

(Rules Under the Indian Ports Act, 1889, (Boundaries of the Harbour.))

No. 2

The 2nd January 1891.

No.2.- Under the provisions of section 6 of the Indian Ports Act, 1889, and in supersession of all previous rules on the same subject, the Chief Commissioner makes the following rules to be observed in that portion of the port of Rangoon defined below as the harbour:-

The harbour means that portion of the Port of Rangoon which is contained within the following limits:-

- (1) A line drawn in a south-westerly direction from the Port boundary-pillar at Kemmendine across the Rangoon river to the Port boundary-pillar on the opposite bank at the entrance of the Panhlaing creek.
- (2) A line drawn from the Port boundary-pillar on the south bank of the Nat creek, at its mouth, eastward to the Port boundary-pillar on the east bank of the Pazundaung creek.
- (3) A line running in a north-westerly and south-easterly direction drawn from the Port boundary-pillar on the Rangoon or west side of the Pegu river to the Port boundary-pillar on the Syriam or east side of the said river.
- (4) A line drawn in an easterly direction from the Port boundary-pillar on King's Point on the Dalla side of the Rangoon river to the Port boundary-pillar on the Syriam side of the said river.

Rules.

(a)

1. No vessel of the measurement of 200 tons or upwards shall enter or go out of that portion of the harbour, lying to the westward of a line drawn from Pegu point to the Hastings buoy or move from one place to another within that portion of the harbour, between sunset and daybreak, without the special permission of the Deputy Conservator of the Port, upon a signed requisition made under this rule; provided that a vessel under weigh at sunset, within the aforesaid portion of the harbour, may proceed to the first safe anchorage in the harbour.
- Steam-tugs without vessels in tow, and river steamers with or without flats in tow, are permitted to enter or leave the harbour between sunset and sunrise, at their own risk, but they shall be held liable for any damage which they may cause by moving at night.

2. All vessels of 200 tons measurement or upwards coming into the harbour with the flood tide shall, after crossing the Hastings shoal, be “rounded to” below a line drawn from Hopper’s wharf due south to the Dalla shore and afterwards dropped, or (in the case of steam-vessels) backed up to their anchorage; and all vessels leaving the harbour on the ebb tide shall be dropped or backed down in the same manner until they reach the line drawn from Hopper’s wharf above mentioned, and this shall be the limit where Harbour-masters shall board incoming and deliver over charge of outgoing vessels. The mail steamers plying between Rangoon and Moulmein are exempted from this rule at their own risk, and they shall be held liable for any damage which they may cause.

Provided that during the freshets or on any special occasion this rule may be relaxed with the express permission of the Deputy Conservator in each case. But such permission shall not be given to any such vessel to steam, sail, or be towed up on the flood or down on the ebb within the harbour above Monkey Point battery at a greater speed than 4 miles an hour through the water.

Provided also that river steamers with or without flats in tow, and steam-tugs without vessels in tow, may at any time move up on the flood or down on the ebb at a speed sufficient to keep the vessel under command, but in no case shall the speed exceed 4 miles an hour through the water.

3. No vessel shall steam, sail, or be towed up on the ebb or down on the flood within the harbour at a speed greater than 4 miles an hour over the ground.
4. The Commanders of all vessels arriving within the harbour are required to enter correctly in the columns of the report-book as soon as it is presented to them the following information regarding their vessels:

Deputy Conservator’s Arrival Report-book.

I	II	III	IV	V	VI	VII	VIII	IX	X	XI	XII	XIII
Date of arrival.	Name of vessel.	How rigged.	Tons.	Colours.	Name of master.	Where from; also intermediate ports (if any) touched at.	Date of departure.	Consignees.	Cargo.	Name of pilot in charge.	Names of 1st and 2nd class passengers (if any). N.B. - To be written as legibly as possible.	Remarks.

5. On board all seagoing vessels about to leave the harbour the Blue Peter shall be hoisted at the fore at least twenty-four hours before sailing, and shall be kept hoisted until the voyage is commenced. Masters of seagoing vessels must apply for a pilot twenty-four hours before the time of sailing.

(b)

6. All vessels within the harbour shall be moored in such berths as may be appointed for them by the Port Commissioners or the Deputy Conservator, and shall move from one berth to another when ordered to do so.
7. Masters of vessels shall not change their berths or move therefrom except with the permission of the Deputy Conservator.

(c)

8. All vessels on arrival in the harbour shall rig in their jib and driver booms, and shall keep them so rigged in till ready for sea. They shall also strike their yards and topmasts when ordered to do so by the Deputy Conservator. Vessels proceeding to the jetties shall take in all boats and other projections likely to damage the jetties and cranes.

(d)

9. The masters of all vessels shall remove or properly hang or place anchors, spars, and other things in or attached to their vessels when required so to do by the Deputy Conservator.

(e)

10. The masters of all vessels with ballast entering the harbour shall, as soon as possible, send to the Deputy Conservator a report in writing stating the description of ballast on board, the quantity in tons, and the port of shipment.
11. No ballast shall be landed or transhipped except with the permission of the Deputy Conservator, and vessels engaged in landing and transhipping ballast shall occupy such stations as may be directed. The master of any vessel employed in taking in or discharging ballast or cargo and having cargo-boats fastened either alongside or astern shall, if required to do so by the Deputy Conservator, cause all or any of such cargo-boats to be unfastened. Vessels lying moored at the wharves or pontoons are strictly prohibited from having more than three cargo-boats abreast at any time.

(f)

12. A free channel of 240 yards shall be kept for ships moving up or down the river within the harbour; free passages shall be kept to piers, jetties, landing-places, wharves, quays, docks, and moorings; and all vessels shall move when required to clear such channels and passages.
13. No vessel shall in any way obstruct the approaches to or, except when actually receiving or discharging cargo or passengers, lie alongside any pier, jetty, landing-place, wharf, or quay; and every vessel shall cast off and move to another place whenever required by an officer duly authorized in that behalf by the Port Commissioners.
- Provided that, in the case of a seagoing vessel discharging or loading cargo at a wharf, the requisition shall be in writing signed by the Chairman or Vice-Chairman and one member of the Port Trust.
14. No vessel shall anchor within half a cable's length of any pier, jetty, landing-place, wharf, or quay.
15. No cargo-boat or other vessel shall anchor in, or in any other way obstruct, the Monkey Point channel.

(g)

16. All vessels of more than 200 tons measurement when anchored shall moor with two bower anchors and 45 fathoms of cable each way. Vessels not being cargo-boats or passenger-boats, laid up, and moored with two anchors within port limits, shall be moored with strong, substantial swivels, fully in proportion to the size of their chain cables.

17. All vessels shall anchor, fasten, moor, and unmoor as required by the Deputy Conservator. Masters of seagoing vessels are prohibited from unmooring their vessels unless an Assistant Harbour-master or Pilot is in charge, except with the written permission of the Deputy Conservator.
- No vessel shall lie at single anchor in the harbour unless an Assistant Harbour-master is in charge.
18. All vessels moored in the stream shall keep a clear hawse and shall keep their cables free from kinks. The helm shall be kept amidships during the strength of the tide.
19. Vessels lying in the stream or at the moorings shall at all times have at least one bower anchor at the bow, with a cable bent and ranged ready to let go. Where there is no spare hawse-pipe, the cable shall be on deck ready to be bent to the spare bower.
20. No vessel shall be: anchored, fastened, or moored within that portion of the harbour of Rangoon which is contained between the straight lines drawn at right angles to the course of the river, across it through two points on the river bank, such points being determined by measuring 100 feet along the course of the river bank on either side of and from the telegraph cable-house situated on the east side of the Rangoon river at Kemmendine.
21. No vessel shall be anchored, fastened, or moored between the 15th September and the 15th December, both days inclusive in each year, within that portion of the Pegu river which during that period will be contained between and distinguished by four small buoys bearing red flags in the following positions:-
- At a distance of 700 feet to the eastward of Chaungninaung and at right angles to the river bank- one buoy at 500 feet and a second buoy at 2,100 feet from low-water mark.
- At a distance of 3,300 feet to the eastward of Chaungninaung and also at right angles to the river bank,- two other buoys at 500 feet and 2,100 feet respectively from low-water mark.
- This area has been set apart, during the period specified, as a site for a practice mine-field in connection with the submarine mining defences of the Port of Rangoon.

(h)

22. All vessels shall be warped from place to place as required by the Deputy Conservator.
23. The screws or paddles of steam-vessels occupying moorings shall not be turned unless sufficient warning of the intention to turn them is given to the persons in charge of boats in the vicinity; nor shall full power be put on steam-vessels when their engines are tried in the moorings, nor shall any trial under steam be permitted so long as a vessel is lying at the jetties.

(i)

24. The harbour moorings, whether fixed or swinging, shall not be used for any vessel without the permission of the Deputy Conservator. Steam-launches, cargo, and other boats are prohibited from making fast to any mooring buoy, or to the Hastings, Monkey Point, Syriam flat, Pazundaung Bar, or Pegu Wreck Buoys.
25. All applications for mooring or unmooring seagoing vessels, whether in the stream or alongside wharves, hauling into or casting off from fixed or swinging moorings, or for any other assistance, shall be made to the Deputy Conservator.

(l)

26. No person shall smoke or use naked lights of any description in the hold or between decks of any vessel; closed lanterns secured by lock and key, and in charge of an officer of the vessel, shall alone be taken between decks or into the hold.
27. Fires shall be permitted only in galleys or fire-places regularly constructed for the purpose: such fires shall be kept alight only between daybreak and 9 P.M.

(m)

28. All vessels lying at single anchor or moored in the stream shall exhibit between sunset and sunrise, where it can best be seen, but at a height not exceeding 20 feet above the hull of the vessel, a white light in a globular lantern of 8 inches in diameter, and so constructed as to show a clear, uniform, and unbroken light visible all round the horizon, and at a distance of at least 1 mile.
29. Such vessels and steam-vessels of all descriptions when under weigh at night shall show the lights prescribed by the Board of Trade Regulations.
30. All cargo-boats, country-boats, and passenger-boats, when under weigh or lying at anchor, or alongside of a vessel in the harbour, shall exhibit between sunset and sunrise, where it can best be seen at a height not exceeding 8 feet above the hull, a white light in a globular lantern of 6 inches in diameter, capable of showing a clear light visible at a distance of at least three-quarters of a mile.

(n)

31. Vessels not being cargo-boats or passenger-boats lying in the stream within port limits shall have the following crews on board:-

	Natives.		Europeans.	
(1) Vessels not exceeding 100 tons burthen	...	4	or	4

- (2) Vessels exceeding 100 tons burthen,- for every additional 100 tons or part thereof ... 2 or 1

In the case of vessels exceeding 500 tons burthen there shall be one officer in charge in addition to the crew calculated on the above scale.

32. No raft of timber composed of 60 or a smaller number of logs shall be moved within the harbour of Rangoon unless one man to every 10 logs is employed upon its navigation. In no case shall a raft be moved unless two men are employed upon its navigation.

No raft of timber composed of more than 60 logs shall be moved within the harbour of Rangoon without the aid of steam-power.

D. H. R. TWOMEY,
Junior Secretary.