



SUPPLEMENT TO THE  
CEYLON GOVERNMENT  
GAZETTE

---

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**PROCLAMATION.**

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BY HIS EXCELLENCY THE GOVERNOR.

A PROCLAMATION.

A. CALDECOTT.

KNOW Ye that by virtue of the powers vested in me by section 3 of the Masters Attendant Ordinance (Chapter 262), I, Andrew Caldecott, Governor of Ceylon, do hereby proclaim the Rules set out in the Schedule hereto, framed and established by me for the Port of Galle, and direct that they shall be in force from and after the Seventh day of August, 1939.

By His Excellency's command,

Kandy, June 21, 1939.

E. R. SUDBURY,  
Secretary to the Governor.

GOD SAVE THE KING.

## SCHEDULE.

# GALLE PORT RULES, 1939.

### I.—General.

1. These rules may be cited as the Galle Port Rules, 1939.

2. In these rules unless the context otherwise requires—

“boat” includes canoes, cattamarans, and launches propelled by steam, electricity, or other motive power;

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

“harbour” means that portion of the port of Galle which lies northward of a line joining Point de Galle Lighthouse and the White Tower on watering point;

“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 for the conveyance of cargo, fuel, or water;

“Master” when used in relation to any vessel includes a tidal 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;

“petroleum” means any of the liquids commonly known by the names of rock oil, Rangoon oil, Burma oil, kerosene, paraffin oil, mineral oil, petroline, 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 Galle” 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* No 3,523, January 6, 1866;

“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) notify the Master Attendant of the approximate time of arrival and draught of the vessel;

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

(c) 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;

(d) 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,

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

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

(g) Twelve hours before leaving the port hoist the International Code flag “P” at the foremast head of his vessel.

Provided that if the agent of any vessel performs any duty cast upon the Master of that vessel by paragraphs (b), (d), (e), or (f) 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 (c)

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 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 hickford  
Electric fuses.  
Fog signals.  
Fuses for shell.

Filled games.  
 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 men-of-war belonging to a Foreign Government.

8. No vessel of over 100 tons gross registered tonnage shall enter or leave the port or move from one place to another within the port without the permission of the Master Attendant.

9. (1) Every vessel brought into the port by a pilot shall be berthed by the pilot, and shall, unless otherwise directed by the Master Attendant, lie to its own anchors.

(2) Every vessel shall be moored with such number of stern moorings as the pilot may in his discretion require; stern moorings are supplied by the Master Attendant at the following rates :—

	Rs.	c	
For one anchor and chain cable mooring hawser with tail wire	for one day or any part thereof	25	0
	for two days, per day or part thereof	18	0
	for three or more days, per day or part thereof	15	0

(3) Notwithstanding anything in paragraph (2) to the contrary, British and Foreign men-of-war, British hued transports, and Royal Fleet Auxiliary vessels flying the Blue Ensign with Admiralty Badge shall be exempt from charges for the use of stern moorings

(4) Every vessel shall, after being moored, be ready to veer each bower cable immediately if called upon to do so by the Master Attendant.

10. (1) Every vessel shall be anchored, or moored, or moved or warped from place to place, at such time and in such manner as may be specified by the Master Attendant.

(2) Every vessel which is in the way of any other vessel proceeding to sea shall move when it is necessary to clear a passage or channel for such other vessel.

11. Every vessel within the port shall at all times keep its main engines ready for immediate use.

12. Every vessel shall be prepared to slack away its stern moorings in the event of a sudden squall.

13. If any vessel parts or brings home her stern moorings, and there is a vessel moored to leeward of her, the slacking away of whose stern moorings would enable the vessel on the weather side to swing clear to her bower anchors, the vessel to leeward must immediately slack away her stern moorings and must, if

necessary and it has room, also veer away sufficient bower cable to allow the vessel on the weather side to clear it.

14. In the event of the loss of an anchor of any vessel the Master of that vessel shall give immediate notice of the loss to the Master Attendant.

15. 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 let go by the officer in charge of the vessel which is being moored or shifted.

16. 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.

17. 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.

18. 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.*

19. (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) Every vessel, other than a Ceylonese, Indian, or Maldivian sailing vessel shall, unless met by the Pilot launch or otherwise instructed by the Master Attendant, await the pilot as near the Bell Buoy as possible, 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; and
- (b) provide two manropes, each of which shall be not less than three inches in circumference with the ends free

20. (1) All vessels other than those exempted by rule 19 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	60	0
Vessels from 500 to 999 tons gross	67	50
Vessels from 1,000 to 1,499 tons gross	75	0
Vessels from 1,500 to 1,999 tons gross	82	50
Vessels from 2,000 to 2,499 tons gross	90	0
Vessels from 2,500 to 2,999 tons gross	97	50
Vessels from 3,000 to 3,499 tons gross	105	0
Vessels from 3,500 to 3,999 tons gross	112	50
Vessels from 4,000 to 4,499 tons gross	120	0
Vessels from 4,500 to 4,999 tons gross	127	50
Vessels from 5,000 to 5,499 tons gross	135	0
Vessels from 5,500 to 5,999 tons gross	142	50
Vessels from 6,000 to 6,499 tons gross	150	0

and so on, an extra charge of Rs. 7 50 being added for every additional 500 tons or portion thereof :

Provided 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.

(2) A further charge of half the rates specified in paragraph (1) shall be levied in respect of any vessel which, in seeking to proceed out of the Harbour or to change its berth, 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.

21 (1) Any vessel which requires a pilot within the limits of the Port but does not enter the Harbour, shall pay half the pilotage rates specified in paragraph (1) of rule 20.

(2) 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 20; such written orders shall be taken out by pilot boat and the cost of such service shall be included in this charge.

22 (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 person 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 20 in addition to any other fees which may lawfully be levied by any other authority.

23. (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 20.

(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.

(3) The following charges are levied for the use of the Pilot Launch:—

*For work north of a line joining Point de Galle and Watering Point.*

	Rs.	c.
For the first hour or part thereof	20	0
For each subsequent quarter hour or part thereof	5	0

*For work south of the above line.*

For the first hour or part thereof	30	0
For each subsequent quarter hour or part thereof	7	50

24. 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. Provided that nothing in this paragraph of this rule shall be deemed to prohibit the landing of any officer wearing a sword, if such sword is ordinarily a part of his uniform.

Subject to such restrictions in respect of numbers and such conditions as the Governor may in the special circumstances of any case impose, 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 of 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.

25 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.

26. (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 to 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 articles, 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.

27. (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.

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

29. 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.

30. 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.

31. The Master Attendant may in his discretion grant to any one or more persons a licence to pick up, dive for, or remove any coal which is washed ashore or found within the limits of the port; and no person other than the holder of a licence shall pick up, dive for, or remove any such coal.

#### 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 Assistant Master Attendant or by the Superintendent of Police, or by the Collector of Customs.

#### VI.—Lights and Signals.

33. (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.

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

35. (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.

36. No vessel within the port shall sound any kind of steam whistle, siren, or other warning device except—

- (a) for the purpose of summoning a pilot as laid down in paragraph (2) of rule 40; or  
 (b) for the purpose of calling attention to the signals specified in rule 41; or  
 (c) for any purpose defined in Articles 28 and 31 of the "International Regulations for Preventing Collisions at Sea."

37. 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.

38. Except as laid down in rule 40, 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.

39. The International Signal O D made at any time from the Flagstaff shall indicate that, owing to bad weather or other special circumstances, no vessel can at that time be brought into port.

40. (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 (a) 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, and shall (b) sound one long blast on the whistle or siren.

41. The following additional signals should be made when assistance is required:—

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 siren	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 siren	Two red lights with a white light between them, 6 feet apart hoisted where best seen

42. Every vessel within the port 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.

43. No boat whether laden or empty which is used for the conveyance of cargo, fuel or water, and no launch towing any such boat, shall go alongside any vessel within the port—

- (a) during the day, until flag "N" has been hoisted by such vessel; or  
(b) at night, until two white lights are hoisted vertically at or near the foremast-head

#### VII.—Landing and Shipping of Cargo.

44. The Master of every 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.

44A. No person shall smoke, or strike a match or light a fire by any other means, in the vicinity of any open hatchway on board any vessel in the Harbour.

Provided, however, that nothing in this rule shall be deemed to prohibit the lighting of a fire in a fireplace specially constructed for the purpose of cooking food on any lighter which is not carrying any explosive, inflammable or dangerous substance.

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 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.

#### VIII.—Regulation of Boats and Lighters.

50. (1) Every vessel or boat, other than a steam trawler, used for fishing, shall when not in use be anchored, moored or hauled up in such part of the port as may be specially set apart by the Master Attendant for fishing craft.

(2) No vessel or boat used for fishing, shall be so used, or anchored or allowed to remain near the entrances to the Harbour in such manner as to obstruct the free passage of the entrances.

51. (1) No person shall approach within 25 fathoms of any vessel before that vessel has been moored in its berth.

(2) No person shall approach within 25 fathoms of any vessel which is flying the quarantine flag.

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

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

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

55. 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 vessels or mooring boats.

56. No tidal 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.

57. Every tidal 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.

58. (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.

59. (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.

60. Every tidal of a licensed 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.

61. Every tidal 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.

62. No tidal 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.

63. 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 distance from any wharf, jetty, or landing place as not to obstruct the approach thereto.

64. 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.

65. No tidal 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.

66. 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.

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

Provided that if only one vessel is in the Harbour any number of boats may lie abcast alongside that vessel.

68. (1) No boat or lighter shall make fast its ropes to any stanchion or wooden fender of any jetty, or to any other part of any jetty, except the rings and bollards provided for the purpose.

(2) No boat shall be bound tight against or hung with ropes to any jetty.

(3) No boat shall be moored to any jetty in any manner likely to prevent that boat from having free play to range fore and aft on the swell.

69. No tidal of any boat or lighter shall cause that boat or lighter to pass over the stern moorings of any vessel.

70. (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 tidal 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).

71. The tinals of all boats engaged in passenger traffic, other than those 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 tidal shall carry passengers in his proper turn and shall obey all orders given by the Police.

72. (1) No tidal of a licensed boat engaged in passenger traffic shall demand or solicit for any of the services specified hereunder, any hire in excess of the following authorized rates —

	Where there is only one passenger—per single journey	Where there are two or more passengers—per single journey, per passenger.
(a)		
(1.) From the jetty to any vessel in the western berth	Rs c 0 50	Rs c 0 25
(11) From the Jetty to any vessel in the watering point	1 0	0 50
(12) From the jetty to any vessel in the south west or eastern Anchorage	For any number of passengers not being more than 4—per single or double journey	5 0
(c) For special service between 6 A.M. and 7 P.M. for a party of passengers	For a period not longer than 6 hours	5 0
(d) For special service between 6 A.M. and 7 P.M. for a party of passengers	For a period not longer than 12 hours	7 50

(2) A list of fares shall be displayed in a conspicuous position in every passenger launch or boat plying for hire.

(3) Where a boat is engaged for any service not provided for in the rates set out in paragraph (1), the hire for such service shall be fixed by arrangement with the tidal of the boat.

(4) No tmdal of a licensed canoe shall carry more than two passengers on such canoe at any time.

73. (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*.

IX — *Supply of Water.*

74. No person shall supply to any vessel or boat within the port any water for shipping purposes, other than water taken from the Municipal water main at the head of the passenger jetty.

X — *Passenger Jetty.*

75. No person shall hawk any goods, tout for any custom, or loiter on the passenger jetty.

76. 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.

77. (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.

78. The 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.

*Repeal.*

79. The rules for the port of Galle, published by Proclamation in *Gazettes* Nos. 7,565 of January 28, 1927, and 7,670 of October 19, 1928, are hereby repealed.



Supple  
**RESULTS OF METEORO**

STATION	OBSERVER	Height above Sea Level.	RAINFALL.				No. of Days on which Registered.	Mean Daily Horizontal Movement of Air	The Resultant Direction of the Wind.
			Total No. of Inches.	Greatest Quantity any 24 hours.		Miles			
		Feet.		In.					
1 Colombo	Observatory Staff	24	10.67	1.87	23rd—24th	24	110	Varia	
2 Puttalam	Mr. C. Anthony Pillai	27	7.04	2.16	12th—13th	14	140	SE	
3 Mannar	C. Rasakariar	12	14.79	9.97	12th—13th	10	182	SE	
4 Jaffna	K. Muttulingam	14	13.20	9.46	12th—13th	7	224	Varia	
5 Trincomalee	S. Sanmugam	24	4.18	1.56	12th—13th	10	185	Varia	
6 Batticaloa	S. V. Thambirajah	20	6.78	3.05	12th—13th	14	155	Varia	
7 Hambantota	R. S. Ratnayake	61	10.48	4.35	29th—30th	14	246	SE	
8 Galle	S. Paul	14	7.91	1.54	27th—28th	16	172	Varia	
9 Agalawatta	Director, Rubber R. I.	195	10.69	1.51	10th—11th	19	—	—	
10 Ratnapura	C. A. Senanayake	113	15.08	2.28	22nd—23rd	25	—	—	
11 Lunuwila	Director, Coconut R. I.	96	7.03	1.70	12th—13th	21	—	—	
12 Kurunegala	S. D. Lawrence	381	17.05	6.17	12th—13th	24	—	—	
13 Anuradhapura	S. C. Sivagurunather	295	17.33	4.83	12th—13th	20	—	—	
14 Kandy	H. M. T. Wijeratna	1611	15.02	4.15	12th—13th	24	—	—	
15 Badulla	M. P. Gunasekera	2189	14.76	3.63	11th—12th	24	—	—	
16 Diyatalawa	C. Subramaniam	4101	14.46	3.69	11th—12th	26	—	—	
17 Talawakele	Director, Tea R. I.	4500	11.78	2.49	11th—12th	26	—	—	
18 Hakgala, Nuwara Eliya	U. D. Albert Singho	5581	12.54	3.42	11th—12th	21	—	—	
19 Nuwara Eliya	K. M. Perera	6170	10.94	2.83	11th—12th	21	—	—	

STATION.	NAME OF SENDER.	Height above Sea Level
		Feet.
20 Abergeldie Group, Rozelle	Superintendent	3600
21 Alagalla Railway Station	Telegraph Master, C. G. R.	1062
22 Allai Tank, Toppur	Subdivisional Officer, Trincomalee	20
23 Alutnuwara Field Hospital	Medical Officer, Alutnuwara, Bibile	300
24 Ambalantota	Divisional Agricultural Officer, S. D., Labuduwa, Galle	15
25 Ambanpitiya	District Engineer, Kegalla	663
26 Ambepussa Government Farm	Manager, Government Farm, Ambepussa	—
27 Ampapai Tank	Irrigation Engineer, Kalmunai S. D.	90
28 Anamaduwa Hospital	District Medical Officer, Anamaduwa	252
29 Andankulam Tank, Trincomalee	Subdivisional Officer, Trincomalee	40
30 Angoda Lunatic Asylum	Medical Superintendent, Lunatic Asylum	—
31 Annfield Estate, Dikoya	Mr. C. Owen	4300
32 Anningkanda Estate, Deniyaya	Mr. H. Lloyd Jones	1550
33 Arachchi Amuna	Irrigation Engineer, Galle	135
34 Aranayaka Hospital	Apothecary, Aranayaka	1000
35 Arawa Estate, Madulsima	Mr. R. A. Jameson	600
36 Aturugiriya Estate, Homagama	Mr. George de Saram	100
37 Avisawella Hospital	District Medical Officer, Avisawella	105
38 Avisawella Estate, Puwakpitiya	Mr. R. St. G. Jackson	250
39 Badagamuwuwa	Divisional Forest Officer, N.-W. D., Kurunegala	—
40 Baddegama Estate, Baddegama	Mr. E. A. Bowman	—
41 Baduluwela	Irrigation Officer, Muppuna, S. D., Moneragala	30
42 Balangoda	Government Agent, Ratnapura	173
43 Bandara Eliya Estate, Haputale	Mr. P. C. Maudslay	6200
44 Bandarawela	Mr. P. Van Rooyen	3900
45 Bata-ata	Divisional Agricultural Officer, S. D., Labuduwa, Galle	—
46 Batalagodawewa Tank	Subdivisional Officer, Kurunegala	422
47 Batapola	Divisional Agricultural Officer, S. D., Labuduwa, Galle	—
48 Batuluoya Resthouse	Assistant Government Agent, Puttalam	—
49 Beauséjour Estate, Nakiyadeniya	Mr. A. I. Allan	200
50 Beralapannatala	Chairman, Village Committee	—
51 Berna Estate, Narammala, Kurunegala	Mr. E. C. Pandittsekere	240
52 Bibile Dispensary	Apothecary, Bibile	790
53 Bingiriya	Field Medical Officer, Bingiriya	—
54 Blackwater Estate, Nawalapitiya	Mr. V. O. Fuller	2800
55 Blackwood Estate (M. D.), Haputale	Mr. S. R. Smith	3600
56 Blair Athol Estate, Dikoya	Mr. P. G. Boileau	3738
57 Bulugahapitiya	Divisional Irrigation Engineer, C. D., Kandy	—
58 Buttala Hospital	Medical Officer, Buttala	513
59 Caledonia Estate, Lindula	Mr. G. Mackintosh Smith	4273
60 Campion Estate, Bogawantalawa	Mr. R. A. Bourke	5000
61 Carolmalley (Helboda North)	Mr. T. R. Hardinge	4900
62 Carney Estate, Ratnapura	Mr. R. F. Bourne	1001
63 Chadaiyantalavai	Irrigation Engineer, Kalmunai S. D.	63
64 Chavakachcheri	Medical Officer, Chavakachcheri	16
65 Cheddikulam	Station Master, O. G. R., Cheddikulam	179
66 Chilaw Public Works Department	District Engineer, Chilaw	5
67 } Colombo } Ellie House Reservoir, Mutwal	Engineer, Waterworks, Maligakanda, Colombo	99
68 } Maligakanda	Engineer, Waterworks, Maligakanda, Colombo	70
69 Conical Hill	Range Forest Officer, Nuwara Eliya	—
70 Crystal Hill Estate, Matale	Mr. C. Van Starrex	1400
71 Dabar Estate, Deraniyagala	Mr. I. Harley	750
72 Dambagalla	Apothecary, Dambagalla	655
73 Dambulla Hospital	Medical Officer, Dambulla	400
74 Damunuwinna	Irrigation Officer, Muppuna, S. D., Moneragala	—
75 Dandagamuwuwa	District Engineer, Dandagamuwuwa	—
76 Dandeniya Tank	Irrigation Engineer, Galle	157
77 Deanstone Estate, Urugala	Mr. J. G. Horsfall	3800
78 Debedde Estate, Badulla	Mr. R. Wynell Mayow	3500
79 Dehiwala	Chairman, Urban District Council, Dehiwala	—
80 Delft	Manager, Delft	—
81 Deltota Hospital	Medical Officer, Deltota	3600
82 Delwita Estate, Kurunegala	Mr. E. L. S. Schrader	490
83 Denagama Tank	Irrigation Engineer, Galle	286
84 Detenagalla Estate, Bogawantalawa	Mr. R. Arden	3600
85 Digala Estate, Dehiwita	Mr. L. Harley	400
86 Dik Mukalana Estate, Balangoda	Superintendent	1700
87 Dimbula	District Engineer, Dimbula	—
88 Diwela Estate, Kegalla	Mr. C. Boucher	800
89 Diwulana Tank	Irrigation Engineer, Kalmunai S. D.	136
90 Dolabadakanda Estate, Kalawana	Mr. S. D. L. Lyanaratne	—
91 Dompe	Mr. H. D. E. Gunasekera	21
92 Dooromadella Estate, Gammaduwa	Mr. W. W. A. Phillips	8300
93 Doragalla Estate, Pussellawa	Mr. A. W. Bowles	4400
94 Duckwarr Estate, Rangalla	Mr. B. B. Benson	880
95 Dunedun Estate, Yatiyantota	Mr. B. G. Graham	400
96 Dunsmane Estate, Pundalwoya	Mr. A. W. Cantlay	5040
97 Dyraba Estate, Bandarawela	Mr. P. de P. Carey	4000
98 Eheliyagoda Group, Eheliyagoda	Mr. W. S. Veitch	737
99 Elahera	Construction Engineer, Elahera Scheme, Naula P. O.	—
100 Elephant Pass (Excise)	The Officer-in-Charge, Excise Station, Elephant Pass	8
101 Elephant Pass (Saltern)	Superintendent	7
102 Elkaduwa District Dispensary	Apothecary	2800
103 Ella	Mr. T. Edward Elias	3400

9—contd.

NAME OF SENDER.	Height above Sea Level	RAINFALL.			
		Total No. of Inches.	No. of Days on which Registered.	Greatest Quantity in any 24 Hours	
	Feet.	In		In	Date.
St. Engineer, Dikoya, Norwood	1600	14.10	25	3.40	12th—13th
Ant Government Agent, Hambantota	—	10.63	18	4.38	11th—12th
Ant Superintendent	—	8.69	14	2.69	12th—13th
on Master, C. G. R.	24	—	—	—	—
O. K. S. Naidu	400	16.19	22	6.18	12th—13th
Ant Government Agent, Matale	—	16.15	16	5.00	12th—13th
Forest Officer, S. R., Jaffna	—	15.33	15	5.29	12th—13th
Schinz	45	12.09	15	3.42	12th—13th
al Officer of Health	—	10.20	11	3.31	3rd—4th
Divisional Officer, Tirrukovil	—	7.99	11	3.70	12th—13th
S. Roper	1900	19.48	22	3.15	11th—12th
Divisional Officer, Pannala	—	13.13	18	2.45	12th—13th
Divisional Agricultural Officer, Jaffna	25	10.77	10	5.65	12th—13th
ct Medical Officer, Passara	2800	23.03	17	5.16	11th—12th
stant Entomologist, T. R. I., Passara	3300	23.22	26	5.21	11th—12th
J. J. Douglass	550	14.95	20	5.64	12th—13th
Le Coq	3500	15.18	22	4.77	12th—13th
ct Engineer, Polmadulla	480	8.35	25	1.49	11th—12th
ultural Instructor	1540	15.92	17	5.80	12th—13th
or	—	17.14	24	3.40	12th—13th
Sp. l. Farm School	—	16.26	24	3.79	12th—13th
Divisional Officer, Trincomalee	50	5.96	9	2.12	11th—12th
R. C. Backhouse	—	7.56	4	5.11	12th—13th
ct Medical Officer, Agalawatta	—	10.33	11	2.15	1st—2nd
ecary	250	19.13	17	2.54	5th—6th
cal Officer, Point Pedro	24	7.40	8	5.20	12th—13th
cal Officer, Polgahawela	245	14.21	23	4.13	12th—13th
stant Government Agent, Puttalam	—	8.94	16	3.73	12th—13th
M. P. Fraser	3000	24.33	22	4.70	12th—13th
A. Teacher	245	10.52	12	4.35	12th—13th
ation Engineer, Kalmunai S. D.	—	10.11	14	4.00	11th—12th
P. R. Cassian	—	—	—	—	—
on Master, C. G. R.	—	9.71	7	3.05	13th—14th
ation Engineer, Kalmunai S. D.	—	8.79	11	3.52	12th—13th
ct Engineer, Dimbula	3000	20.23	25	3.25	11th—12th
stant Government Agent, Puttalam	—	9.46	12	2.62	12th—13th
ct Engineer, Vavuniya	—	11.76	17	3.74	12th—13th
ary Inspector, Ragama Camp	9	15.44	16	2.72	5th—6th
Teacher, Rajawaka Government M. V. School, Balangoda	2000	11.59	15	3.05	9th—10th
W. B. Bridger	1500	12.39	22	4.77	12th—13th
L. Ramanathan	—	12.06	5	9.60	12th—13th
Medical Officer, Rambukkana	—	13.33	17	3.45	12th—13th
L. F. Watkins Baker	1750	12.68	21	1.22	9th—10th
rintendent	—	10.34	17	3.02	12th—13th
ct Engineer, Colombo South	—	11.35	18	2.99	17th—18th
ct Medical Officer, Rattota	—	34.88	20	9.15	5th—6th & 13th
A. M. Cheyne	300	18.94	20	2.35	12th—13th
H. V. A. Doudney	—	3.42	3	1.94	12th—13th
ation Officer, Muppne S. D., Moneragala	—	12.22	16	2.54	11th—12th
ation Engineer, Ridibendi-ela, Maho	—	18.88	16	5.93	12th—13th
ation Engineer, Ridiyagama	72	8.17	19	2.70	29th—30th
Divisional Officer, Tirrukovil	30	9.30	9	2.33	11th—12th
Divisional Officer, Tirrukovil	82	3.50	8	2.00	11th—12th
Divisional Irrigation Officer, Rukam S. D., Unichchai	77	9.98	10	4.00	12th—13th
arman, District Road Committee, Kegalla	180	19.08	19	4.60	12th—13th
W. L. Hicks	1400	24.17	17	8.04	12th—13th
Divisional Officer, Tirrukovil	42	6.30	11	2.75	11th—12th
A. H. Jones	5250	12.41	24	2.20	12th—13th
Divisional Officer, Vavuniya	277	19.34	18	3.19	23rd—24th
ation Engineer, Kalmunai S. D.	—	9.10	8	3.23	12th—13th
ouse-keeper, Sigiriya	654	18.25	16	4.80	12th—13th
ation Engineer-in-charge, Vavuniya S. D., Vavuniya	—	—	—	—	—
de Alwis	546	13.09	23	2.47	10th—11th
O. Costa	—	8.19	16	3.03	12th—13th
Andrews	3500	22.13	25	4.96	12th—13th
T. Wright	3700	13.37	20	2.33	12th—13th
P. Setunga	1915	18.54	22	3.36	5th—6th
B. Hutchinson	—	16.55	17	3.10	10th—11th
C. Haworth Price	3600	23.37	23	7.32	12th—13th
C. Haworth Price	3800	25.57	24	6.80	12th—13th
H. Smyth	2800	14.60	24	2.97	11th—12th
ation Officer, Koslanda S. D.	608	26.44	15	5.08	1st—2nd
D. S. Urquhart	500	15.34	21	3.07	22nd—23rd
Divisional Irrigation Engineer, Western Division, Kurunegala	63	11.53	18	3.07	12th—13th
ct Engineer, Mannar	—	—	—	—	—
ultural Instructor, Talangama, Nugegoda	—	8.40	16	1.64	12th—13th
d Medical Officer, Talatu-oya	—	11.79	16	3.65	12th—13th
thecary, Taldena	1100	13.52	16	2.54	11th—12th
ultural Instructor, Trincomalee	—	7.21	7	2.28	12th—13th
ical Officer, Tanamalwila, Wellawaya	550	7.83	11	3.03	11th—12th
Divisional Irrigation Engineer, S. D., Tangalla	70	11.90	13	7.85	29th—30th
Divisional Medical Officer, Paldaniya	—	12.85	21	4.16	12th—13th
Divisional Agricultural Officer, S. D., Labuduwa, Galle	—	9.55	12	3.30	29th—30th
ool Master, Teripeha, Nildandahinna	—	20.00	16	4.50	12th—13th
J. M. Hodgson	3800	21.74	23	4.52	5th—6th
ation Engineer, Kalmunai S. D.	—	5.70	5	2.50	12th—13th
F. R. Cassian	—	—	—	—	—
J. Cooke	6	4.77	10	1.96	11th—12th
Divisional Officer, Tissa	75	9.39	11	4.37	11th—12th
thecary	200	20.18	15	9.47	12th—13th
R. G. Coombe	4500	27.51	25	4.40	1st—2nd
ool Master, Udamedura, Nildandahinna	—	17.00	17	3.05	12th—13th
ct Medical Officer, Udugama	—	11.24	10	2.78	30th—1st Mar
ation Engineer, Galle	156	6.60	16	2.68	29th—30th
Divisional Officer, Tissa	75	9.82	9	4.20	11th—12th
Divisional Officer, Godakawela	427	—	—	—	—
Divisional Irrigation Officer, Rukam S. D., Unichchai	120	10.87	13	4.29	12th—13th
erintendent	6000	32.39	23	5.45	5th—6th
R. A. Jamieson	3200	20.71	24	5.80	11th—12th
Divisional Irrigation Officer, Rukam S. D., Unichchai	121	10.91	6	5.63	12th—13th
ld Medical Officer, Valachenai	—	9.07	7	5.41	12th—13th
ct Engineer, Vavuniya	318	12.34	15	4.57	12th—13th
ation Engineer in charge Vavuniya S. D., Vavuniya	—	17.37	12	5.62	12th—13th
er-in-charge, Animal Breeding Centre, Veyangoda	—	7.72	22	3.09	12th—13th
M. M. Supriamaniam	3250	20.65	18	10.00	12th—13th
G. Huntley	192	18.97	20	2.74	12th—13th
ation Engineer, Kalmunai S. D.	99	9.09	9	3.09	12th—13th
L. B. Gourlay	2280	20.60	20	6.00	11th—12th
G. M. Eethune	2000	14.48	25	6.43	12th—13th
D. C. Gordon-Duff	1200	17.23	21	2.97	12th—13th
Divisional Agricultural Officer, N.-W. D., Wariyapolla	—	17.72	19	5.66	12th—13th
ation Master, C. G. R.	4402	10.16	22	2.07	11th—12th
Do	3259	15.80	22	2.29	12th—13th
ical Officer of Health, Weligama	—	8.26	15	2.03	11th—12th
ct Engineer, Badulla	3300	12.66	19	3.57	11th—12th
Divisional Officer, Godakawela	450	12.23	20	2.01	19th—20th
R. H. Spencer Schrader	—	13.40	24	2.97	5th—6th
A. G. Fritzen-Nolthenius	6900	32.05	24	5.42	7th—8th
R. J. Watt	3200	13.54	25	5.81	11th—12th
R. W. Well Mayow	3000	19.93	22	4.28	11th—12th
Divisional Agricultural Officer, S. D., Labuduwa, Galle	75	8.03	10	4.32	12th—13th
Robert Oliver	3000	18.77	22	5.12	12th—13th
servator of Forests, Colombo	—	14.16	18	3.30	30th—11th
ation Officer, Muppne S. D., Moneragala	—	14.16	19	3.38	11th—12th
stant Government Agent, Hambantota	—	9.69	8	5.02	12th—13th
D. S. O'Riordan	3347	26.45	23	5.36	12th—13th
A. D. Dewar	650	15.75	22	3.64	12th—13th
uman District Road Committee, Kegalla	137	16.30	23	7.05	5th—6th