

as much as possible goods from falling into the water of the harbour.

The ships must, when ordered by the harbour-master, be connected with the quay by a secure bridge, provided with a railing and cross-bars. To river-going ships, however, this regulation does not apply.

The harbour and sluice-steps may be used only for light articles carried by hand.

Whenever a sea-going ship discharges into a river-going ship, only one at a time of the latter kind shall be permitted alongside the sea-going ship, in order that the free movements of other ships may not be obstructed.

Should one ship load or discharge cargo across another ship, the deck of the latter must be kept free from obstructions to the loading or discharging.

The cranes belonging to the harbour authorities shall only be used under the supervision of the harbour-officers, and not allowed to be weighted with a heavier burden than they are constructed to bear. After being used they must always be wound up and turned over the quay. Letting go suddenly of the crane-windlass is forbidden.

Sec. 24.

The harbour authorities shall not be responsible for any damage done to ships or goods while in the harbour district, though such damage may be done by other ships, or by persons employed therein, or in loading or discharging cargo, or in any other manner.

Sec. 25.

Every ship-master who wishes to pay off or discharge his crew, or a part of them, must give previous notice at the harbour-office, either himself or through the harbour-master, and at the same time deliver in the Papers of Legitimation of the persons to be discharged. Until this be done seamen, though discharged, will be treated as still in the service of the ship. (See Sec. 28, latter part).

Seamen are not allowed to go on shore with arms of any kind whatever, or with large knives in their possession.

Foreign workmen, boatmen, or seamen may not, without special permission, be taken and lodged on board the ships.

Sec. 26.

During the principal Divine Service, morning and afternoon working, loading, or discharging

cargo shall only be allowed by the special permission of the authorities.

Sec. 27.

The harbour dues shall be paid according to the annexed tariff, in order to show that they have been paid, the receipt for the same must be produced whenever a ship leaves, that is to say before she passes through the sluice, or before she leaves her moorings in the Geeste; and at the same time must be delivered in at the harbour-office a statement of the nature and quantities of the cargo loaded or discharged in the harbour or a copy of the manifest.

Sec. 28.

In so far as by law no other punishment is declared, every contravention of the above rules shall be punished by a fine not exceeding 25 dollars in amount, and every repetition of the offence by a fine not exceeding 50 dollars in amount, but in cases where gunpowder or petroleum shall be on board and not reported, by a fine not exceeding 10 dollars for amount for every cask or vessel so not reported.

Should damage be caused by such contraventions, the same must likewise be compensated for. (Secs. 48 and 49 of the Police-Penal Law of May 25, 1847.)

Moreover any legal remedy which may arise in consequence of such contravention shall not be invalidated by the above-named penalties.

Whenever any order given shall not be punctually carried out, the harbour authorities may direct the order to be complied with at the expense of the negligent persons.

The ship-master, and in his default the ship (subject to the remedy against the person in fault) shall be liable for the fines and payments adjudged against the ships' crews and workmen engaged by the ship-masters; as well as for compensation for any damage occasioned by them.

Sec. 29.

There shall be handed to every ship-master at his first arrival at the harbour for his information a copy of these harbour regulations and tariff of dues, as well as of the regulations in respect to warehousing and of those respecting the cranes (see Sec. 1), and such master must make his crew and the workmen engaged by him acquainted with the same.

TARIFF OF THE GEESTEMUNDE HARBOUR DUES.

Payment must be made :—

I. For using the principal Harbour and Canals.

A. Harbour Charges.

	Dolls.	Gr.	Pfgs.
1. For sea-going ships for each last of their burden :—			
a. For the time during which they are moored, not exceeding 30 days	0	2	5
b. Ditto, not exceeding 60 days	0	5	0
c. On remaining longer for each complete period or part thereof, not exceeding 30 days	0	0	5
2. For river-going ships :—			
a. For ships of 10 and more lasts for each last :			
When lying in the harbour for a time not exceeding 15 days	0	1	5
Or on remaining longer for each full period or part thereof, not exceeding 15 days	0	0	5
b. For ships under 10 lasts for each ship :			
For lying in harbour for a time not exceeding 15 days	0	3	0
For remaining longer for each further full period, or part thereof, not exceeding 15 days	0	1	5