

Sec. 15.

Damage done to the harbour works by blows, or grappling them with ship or boat hooks or poles, incautious sailing, or otherwise, shall be severely punished.

Sec. 16.

Stones, earth, rubbish, ballast, ashes, slags, or such like articles shall not be thrown overboard in the harbour district (see Sec. 1.), but must be conveyed to the land and taken to the places appointed for such purposes.

In cases of contravention the obligation to remove the articles in question shall be added to the penalty incurred.

Sec. 17.

Whenever a vessel is sunk the owner shall be obliged to cause the same and cargo to be removed without delay, in default of doing which the same may be done at the expense of the owner. He who, intentionally or through negligence, has caused the sinking of the ship shall be liable to punishment.

Sec. 18.

Ships freighted with gunpowder or petroleum shall not enter any part of the harbour district, but must lie at a proper distance from other vessels, in the roadstead. By the same rule gunpowder or petroleum shall not be allowed to be taken into vessels in the harbour district.

Smaller quantities of gunpowder on board of vessels entering must immediately be correctly reported to the harbour-master, who will give such orders as may be necessary. No more than six pounds in safe places may be kept on board. Any charges that may be in the guns must be taken out.

The shooting with fire-arms of any description whatsoever, as well as the use of gunpowder in any other manner in the harbour district (Sec. 1.) is strictly prohibited.

On vessels intending to enter, but having on board easily combustible articles, or such as may cause heat and combustion, (for instance sulphuric acid, quick-lime,) or should the cargo be already heated or ignited, as also in cases where such articles are intended to be laden into ships in the harbour district, the harbour-master must, in order that he may take the requisite steps, be informed, and especially of the number and size of the casks, vessels, &c., containing such articles.

Articles easily combustible but hard to extinguish, such as pitch, resin, tar, &c., may only be melted or heated in the places assigned by the harbour-master, and under the regulations for safety given by him.

The fumigating of ships for driving away rats, &c., may only be undertaken with special permission from the harbour-master, and only in the places assigned and under the supervision of an officer appointed at the expense of the ship. Moreover, only charcoal which does not emit flames may be used in such proceeding.

During the loading and unloading of combustible articles, such as pitch, tar, hemp, cotton, &c., no tobacco shall be smoked, and no fire or light used in the vicinity. In order to see to the compliance with this order an officer may be appointed at the ship's expense.

Fires may be lighted and kept up on board ship only from sunrise to sunset, and in perfectly secure fire-places. Ashes and slags must be kept in metal vessels with well-fastened covers. A light shall only be burned from 6 A.M. to 10 P.M., in well-fastened lanterns; at other times, for the

keeping up a fire or the burning a light, as also the burning a light in uncovered lanterns under any circumstances the special permission of the harbour-master must be obtained: the latter is also empowered to prohibit entirely, or to restrict the above-mentioned regular use of fire and light.

Sec. 19.

Whenever fire breaks out in the harbour, or in the neighbourhood, the ships' crews must immediately repair to their ships, and if these are endangered, or likely to be so, they must by the use of engines, wet sail-cloths, or sails, or in any other way, exert themselves to prevent the spreading of the fire.

Moreover, in such cases the crews shall, on the requisition of the harbour or superior authorities, lend personal assistance; and also, on such requisition, vessels and other things must be placed for use, for extinguishing and checking the fire, or saving goods.

Sec. 20.

Whenever the harbour is frozen up, cutting through the ice for ships entering and leaving will, unless the master prefers to undertake it himself, be done at the expense of the ship as far as possible by the harbour authorities.

Around each ship wintering in the harbour the water must always be kept open.

Sec. 21.

The keel-hawling of ships, as also the repairing of the same above the water-line, shall only be done with the permission of the harbour-master, and at the place pointed out for such purposes.

The floats to be used for this purpose shall not lie in the way of other ships, and the materials of wood on the quays must be removed before evening, and any of it falling into the water must be carefully prevented.

Sec. 22.

The passing of row-boats in the harbour, from and to the ships, shall only be allowed to the ships' crews and to the boatmen authorised by the harbour authorities for the purpose.

Sec. 23.

The right to use the berths for loading and discharging cargo, shall as a rule be regulated according to the priority in which the ships are reported to the harbour-master.

Whenever a certain time is prescribed for loading or unloading cargo, but within such time the loading or unloading is not completed, then a prolongation of the time shall as a rule only be granted, provided the first term has been properly used; but if not, such berth for loading or discharging cargo may be assigned to the ships next in turn as reported.

Also the voluntary cessation of a berth for loading or discharging cargo in favour of the ship next in turn reported, must be with the previous approval of the harbour-master, which, however, will not be refused, except on special grounds.

In loading or discharging cargo over the quay, the goods must be hoisted and moved either by cranes, or be taken out of or into the ships on landing bridges, but they must not be dragged about, rolled, or placed on the quay, so as to be any obstacle in the way of the ship tackling, or cause any damage to the same.

Moreover, goods must only remain so long on the quay as is requisite for loading, discharging, or conveying them away.

The landing bridges must be supplied by the ships, and are to be so constructed as to prevent