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FRIDAY, 6 DECEMBER, 1957

STATUTORY INSTRUMENTS.

1957 No. 2051.

MERCHANT SHIPPING.

SAFETY

The River Hull (Navigation) Rules Order, 1957.

Made - - - - - 27th November, 1957  
 Laid before Parliament 3rd December, 1957  
 Coming into Operation 11th December, 1957

At the Court at Buckingham Palace the 27th day of November, 1957.

PRESENT,

The QUEEN'S Most Excellent Majesty in Council.

WHEREAS no rules have been or can be made under the authority of any local Act, concerning the lights and signals to be carried, or the steps for avoiding collisions to be taken, by vessels navigating the waters of the River Hull:

And whereas the Lord Mayor Aldermen and Citizens of the City and County of Kingston upon Hull, who have authority over the waters of the River Hull, have made application for the making of new Rules concerning the lights to be carried and the steps for avoiding collisions to be taken by vessels navigating the said River, and for the revocation of the existing Rules:

Now, therefore, Her Majesty, in exercise of the powers conferred upon Her by sections 421 and 738 of the Merchant Shipping Act, 1894 (57 & 58 Vict. c. 60), and of all other powers enabling Her in that behalf, is pleased, by and with the advice of Her Privy Council, to order, and it is hereby ordered, as follows:—

1. The Rules concerning the navigation of the River Hull made by His late Majesty King Edward the Seventh by Order in Council dated the fifteenth day of February 1909 (S.R. & O. 1909/205), are hereby revoked.

2. The Rules set out in the Schedule to this Order are hereby made and shall have effect from the date of coming into operation of this Order.

3.—(1) This Order shall come into operation on the 11th day of December, 1957, and may be cited as the River Hull (Navigation) Rules Order, 1957.

(2) The Interpretation Act, 1889 (52 & 53 Vict. c. 63), shall apply to the interpretation of this Order, as it applies to the interpretation of an Act of Parliament.

W. G. Agnew.

SCHEDULE.

1. In interpreting these Rules the term "the river" shall include the waters of the River Hull between an imaginary line drawn across that river opposite the Northern-most limit of the City and County of Kingston upon Hull and the River Humber, and the term "the Harbour Master" shall include his assistants for the time being.

These Rules shall not operate nor shall the powers of the Harbour Master under them be exercised so

as to interfere with any directions which the British Transport Commission or their Dock Master, Victoria Dock, have power to give by virtue of the Harbours, Docks and Piers Clauses Act 1847, or by any special Act relating to the British Transport Commission.

2. Every vessel passing up or down the river, shall obey the orders of the Harbour Master.

3. Vessels meeting in any part of the river shall keep to starboard so as to pass port to port. Any vessel navigated stern first shall keep to the same side of the river as it would if proceeding head first in the same direction.

4. No vessel shall proceed up or down the river when, owing to her draught of water or otherwise, such a course would, in the opinion of the Harbour Master, be likely to cause danger or an obstruction to navigation.

5. If any vessel takes the ground and may, in the opinion of the Harbour Master, become an impediment to the free navigation of the river, the owner or master of such vessel shall immediately take such steps to lighten such vessel, or otherwise to remove the obstruction as the Harbour Master shall direct, and in default thereof he may himself proceed to lighten such vessel or otherwise remove the same, and any expense incurred by him in so doing shall be forthwith paid by the person who at the time of such vessel first taking the ground was the owner or master of such vessel.

6. All vessels being towed up or down the river above the North Bridge shall be towed in a single line and not abreast of each other.

7. A vessel shall only tow at one time one vessel if the carrying capacity of the vessel being towed exceeds 300 tons.

8. Every vessel must be properly navigated in the river and not allowed to drift athwart the river or otherwise than under control.

9. Where there is no room for meeting vessels to pass, the vessel navigating against the tide shall give way to the vessel navigating with the tide.

10. Every seagoing vessel, when navigating the river, shall have her anchor and chain ready to be let go, in the event of any emergency requiring their use for the safety of such vessel or of any other vessel. Every vessel carrying an anchor shall so carry it as not to endanger any other vessel. If any vessel part from her anchor, the fact shall be reported to the Harbour Master as soon as practicable.

11. Notwithstanding anything contained in these Rules every vessel moored or about to be moored shall be subject to any orders or directions which the Harbour Master may give as to the berth or place to be occupied, the manner of mooring or unmooring, or as to removal or other matter within his jurisdiction.

12. Every vessel shall be and be kept properly and effectually moored whilst at any public or private mooring place or at any pier, wharf, jetty, staith, dolphin or landing place, and especially shall be kept effectually moored during high winds,