

# TROON HARBOUR. BYE-LAWS and REGULATIONS.

## GENERAL BYE-LAWS.

*The Glasgow and South Western Railway Company, in pursuance and by virtue of the powers conferred on them by the Troon Harbour Act, 1808, The Glasgow and South Western Railway Act, 1901, and The Glasgow and South Western Railway Order Confirmation Act, 1904, together with the Public Acts incorporated therewith or some or one of them, do hereby enact and ordain the following Bye-Laws and Regulations for the use, working and regulation of the Harbour Dock and other works and property belonging to them or under their control, to be strictly observed and enforced, from and after the day on which the same are approved by the Sheriff; and that, where not otherwise specified, under a penalty not exceeding Five Pounds for each contravention of the said Bye-Laws and Regulations or any one of them, and in default of payment or recovery imprisonment may follow as provided by the relative Statutes.*

### **Master to Report Arrival of Vessel. Penalty for neglect.**

I.—Within twenty-four hours after the arrival of any vessel within the Harbour limits the Master of every such vessel shall report such arrival at the Harbour Office and have his vessel registered in the Harbour Books, stating vessel's name, Master, tonnage, draught of water, the place from whence it came, and such other particulars as may be required, and if he fail to make such report within the time aforesaid he shall be liable to a penalty not exceeding Five pounds.

### **Provision as to Berthing Vessels.**

II.—The Masters or Pilots of all vessels on entering the Harbour shall immediately wait on the Harbour-Master for instructions where to moor, and on no pretence whatever shall he haul his vessel into any quay-berth without orders from the Harbour-Master, and shall have the anchors hoisted in over the bows, and the bowsprit (if a running one), jib-boom, and boom rigged in, and the yards topped or braced as the Harbour-Master may direct; and all vessels leaving the Harbour shall have at least one bower anchor ready for immediate use—all under a penalty not exceeding Five pounds.

### **Vessels to be Removed at Request of Harbour-Master.**

III.—The Harbour-Master has power to berth vessels at such part of the Harbour as he may think fit; and to cause vessels to be moved from one berth to another; and no person shall move any vessel from one berth to another without the permission of the Harbour-Master; and any person

refusing or delaying to berth or to move his vessel when required by the Harbour-Master to do so, or moving his vessel from one berth to another without the permission of the Harbour-Master, shall be liable to a penalty not exceeding Five pounds.

**Vessels must have Persons on Board.**

IV.—All vessels in the Harbour shall constantly have on board one or more persons to receive orders from the Harbour-Master and keep the vessel so trimmed as to draw the least possible draught of water in order to admit of such vessels being easily removed from one berth to another. Anyone offending against this Bye-Law shall be liable in a penalty not exceeding Five pounds.

**Fenders to be used.**

V.—All vessels resorting to the Harbour shall use fenders to the satisfaction of the Harbour-Master under a penalty not exceeding Five pounds.

**No Spars or Floating Timber to be brought into the Harbour without special permission.**

VI.—It shall not be lawful to bring spars or floating timber into the Harbour without the permission of the Harbour-Master and all timber brought into the Harbour for samples must be removed within one day after sale. No timber shall be warped along the breasts or quays without the permission of the Harbour-Master. Offenders shall be liable in a penalty not exceeding Five pounds.

**Provision as to Discharging Limestone, &c.**

VII.—The Masters of all vessels in discharging ballast, limestone, manure, or other material shall use, at the sight of the Harbour-Master, shutes or plants, and also use proper sawalls or tarpaulins to prevent the ballast, limestone, manure, or other material from falling into the Harbour, and the said ballast, limestone, manure, or other material shall not be laid down within two yards of the outside of the mooring pawls, and shall immediately be carted or taken to such place as the Harbour-Master shall direct—all under a penalty not exceeding Forty shillings for each offence.

**No Ballast to be thrown into the Harbour.**

VIII.—No ballast, limestone, manure, or other material shall at any time be allowed to fall or be thrown into the Harbour either from the quays or from any boat or vessel under a penalty not exceeding Forty shillings for each offence.

**Provision as to Carting Rubbish, Ballast, &c.**

IX.—All carters employed on the quays, piers, or other loading places within the Harbour shall have carts good and sufficient so as no ballast or anything else can fall through, and shall load their carts so as matter cannot fall off on the quays and roads; and they shall not cart the ballast, rubbish, or other waste material to any place within the Harbour except to such place as the Harbour-Master may direct; and on leaving it there carters shall level it. No Shipmaster or Owner shall pay such cartage until after ascertaining that the above regulations have been complied with. When ballast is to be put into hoppers the Master of the vessel shall apply at the Harbour Office for the use of the hoppers, and shall produce his bill or receipt from the port where taken in. Offenders shall be liable in a penalty not exceeding Forty shillings for each offence.

**When Vessels to be Smoked Applications to be made to Harbour-Master.**

X.—No vessel shall be smoked for the destruction of vermin or drying the hold in the Harbour or Docks without the permission in writing of the Harbour-Master under a penalty not exceeding Five pounds, and such operation shall be performed entirely at the risk of the Owner of such vessel for all consequences.

**Vessels to have a Sufficient Number of Hands on Board for Haulage, &c.**

XI.—The Master or Owner of all vessels lying in the Harbour shall have a sufficient number of hands on board to slack down the ends or haul such vessels to the berths that may be allotted for them, failing which, or the hands being present and refusing to comply to shift their vessel, the Harbour-Master may at the expense of the Master or Owners remove such vessel; and for such failure and refusal the Master or Owners shall be liable in a penalty not exceeding Five pounds besides the expense of removal.

**Provision as to Berthing Vessels.**

XII.—Steam vessels shall have a preference over sailing vessels in the matter of accommodation at the piers and breasts, and vessels with cargoes shall have a preference to inside berths in rotation of arrival over vessels with ballast; and, subject to these provisions, all vessels shall have a preference to loading berths in the order of their arrival between the pier heads provided they are equally ready to load when the tide answers for hauling to a berth and the shipper is also prepared and willing to load; and no vessel shall be allowed to keep her berth in consequence of having taken in merely a few goods or a few wagens of coals, but must give place to the next in turn on being ordered by the Harbour-Master to vacate the berth. Any Master failing to report his vessel at the Harbour Office within twenty-four hours of arrival shall lose his turn, and that in addition to the penalty of Five pounds enacted by Bye-Law No. 1.

**Misleading Servants of the Company.**

XIII.—No person shall make any entry in the Harbour Books or authorise any other person to do so or make any statement to the Harbour-Master or other servant of the Company tending to mislead the Harbour-Master as to the admission of a vessel into the Docks, or the mooring and placing of such vessel when within same, and any person who knowingly makes any such entry or statement shall be liable in a penalty not exceeding Five pounds for each offence.

**Cargoes not to Obstruct Moorings of other Vessels.**

XIV.—The Masters of all vessels coming into the Harbour with goods shall not allow their cargoes or any part thereof to be laid on or in the way of other vessels' Moorings; such goods shall be carried from the vessels to betwixt the pawls or rings on the quay and the road outside of them, and such goods shall be removed from and carried off the quay immediately on the Harbour-Master giving directions to that effect or within the period which he may fix for such removal. Offenders against this Bye-Law shall be liable in a penalty not exceeding Five pounds.

#### Vessels in Tiers to Fend off from one Another.

XV.—When vessels are lying in tiers the vessel next the quays, piers, or breasts shall fend off from them, and the next vessel shall fend off from the one next the quay, and so on, and shall, if required, moor off by ropes across the Harbour; and no person shall presume to heave off or slack down the ends of any vessel not his own, or cut or injure the same in any manner of way, without the order of the Harbour-Master. The Master or other person in command of a vessel placed at an inside berth shall allow free access of goods of every description over the deck of his vessel for vessels lying alongside, the deck of the vessel in the inside berth being covered with planks to be provided at the expense of the vessel accommodated. Offenders shall be liable for any damages incurred over and above a penalty not exceeding Five pounds for each offence.

#### Persons Using Firearms Liable to Damage done by same.

XVI.—All persons whatever using firearms within the Harbour limits without permission from the Harbour-Master shall be held liable for all damage done in consequence of such use over and above a penalty not exceeding Five pounds for each offence.

#### Provision as to Steamers Slowing.

XVII.—The Masters of all steam vessels coming into the Harbour shall slow their engine or engines and proceed slowly to the berth appointed for them; and likewise, when departing, they shall proceed slowly from the berth at which they may be stationed until they have passed out of the Harbour limits, all under a penalty not exceeding Forty shillings for each offence over and above all damage that may be incurred.

#### Harbour-Master not to be interrupted in Execution of his Duty.

XVIII.—Every person who shall at any time obstruct, molest, or interrupt the Harbour-Master in the execution of his duty, or use to him any threatening, abusive, or insulting words or behaviour within the limits of the Harbour shall be liable to a penalty not exceeding Forty shillings for each offence.

#### Carriages, &c., to be Subject to such Rules as Company may Enact.

XIX.—All carriages or other vehicles, and the persons in charge thereof, attending the arrival or departure of steamers shall be subject to such Rules and Regulations as the Company may from time to time enact.

#### Boats not to be Launched, Kept, or Let for Hire within Harbour, without Permission of Company.

XX.—No person, without the permission of the Company, shall from the walls of the Quay or Dock launch or put any boat into the Quay or Dock, and no person, unless with the permission of the Company, shall, for hire, have or keep any boat in or upon any land or water within the limits of the said Harbour. No person shall sail or use within said limits of said Harbour any boat let for hire without permission of the Company.

#### No Vessel to Remain in Harbour unless under Necessity.

XXI.—Shipmasters and those in charge shall remove their vessels from the Harbour as soon after being loaded as the weather and circumstances will permit.

#### Steamers not to work Engines in Harbour.

XXII.—No steamer, while being fitted or repaired in the Harbour, shall be allowed on any pretence, when at an inside or quay berth, to work or try her engines except when there is in the opinion of the Harbour-Master such a depth of water as shall not occasion injury to the quay walls when the paddles or propellers are in motion. Anyone offending in this respect shall be subject to a penalty not exceeding Five pounds.

#### Loading and Discharging Berths.

XXIII.—No person shall load or discharge cargo or ballast on any of the quays excepting at such places and within such limits as the Harbour-Master may fix, under a penalty not exceeding Twenty shillings for each offence.

#### Goods, Timber, and other Articles to be removed from Piers, Basins, &c., within Twenty-four Hours after Landing.

XXIV.—Any goods or merchandise, wood of any kind, masts, yards, pumps, boats, anchors, cables, casks, guns, stones, coal, or any other article whatever (other than the materials necessary for the extension, improvement, and repairs of the Harbour), shall not be allowed to lie or remain longer than twenty-four hours after being discharged from the ship upon or within any of the piers, breasts, quays, basins, sheds, or any other places within the Harbour limits except with permission of the Harbour-Master, in writing, under a penalty not exceeding Forty shillings for each offence, except in the case of deals and propwood, which must be removed within one week after the discharge under a like penalty.

#### Burning of Pitch, Tar, &c.

XXV.—No pitch, tar, resin, oil, or any combustible matter shall be heated or boiled on board any vessel in the Harbour or on the Company's premises without leave from the Harbour-Master under a penalty not exceeding Five pounds for each offence.

#### Lumpers, &c., to be Licensed.

XXVI.—No person shall ply for hire or act within the Harbour limits as lumpers, stevedores, or master coal trimmers until they receive a license from the Company authorising them to act as such, and the lumper, stevedore, or master coal trimmer so licensed shall be eligible to engage with the Master or other in charge of any ship or vessel either to load or discharge the same, and the lumper, stevedore, or master coal trimmer so licensed shall not depute his right to any other person, but must himself attend personally to the work; and the lumpers, stevedores, or master coal trimmers shall be responsible to the Master or other person in charge of the ship or vessel for the due and proper fulfilment of their respective engagements, and for the honesty and good behaviour of such labourers as they may find it necessary to employ to assist them in the execution of the work. No Master of any vessel or other person requiring lumpers, stevedores, or master coal trimmers shall employ any person other than such licensed lumpers, stevedores, or master coal trimmers or the crew of the ship. The Company will not be responsible for any accident or damage caused by any lumpers, stevedores, or master coal trimmers or labourers while working at, in, or for vessels lying in or coming to the Harbour. No lumper, stevedore, or master coal trimmer or other person shall go out of the Harbour with either of the tugs or other vessels belonging to the Company or (for the purpose of effecting engagements as

lumpers, stevedores, or coal trimmers) speak or go on board of a vessel entering or about to enter the Harbour, or until it has reached the quay. Anyone contravening this rule shall be liable to a penalty not exceeding Five pounds for each offence.

#### Obstructions on Quays.

XXVII.—No person shall cause any public carriage, sledge, railway or other truck, cart, or barrow, with or without horses or any other beasts of draught or burden, to stand on any part of the quays or breasts longer than is necessary for loading or unloading goods or minerals, or for taking up or setting down passengers (except hackney carriages, carts, cars, and horses standing for hire in any place appointed for that purpose by the Company or other lawful authority); and no person shall by means of any cart, carriage, sledge, truck, barrow, empty cask, package, box, or any animal or other means wilfully cause any obstruction within the Harbour limits—all under a penalty not exceeding Forty shillings for each offence.

#### Lights Prohibited.

XXVIII.—No light of any kind shall be allowed after dark on board or in the hold of any vessel for the purpose of loading, discharging, or otherwise, unless the light be placed in a good and sufficient lantern to the satisfaction of the Harbour-Master, under a penalty not exceeding Forty shillings for each offence.

#### Smoking in Sheds Prohibited.

XXIX.—All persons are strictly prohibited from smoking on any of the docks or quays or in or near the sheds thereon, and each offender shall be liable in a penalty not exceeding Forty shillings for each offence.

#### Vessels not to be made Fast to Sheds, &c.

XXX.—No person shall make fast any rope or mooring to any of the sheds which are erected or may be erected by the Company, or pillars supporting the sheds or lamp-posts, or to any of the cranes or other erections; nor shall any person make, repair, dress, or scrape spars or masts, or repair boats or empty casks, boxes, or packages, or do any kind of carpenter, smith, boiler-maker, mason, slater, or rigger work on the quays or wharves or under any of the sheds, or hang or put up sails, masts, spars, or any other thing to or upon any of the beams or joists of the sheds without permission of the Harbour-Master, in writing—all under a penalty not exceeding Forty shillings for each offence.

#### Vessels Arriving on Sunday.

XXXI.—No Master of any steamer or other vessel arriving on Sunday shall land horses or cattle after ten o'clock morning or before five o'clock afternoon of that day unless by special permission of the Harbour-Master; and every person is likewise prohibited from loading or unloading cargo, or doing or permitting to be done unnecessary work on any part of that day, under a penalty not exceeding Forty shilling for each offence.

#### Pig-Iron, &c., on the Quay.

XXXII.—No pig-iron, boilers, or other heavy material shall be emptied or landed on to the quays out of any cart or wagon without permission of the Harbour-Master, under a penalty not exceeding Forty shillings for each offence.

#### Gangways to be put on Board.

XXXIII.—The Masters of all steamers shall make provision for the gangways and skelds being promptly put on board and taken ashore on arrival or departure of such steamer, and such Masters shall always be bound to take on board two gangways, one to be used for the cabin and the other for the steerage passengers, when desired to do so by the Harbour-Master or the Officer in charge. Anyone offending against this rule shall be liable to a penalty not exceeding Five pounds.

#### Weighers and Measurers.

XXXIV.—In order to prevent fraud, the Company may from time to time appoint weighers and measurers to ascertain the weight, measure, or dimensions of goods imported or exported at the Harbour. And no person shall act as a weigher or measurer until appointed by the Company and sworn by a Justice of the Peace faithfully to discharge his duties. And it shall be in the power of all shippers or receivers of goods at the Harbour, or Owners or Charterers of vessels to insist upon the weight, measure, or dimensions being ascertained and certified by one of such sworn weighers and measurers. Anyone offending against this rule shall be liable to a penalty not exceeding Five pounds for each offence.

#### Goods to be Weighed.

XXXV.—Carters and others having charge of goods imported or exported at the Harbour shall, when required by the weighers appointed by the Company, have the same weighed upon the weighing machines placed on the quays by the Company previous to being removed from the quays or laid down for shipment, and shall supply the weighing clerk with all necessary information as to the ownership of such goods and the name of the vessel from which or to which the goods are being conveyed; and no carter or other person having charge of such goods shall, on his way to or from the vessel, pass the Company's weighing machine without having the goods so weighed, except by permission of the weigher; but parties shall not be bound to pay the weighing duties in consequence of the goods being weighed under this regulation unless otherwise liable in payment under Act of Parliament. Further, all persons shipping, loading, or unloading pig-iron, coal, or other articles not passing over the general weighing machines, and above referred to, shall be bound to deliver to the collector at his office within forty-eight hours of such shipment, and before the vessel sails, a true and correct account of the weight of each such shipment—all under a penalty not exceeding Five pounds for each offence.

#### Persons not to Stroll about Quays during Night. Prostitutes, &c., not to be on board Vessels.

XXXVI.—No seaman or other person whatever shall, after eleven o'clock at night, pass either to or from any vessel in the Harbour or remain or stroll about the dock, or to be nearer any quay than reasonably requisite for passing along the public thoroughfare thereof during the night, without giving a proper account of himself to the police constable on the station if required to do so; and no Master of any vessel, seaman, or other person shall be allowed to take any prostitute or night walker on board of any vessel in the Harbour, nor shall any such person be allowed to go or remain on board or to loiter on any of the quays—all under a penalty not exceeding Five pounds for each offence.



#### Disreputable Persons not to Loiter about Quays, &c.

XXXVII.—All trespassers, loiterers, thieves, vagrants, or other idle and disreputable persons are prohibited from loitering on or frequenting the property of the Company within the Harbour limits on pretence of vending or buying or bartering articles; and no person shall go on board any vessel unless on legitimate business recognised to be such by the Master, under a penalty not exceeding Five pounds.

#### Bathing Prohibited.

XXXVIII.—All persons are strictly prohibited from bathing in the dock or wantonly or indecently exposing their persons within the Harbour limits, under a penalty not exceeding Five pounds.

#### Porters to be Licensed.

XXXIX.—No porter shall ply for hire within the Harbour limits unless duly licensed, and each porter shall have a badge specifying his number, to be constantly affixed to his breast. No porter shall be permitted to exact more than the fares established by the Regulations of the Magistrates, a copy of which he shall at all times have in his possession, and shall produce at any time when required. Further, all porters, licensed pilots, and others holding badges or licenses, and all other persons approved of or appointed by the Company for any purpose connected with the Harbour shall, when called on, assist by information or otherwise, and protect the Harbour-Master, Officers of Police, and other persons acting in the discharge of their duty, under a penalty not exceeding Five pounds for each offence.

#### Cranes or Hoists belonging to the Company not to be Overweighted.

XL.—No person shall attempt to lift, by any crane or hoist, a greater weight than may be marked on such crane or hoist, and before beginning to use any crane or hoist shall, if required, deliver to the person in charge of the same a certificate of the weight proposed to be lifted, under a penalty not exceeding Forty shillings.

#### Persons not to interfere with the Harbour Plant.

XLI.—No person, without the authority of the Company or their proper Officers, shall use or interfere with any of the cranes, hurries, hoists, or other property and gear belonging to the Company or at and pertaining to the Harbour, and any person requiring to use any of the cranes or hoists at the Harbour shall, before using any such, make application to the Harbour Office and sign the printed conditions on which the cranes and hoists are let, all under a penalty not exceeding Forty shillings for each offence.

#### Gunpowder brought into Harbour.

XLII.—No gunpowder shall be brought into the Harbour for the purpose of shipment; and the Master of every vessel which shall arrive with gunpowder on board shall immediately inform the Harbour-Master thereof and, if required, shall unload it at such time and place and in such manner as he shall direct, under a penalty not exceeding Five pounds for each offence.

#### Harbour-Master charged with Execution of the Bye-Laws.

XLIII.—The Harbour-Master shall be charged with the execution of all the above Rules and Regulations, but if any party conceive himself aggrieved

in respect of the same, or by the conduct of the pilot or other employee, he shall lodge his complaint with the Secretary of the Company for immediate investigation.

#### Tug-Masters to be Licensed Pilots.

XLIV.—The Masters of the tugs shall be licensed pilots, and vessels in tow shall be considered as legally piloted into or out of the Harbour while in such tow.

#### Damages, Penalties, &c.—How Recovered.

XLV.—All penalties, fines, or damages incurred by any breach of the preceding Bye-Laws and Regulations shall be sued for and recovered by the Company. All fines, penalties, moneys, or forfeitures shall be recoverable from or enforceable against offenders, and the Harbour-Master is hereby authorised to retain the wages due to any pilot or other employee who has incurred any penalty or damage, &c., under the said Bye-Laws till payment or caution for the sum awarded be found.

XLVI.—The foregoing Bye-Laws shall, in all cases, except where otherwise specially provided, apply to the Harbour as defined by the Glasgow and South Western Railway Act, 1901.

XLVII.—Wherever the Harbour-Master is mentioned in these Bye-Laws, his Deputies and other Assistants shall be understood to be included. Whenever the word "Company" is mentioned it shall mean the Glasgow and South Western Railway Company, incorporated by Act of Parliament. The singular shall include the plural and *vice versa*, and "male" shall include "female."

Given under the common seal of the Glasgow and South Western Railway Company, this 9th day of December, 1919.



(Signed) F. H. GILLIES,  
Secretary of the Glasgow and South Western  
Railway Company.

AYR, 11<sup>th</sup> May, 1920.—The foregoing Bye-Laws and Regulations have been duly confirmed by the Sheriff of the County of Ayr, conform to interlocutor of this date, pronounced in the application at the instance of the Glasgow and South Western Railway Company incorporated by Act of Parliament.

(Signed) W. LYON MACKENZIE,  
Sheriff of Ayrshire.