

**FINANCIAL DEPARTMENT.**  
**(Rules Under the Indian Ports Act, 1875)**

**NOTIFICATION.**

**No. 26**

**The 23rd May 1885.**

No. 26.- The 23rd May 1885.- Under the provisions of section 7, clauses (f), (g), (h), and (i) and section 61 of the Indian Ports Act, 1875, the Chief Commissioner makes the following rules for regulating the transport of vessels to or from any place within the limits of the port of Rangoon for the purpose of being docked in, or undocked from, Mr. Macrory's dock at Danidaw:-

1. Application for permission to dock or undock a vessel shall be made to the Port Officer at least 24 hours previous to the time at which the applicant desires to dock or undock.
2. It shall be within the discretion of the Port Officer to direct that a sailing vessel or steamer not under steam shall have a tug-steamer in attendance, suitable and sufficiently powerful in his opinion, to tow the vessel from her berth to the dock, or vice versa.
3. Vessels lying in the harbour above the Hastings shoal may, with the previous permission of the Port Officer, drop down on the ebb to an anchorage not below the railway jetty, and remain there for a period not exceeding 24 hours. If not docked within 24 hours, they will be re-moored in such berth as may be available.
4. Vessels below the Hastings may drop up on the flood to an anchorage abreast the Hastings buoy, from which anchorage they will have to be transported by steam, if the Port Officer so directs, to the dock-head.
5. All vessels shall be docked on the same flood-tide on which they are taken into the Monkey Point channel, otherwise they will be moved out of the channel and berthed as may be directed by the Port Officer until they can be docked.
6. The buoy placed off the entrance of the dock shall be used for hauling and transporting purposes only, and no vessel shall be allowed to moor thereto or remain longer there than is requisite to pass tow ropes or hauling lines for docking or moving her to her allotted anchorage.

7. It shall be within the discretion of the Port Commissioners at any time to order the removal of the docking buoy, if it is found to interfere with the navigation of the Monkey Point channel, and order the use of an anchor-boat for hauling, purposes in lieu thereof. The anchor boat will only be allowed to remain at anchor in the channel when being actually used for docking or undocking purposes, and shall fly a flag bearing the letter B whenever any warps or lines are fast from her to the pier-heads or to a vessel entering or leaving the dock.
8. Vessels entering or leaving the dock shall fly at their foremast-head the letter D under the Blue Peter, and keep the same flying during the time they are being moved to or from the dock.
9. Harbour-masters appointed to transport vessels to the dock will be responsible for their safety until they are placed alongside the pier-heads and have their docking lines on board.
10. Harbour-masters appointed to transport vessels from the dock will take charge as soon as they are clear of the dock, and remove them to such anchorages as may be ordered by the Port Officer.
11. All docking or undocking of vessels shall be done on a rising tide; and the harbour- master is strictly prohibited from placing or docking a vessel alongside the pier-head, unless he is satisfied she has sufficient water and tide to enable her to dock with safety, or from allowing an undocked vessel to be moved off the docks, unless he has sufficient time on the rising tide to haul her clear of the approaches to the dock.
12. All transport of vessels for the purposes of docking or undocking shall be done when the Monkey Point channel is clear; and no vessel shall be taken to the pier-head or removed from the dock when another ship is passing through the channel.
13. The following transporting fees will be leviable on vessels:-

**Docking, Rs. 32; undocking, Rs. 32.**

Half the above fees will be charged if the services of a harbour-master are applied for or utilized, and a vessel is not docked or undocked on the tide named in the application.

**----- Footnote -----**

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