make warps fast to his vessel if such warps are required for the purpose of assisting any other vessel to moor or shift its berth, and to keep such warps fast until required to be let go by the officer in charge of the vessel which is being moored or shifted.

12. (1) During the north-east monsoon, the Master Attendant shall supply additional stern mooring ropes to every vessel berthed in any of the under-mentioned berths :—

Nos. 29, 30, 31, 32, 33, and 34.

(2) All such additional mooring ropes shall be returned by the Master of the vessel to which they were supplied before such vessel leaves the Harbour.

13. Every vessel arriving within the port shall after having been moored as directed by the Master Attendant, tend its own ropes.

If in the opinion of the Master Attendant additional precautions are necessary for the safety of shipping, a red ball shall be hoisted at the Pilot Station flagstaff during the day, and a red light at night. Every vessel shall, on such signal being made, run out extra mooring ropes for the buoys and prepare a second anchor for letting go.

14. (1) Every vessel arriving in the Harbour shall as soon as possible put down an accommodation ladder.

(2) Every vessel arriving in the Harbour with 100 or more passengers on board shall, as soon as it has been granted pratique, put down at least one accommodation ladder in addition to the ladder mentioned in paragraph (1).

(3) Every such ladder shall be of such a height above the water and provided with horizontal landing platforms of such a size as to provide easy access to and from the vessel.

15. All Ceylonese, Indian, or Maldivian vessels entering the port shall proceed straight to and moor in the area allotted to them, unless otherwise directed by the Master Attendant.

16. (1) No sailing vessel shall warp itself to its anchorage within the Harbour except with the permission of the Master Attendant.

(2) If any sailing vessel entering the Harbour is unable to sail to its intended position, it shall be the duty of the Master of such vessel to anchor such vessel immediately and send for a tug to tow such vessel to its intended position with as little delay as possible.

(3) This rule shall also apply to any sailing vessel leaving its anchorage and proceeding to sea.

17. No vessel shall anchor or lie, and no person shall lay any net or other obstruction, in or near the entrances to the Harbour in such a manner as to impede the navigation of any vessel within the port.

18. No vessel and no article of any description shall be made fast within the port to any beacon or seamark, or to any buoy other than one intended for that purpose.

19. Free passages shall be kept to all piers, jetties, wharves, or landing places and all vessels shall move when required by the Master Attendant to do so in order to clear such passages.

III.—*Pilotage ; Landing and Embarkation of Passengers.*

20. (1) Except with the permission of the Master Attendant previously had and obtained, no vessel other than a Ceylonese, Indian, or Maldivian sailing vessel shall enter, leave, or move within the Harbour without a pilot on board that vessel.

(2) A vessel approaching Colombo and desiring to enter the harbour shall, unless met by the Pilot launch or otherwise instructed by the Master Attendant, await the pilot as nearly as possible in a position one mile 335 degrees, true bearing, from the fixed red light on the extremity of the South-west Breakwater and shall provide as good a lee as is practicable.

(3) For the purpose of enabling the pilot to go on board, every such vessel shall—

- (a) let down a pilot ladder on the lee side ;
- (b) provide, together with such ladder, two manropes, each of which shall be not less than three inches in circumference, with the ends free ; and

(c) display, in every case where the services of the pilot are required at night, a bright light midway between rail and water so as to indicate clearly the position of the ladder.

Rates of Pilotage.

21. (1) All vessels other than those exempted by rule 20 above from having a pilot on board while entering, leaving, or moving within the Harbour, shall pay pilotage at the following rates which shall cover them both inwards and outwards :—

	Rs. c.
Vessels up to 499 tons gross ..	18 75
Vessels from 500 to 999 tons gross	25 0
Vessels from 1,000 to 1,499 tons gross ..	31 25
Vessels from 1,500 to 1,999 tons gross ..	37 50
Vessels from 2,000 to 2,499 tons gross ..	43 75
Vessels from 2,500 to 2,999 tons gross ..	50 0
Vessels from 3,000 to 3,499 tons gross ..	56 25
Vessels from 3,500 to 3,999 tons gross ..	62 50
Vessels from 4,000 to 4,499 tons gross ..	68 75
Vessels from 4,500 to 4,999 tons gross ..	75 0
Vessels from 5,000 to 5,499 tons gross ..	81 25
Vessels from 5,500 to 5,999 tons gross ..	87 50
Vessels from 6,000 to 6,499 tons gross ..	93 75
Vessels from 6,500 to 6,999 tons gross ..	100 0
Vessels from 7,000 to 7,499 tons gross ..	106 25
Vessels from 7,500 to 7,999 tons gross ..	112 50
Vessels from 8,000 to 8,499 tons gross ..	118 75
Vessels from 8,500 to 8,999 tons gross ..	125 0
Vessels from 9,000 to 9,499 tons gross ..	131 25
Vessels from 9,500 to 9,999 tons gross ..	137 50
Vessels from 10,000 to 10,499 tons gross ..	143 75
Vessels from 10,500 to 10,999 tons gross ..	150 0
Vessels from 11,000 to 11,499 tons gross ..	156 25
Vessels from 11,500 to 11,999 tons gross ..	162 50
Vessels from 12,000 to 12,499 tons gross ..	168 75

	Rs. c.
Vessels from 12,500 to 12,999 tons gross	175 0
Vessels from 13,000 to 13,499 tons gross	181 25
Vessels from 13,500 to 13,999 tons gross	187 50

and so on, an extra charge of Rs. 6.25 being added for every additional 500 tons or portion thereof.

(2) The rate specified in paragraph (1) shall also be charged when a vessel is moved from one berth to another, or from one berth to another and back from the latter berth to its original or another berth. Provided that no extra charge shall be made for vessels moved to and from the Oil Bunkering Jetties or Graving Dock Guide Pier for the receipt of oil in bulk or to and from the Graving Dock Guide Pier or Oil Discharge Jetty for the discharge of oil in bulk.

Provided further that British and Foreign men-of-war, British hired transports, and Royal Fleet Auxiliary vessels flying the Blue Ensign with Admiralty Badge shall be exempt from pilotage charges.

(3) A further charge of half the rates specified in paragraph (1) shall be levied in respect of any vessel seeking to proceed out of the Harbour or to change its berth which calls a pilot before it is ready to proceed and thereby causes delay to the pilot.

A certificate for this charge shall be signed and handed to the pilot by the Master of the vessel before the vessel leaves its berth.

(4) Provided that vessels which, while in Harbour, carry out none but the following operations :—

- (a) Bunkering (coal or oil) ;
- (b) Taking in water ;
- (c) Taking in provisions ;
- (d) Awaiting or receiving orders ;
- (e) Taking in or discharging mails ;
- (f) Discharging sick persons, their attendants and families ;
- (g) Discharging or taking in crews ;
- (h) Going into dock ;
- (i) Repairs ; and
- (j) Discharging or shipping overcarried cargo

shall be charged a special consolidated charge of Rs. 200 only to cover the rate under this rule and bill of health granted between 6 A.M. and 6 P.M.

(5) In addition to the above charges a night fee of Rs. 20 is payable in respect of any ship, other than a man-of-war or a vessel not employing a pilot, which passes through either entrance inwards or outwards between 6 P.M. and 6 A.M.

22. (1) Any vessel which calls outside the Harbour but within the limits of the port for written orders, shall pay half the pilotage rates specified in paragraph (1) of rule 21.

(2) Such orders shall be taken out to such vessel by pilot boat.

23. (1) Passengers booked for the port shall not be landed from outside the Harbour.

(2) Notwithstanding the provisions of paragraph (1), it shall be lawful for any sick or injured person or any stowaway or person overcarried from any other port to be landed from any vessel outside the Harbour, if the purpose for which such vessel proposes to stop and land such person has been previously communicated to the Master Attendant.

(3) When such communication has been received by the Master Attendant, he shall inform the Port Health Officer's Department and the Harbour Police of the fact. A representative of the Port Health Officer's Department and a Police Officer shall then go on board the vessel outside the Harbour and may at their discretion authorize the landing of any such person as is described in paragraph (2).

(4) Any vessel from which any person is landed under the provisions of paragraph (2) shall be charged half the pilotage rates specified in paragraph (1) of rule 21 in addition to any other fees which may lawfully be levied by any other authority.

24. (1) Any vessel which re-enters the Harbour without mooring in order to land persons who have been overcarried from the port shall pay half the pilotage rates specified in paragraph (1) of rule 21.

(2) Any vessel from which persons who have been overcarried from the port are transferred to a pilot launch outside the Harbour shall pay launch hire only.

25. No armed parties of soldiers or sailors except those of His Majesty's Services, shall be landed from any ship of war, transport, or other vessel without the permission of the Governor to be obtained through the Consular Officer of the country to which the troops belong, or, if such country be not represented by a Consul, to be obtained by application by the Senior Officer in charge of such troops. This restriction however shall not apply to officers.

Unarmed soldiers and sailors of foreign ships of war and transports or other vessels may be given shore leave at the discretion of their Commanders but when it is desired to land more than 250 men, or bodies in military formation, notice thereof should be given to the Inspector-General of Police, who will be prepared to accord all the facilities of which circumstances will admit and is authorized to consent to the landing of unarmed pickets to assist the local Police. Such notice should contain particulars provided for in a form which will be handed to the Master by the Visiting Police Officer.

Should the vessel carrying troops be neither a ship of war nor a transport, the form shall be filled in and signed by the Senior Officer in charge of such troops.

The form referred to is as follows :—

Statement of Foreign Troops to be landed (to be used only when more than 250 men or bodies in military formation are to be landed).

- (1) Nationality :—.
- (2) Name of ship :—.
- (3) Number of men to be landed :—.
- (4) Date and approximate hour of landing :—.
- (5) Approximate time when due back on board :—.
- (6) Whether an unarmed picket is to be sent on shore or not :—.
- (7) If so, where to be stationed —.

(Signed) —,
Commanding Officer.

IV.—Fires ; Loss of Articles ; Damage to the Port.

26. It shall be the duty of the Master of any vessel within the port on board of which a fire either breaks out, or, having broken out before the entry into the port of such vessel, continues to burn, to give immediate notice of the presence of such fire to the Master Attendant, stating whether the assistance of the Port Authorities is required :

Provided that if the owner or agent of any vessel performs the duty cast by this rule on the Master of that vessel, that duty shall be deemed to have been performed by the Master of that vessel.

27. (1) It shall be the duty of—

- (a) the Master of any vessel within the Harbour from which any article likely to cause damage to the port, or damage or obstruction to shipping, has dropped or has been washed or blown overboard, and
- (b) the Master of any boat or lighter which has sunk in the Harbour—

(i.) to report such occurrence immediately to the Master Attendant, either by telephone or oral message and confirm the same in writing at the earliest opportunity, stating the nature of the article, boat or lighter, and the place where it fell or sank ;

(ii.) to take the necessary steps for the immediate recovery of the lost article, boat or lighter ; and

(iii.) in the event of its recovery, to report such recovery to the Master Attendant in the manner above described.

(2) It shall be the duty of the Master of any boat or lighter receiving or discharging cargo alongside any vessel within the Harbour, to report to the Master Attendant

as soon as possible after the occurrence, all instances of cargo dropping overboard in the act of being lowered into or hoisted out of his boat or lighter.

(3) If the lost article, boat or lighter is not recovered as aforesaid within 48 hours the fact shall be reported by the Master of the vessel or boat to the Master Attendant, who may take steps for its recovery.

(4) If the owner or agent of any vessel, or the owner or agent of any boat or lighter shall perform any of the duties cast by this rule on the Master of that vessel, or of that boat or lighter, such duty shall be deemed to have been performed by the Master of that vessel or of that boat or lighter.

(5) In the case of any article, other than an anchor or cable, the loss of which has been duly reported to the Master Attendant, the Master, owner, or owner's agent shall be liable to make good the expenses incurred, only if such article is recovered by the Master Attendant and only to the extent of one-third of the value of the article.

(6) Where the loss of the article has not been reported to the Master Attendant the Master, owner, or owner's agent shall if the Master Attendant succeeds in recovering it, be liable to pay the full amount of the expenses incurred by the Master Attendant.

28. (1) No coal, ballast, ash, rubbish, or any object or material likely to cause damage to the port or damage or obstruction to shipping shall be thrown overboard or allowed to fall from any vessel into the Harbour or into any part of the port where the depth of the water is less than 12 fathoms except under such conditions and in such spoil grounds as may be approved by the Master Attendant.

(2) No oil, paint, or oily water shall be discharged or allowed to flow from any vessel in any part of the port.

(3) No person shall cast or throw, or cause to be cast or thrown, any coal, ballast, ash, rubbish or any other object or material likely to cause damage to the port or damage or obstruction to shipping, into the Harbour or into or on any place whence such coal, ballast, ash, rubbish or other object or material is liable to be washed into the Harbour.

(4) No person shall discharge, or permit the flow of, any oil, paint, or oily water into the Harbour or into or on any place on the shore whence such oil, paint, or oily water is liable to flow or be washed into the Harbour.

29. No dead animal shall be thrown overboard from any vessel within the port.

30. No person shall lay or maintain any buoy or any mark whatever within the limits of the port without the permission of the Master Attendant.

31. Every vessel within the Harbour shall remove any anchor, spar, or any other article projecting from its sides when required to do so by the Master Attendant.

V.—*Boarding without Authority.*

32. No person other than a *bona fide* passenger or ship's officer shall go on board any vessel within the port except in accordance with a general or special permit issued by the Master Attendant, or by the Inspector-General of Police, or by the Principal Collector of Customs.

VI.—*Lights and Signals.*

33. The signals set out in the second and third columns of the schedule hereto shall be made by all vessels requiring assistance and shall have the significance indicated in the first column of that schedule :—

Schedule.

Col. (i). Significance.	Col. (ii). By Day.	Col. (iii). By Night.
Require Harbour Police	International Signal ST Attention may also be called to this by the signal THREE SHORT blasts followed by ONE LONG blast on the whistle or syren	Two white lights with a red light between them, 6 feet apart hoisted where best seen
Vessel on fire	International Signal NQ Attention may also be called to this by the International Signal of Distress, i.e. the continuous sounding of any fog signalling apparatus	Three red lights vertical, 6 feet apart hoisted where best seen
Require Port Health Officer	International Signal W Attention may also be called to this by the signal ONE SHORT blast followed by TWO LONG blasts on the whistle or syren	Two red lights with a white light between them, 6 feet apart, hoisted where best seen
Require assistance of Ceylon Government tug (only to be made in emergency)	One long blast followed by 4 short blasts on the steam whistle or syren (the tug will answer with one long blast)	As for day

34. No vessel within the port shall sound any kind of steam whistle, syren, or other warning device except (a) for the purpose of summoning the Ceylon Government tug as laid down in rule 33, or (b) for the purpose of drawing attention to the signals for the Police or Port Health Officer as laid down in rule 33, or (c) for any purpose defined in Articles 28 and 31 of the International Regulations for Preventing Collisions at Sea.

35. (1) Every inward bound vessel requiring a pilot shall display one of the signals for a pilot prescribed by the International Code of Signals.

(2) Every vessel within the Harbour requiring a pilot shall display by day one of the signals for a pilot prescribed by the International Code of Signals, and by night two red lights 6 feet apart hoisted well up where they may best be seen.

(3) The following signals will be made from the Pilot Station in answer to inward bound vessels' signals for a pilot at night time :—

- (a) a light showing red and white flashes alternately indicates that a pilot will proceed immediately to the vessel making the signal for a pilot.
- (b) a succession of red flashes indicates that all pilots on duty are engaged, but that a pilot will proceed to the vessel making the signal as soon as one becomes disengaged.
- (c) a succession of long white flashes signifies that the vessel should anchor well clear of either entrance to the Harbour or remain under weigh until daylight.

(4) The above signals shall not be used within the limits of the port for any other purpose than that laid down in this rule.

(5) Every vessel desiring to communicate with the Port Signal Station by International Code, Semaphore, or Morse Code shall make the appropriate signal prescribed by the International Code of Signals.

36. Except as laid down in rule 35, no vessel within the port shall fire any gun or rocket or burn any blue light; provided, however, that a vessel in distress may make any of the International Distress Signals. Provided further that this rule shall not apply to men-of-war firing salutes.

37. If any vessel within the port at any time requires assistance from the Master Attendant's Department the Master of the vessel shall make application to the Master Attendant, or, in case of urgency, make the signal for a pilot :

Provided that such application to the Master Attendant may be made on behalf of the Master of any vessel by the agents for that vessel.

38. Every vessel within the Port of Colombo having on board more than five hundredweight of any explosive substance shall carry during the day a red flag at the foremast head and by night a red light in the same place, in addition to the regulation lights.

39. The International Code flag "N" hoisted by any vessel within the port shall indicate that the vessel is ready to work cargo, and no vessel shall hoist flag "N" until pratique has been granted.

40. (1) Every vessel within the port, unless specially exempted by the Master

Attendant, shall carry such lights as are laid down for it in the "International Regulations for Preventing Collisions at Sea."

(2) For the purposes of this rule, launches shall comply with Article 7 (ii.), lighters with Article 7 (iii.) and open boats not mechanically propelled with Article 7 (iv.) of the said Regulations.

(3) Lighters and open boats not mechanically propelled shall carry the prescribed lights on a short pole or stand in the fore part of the lighter or boat in such a manner that the lights shall be visible clear of the gunwales.

41. No vessel within the port shall display any light which in any way impedes the navigation of other vessels.

42. (1) No searchlight shall be used within the port except with the previous permission of the Master Attendant.

(2) This rule shall not apply to any of His Majesty's ships of war.

VII.—*Landing and Shipping of Cargo.*

43. Except with the permission of the Principal Collector of Customs, no vessel within the port shall land or ship cargo—

- (a) on Sundays and Customs holidays,
- (b) before 6 A.M. or after 3 P.M. on Saturdays, and
- (c) before 6 A.M. or after 5 P.M. on other days.

44. The Master of any vessel within the port shall prohibit all persons from descending into the holds of such vessel after the removal of the hatches until the air in the holds has been tested and found to be respirable.

45. (1) No person shall, for the purpose of shipping or discharging any cargo or goods, into or from any vessel—

- (a) use, or suffer to be used, any ropes, tackle, or other gear that is worn or frail or is for any other cause unsuitable for heaving and lowering such cargo or goods ;
- (b) employ, or suffer to be employed, in driving or in any way controlling any steam winch or other machine used for heaving or lowering such cargo or goods, any person who is of unsound mind or under the age of 18 years or who is afflicted with deficient eyesight or hearing.

(2) The Master Attendant or any Police Officer not below the rank of sergeant may at any time inspect and examine any ropes, tackle, or other gear used in shipping or discharging any cargo or goods.

46. No explosives, petroleum, or carbide of calcium shall be shipped to or discharged

from any vessel within the port as cargo without the permission, previously obtained, of the Principal Collector of Customs and of the Master Attendant.

47. Whilst any vessel is working cargo consisting of explosives or any other dangerous substance, no other vessel or boat shall approach or pass within such distance of that vessel as may be prescribed for the time being by notice by the Master Attendant.

48. The Master of every vessel engaged in discharging coal, or other similar cargo or ballast shall employ for the purpose shoots so designed as to prevent any part of the cargo from falling overboard.

49. It shall be the duty of the Master of every vessel within the Harbour engaged in shipping or discharging coal or other similar cargo or ballast from or into a lighter to see that tarpaulins are properly stretched and spread between the side of the vessel and the lighter in such a manner as to prevent any part of the cargo which is being shipped or discharged from falling overboard.

50. (1) Except with the permission in writing of the Master Attendant, no person shall discharge any timber into the water over the side of any vessel within the port.

(2) Such writing shall state the measures which shall be taken for the purpose of preventing such timber becoming a source of danger or impediment to the navigation of the port.

(3) It shall be the duty of every person to whom such a writing is given to fulfil all such measures as are set out therein.

51. All vessels used for the landing or loading of live animals shall—

- (a) be of ample strength, intact, unbroken, and free from holes ;
- (b) have sand, ashes, sawdust, or any similar suitable substance levelled over the bottom or floor boards to a depth of at least 2 feet.
- (c) be fitted with a fence, not less than 3 ft. 6 in. in height all round, and a gate or other suitable appliance through which the animals may pass :

Provided, however, that this rule shall not apply when live stock are loaded or unloaded into or from a vessel in crates or boxes.

52. If in any case it is not possible to transfer livestock to or from a vessel by means of a gangway or stages, a canvas sling not less than 2 ft. 6 in. wide shall be used for the purpose. Provided, however, that this rule shall not apply when live stock are loaded or unloaded into or from a vessel in crates or boxes.

VIII.—*Fishing Boats and Nets.*

53. No person shall fish with nets in the Harbour. Any net found in the Harbour may be removed on the orders of the Master Attendant. Such net shall be returned to the person who satisfies the Master Attendant that he is the owner thereof, and on payment of the cost of removal and detention.

54. No person shall spread or place any fishing net on any portion of the beach, ramp, foreshore, or reclamation grounds within the limits of the Harbour.

55. No fishing boat, other than a steam trawler, shall be brought within the Harbour except with the permission of the Master Attendant.

56. No fishing boats except such as have been licensed thereto by the Master Attendant, shall be beached in the Fishery Harbour.

57. All licences under rule 56 shall be issued in serial order, be renewed every three years and be free of charge.

58. Every fishing boat which is not licensed under rule 56 shall be beached, and the fish from such boat shall be landed, outside the Eastern limit of the Fishery Harbour and towards Mutwal.

59. All fishing boats, other than steam trawlers used for fishing, shall when unemployed be berthed in the Fishery Harbour or as laid down in rule 58.

60. No person shall beach any boat or spread any net on that portion of the shore between the North-East Breakwater and the rubble protection mole of the Fishery Harbour.

61. No person shall, within the limits referred to in rules 56 and 60, (i.) land any fish, except from a fishing boat licensed under rule 56; or (ii.) sell any fish other than that which has been landed from a fishing boat so licensed.

IX.—*Regulation of Boats and Lighters.*

62. No person shall approach within 25 fathoms of any vessel before that vessel has been moored in its berth.

63. Every vessel licensed by the Master Attendant shall bear such distinguishing number as the Master Attendant shall direct.

64. No boat shall proceed at a greater speed than 12 knots when within the Harbour.

65. No passenger in any licensed boat shall occupy any part thereof which is not intended and constructed for the accommodation of passengers.

66. Every boat or lighter and every sailing vessel not in charge of a pilot shall keep out of the course of sea-going vessels

entering or leaving the Harbour, and of the mooring boats employed in passing lines to the buoys, so as not to impede or obstruct the movements of such sea-going vessels or such mooring boats.

67. No tindal of a licensed boat or lighter shall allow such boat or lighter to be used for any purposes other than those specified in the licence.

68. Every tindal and every boatman of a licensed boat or lighter shall produce his licence whenever requested to do so by the Master Attendant or by a Police Officer not below the rank of Sergeant.

69. Every owner of a licensed boat or lighter shall fix firmly upon such boat or lighter in a conspicuous place, and keep so fixed during the whole period during which the licence shall remain in force, the licence plate issued for that boat or lighter by the Master Attendant and shall, on the expiration or withdrawal of the licence, return the licence plate to the Master Attendant.

70. Any plate issued by the Master Attendant with the licence of a boat or lighter shall be used by and for that particular boat or lighter only and no tindal of such boat or lighter shall fix or use or suffer to be fixed or used a plate which has not been issued for that boat or lighter by the Master Attendant.

71. No canoe, other than those employed by the Government of Ceylon, shall ply for any purpose in the Harbour, and no licence shall be issued for the use of a canoe in the Harbour.

72. (1) The owner of a licensed boat or lighter shall not withdraw such boat or lighter from the port or from work without previous notice given to the Master Attendant.

(2) Notice shall also be given by the owner of the return to port or to work of any boat or lighter so withdrawn.

73. (1) The owner of every licensed boat or lighter shall give to the Master Attendant notice of any transfer of the ownership of such boat or lighter.

(2) No boat or lighter so transferred shall be used until the name of the new owner thereof has been endorsed by the Master Attendant on the licence issued in respect of such boat or lighter.

74. Every licensed tindal of a boat or lighter shall be present on board his boat or lighter during the time such boat or lighter is being loaded or unloaded, or is proceeding to or from, or lying alongside, a ship.

75. Every tindal of a licensed boat or lighter shall see that such boat or lighter when under weigh is manned by the full complement of crew specified in the licence.

76. No tindal of a licensed boat or lighter used for the conveyance of cargo, fuel, or water shall employ or permit to be employed or carried in such boat or lighter, whether it is in motion or is stationary, any person under the age of 18 years.

77. Tindals of boats plying in the Harbour, other than cargo, fuel, or water boats, shall ply their boats only to or from the jetties or landing places specified hereunder, and no such boat shall embark or disembark passengers or otherwise communicate with the shore except at those jetties or landing places :—

Passenger boats, to or from the Passenger Jetty.

Bumboats, to and from the landing stage at the quay wall in front of the Preventive Office or as specially directed by any officer of the Customs or Police.

Dhoby boats, to and from the King's Jetty, or as specially directed by any officer of the Customs or Police.

Tea boats, to or from the Passenger Jetty.

Dubash boats carrying stores or provisions to ships and returning empty, to or from the Quay Wall north of No. 3 Pettah Warehouse.

Dubash boats returning from ships with stores or provisions, to the landing place opposite the Preventive Office.

All other boats, to or from such landing places as are endorsed on their licences.

Provided, however, that this rule shall not affect the working of any temporary arrangement which the Master Attendant may deem it necessary to make for the regulation of traffic.

78. All boats licensed at the Port of Colombo shall unless otherwise directed by the Master Attendant be moored, when not in use, as specified hereunder :—

(i.) Tally Clerks' boats, and dhoby boats shall moor on the east side of Kings Jetty.

(ii.) Shipping Agents' motor launches, passenger boats, dubash boats, Agents' boats, hotel and luggage boats shall moor within the area contained by the lines joining the following points :—

- A. A point 265 feet from the Quay Wall on the line of the western front leading light and a black and white mark painted on the Quay Wall 125 feet eastward from the Passenger Jetty.
- B. A point 70 feet from the Quay Wall on the same side as A above.
- C. A point 70 feet from the Quay Wall on the line of the western side of the Delft Warehouse.
- D. A point 170 feet from the Quay Wall on the same line as C above.

(iii.) Steam launches, motor launches other than Shipping Agents' launches, bumboats, and tea boats shall moor within the area contained by the lines joining the following points :—

- E. A point 385 feet from the Quay Wall on the same line as A above.
- F. A point 500 feet from the Quay Wall on the same line as A above.
- G. A point 500 feet from the Quay Wall on the line of the western side of No. 8 Jetty.
- H. A point 220 feet from the Quay Wall on the same line as G above.
- K. A point 130 feet along a line to the westward from H above parallel to the Quay Wall.

(iv.) Stevedores' boats and boats carrying workmen shall moor within the area bounded as follows :—

On the north and south by lines 200 feet long running parallel to the north side of Block Jetty, 150 feet and 50 feet respectively from it and with their eastern extremities 50 feet from the shore.

On the east and west by lines running parallel to the shore and joining the extremities of the north and south boundaries. Stevedores' boats may also moor on the east side of King's Jetty or the west side of Prince of Wales' Jetty.

(v.) Every other licensed boat shall be moored in such place as directed by the Master Attendant and endorsed upon its licence.

79. No boat shall be beached, for any purpose whatever, on any part of the shore within the Harbour except with the written permission of the Master Attendant. Any boat so beached shall be removed forthwith when directed by the Master Attendant.

80. No boat shall lie alongside any wharf, jetty, or landing place within the Harbour longer than is necessary to land or ship passengers, luggage, or cargo, but shall lie off at such a distance from any wharf, jetty, or landing place as not to obstruct the approach thereto.

81. (1) No boat shall lie alongside any vessel within the port longer than is necessary to embark or disembark its passengers and luggage, but shall lie off at a distance of not less than 15 fathoms from the side of such vessel so as to leave a clear passage to and from the gangway of such vessel.

(2) No boat or lighter shall come to or approach the gangway of any vessel contrary to any orders given by a Police Officer or, in his absence, by a ship's officer on board the vessel that is being approached.

82. All boats waiting to approach or go alongside a vessel shall keep well abaft the gangway ladder. Each boat shall take its turn in coming to and leaving the gangway of the vessel approached and shall obey all orders given by the Police.

83. No tindal of any boat or lighter shall allow his boat or lighter to lie alongside any vessel within the port in such a way as to obstruct the approaches to and from the gangway ladders of that vessel.

84. (1) No boat used for the conveyance of cargo, fuel, or water, shall, whether laden or empty, go alongside any vessel within the port until flag "N" has been hoisted by such vessel.

(2) No water boat shall go alongside any vessel carrying a cargo of dangerous petroleum unless such boat is fitted with motor pumps for pumping water on board.

85. No boat or lighter of any description shall be towed or poled along any of the Breakwaters or lie alongside any of the Breakwaters without the written permission of the Master Attendant.

Provided, however, that licensed water boats or water lighters may lie alongside the South-west Breakwater in tiers abreast of each other, but so that the outside tier shall in no case be at a greater distance than 150 feet from that Breakwater.

86. No boats or lighters shall lie alongside any vessel in the Harbour in tiers of more than four abreast.

87. (1) No boats or lighters shall lie alongside the walls of the Lake to Harbour Canal Basin in tiers of more than four abreast on the East Wall and two abreast on the West Wall, and shall at all times leave a clear access channel to the two centre spans of the Railway Bridge, Main street.

(2) In the Lake to Harbour Canal, boats and lighters shall not lie more than two abreast alongside either wall and shall allow clear access through the two centre spans of all bridges.

(3) No vessel shall lie in the Lake to Harbour Canal or Canal Basin for the purpose of repairs.

88. (1) No lighter shall receive loose coal or ballast by means of shoots from any vessel within the Harbour unless such lighter has—

- (a) a coaming and surrounding deck ; or
- (b) a temporary bulwark at least 2 feet high and at least 12 feet long, made of either planks or sheet iron, shipped on its gunwale on the offside,

so as to prevent any coal or ballast from falling overboard from such lighter.

(2) No lighter shall be loaded with loose coal or ballast heaped up above the gunwale.

89. The tindal of every lighter employed in receiving loose coal or ballast by means of

shoots from vessels within the Harbour shall keep his lighter fairly under the shoots whilst it is being loaded so as to prevent any part of the coal or ballast from going overboard.

90. (1) It shall be the duty of the owner of every licensed boat to keep painted on a conspicuous part of such boat the number of passengers which such boat is licensed to carry.

(2) No tindal of a licensed boat shall carry in such boat a greater number of persons than the number painted up in such boat in accordance with paragraph (1).

91. Every tindal and every boatman employed in any boat when it is plying for the conveyance of passengers for hire shall wear a neat and clean jumper of a pattern approved by the Master Attendant.

92. The tindals of all boats engaged in passenger traffic, other than hotel boats and steam or motor launches of Steamship Companies or their Agents, shall be employed in rotation in such order as the Master Attendant may from time to time direct in writing.

Every such tindal shall carry passengers in his proper turn and shall obey all orders given by the Police.

93. (1) No tindal of a licensed boat engaged in passenger traffic shall demand or solicit any hire above the following authorized rates :—

For steam launches and row boats :—

	For each Adult Passenger.	
	Between 6 A.M. and 7 P.M.	Between 7 P.M. and 6 A.M.
	Cents.	Cents.
From Passenger Jetty to any vessel under the S. W. Breakwater, that is, in the inner Harbour	35	55
From any vessel in the inner Harbour to the Passenger Jetty	35	55
From one vessel to another in the inner Harbour	35	55
From Passenger Jetty to any vessel under the Island or N. E. Breakwaters, that is, in the outer Harbour	55	75
From any vessel in the outer Harbour to the Passenger Jetty	55	75
From one vessel to another in the outer Harbour	35	55
From any vessel in the inner Harbour to any vessel in the outer Harbour or <i>vice versa</i>	35	55
From any vessel in the inner Harbour to the Disinfecting Station or <i>vice versa</i>	35	55

For each Adult Passenger.	
Between 6 A.M. and 7 P.M.	Between 7 P.M. and 6 A.M.
Cents.	

From any vessel in the outer Harbour to the Disinfecting Station or <i>vice versa</i> ..	55	..	75
From the Disinfecting Station to the Passenger Jetty ..	35	..	55
For motor launches :—			
From Passenger Jetty to any ship in the Harbour ..	50	..	75
From any ship in the Harbour to the Passenger Jetty ..	50	..	75
Children under 10 years each half the above rates.			
Children under 2 years free.			
Soldiers and Sailors in His Majesty's uniform half the above rates.			

In the case of row boats the above fares include half an hour's detention. For every subsequent hour's detention or part thereof a charge of 55 cents between 6 A.M. and 7 P.M. and 75 cents between 7 P.M. and 6 A.M. shall be due for the whole boat and not for each passenger.

Parties requiring a steam or motor launch for any special service shall make their own arrangements for fare with the tindal of the launch or boat.

For the purpose of this rule the inner Harbour shall be deemed to be bounded on the north by an imaginary line joining the Pilot Station to No. 41 Buoy, and Berth No. 19 (S. W. Moonsoon) shall be deemed to be within the inner Harbour.

Baggage rates in the inner Harbour :—

	Per Package.
	Cents.
Chairs, handbags, and strapped rugs, free if accompanied by the owner, but if not ..	5
Trunks or boxes up to 24 inches by 19 inches by 18 inches ..	10
Trunks or boxes up to 33 inches by 19 inches by 18 inches ..	15
Trunks or boxes over the last size ..	25

Baggage rates in the outer Harbour :—

Chairs, handbags, and strapped rugs, free if accompanied by owner, but if not ..	10
Trunks and boxes up to 24 inches by 19 inches by 18 inches ..	15
Trunks and boxes up to 33 inches by 19 inches by 18 inches ..	25
Trunks and boxes over the last size	35

(2) A list of fares shall be displayed in a conspicuous position in all passenger launches and boats plying for hire.

(3) Whenever payment is made in any foreign coinage, the equivalent of the above charges shall be calculated at the rate of exchange current on the day on which the payment is made as ascertained at the Baggage Office on the Passenger Jetty.

94. No person shall trade from any boat or lighter in the Harbour other than a bumboat licensed for the purpose by the Master Attendant.

95. No bumboat shall be under weigh in the Harbour or alongside any vessel before 5 A.M. or after 6.30 P.M.

96. No bumboat shall approach within 50 fathoms of any vessel in the Harbour until the expiration of one hour from the time when the vessel has been granted pratique.

97. (1) No water boat shall be used within the Harbour unless it has been licensed by the Master Attendant.

(2) No licence shall be issued in respect of any water boat unless the specification of that water boat is in conformity with the specification, which at the time of the application for the licence has been last approved for water boats by the Government Engineer and Ship Surveyor, and notified in the *Government Gazette*.

98. Every landing pontoon used for the embarkation or disembarkation of passengers shall carry not less than two life-buoys of a type approved by the Master Attendant.

99. (1) Every launch plying within the limits of the port shall carry life-buoys of a type approved by the Master Attendant and sufficient to provide buoyancy for at least 70 per cent. of the total number of persons licensed to be carried on board the launch, each of the said life-buoys being capable of providing buoyancy for three persons.

Provided that the Master Attendant may, at his discretion, permit the substitution for the aforesaid life-buoys, of buoyant apparatus approved by him up to a maximum of half the life-buoys allowed.

(2) A minimum of two life-buoys shall be carried on every launch.

(3) No life-buoy or buoyant apparatus shall be lashed down in any launch but shall be so stowed as to be ready for immediate use at any time.

100. (1) No motor launch shall ply for the conveyance of passengers within the limits of the port unless it is licensed by the Master Attendant.

(2) No licence shall be issued in respect of any motor launch unless the specification of that motor launch is in conformity with the specification, which at the time of the application for the licence has been last approved for motor launches by the Government Engineer and Ship Surveyor and notified in the *Government Gazette*.

101. (1) No launch except one which is fitted with machinery for reversing shall use its engine within 15 fathoms of any landing place or ship's gangway or at any time exceed a speed of 5 knots.

(2) Every launch which is not fitted with machinery for reversing shall be fitted with two oars and rowlocks ready for use.

102. (1) No fuel other than that contained in the fuel tank shall be carried in any motor launch within the limits of the port except with the permission of the Principal Collector of Customs and the Master Attendant, previously had and obtained.

(2) When a motor launch within the limits of the port is under weigh or has passengers on board no person shall open or manipulate the fuel tank of the launch or any other receptacle containing fuel.

103. There shall be carried in a conspicuous position in every motor launch a notice warning the occupants of the danger which might result from smoking, striking matches or carrying a naked light in the engine room, or near the fuel tank when the tank is being replenished.

104. Every licensed motor launch shall carry fire extinguishers which comply with the requirements set out in the specification referred to in rule 106.

X.—*Inspection of Steam Boilers on Boats and Lighters.*

105. The owner of any water boat, barge, lighter, or similar vessel, or launch, on which there is a steam boiler, shall cause the steam boiler of such water boat, barge, lighter, or similar vessel, or launch to be removed for the purpose of inspection whenever required by the Government Engineer and Ship Surveyor.

106. It shall be the duty of the owner and tindal of every water boat, barge, lighter, or similar vessel, or launch as defined in the Launches Ordinance, 1907, on board of which there is a steam boiler (1) to have the steam boiler inspected annually by the Government Engineer and Ship Surveyor and to obtain from him a certificate that the steam boiler is in good order; (2) to bring to the notice of the Government Engineer and Ship Surveyor forthwith any repair or alteration, affecting the safety of the vessel on which the steam boiler is or the terms of the certificate, made between annual inspections; (3) to have such repair or alteration passed by the Government Engineer and Ship Surveyor, and the certificate duly endorsed by him.

107. No owner or tindal of any water boat, barge, lighter, or similar vessel, or launch as defined in the Launches Ordinance, 1907, on board of which there is a

steam boiler, and no person having charge over such boiler, shall use or work any such boiler until it shall have been duly inspected and certified to be in good order under the last foregoing rule.

108. The fee for each inspection made under rule 106 shall be—

(a) Rs. 21 in the case of a launch.

(b) Rs. 10·50 in the case of other vessels.

109. (1) Every driver or other person in charge of, or having control over, a steam boiler on any water boat, barge, lighter, or similar vessel (not being a launch as defined by the Launches Ordinance, 1907) shall hold a certificate of competency under the hand of the Master Attendant, who shall grant such certificate to any person applying therefor whom he considers suitable and capable of having control of a steam boiler.

(2) No person shall work or be in charge of any steam boiler on board any water boat, barge, lighter, or similar vessel not being a launch as defined in the Launches Ordinance, 1907, nor shall any person employ or permit any person who is not in possession of such a certificate to work or be in charge of any such steam boiler.

XI.—*Passenger Jetty.*

110. No person shall hawk any goods, tout for any custom, or loiter on the Passenger Jetty.

111. No person shall spit or commit any nuisance upon the Jetty or do any other act which is likely to make any part of the Jetty unclean.

112. (1) Any Customs or Police Officer may call upon any person on the Jetty to state his reasons for entering or remaining on the Jetty, and unless that person can give a satisfactory reason, such officer may order that person to leave the Jetty forthwith.

(2) Every person ordered by a Customs or Police Officer to leave the Jetty, shall immediately comply with the order.

113. The Principal Collector of Customs may after written notice to any person, prohibit that person from entering the Jetty without a special permit, and no person so prohibited shall enter the Jetty without such special permit.

XII.—*Beira Lake.*

114. No vessel shall be kept for use on the Beira Lake, unless such vessel shall have been licensed by the Master Attendant and permission for its use has been obtained from him. No such vessel shall be moored except at authorized sites.

115. No drains, outfalls, or other means of discharging water or other liquids into the Beira Lake area shall be made, or extension

or alteration to existing works carried out, without the sanction of the Chairman, Colombo Port Commission.

116. No jetties, slipways, quays, landing or shore protection works shall be constructed on the Lake borders or in the Lake without the previous sanction of the Chairman, Colombo Port Commission, nor shall any existing structures be removed without due notification to the same authority.

117. No water, soil, earth, or other material shall be removed from the Lake without the sanction of the Chairman, Colombo Port Commission, nor shall any filling in of the water area of the Lake be carried out by any means without his authority.

118. No moorings, stakes, or other obstruction shall be put down in the Beira Lake without the sanction and authority of the Chairman, Colombo Port Commission.

119. No person shall fish with nets in the Lake.

120. No person shall ply a ferry in the Lake without the sanction of the Chairman, Colombo Port Commission.

121. No person other than persons authorized by the Chairman, Colombo Port Commission, shall in any way interfere with floating plant, sluices, lockgates and other appliances in the Beira Lake.

122. For the prevention of damage to the banks of any canal, lock basin, or lake forming part of the Port of Colombo, and for the preservation of that port generally, the Chairman of the Colombo Port Commission may set apart one or more places on such canal, lock basin, or lake for any one or more of the following purposes, namely, bathing, or the washing of clothes or other articles, or of animals or vehicles.

123. Information shall be given to the public of every place so set apart by Notification published in the *Gazette* by the Chairman of the Colombo Port Commission and by notice exhibited at that place.

124. After the date on which public information is given of any place so set apart on any such canal, lock basin, or lake, no person shall bathe or wash clothes or any other article or any animal or vehicle in any other part of that canal, lock basin, or lake.

XIII.—*Repeal.*

125. The rules promulgated by Proclamations dated June 15, 1900; May 2, 1901; June 20, 1902; October 24, 1902; July 10, 1903; May 20, 1904; November 17, 1905; December 30, 1905; February 2, 1906; June 22, 1906; July 12, 1907; September 20, 1907; January 31, 1908; March 13, 1908; May 29, 1908; September 4, 1908; November 6, 1908; March 26, 1909; July 23, 1909; September 30, 1910; March 31, 1911; July 28, 1911; August 11, 1911; November 4, 1912; November 26, 1913; December 3, 1913; September 17, 1914; December 29, 1915; January 19, 1917; March 16, 1918; March 14, 1919; February 24, 1920; November 24, 1920; December 6, 1920; December 21, 1920; July 29, 1921; September 24, 1921; October 25, 1921; September 30, 1922; August 3, 1923; June 2, 1925; August 28, 1926; September 29, 1927; August 24, 1928; July 15, 1930; August 6, 1930; May 9, 1932; June 1, 1932; November 24, 1932; January 14, 1933; January 16, 1933; July 6, 1933; September 22, 1933; October 19, 1933; and June 26, 1935, published in the *Ceylon Government Gazette*, are hereby repealed.