

STENA LINE LIMITED D
B formerly Stena Sealink Limited

Bye-Laws
Relating To
Holyhead Harbour

BRITISH RAILWAYS BOARD
HOLYHEAD HARBOUR BYE-LAWS

AMENDMENT OF BYELAW 13

As from the 6th March 1973 the following byelaw 13 shall be substituted for byelaw 13 made on the 10th August 1970:-

“13. No vessel shall, except with the prior permission of the Harbour Master, enter, leave or manoeuvre within the Inner Harbour

- (a) By night when one red light is or two red lights are exhibited on the light standard seventy feet in height near the northern end of the Public Quay;
- (b) By day when one red flag is or two red flags are exhibited on the flagstaff located on the old Mail Pier Lighthouse.”

(Note: One red light or flag so exhibited indicates the Harbour is temporarily closed. Two red lights or flags so exhibited indicate that the Harbour is blocked.)

The new Byelaw 13 as above was made on the 12th October 1972 and confirmed by the Secretary of State on the 6th February, 1973.

All references to the British Railways

Board or to the "Board" shall mean

B1 STENA LINE LIMITED

formerly Stena Sealink Limited

Holyhead Harbour

Bye-Laws

Bye Laws of British Railways Board relating to Holyhead Harbour made pursuant to Section 83 of the Harbour Docks and Piers Act 1847 and Section 37 of the British Transport Commission Act 1959 and all other powers enabling:

These Bye-Laws are divided into five parts:-

1. Preliminary
2. As to Navigation
3. As to Berthing and Mooring
4. As to Loading and Unloading
5. General

1. PRELIMINARY

1. Commencement

These Byelaws shall come into force on the 4th August, 1971. Upon commencement the coming into force of these Byelaws any Bylaw previously made in respect of Holyhead Harbour shall in so far as the same may still be in force be and the same are hereby repealed without prejudice however to the validity of anything done thereunder or to any liability incurred in respect of any act or omission before the date of coming into force of these Byelaws.

2. Interpretation

In these Byelaws unless the context otherwise requires the following words or expressions have the meaning hereby respectively assigned to them:-

"the Board" means the British Railway Board;

"the harbour limits" means the limits of the harbour defined by Section 28 (Harbour Limits) of and the Third Schedule to the British Transport Commission Act 1959 (the provision of which section and Schedule are set in the Schedule hereto);

"the Harbour" means the harbour at Holyhead comprised within the harbour limits;

“the harbour works” means and includes the breakwater at Holyhead and all piers, wharves, jetties, quays, roads buildings, works and conveniences connected with the Harbour and now and hereafter constructed or acquired by or vested in the board, together with any lands from time to time belonging to or leased by the Board and held and used by them for any purpose in connection with the harbour;

“the Chart” means Admiralty chart number 2011 published nineteenth December one thousand nine hundred and fifty eight and any additions thereto;

“the New Harbour” (also known as “the outer Harbour” or “ the Harbour of Refuge”) means the part of the Harbour which lies to the south of the Breakwater and westward of the Outer Platters as marked on the chart but excluding any part of the inner Harbour;

“the Inner Harbour” means the part of the Harbour (comprising those parts formerly known as “ the Old Harbour”) which lies to the south of the Mail Pier (also known as the Admiralty Pier) and westward of a line drawn true south from the eastern extremity of the Mail Pier ;

“the Outer Anchorage” means the part of the Harbour which lies eastward of the Outer Platters but excluding any part of the Inner Harbour;

“Vessel” means any ship, boat, raft or craft of every class or description howsoever navigated, propelled or moved and includes hovercraft within the meaning of the Hovercraft Act, 1968, any hydrofoil vessel however propelled, designed to be supported on foils, any seaplane on the surface of the water and for the purpose of Byelaw 15 an aircraft of any description (whatever designed to manoeuvre on water or not);

“power driven vessel” means any vessel propelled by machinery;

“small vessel” means any vessel the overall length of which does not exceed 75 feet and the draft of which does not exceed 8 feet;

“Harbour Master” means the Harbour Master of the Harbour for the time being appointed by the Board and includes his authorised deputies and assistants and any person authorised by the Board to act in its capacity;

“Master” means when used in relation to any vessel means any person lawfully or wrongfully having or taking command, charge or management of the vessel for the time being;

“Owner” when used with reference to any vessel includes the owner, agent or charterer, of the vessel and where used with reference to goods includes the owner, agent, consignor , consignee, shipper or other person in charge of the goods and their respective agents in relation thereto,

“goods” includes fish, livestock and animals of all descriptions;

“rubbish” includes ballast, ashes, filth, cinders, chalk and all waste materials and substances;

“steam whistle” means an efficient whistle or siren sounded by steam or some substitute for steam;

“prolonged blast” means a blast of form four to six seconds’ duration;

“the fairway” means the waterway of the Harbour lying between the pecked lines and indicated by caution No 1 on the chart as being the track followed by mail streamers;

3. Responsibility of Master and Owners

The Master of every vessel and the owner thereof shall severally be responsible for the due performance and observance as regards such vessel of such of the following Byelaws as shall apply to such vessel and when any vessel shall be under the direction of a pilot, such pilot shall also be responsible for such performance and observance but without relieving the Master and owner of their responsibility.

2. AS TO NAVIGATION

4. Vessels to be carefully navigated

Every vessel shall be navigated with care and caution and so as not to cause obstruction, injury or damage to any other vessel or property or inconvenience to any dredger, tug, lighter or other craft working within the Harbour;

5. Prohibited Anchorage/Anchorage for small vessels

- (i) Vessels are prohibited from anchoring in the Fairway unless circumstances are such as to render it absolutely unavoidable, in which case the earliest opportunity shall be taken to move the vessel from the Fairway. While so anchored in the Fairway vessels shall exhibit at night a white light at the stern in addition to the anchor light forward, unless the vessel is of such length that the second anchor light aft is required by the regulations for preventing a collision at sea.
- (ii) Any small vessel seeking anchorage shall proceed into the New Harbour and shall not be anchored in the outer Anchorage.

6. Speed of vessels within the Inner Harbour

- (i) No vessel shall enter, pass through or manoeuvre within the Inner Harbour at a higher rate of speed than is necessary to keep her under proper control.
- (ii) No vessel shall proceed at a speed exceeding 8 knots through the water when navigating or manoeuvring within the harbour south of a line drawn from the landing stage on the west side of Salt Island to the slip at the southern end of the Breakwater.

7. Vessels not to be made fast to navigated buoys

No vessel shall be made fast to, or lie at any of the buoys or beacons marking the channels or shoals in the Harbour.

8. Precautions during bad weather

During gales of wind, proper precautions shall be taken by the Master of any vessel in the Harbour to secure the vessels and ease her at the anchors by letting go a second anchor and veering to a proper scope of cable.

9. Disabled vessels

Vessels disabled from loss of sails, power, anchors, cables or otherwise shall not enter the Inner Harbour except for the purpose of effecting the necessary repairs and with the prior permission of the Harbour Master, provided that if such permission cannot be reasonably be obtained due to stress of weather, the owner of such vessel must report its entry to the Harbour Master as soon as possible.

10. Vessels in danger of sinking

In respect of any vessel which is in danger of sinking from any cause:-

- (a) Such vessel shall in no circumstances enter or remain in the Inner Harbour;
- (b) Such vessel shall not enter or remain within that part of the Harbour which is within the Fairway or, unless a small vessel west of the Fairway:
- (c) Such vessel entering the Harbour shall inform the Harbour Master, if practicable before entering or otherwise as soon as possible after entering the Harbour.

11. Signal to be displayed by vessels fitted with bow rudder when navigating stern foremost

A vessel fitted with a bow rudder when being navigated stern foremost within the Harbour shall display the following signal;

Two balls, each two feet in diameter carried at the ends of a horizontal jackyard on the mast, or if the vessel has more than one mast, on the or after mast. The jackyard should be placed in a thwartship direction, at least six feet higher than the funnel top and should project at least four feet on either side of the mast so that the distance between the centres of the two balls would be at least eight feet.

A vessel exhibiting the aforesaid signal within the Harbour shall follow and obey the regulations for preventing collisions at sea, as if such vessel were being navigated bow foremost and in this purpose starboard side shall be regarded as the port side and vice versa.

12. A power driven vessel leaving dock, wharf or jetty to give a prolonged blast

A power driven vessel leaving the dock, wharf or jetty shall signal this movement by sounding a prolonged blast on her steam whistle except that in the case of a vessel under tow or about to be towed, the tug in attendance shall make the foregoing signal.

13. Movement of vessels

No vessels shall, except with the prior permission of the Harbour Master, enter, leave or manoeuvre within the Inner Harbour.

- (a) By night when one red light is or two red lights are exhibited on the light standard seventy feet in height near the northern end of the Public Quay;
- (b) By day when one red flag is or two red flags are exhibited on the Sheerlegs on the eastern corner of the Pelham Quay.

Note – one red light or flag exhibited indicates the Harbour is temporarily closed. Two red lights or flags so exhibited indicate the Harbour is blocked.

14. Movement of vessels at boat races, regattas, etc.

The organiser of any boat race, regatta or any other occasion when a number of vessels is expected to assemble on the waters within the Harbour shall give not less than seven days' notice thereof to the Harbour Master. Races and similar events shall be conducted on courses and at times previously approved by the

Harbour Master. Small vessels not taking part in any authorised race or regatta shall not cause obstruction to any vessel taking in the race or regatta.

15. Notice to be given of position of vessel sunk in Harbour

The Master of a vessel which has sunk or grounded within the Harbour shall forthwith give to the Harbour Master notice thereof, together with the position of said vessel and such particulars as may be required for the safe navigation or protection of amenities. The Master of the vessel which is attached to another vessel for the purpose of towing or manoeuvring the same shall be bound to give notice required by this Byelaw in the event of such other vessel sinking through accident or other cause.

16. Use of vessel by persons under 12 years of age

No person under the age of 12 years shall be in charge of, and no person shall cause or permit such person to be in charge of, a vessel navigating within the Fairway, except with the approval of the Harbour Master when taking part in an organised race, regatta or similar event provided the such person is accompanied by a safety boat under the control and responsible, suitably qualified and competent adult.

17. Collision and Damage to be reported

The Master of a vessel shall forthwith report to the Harbour Master any collision within the Harbour in which the said vessel is involved and in which injury or damage shall have been caused to any other vessel or property. The Master of a vessel colliding with or cutting adrift a navigational mark, buoy or mooring buoy shall comply with this Byelaw.

18. Observing and construction of Byelaws concerning Navigation

In observing and construing these Byelaws so far as they concern navigation, due regard shall be had to all dangers of navigation and collision to any special circumstances, including the limitations of the vessels involved, which may render a departure from these Byelaws necessary in order to avoid immediate danger.

3. AS TO BERTHING AND MOORING

19. Vessels to be properly Moored

Every vessel shall at all times be kept properly and effectively moored when at any public or private mooring place or at any public or private wharf, jetty or quay, landing place within the Harbour.

20. No Anchor to be put down except in emergency etc.

No anchor shall be put down from any vessel whether at moorings or in any other place in the Harbour except;

- (a) In case of emergency;
- (b) For the purpose of swinging;
- (c) With the previous sanction of the Harbour Master

Any anchor put down in a case of emergency shall be taken up as soon as practicable. The Master of a vessel which has slipped, parted from or lost any anchor, chain or cable within the Harbour shall forthwith give notice thereof to the Harbour Master and of the position of such anchor, chain or cable and if the Harbour Master so directs shall cause such anchor, chain or cable be removed as soon as practicable.

21. Attendance on board

Except by permission of the Harbour Master any Master of any vessel, other than a small vessel, within the Harbour which normally trades to sea shall not be absent himself from such vessel unless he leaves in charge thereof some person who shall continue in attendance on the vessel while it is afloat and is qualified and competent to shift or move the vessel and attend to the moorings of the vessel as the Harbour Master directs or as may be necessary. Such person shall carefully attend to the moorings of the vessel and sufficiency thereof and shall cause them to be slackened or hove in from time to time as may be necessary on the rise and fall of the water to prevent damage being done to that or to any other vessel or property within the Harbour.

22. Laying down moorings

No person shall lay down any moorings, buoys or other tackle within the Harbour for the purpose of establishing a mooring, without the consent of the Harbour Master.

Such consent shall be in writing and be subject to such conditions as the Harbour Master in his absolute discretion thinks fit.

In default or if any person to whom the consent shall have been given shall fail to comply with any of the conditions of such consent or with any direction the Harbour Master has given thereunder, the Harbour Master may remove or cause to be removed the said moorings, buoy or tackle.

23. No power driven vessel to have engines in motion except for the purpose of navigation

No power driven vessel within the Harbour shall work her engines in such a manner to cause injury or damage to the bed of the Harbour, mooring posts, dolphins, jetties, landing places or any other vessel or property whatsoever.

No power driven vessel within the Harbour shall work her engines when attached to any post, dolphin, jetty or landing place except for the purpose of navigating to or from a berth.

24. Vessels etc. not to be improperly made fast to posts etc.

No person shall make fast a vessel by any rope, chain or tackle to any post, jetty, quay, ring, fender or other thing or place in the Harbour not assigned for the purpose.

25. Small vessels using the outer Harbour

Small vessels shall not moor within the Harbour except at places approved by the Harbour Master or within an area indicated on the Chart by pecked lines and marked caution No 2. Small vessels shall not secure to any of the mooring buoys or navigational buoys in the Harbour and shall not moor in such a way as to obstruct access to the Soldiers quay, Mackenzie Pier, R.A.F. Air sea Rescue base or Trinity House mooring buoy, or the passage of vessels owned or operated by the Board between the Mail Pier and the Breakwater.

4. AS TO THE LOADING AND UNLOADING

26. Obedience to Harbour Master's instructions

The Masters and owners of vessels in the Harbour and the owners of goods shall obey the orders and directions of the Harbour Master for regulating the loading and unloading of goods in the Harbour.

27. Prevention of Goods falling into the Harbour

The Master and the owner of every vessel and the owner of any goods comprised in cargo of such vessel use or cause to be used proper means to the satisfaction of the Harbour Master for the prevention of any part of any cargo, ballast or other material from falling into the Harbour and such Masters and owners, if so instructed by the Harbour Master, shall not commence to discharge or take in any cargo or ballast or other materials before the Harbour Master has satisfied himself that such means have been or will be used.

28. Radioactive Cargoes

No nuclear fuel or other radioactive material or substance other than the very small quantities which are exempt from the standard requirements for radioactive packages shall be brought into the Harbour unless the owner thereof and in the case of such fuel, material or substance being in any vessel, the Master of the said vessel has first notified the Harbour Master and complied with all the requirements of the Harbour Master for regulating the safety of persons or property within the Harbour.

5. GENERAL

29. Boarding of vessels

The Master of every vessel in the Harbour shall permit the Harbour Master to board such vessel at such time or times as the Harbour Master may desire for the purpose of inspecting such vessel and any goods therein and shall not be obstructed or permit the Harbour Master to be obstructed on board such vessel.

30. Vessels to be kept in moveable condition

Every sea-going vessel in the Harbour when not lying aground shall be kept at all times so loaded or ballasted or on such condition to be capable of being safely moved.

31. Navigation under the influence of drink or drugs

A person shall not navigate any vessel within the Harbour whilst under the influence of drink or drugs to such an extent as to be incapable of taking proper control of the vessel.

32. Refuse in the Harbour

No person shall deposit rubbish in such a manner or place that it can drift or fall into the Harbour, nor shall any person use a fender on any vessel in the Harbour any object that will not float on the surface of the water,

No person shall deposit or cause to be deposited any rubbish in any place in the Harbour other than in such places as the Harbour Master may approve, neither shall any person leave any boat or any gear materials on or in any part of the Harbour except at an approved mooring without permission being first obtained from the Harbour Master.

33. Dangerous or Offensive matter in Harbour

No person shall without the consent of the Harbour Master pour, pump or wilfully or carelessly allow to escape into the Harbour any dangerous or offensive matter.

Every person whether in charge or otherwise of a vessel or of any premises from which dangerous or offensive matter has been poured, pumped or allowed to escape into the Harbour shall inform the Harbour Master of the occurrence at the earliest moment.

The provisions of this Byelaw shall not apply to the discharge or escape into the Harbour of dangerous or offensive matter being a discharge or escape which is subject to the provision of the Oil Navigable Waters Acts 1955 and 1963.

34. Destroying or setting fire to vessels

No person shall set fire to destroy or break up any vessel or wreck within the Harbour except with the prior permission of the Harbour Master and in such a position within the Harbour as may be approved by the Harbour Master in writing.

35. Drift or trawling nets not to obstruct navigation

No person shall cast or place any drift, trawl or other net in such a position as to be likely to become an obstruction or danger to vessels navigating the Harbour.

36. Vessels have their names etc. marked on them

Every vessel in the Harbour shall unless marked in accordance with the requirements of any statute or regulation or order made thereunder, be sufficiently and conspicuously marked with its name and the port or place at which the vessel is usually kept or, in the case of a yacht and yacht-tender the name or initials of the yacht club to which the owner belongs.

37. Dredging or grappling without permission not to take place

Dredging or grappling for any article or thing shall not take place within the Harbour without previous written permission of the Harbour Master.

38. Prevention of obstruction

No person without the permission of the Board shall place or leave or permit to be placed or left any goods, rubbish or article of any description upon any of the piers, quays, wharves or roads of the Harbour for longer than 24 hours.

Without prejudice to the generality of the foregoing, the approach to the said piers, quays and wharves shall at all times be kept clear and free from obstruction so as to permit the mooring and unmooring and unloading of vessels.

39. Prevention of obstruction by vehicles

No person shall without first obtaining the written authority of the Harbour Master place or leave or cause to be placed or left any vehicle at or upon the piers, quays, wharves or roads of the Harbour.

Provided always that such authority shall not be required in respect of a vehicle engaged in the business of the loading, unloading or carriage of goods. In every case such vehicle shall be placed or left in a position which will not interfere with the free and uninterrupted passage of any other vehicle.

40. Lights on vehicles

Every person who shall use or cause or permit to be used in any vehicle in any place within the Harbour shall cause such vehicle to be lighted and kept lighted with the same lamps and in the same manner as if such place were a public highway.

41. Persons not to loiter on Boards property

Except in the exercise of a public right of way or a licence or other written permission of the Board no person shall enter or be without having proper business thereat or loiter upon any part of the Harbour.

Every person so being or loitering shall on request of the Harbour Master or other agent or servant to the Board give a satisfactory account of himself and his business and in default may be forthwith removed and excluded from the Harbour.

42. Offensive language

No person while in the Harbour shall obstruct, impede, molest, threaten or interrupt the Harbour Master or any other officer, workmen or agent or person whomsoever employed by the Board in the pursuance of his duties or in the execution of his duties or in the execution of any works or use offensive or obscene language to the annoyance of any person.

43. Defacing notice boards

No person within the Harbour shall destroy, deface or manipulate any authorised bill or placard or any board or paper purporting to contain any bye-laws, notices, rules, orders or tables of tolls or rates of the Board.

44. Bill posting

No person shall without the written permission of the Harbour Master affix or cause to be affixed any bills or placards upon any part of the Harbour.

45. Damaging property

No unauthorised person shall use or interfere or tamper with nor shall any person wilfully damage misuse or interfere with any navigation or other light or any lifesaving appliance or any machine, equipment or thing comprised in the Harbour works.

46. Stones not to be thrown

No person whilst on the Boards property in the Harbour shall throw any stone or other object.

47. Dangerous animals

No person shall permit any dangerous or offensive animal to enter or remain on the property of the Board within the Harbour.

48. Control of dogs

Every person having any dog or other animal in any premises or on any road within the Harbour shall keep the same at all times properly controlled so as to avoid any annoyance to any person or damage to any property.

49. Removal of shingle

No person shall remove any boulders, shingle, sand or other material from any place within the Harbour without the sanction of the Harbour Master.

50. Silencing noise of exhaust of engine of vessels

No master of a vessel propelled by means of an internal combustion engine which can reasonably be fitted with a silencer or other contrivance suitable and sufficient for reducing as far as may be reasonable the noise caused by the escape of the exhaust gases from the engine shall navigate or operate such vessel in the Harbour unless such engine is so fitted.

51. Regulations for Preventing Collisions at Sea

Except as otherwise provided by these Byelaws, the Regulations for Preventing Collisions at Sea for the time being in force, made by Orders in Council in pursuance of the Merchant Shipping Act, 1894 and the Hovercraft Act, 1968, shall apply to the Harbour and vessels navigating and being therein.

52. Saving of Harbour Master's and other powers etc.

Nothing in these Byelaws contained shall be construed or read as in any way limiting or restricting the Harbour Master's lawful powers under any statute independent of these Byelaws, nor to relieve any person of any statutory liability for not complying with any directions given by the Harbour Master in pursuance of such powers nor limit to restrict the exercise by the Board through their servants or agents of any right in law which they have as owners of the harbour works or under any statute.

53. Penalties

Every person who shall make default or breach in the performance or observance of or offend against or contravene any of these Byelaws shall for every such default, breach, offence or contravention be liable to a fine not exceeding the sum of Five pounds and in the case of a continuing offence a further fine not exceeding Two pounds for each day on which the offence is continued after the conviction thereof.

THE COMMON SEAL of the British

Railways Board was hereunto

Affixed in the presence of:-



H. M. Herbert

**A person authorised by the
Board to act instead of
The Secretary.**

On the 10th day of August, one thousand nine hundred and seventy.

**THE SECRETARY OF STATE HEREBY CONFIRMS the foregoing
Byelaws as modified by him in byelaws 6, 14, 20, 25 and 36.
Signed by authority of the Secretary of State**

D. G FAGAN

**An Assistant Secretary in the
Department of the Environment.**

6th July 1971

Note: This copy of the Byelaws includes the modifications made by the Secretary of State.

THE SCHEDULE

BRITISH TRANSPORT COMMISSIONERS ACT 1959

SECTION 28

(1) The Harbour limits shall comprise:-

(a) The harbour works; and

(b) The area below high water mark of ordinary tides bounded by the limits described in the Third Schedule to this Act and shown and signed on the map:

And in relation to the harbour the harbour limits shall be the prescribed limits for the purpose of the Act of 1847 as incorporated with this Act.

(2) In case of any discrepancy between the limits described in the said schedule and the limits shown on the signed map the limits shown on the signed map shall be deemed to be correct and prevail.

(3) Within the harbour limits the commission shall be the port and harbour authority for the harbour and may exercise all such powers in relation thereto as are conferred on them by this Act and the Act of 1847 as incorporated therewith.

Third Schedule

The limits referred to in Section 28 (Harbour Limits)

Of this Act

So much of Holyhead Bay and Harbour as is bounded:-

(a) On the west and north by an imaginary line parallel to and one hundred yards to seaward of the seaward face of the masonry of the breakwater from the high-water mark of ordinary spring tides on the shore between the landward end of the breakwater and Ynys Wellt Point to point where the said line meets an arc of an imaginary circle of radius five hundred yards with its centre at the northernmost point of the T-head of the breakwater and thence by the said arc in a northerly and then easterly direction to a point north (true) of the northernmost point of the said T-head and thence by an imaginary straight line running east (true) to the high-water mark of ordinary spring tides on the shore in Porth-Tywyn-mawr;

(b) On the east by the high-water mark of ordinary spring tides between the termination of the last-mentioned line and Tywyn-gwyn-point;

- (c) On the south by an imaginary straight line running west (true) from Tywyn-gwyn-point to Penrhos Point near Gorsedd-y-penrhyn and by the high-water mark of ordinary spring tides along the shore and in the Old and Inner Harbours between Penrhos Point and the landward end of the breakwater.

STENA SEALINK PORTS LTD

Holyhead Harbour
Bye-Laws
