



BELIZE

**HARBOURS AND MERCHANT SHIPPING ACT
CHAPTER 234**

REVISED EDITION 2003
SHOWING THE SUBSIDIARY LAWS AS AT 31ST OCTOBER, 2003

This is a revised edition of the Subsidiary Laws, prepared by the Law Revision Commissioner under the authority of the Law Revision Act, Chapter 3 of the Substantive Laws of Belize, Revised Edition 2000.

ARRANGEMENT OF SUBSIDIARY LAWS



BELIZE

**HARBOURS AND MERCHANT SHIPPING ACT
CHAPTER 234**

REVISED EDITION 2003
SHOWING THE SUBSIDIARY LAWS AS AT 31ST OCTOBER, 2003

This is a revised edition of the Subsidiary Laws, prepared by the Law Revision Commissioner under the authority of the Law Revision Act, Chapter 3 of the Substantive Laws of Belize, Revised Edition 2000.

This edition contains a consolidation of the following laws-	Page
LANDING AND STORAGE GOODS (FEE) REGULATIONS	4 - 6
FORT GEORGE WHARF (DEFINITION) REGULATIONS	7 - 8
PUBLIC WHARVES REGULATIONS	9 - 16
HARBOUR BOARD REGULATIONS	17 - 18

TONNAGE AND WHARFAGE REGULATIONS	19 - 26
LIGHT DUES REGULATIONS	27 - 28
BIG CREEK CHANNEL REGULATIONS	29 - 30
COASTAL AND RIVER PASSENGER TRADE (FEES) REGULATIONS	31 - 32
HARBOUR REGULATIONS	33 - 64
COURT HOUSE WHARF REGULATIONS	65 - 66
COMMERCE BITE PIER REGULATIONS	67 - 70
COROZAL TOWN PIER REGULATIONS	71 - 73
PUNTA GORDA PIER REGULATIONS	74 - 76
DANGRIGA PIER REGULATIONS	77 - 80

CHAPTER 234**LANDING AND STORAGE OF GOODS**
(FEE) REGULATIONS**ARRANGEMENT OF REGULATIONS**

1. Short title.
2. Interpretation.
3. Fees on goods landed at public wharf.
4. Fees on goods stored in Government Landing Shed.

CHAPTER 234

LANDING AND STORAGE OF GOODS (FEES)

REGULATIONS

(Section 6)

Ch. 191.
29/1966.
17/1973.

[14th May, 1966]

1. These Regulations may be cited as the

Title.

**LANDING & STORAGE OF GOODS (FEES)
REGULATIONS**

2. For the purpose of these Regulations, the expression “ton” shall mean a ton of 2,240 lb. of 1,000 kilos.

Interpretation.

3. (1) Subject to the provisions of sub-regulation (2) of this regulation there shall be paid on all goods other than livestock arriving in Belize City from outside the country and landed at any public or private wharf fees assessed as follows-

Fees on goods landed at public wharf.

(a) cargoes not exceeding sixty tons, 40 cents a ton;

(b) cargoes exceeding 60 tons, 50 cents a ton up to one hundred tons and 45 cents a ton for every ton in excess of one hundred tons.

(2) The provisions of sub-regulation (1) of this regulation shall not apply where any goods are placed in the Government Landing Shed at Fort George.

4. There shall be paid on all goods arriving in Belize City from outside the country and stored in the Government Landing Shed at Fort George fees assessed as follows:

Fees on goods stored in Government Landing Shed.

- (a) cargoes not exceeding sixty tons, 30 cents a ton;
- (b) cargoes exceeding sixty tons, 40 cents a ton up to one hundred tons and 36 cents a ton for every ton in excess of one hundred tons.

CHAPTER 234

FORT GEORGE WHARF (DEFINITION) REGULATIONS

ARRANGEMENT OF REGULATIONS

1. Short title.
2. Definition.
3. Application of definition.

CHAPTER 234

Ch. 191.

Ch. 149.

FORT GEORGE WHARF (DEFINITION) REGULATIONS*(Section 6)*

- | | |
|-----------------------------|--|
| Title | 1. These Regulations may be cited as the

FORT GEORGE WHARF (DEFINITION)
REGULATIONS |
| Definition | 2. The Fort George Public Wharf shall be and include the entire area situate in the City of Belize and lying between the Queen's Bonded Warehouse and the Fort George Light and extending for a distance of forty feet on the seaward side of the said area. |
| Applicaion
of definition | 3. For the purposes of the Regulations to govern the payment of tonnage and wharfage dues and the leasing of public wharves, the Fort George Public Wharf shall be as defined in regulation 2 of these Regulations. |

CHAPTER 234
PUBLIC WHARVES REGULATIONS

ARRANGEMENTS OF REGULATIONS

1. Short title.
2. Interpretation.
3. Anchoring of ships at and moving ships from public wharves.
4. Tonnage duty.
5. Commutation of tonnage duty.
6. Distinguishing name or number on ship.
7. Measurement of tonnage.
8. Leases of portions of public wharves.
9. Wharfage dues.
10. Date when wharfage dues payable.
11. Goods at owner's risk.
12. Goods left without permission.
13. Seizure where dues not paid.
14. Removal of packages, etc., by Harbour Master.
15. Powers of customs and police officers.
16. Assaulting etc., officer.
17. Recovery of fines and penalties.
18. Payment of dues and rentals.

SCHEDULE

CHAPTER 234

Ch. 149.
Ch. 191.

PUBLIC WHARVES REGULATIONS*(Section 6)*

Short title.

1. These Regulations may be cited as the

PUBLIC WHARVES REGULATIONS

Interpretation.

2. In these Regulations if not inconsistent with the context the following terms have the meanings hereinafter respectively assigned to them:

“public wharf” means any wharf the property of the Crown in Belize which shall, for the purposes of these Regulations, be declared to be such by the Minister by notice published in the *Gazette*;

“ship” shall mean and include every description of vessel, boat or other craft used in navigation;

“day” shall for the purpose of collecting tonnage duty be deemed to mean a period of twenty-four consecutive hours from the time a vessel arrives within the limits of a wharf.

Anchoring of ships at and moving ships from public wharves.

3. No ship shall anchor or make fast within the limits of any public wharf or be taken alongside of or made fast to any public wharf except with the permission of the Harbour Master or any person or persons authorised by him. Any ship so within the limits of any public wharf or alongside of or made fast to any such wharf must at any time at the request of the Harbour Master or any officer authorised by him be moved therefrom or shifted from alongside of such wharf. The master or any person in charge of such ship who shall offend against any of the provisions of this regulation shall be liable for every such offence to a penalty not exceeding fifty dollars and to pay in addition the cost of the removal of any such ship required to be removed as aforesaid; and

the Harbour Master or any person or persons authorised by him is hereby indemnified against any claim for damage or other to such ship during her removal or after she has been removed.

4. (1) (a) When any ship is anchored or made fast within the limits of any public wharf or is taken alongside of or made fast to any public wharf for the purpose of discharging or taking in cargo or landing or embarking passengers or any other purpose, there shall be paid in respect of such ship the duty per ton prescribed by or in accordance with the Schedule to these Regulations.

Tonnage duty.

(b) If any ship in respect of which tonnage duty has been paid for one day is moved from the wharf by the direction or order of the Harbour Master or other port authority before the expiry of twenty-four hours from her first coming to the wharf the proportion of duty in respect of the unexpired portion of twenty-four hours shall be refunded.

(2) Tonnage duty shall be paid or secured to the satisfaction of the Harbour Master or any person or persons authorised by him before such ship is removed from alongside of any public wharf.

(3) Any person removing any ship from alongside any public wharf without such duty being paid or secured as aforesaid shall be liable to a penalty not exceeding fifty dollars.

5. The Harbour Board may permit the tonnage duty payable in respect of any ship for any period of not less than one month nor more than one year to be commuted by the payment monthly, quarterly or half yearly in advance of such sum as may be approved by the Harbour Board, subject to such conditions as the Board may deem expedient, and subject further to the approval of the National Assembly.

Commutation of tonnage duty.

Distinguishing name or number on ship. 6. Every ship coming alongside of or within the limits of any public wharf shall bear in a conspicuous place on the outside of the hull a distinctive or permanent name or number and the master or person in charge of any ship that fails to comply with the provisions of this regulation shall be liable to a penalty not exceeding twenty-five dollars.

Measurement of tonnage. 7. The master or person in charge of any ship liable to the payment of tonnage duty under these Regulations shall on demand produce to the Harbour Master the Belize, British or foreign certificates of registry in support of the declared measurement of such ship. Should the ship be unregistered or the certificate produced be unsatisfactory (of which the Harbour Master shall be the sole judge) the tonnage of the ship may be estimated and assessed by the Harbour Master whose assessment shall be final:

Provided always that the master or person in charge of the ship may elect in lieu of assessment by the Harbour Master to have his ship measured by the surveyor of shipping on payment of the prescribed fee as in the case of surveys of ships for registration.

Leases of portions of public wharves. 8. (1) Leases of portions of public wharves may be granted by the Harbour Board to persons or companies for their exclusive use on payment quarterly in advance at the following rates for the portion of wharf frontage so leased:

	<i>Per running ft. of wharf frontage p.a.</i>
Up to 25'	\$3.00
Over 25' and up to and including 50'	\$2.50
Over 50' and up to and including 75'	\$2.25
Over 75'	\$2.00

Provided that the charge for the lease of a portion of a public wharf to the owner, manager or agent of a vessel under contract with the Government shall

be two thirds of the above rates so long as such leased portion of wharf frontage is used exclusively by such contract vessel.

(2) The period for which a lease may be granted by the Harbour Board as above shall be one year but such period may be extended thereafter from year to year subject to six months' notice by either side:

Provided that a lease may be cancelled by the Harbour Board at any time with the approval of the Minister for a breach of any of the following conditions:

- (a) A lessee shall not be permitted to tie up permanently alongside any portion of wharf frontage leased by him more than two ships abreast. Three ships may be permitted to be moored abreast temporarily in positions where such mooring shall not interfere with or obstruct the fairway but no more than three ships shall at any time be permitted to be moored abreast alongside any leased or other portion of a public wharf.
- (b) A lessee shall not sublet any part of the portion of a public wharf leased to him.
- (c) A lessee shall not allow any ships other than his own ship or ships doing *bona fide* business with him to use the portion of the wharf frontage so leased to him.
- (d) The owner of any ship or ships tied up alongside a portion of wharf frontage leased by him or by a person or company with whom he is doing *bona fide* business shall be exempt from the payment of tonnage dues in respect of such ship or ships.

Wharfage
dues.

9. There shall be levied and paid in respect of any goods remaining on a public wharf with the permission of the Harbour Master a like rental according to the rates for bonding goods in a Queen's Warehouse:

Provided that the maximum charge for any one package, article or thing shall not exceed two dollars a month, and the charge for sawn lumber shall be at the rate of two dollars per M superficial feet, and for any other lumber or hard woods not sawn the sum of fifty cents a ton or part of a ton for a month or part of a month after the first three days:

Provided further that the Minister may levy rates of rental lower than the rates contained in this regulation, if in his opinion special circumstances exist for so doing, or the nature of the goods to be left on the public wharf would render the above-mentioned rates excessive.

Date when
wharfage
dues payable.

10 The date from which wharfage dues on cargo other than lumber and hard woods shall become due and payable shall be as follows:

(a) in respect of goods landed from a ship in the harbour, when all other cargo from such ship shall have been cleared from the landing shed and/or such shed vacated; and

(b) in respect of goods landed from a ship which discharged alongside the wharf and paid tonnage dues, after the expiration of twenty-four hours of the landing of such goods.

Goods at
owner's risk.

11. All goods or articles whatsoever left on a public wharf as aforesaid shall be at the sole risk of the importer or owner thereof.

Goods left
without
permission.

12. Goods or articles left on a public wharf for more than twenty-four hours without the permission of the Harbour Master may be impounded and after the expiration of one month sold for the benefit of the general revenue.

13. Any goods in respect of which there shall be any neglect or refusal to pay the dues appointed to be paid by these Regulations may be seized and detained at the expense and risk of the owner, consignee or importer as the case may be and after the expiration of fourteen days from the date of seizure may be sold by public auction and there shall be paid out of the proceeds of sale all customs and wharfage dues and any other expenses incurred in respect of such goods. Seizure where dues not paid.
14. Whenever it shall appear necessary to the Harbour Master it shall be lawful for him to order or cause to be removed any case or package or vehicle found upon any public wharf and the owner or any person in charge of such case or package or vehicle who neglects or refuses to remove such case or package or vehicle when required so to do by the Harbour Master or any officer authorised by him shall be liable on summary conviction to a fine not exceeding twenty-five dollars. Removal of packages, etc., by Harbour Master.
15. It shall be lawful for the Harbour Master or any customs or police officer to prevent any unauthorised person from coming on to a public wharf and also to order any unauthorised person already there to leave the same and any such person neglecting or refusing to leave such wharf when requested so to do may be taken into custody without a warrant by the Harbour Master or any such customs or police officer and shall upon conviction before a District Magistrate be liable to a fine not exceeding fifty dollars. Powers of customs and police officers.
16. Any person assaulting, resisting or interfering with or interrupting any officer of customs or police officer in the discharge of his duties in connection with these Regulations shall be liable on conviction to a fine not exceeding two hundred and fifty dollars. Assaulting etc., officer.
17. All fines and penalties imposed by these Regulations shall be recoverable on summary conviction. Recovery of fines and penalties.
18. The tonnage and wharfage dues and wharf rentals imposed by these Regulations shall be paid at the Custom House at Belize City or at the office of Payment of dues and rentals.

the Ports Commissioner elsewhere in Belize and shall be credited to and form part of the funds of the Harbour Board.

SCHEDULE

Tonnage duty for one day or any part thereof.

Vessels of-	\$ c.
Under 3 tons	0.25
3 tons and over and under 10 tons	0.50
10 tons and over and under 20 tons	0.75
20 tons and over and under 30 tons	1.00
30 tons and over	1.50

Note. - Lighters, barges, launches and/or other craft engaged in transporting cargo to or from the landing sheds are exempt from the payment of tonnage duty while so employed.

CHAPTER 234

HARBOUR BOARD REGULATIONS

ARRANGEMENT OF REGULATIONS

1. Short title.
2. Helm orders.
3. Penalty.

CHAPTER 234

Ch. 191.

Ch. 149.

HARBOUR BOARD REGULATIONS

(Section 6)

Short title.

1. These Regulations may be cited as the

HARBOUR BOARD REGULATIONS

Helms orders.

2. No person on any British ship registered in Belize shall when the ship is going ahead give a helm or steering order containing the word “starboard” or “right” or any equivalent of “starboard” or “right”, unless he intends that the head of the ship shall move to the right, or give a helm or steering order containing the word “port” or “left”, or any equivalent of “port” or “left”, unless he intends that the head of the ship shall move to the left.

Penalty.

3. Any person who contravenes the provisions of these Regulations shall for each offence be liable to a fine not exceeding two hundred and fifty dollars.

CHAPTER 234

TONNAGE AND WHARFAGE REGULATIONS

ARRANGEMENT OF REGULATIONS

1. Short title.
2. Interpretation
3. Mark on ship.
4. No ship alongside wharf without consent of the Harbour Master.
5. Tonnage duty.
6. Commuted tonnage duty.
7. Certificate of registration.
8. Lease of public wharf.
9. Goods left on wharf.
10. Rent payable on goods left on wharf.
11. Removal of goods.
12. Penalties.
13. where monies payable.
14. Application.

FIRST SCHEDULE

SECOND SCHEDULE

CHAPTER 234

Ch. 191.
14/1966.
18/1973.

TONNAGE AND WHARFAGE REGULATIONS*(Section 6)**[2nd April, 1966]*

- Title. 1. These Regulations may be cited as the
- TONNAGE AND WHARFAGE REGULATIONS**
- Interpretation. 2. In these Regulations-
- “alongside” means in such proximity to a public wharf that access may be had to such wharf other than by use of a lighter, barge, dorey or similar craft, excluding such a craft which is made fast to such wharf;
- “day” means the period of twenty-four consecutive hours from the time that a ship arrives alongside a public wharf;
- “public wharf” means any wharf which is the property of the Crown and any other wharf declared by the Minister by notice in the *Gazette* to be a public wharf for the purpose of these Regulations.
- Mark on ship. 3. (1) Every ship coming alongside any public wharf shall bear in a conspicuous place on the outside of the hull a distinctive and permanent name or number.
- (2) The master of any ship which is not marked in accordance with the provisions of sub-regulation (1) of this regulation shall be guilty of an offence.

4. (1) No ship shall anchor or make fast alongside any public wharf without the consent of the Harbour Master.

(2) Any ship anchored or made fast alongside any public wharf shall at any time be moved therefrom at the request of the Harbour Master.

(3) Where any ship which has been requested to be moved under the provisions of sub-regulation (2) of this regulation is not moved within the time stipulated in such request the Harbour Master may cause such ship to be moved.

(4) Where any ship is moved under the provisions of sub-regulation (3) of this regulation the master of such ship shall be liable to pay the cost of such removal.

(5) Where any ship is moved under the provisions of sub-regulation (3) of this regulation no action shall lie against any person for any damage caused to such ship by or during such removal.

5. (1) Subject to the provisions of regulations 6 and 8 of these Regulations there shall be paid in respect of any ship anchored or made fast alongside any public wharf tonnage duty assessed in accordance with the provisions of the First Schedule to these Regulations.

(2) Any tonnage duty payable under the provisions of these Regulations shall be paid to or secured to the satisfaction of the Harbour Master before such ship is moved from alongside any public wharf.

(3) Any person moving any ship before the tonnage duty has been paid or secured in accordance with the provisions of sub-regulation (2) of this regulation shall be guilty of an offence.

6. There may be paid in respect of any ship in lieu of the tonnage duty payable under the provisions of regulation 5 of these Regulations a commuted tonnage duty for any period of not less than one month or more than one year.

No ship
alongside
wharfbwithout
consent of the
Harbour
Master.

Tonnage
duty.

Commuted
tonnage duty.

Such commuted tonnage duty shall be assessed in each case by the Harbour Master, subject to the approval of the Minister, and shall be paid in advance.

Certificate of registration.

7. The master of any ship in respect of which tonnage duty is payable under the provisions of these Regulations shall produce on demand to the Harbour Master the certificate of registration showing the tonnage measurement of such ship. Where no such certificate is produced or where such certificate does not show the tonnage measurement the tonnage shall be assessed by the Harbour Master whose assessment shall be final:

Provided that the master of any ship may elect, in lieu of assessment by the Harbour Master, to have his ship measured by a surveyor of ships on payment of the fees specified in the Sixth Schedule to the Act.

Lease of public wharf.

8. (1) The Minister may grant to any person a lease of the whole or any portion of a public wharf for a period of one year and any such lease shall be subject to the following conditions:

- (a) no public wharf shall be sub-leased;
- (b) no ships other than the ships of the lessee or any person transacting *bona fide* business with him shall be allowed to use the said public wharf;
- (c) not more than two ships shall be permanently abreast alongside such public wharf nor more than three ships temporarily abreast alongside such public wharf:

Provided in any event that at no time shall any ship tied alongside such public wharf interfere with or obstruct the fairway.

(2) A lease granted under the provisions of sub-regulation (1) of this regulation may be renewed from year to year and shall be terminable by

six months notice on either side:

Provided that the Minister may determine a lease at any time for breach of any of the conditions attached thereto.

(3) There shall be payable in respect of the lease of any public wharf rent assessed in accordance with the provisions of the Second Schedule to these Regulations and such rent shall be payable quarterly in advance:

Second Schedule.

Provided that the rent in respect of the lease of any public wharf by the owner of a vessel under contract with Government shall, if such wharf be used exclusively by such vessel, be two thirds of the rent otherwise payable under the said Schedule.

(4) No tonnage dues shall be payable in respect of any ship anchored or made fast at any public wharf which has been leased in accordance with the provisions of this regulation.

(5) For the purpose of this regulation any reference to a public wharf shall include, where only a portion of a public wharf has been leased, any such portion as has been leased.

9. (1) No goods shall be left on any public wharf for a period exceeding twenty-four hours without the consent of the Harbour Master.

Goods left on wharf.

(2) Any goods left on any public wharf contrary to the provisions of sub-regulation (1) of this regulation may be seized and, unless such goods be claimed by the owner thereof and any rent payable under the provisions of regulation 10 of these Regulations paid, after 14 days may be sold by public auction.

(3) Where any goods have been sold under the provisions of sub-regulation (2) of this regulation the Harbour Master shall after deduction

therefrom of the cost of such auction and any rent payable under the provisions of regulation 10 of these Regulations, pay the proceeds of such auction to the owner of the goods.

Rent payable
on goods left
on wharf.

10. (1) All goods left on any public wharf shall be at the sole risk of the owner or importer.

(2) There shall be payable by the importer of all goods remaining on a public wharf more than twenty-four hours after they have been landed the same rent as would be payable if the goods were lodged in the Queen's Warehouse under the Customs (Warehouse Rent) Regulations.

(3) Any rent due under the provisions of sub-regulation (2) of this regulation shall be payable by the owner on demand by the Harbour Master.

(4) Where a demand for payment of any rent payable under the provisions of sub-regulation (2) of this regulation has been made by the Harbour Master and the owner of such goods has neglected to pay such rent the Harbour Master may, after 14 days from such demand, seize the goods and sell them by public auction and shall, after deduction therefrom of the cost of such auction and any rent payable under the provisions of this regulation, pay the proceeds of such auction to the owner of the goods.

Removal of
goods.

11. (1) Whenever it shall appear necessary in the public interest that any goods be removed from a public wharf the Harbour Master may order the owner or other person having charge of such goods to remove them from the public wharf within a specified time and, if such goods are not removed by the owner or person in charge, they may be removed by the Harbour Master at the expense of the owner or person in charge.

(2) Any person who fails to remove any goods within the time specified by the Harbour Master under the provisions of sub-regulation (1) of this regulation shall be guilty of an offence.

12. Any person charged with an offence under these Regulations shall be tried summarily and shall be liable on conviction to a fine not exceeding one hundred dollars or to imprisonment for a term not exceeding three months or to both such fine and imprisonment. Penalties.
13. Any monies payable under these Regulations shall be paid in Belize City at the Customs House or in a district at the office of the Ports Commissioner. Where monies payable
14. The provisions of these Regulations relating to tonnage duty, shall not apply to any lighter, barge, launch or other craft transporting any goods to or from any landing shed. Application.

FIRST SCHEDULE

Tonnage Duty per day or part thereof

18/1973.	<i>Measurement of Ship</i>	<i>Rate of Duty</i>
	Under 3 tons	\$1.00
	3 tons and over and under 10 tons	\$2.00
	10 tons and over and under 20 tons	\$3.00
	20 tons and over and under 30 tons	\$4.00
	30 tons and over	\$6.00

SECOND SCHEDULE

Rent for Lease of Public Wharf

18/1973	<i>Length of Wharf Leased</i>	<i>Annual Rental Per foot</i>
	Up to 25'	\$9.00
	Over 25' and up to and including 50'	\$7.50
	Over 50' and up to and including 75'	\$6.75
	Over 75'	\$6.00

CHAPTER 234

LIGHT DUES REGULATIONS

ARRANGEMENT OF REGULATIONS

1. Short title.
2. Light dues.

CHAPTER 234Ch. 191.
28/1966**LIGHT DUES REGULATIONS**
(Section 6 and 8)

[14th May, 1966]

Title. 1. These Regulations may be cited as the

LIGHT DUES REGULATIONS

Light dues. 2. The rate of light dues for every ship of five tons register and upwards arriving in any part of this country from beyond the seas shall be 25 cents a ton for every registered ton of such ship.

CHAPTER 234

BIG CREEK CHANNEL REGULATIONS

ARRANGEMENT OF REGULATIONS

1. Short title.
2. Interpretation.
3. Channel dues.
4. Refusal of clearance.

CHAPTER 23462/1964
Ch. 191.**BIG CREEK CHANNEL REGULATIONS***(Section 6)**[29th December, 1964]*

Title.

1. These Regulations may be cited as the

BIG CREEK CHANNEL REGULATIONS

Interpretation.

2. In these Regulations-

“Big Creek Channel” means all that portion of the water way known as Big Creek (which forms the boundary between the Stann Creek and the Toledo Districts) extending for a distance of approximately 75 chains from and including the estuary of the said creek up to and including the wharf at the plant site of the Hercules (British Honduras) Company Limited.

Channel
dues.

3. (1) The owners, master or consignee of every ship of one hundred tons registered and upwards which uses the Big Creek Channel shall on each occasion it enters the channel pay channel dues prior to such entry at the rate of 25 cents for every registered ton of such ship.

(2) All channel dues shall be paid in Belize City at the office of the Comptroller of Customs.

Refusal of
clearance.

4. Where any ship in respect of which channel dues are payable uses Big Creek without the appropriate dues having been paid in respect of such ship, the Comptroller of Customs may refuse to clear such ship until such dues have been paid.

CHAPTER 234

**COASTAL AND RIVER PASSENGER TRADE (FEES)
REGULATIONS**

ARRANGEMENT OF REGULATIONS

1. Short title.
2. Table of fees.

CHAPTER 234Ch. 149.
Ch. 191.**COASTAL AND RIVER PASSENGER TRADE (FEES)**
REGULATIONS
(Section 6)

- Title. 1. These Regulations may be cited as the
- COASTAL AND RIVER PASSENGER TRADE (FEES)**
REGULATIONS
- Table of fees. 2. The following is the table of fees to be imposed for the purposes mentioned in the said table:
- (a) Harbour Master's Fees -
- | | |
|--|--------|
| For registration and certificate for all vessels | \$1.00 |
| For licence as master or engineer | \$1.00 |
| For annual inspection of vessels not exceeding 15 tons | \$1.00 |
| For annual inspection of vessels exceeding 15 tons | \$2.00 |
- (b) Surveyor's Fees -
- | | |
|--|--------|
| For surveying a vessel not exceeding 15 tons | \$2.00 |
| For surveying a vessel exceeding 15 tons | \$5.00 |
- (c) Examiner's Fees -
- | | |
|-------------------------------------|--------|
| For examination of candidates | \$4.00 |
|-------------------------------------|--------|

CHAPTER 234

HARBOUR REGULATIONS

ARRANGEMENT OF REGULATIONS

1. Short title.
2. Application.
3. Application for certificate of competency.
4. Acceptance or non-acceptance.
5. Date and qualifications for examination.
6. Examiners: Master's certificate.
7. Classes of certificate.
8. Classes of certificate.
9. Vessels of 50 tons and over employed in any coastal service.
10. Vessels of less than 50 tons employed in any coastal service.
11. Vessels employed in river service.
12. Harbour service.
13. Boats to be carried.

14. Boats to be kept ready for use.
15. Boats to be suitably stowed.
16. Life rafts.
17. Buoyant apparatus.
18. Life-jackets.
19. Lifebuoys.
20. Lifebuoys etc., to be placed suitably.
21. Fire extinguishers.
22. Approved kerosene lamps.
23. Identification of vessels.
24. Prevention of over-loading of vessels.
25. Determination of the maximum number of passengers to be carried by vessels.
26. Exemptions.
27. Penalties.
28. Interpretation of Part IV.
29. Obedience to signal.
30. Flag.

31. Moving vessel.
32. Stoppinag at customs quay.
33. Refuse, etc.
34. Prevention of obstruction.
35. Log-end, etc., floating off raft.
36. Explosives: oil.
37. Rule of the river.
38. Speed.
39. Mooring.
40. Permission for stationary mooring.
41. Rafts.
42. Damage by raft.
43. Silencers.
44. Prohibition of use of wharf.
45. Orders of Harbour Master.
46. Interference with Harbour Master.
47. Liability.

48. Area of wharf.
49. Entry to wharf.
50. Unauthorised persons.
51. Disorderly persons.
52. Refuse, etc.
53. Goods on wharf.
54. Placing and removal of goods.
55. Removal by Harbour Master.
56. Inflammable material.
57. Fenders.
58. Liability for damage.
59. Landing of passengers.
60. Motor boats duty.
61. Motor boats navigation.
62. Free board.
63. Careless, etc., navigation.
64. Right of way runs or rapids.

- 65. Booms etc.
- 66. Altering course.
- 67. Overtaking.
- 68. Anchoring.
- 69. Compliance with regulations.
- 70. Motor boat.
- 71. Motor boat under tow.
- 72. Other vessels.
- 73. motor boat towing.
- 74. Motor boat out of control.
- 75. Vessel being overtaken.
- 76. Vessel at anchor.
- 77. Mode of making signal.
- 78. Definition.
- 79. Motor boat. Fog or bend ing river.
- 80. Course indication.
- 81. No vessel in any circumstances to neglect proper precautions.

- 82. Duties.
- 83. Assistant Keeper.
- 84. Maintenance of buildings.
- 85. No sub-letting.
- 86. Water.
- 87. Diary.
- 88. Absence from station.
- 89. Prevention of offences.
- 90. Lights.
- 91. Watches.
- 92. Maintenance of light.
- 93. Brasswork etc.
- 94. Burners, etc.
- 95. Tools and spares.
- 96. Supply of spares.
- 97. Painting.
- 98. Interior painting.

- 99. Station where two men are to be on duty.
- 100. Record of issues.
- 101. Inventories.
- 102. Day-time duty.
- 103. Compound to be clean.
- 104. Officers transferable.
- 105. Vacation leave.
- 106. Power of fine.
- 107. Penalty.
- 108. Summary proceedings.

SCHEDULE

CHAPTER 234

Ch. 191.

Ch. 149.

HARBOUR REGULATIONS*(Section 6)***PART I****GENERAL**

Short title.

1. These Regulations may be cited as the

HARBOUR REGULATIONS

Application.

2. The following Regulations shall be observed in respect to vessels within Belize.

PART II**EXAMINATION OF MASTERS AND ENGINEERS**Application
for certificate
of competency.

3. Any person desiring a certificate of competency to act as a master or engineer of any vessel shall make written application therefor addressed to the Harbour Master, Belize City, specifying the class of vessel for which such certificate is desired, and whether the service is a coastal or river one. The applicant shall transmit at the same time a certificate or certificate from some person or persons in the community testifying to the sobriety and general good conduct of the applicant. The acceptance of any certificate aforesaid shall be at the discretion of the Harbour Master. The application shall be accompanied by the prescribed fee.

Acceptance
or non-
acceptance.

4. Should the certificates so supplied be accepted by the Harbour Master he will communicate with the applicant and fix a date for the examination to be held in Belize City or at any other place in Belize to be specified. Should the

certificates aforesaid be not accepted the fee will be returned to the applicant.

5. The Harbour Master when notifying the applicant of the date fixed for an examination shall inform the candidate as to the nature of the qualifications required for a certificate for any specified coastal or river service; and if any such candidate desires that the examination be postponed to any specified later date, or not be held, the fee deposited will be returned to the candidate:

Date and qualifications for examination.

Provided that no candidate shall be eligible for an examination for a certificate until he has attained the age of 21 years save in respect of a vessel for carrying passengers from any vessel to land or *vice versa*, in which case the minimum age shall be 18 years.

6. For the examination for a certificate as master, the examiners shall be the Harbour Master, a qualified pilot and one other person to be appointed by the Harbour Master.

Examiners: Master's certificate.

7. For the examination for a certificate as engineer, the examiners shall be the Harbour Master and two other persons to be appointed by the Harbour Master.

Classes of certificate.

8. The certificates granted to masters of vessels engaged in the coastal service shall be of three classes-

Classes of certificate.

1. For masters of vessels trading within and without Belize.
2. For masters of vessels over 15 tons trading only within the limits of Belize.
3. For masters of vessels under 15 tons trading only within the limits of Belize.

Vessels of 50 tons and over employed in any coastal service.

PART III

EQUIPMENT OF VESSELS TO PROVIDE FOR SAFETY OF PASSENGERS

9. Vessels of 50 tons and over employed in any coastal service shall carry-

Vessels of less than 50 tons employed in any coastal service.

One approved life jacket for each person on board, at least two approved lifebuoys for every 50 tons measurement and boats sufficient to accommodate not less than 60% of the persons which the vessel is certified to carry; and life rafts or other approved buoyant apparatus sufficient to accommodate the remaining number of persons which the vessel is certified to carry.

10. Vessels of less than 50 tons employed in any coastal service shall carry-

Vessels employed in river service.

One approved life jacket for each person on board, and at least two approved lifebuoys and in addition an approved boat or boats sufficient to accommodate 50% of the total number of persons that can be carried under the certificate issued to such vessel.

Harbour service.

Boats to be carried.

11. Vessels employed in the river service of Belize shall carry four approved lifebuoys.

Boats to be kept ready for use.

12. Vessels employed in the harbour service shall carry one approved life jacket for each person on board.

13. All boats required to be carried by vessels shall be approved by the

Harbour Master and in case of dispute the matter shall be referred to the Minister whose decision shall be final.

Boats to be suitably stowed.

14. All boats and other life-saving appliances shall be kept fit and ready for use, and fitted and arranged to the satisfaction of the Harbour Master.

Life rafts.

15. Vessels engaged in the coastal service of Belize shall carry their boats or other buoyant apparatus stowed in such a manner that they can readily be placed in the water on both sides of the vessel and to the satisfaction of the Harbour Master.

16. The number of persons that any approved raft shall be deemed capable of carrying shall be determined by the Harbour Master with reference to each separate pattern approved:

Provided always that for every person so carried there shall be at least 3 cu. ft. of strong and serviceable enclosed airtight compartments, constructed so that water cannot find its way into them.

Buoyant apparatus.

Any approved life raft of other construction may be used provided it has equivalent buoyancy to that hereinbefore described. Every such approved life raft shall be marked in such a way as plainly to indicate the number of persons for which it is approved.

17. Approved buoyant apparatus, whether buoyant hatches, buoyant deck seats, buoyant deck chairs or other buoyant apparatus, shall be deemed sufficient, so far as buoyancy is concerned for a person or number of persons to be ascertained by dividing the number of pounds of iron which it is capable of supporting in fresh water by 32. Such buoyant apparatus shall be of approved material and construction, and if it depends for its buoyancy on air, shall not require to be inflated before use.

Life-jackets.

18. An approved life-jacket shall mean a jacket of approved material and construction which is capable of floating in fresh water for twenty-four hours

Lifebuoys. with 16 1/2 lb. of iron suspended from it, or any other approved appliance of equal buoyancy and capable of being fitted on the body. It shall be reversible and suitable for both adults and children. Life-jackets the buoyancy of which depends on air compartments are prohibited. Kapok life-jackets must support a weight of 16 1/2 lbs. for twenty-four hours and at the end of this period must support an added weight of 31 lb. making 20 lb. in all.

19. (1) An approved lifebuoy shall be of solid cork or other equivalent material. It shall be capable of floating in fresh water for at least twenty-four hours with 32 lb. of iron suspended from it.

(2) Lifebuoys filled with rushes, cork shavings, granulated cork, or any other loose granulated material, or whose buoyancy depends upon air compartments requiring inflation are prohibited.

Lifebuoys etc.,
to be placed
suitably.

(3) All lifebuoys shall be fitted with beackets securely seized, and at least one on each side of the ship shall be fitted with a life-line at least fifteen fathoms in length.

Fire
extinguishers.

20. All lifebuoys, and life-jackets shall be suitably placed to the satisfaction of the Harbour Master and so as to be readily accessible to all persons on board and their position shall be plainly indicated so that it may be known to those for whom they are intended.

Approved
kerosene
lamps.

21. All vessels fitted with petrol or paraffin motor engines shall carry fire extinguishers approved by the Harbour Master. In the case of open vessels, fire extinguishers in powder form will be approved. Vessels which have their power plants installed below decks or in an enclosed space shall carry liquid fire extinguishers.

Identification
of vessels.

22. In the case of decked vessels no kerosene lantern or any other form of kerosene lamp shall be carried in the engine room of a vessel using petrol or paraffin as motor fuel, except of a type approved by the Harbour Master.

23. Every vessel shall be permanently and conspicuously marked to the

satisfaction of the Harbour Master, that is to say -

- (a) her name shall be distinctly marked on each of her bows, and the place she belongs to on her bows stern, on a dark ground in white or yellow letters or on a white ground with black letters of a length not less than 3" and of proportionate breadth;
- (b) her name shown on her sea-going certificate or coastal register of the port shall be the vessel's name, and she shall not be described by any other name;
- (c) her name shall not be the same as that borne by any other vessel having a sea-going certificate, and the vessel's name shall not be changed without the permission in writing of the Harbour Master.

If, in any case, the name of a vessel has been changed without such permission the Harbour Master may direct that her name be altered to that which she bore before such change and in such case the name shall be altered on her bows accordingly.

Prevention of over-loading of vessels.

24. Every vessel of twenty tons net register or over engaged in any coastal service shall have a load-line permanently and conspicuously marked upon each of her sides, and such line shall indicate the maximum load line to which it shall be lawful to load such vessel.

Such load-line shall consist of a painted straight line, 1" in width and not less than 9" in length, of a colour distinct and clearly distinguishable from the colour of the sides of the vessel.

Determination
of the maximum
number of
passengers to
be carried by
vessels.

No such load-line is to be marked on any vessel except its position has been determined by the Harbour Master or by any other officer or person authorised by the Harbour Master to determine its position, or unless the load-line has already been marked in conformity with the provisions of the U.K. Merchant Shipping Act.

Exemptionm.

25. The Harbour Master shall determine the maximum number of passengers to be carried by any vessel, and in case of dispute, the matter shall be referred to the Minister whose decision shall be final. The Harbour Master in determining the maximum number of passengers to be carried by vessels engaged in the coastal, harbour and river services, shall be guided as far as possible, having regard to local conditions, by the U.K. Board of Trade regulations on passenger accommodation.

26. (1) The foregoing regulations 9 to 25 inclusive shall not apply to sailing vessels under five tons net register:

Provided that no such vessels shall engage in any coastal or river service without a certificate to be issued by the Harbour Master specifying the maximum number of passengers not exceeding five to be carried by any such vessel.

(2) Motor vessels under five tons net register engaged in conveying passengers from any vessel to land or *vice versa*, or in any river service other than in the Belize River beyond the foot of "Little Falls" shall be subject only to regulations 3 to 8 inclusive, and to regulations 21, 22, 23, 25 and 27 of these Regulations:

Provided that each such vessel shall carry at least, one lifebuoy, and provided further that the Harbour Master may, in his discretion, cause a certificate to be issued in respect of any such vessel authorising its use as aforesaid with a certified engineer only, and under such conditions as he may deem necessary to impose in each particular case:

Penalties

And provided always that the Harbour Master may in his discretion issue a certificate to any vessel conveying not more than five passengers notwithstanding that regulations 3 to 8 and 23 and 25 are not complied with.

27. Any person who wilfully fails to comply with the provisions of regulations 1 to 26 inclusive of these Regulations shall be guilty of an offence against these Regulations and shall be liable on summary conviction for a breach of any regulation to a fine not exceeding two hundred and fifty dollars.

Interpretation
of Part IV.

PART IV

PORT AND HARBOUR OF BELIZE CITY

28. For the purposes of regulations 28 to 81 of these In Regulations, if not inconsistent with the context, the following words and expressions shall have the meanings hereinafter respectively assigned to them, that is to say-

“port” or “harbour” shall mean the Harbour of Belize City as defined by section 4 of the U.K. Harbours and Merchant Shipping Act, and for the purpose of these Regulations shall include that portion of the Belize River between the Belize Bridge and the Haulover;

“public wharf” shall mean and include the Court House Wharf, the Fire Station Wharf and the two wharves on either side of the north end of the Belize Bridge or any other wharf which may hereinafter be declared to be a public wharf;

“motor boat” shall mean and include every vessel fitted with an internal combustion engine;

“master” shall mean and include the person in charge of any vessel.

A vessel is “under way” when she is not at anchor, or, made fast to the shore, or

- aground.
- Obedience to signal. (2) For the purposes of regulations 28 to 43 of these Regulations-
 “Belize River” shall mean any portion of the Belize River, and shall include that portion of the Haulover Creek commonly called the Belize River between the Belize Bridge and the Haulover.
- Flag. 29. The master of a vessel under way in the harbour shall, on a signal being made from a Government boat flying the blue ensign, or when required so to do by the Harbour Master or officer deputed by him, immediately cause such vessel to heave to, slow down, or stop as may be directed, to enable the Harbour Master or such officer to come on board.
- Moving vessel. 30. Ocean going vessels entering or leaving the port in the daytime shall show their national flag.
- Stopping at customs quay. 31. The master of a vessel at anchor in the harbour shall upon the receipt of an order from the Harbour Master so to do promptly shift his vessel to such other portion of the harbour as may be indicated in such order.
- Refuse, etc. 32. All vessels entering the Belize River shall stop at the landing steps on the customs quay for report and inspection until granted permission to proceed. A master or person in charge of a vessel which fails to stop at such landing steps as herein provided shall be guilty of a breach of these Regulations.
- Prevention of obstruction. 33. The master of a vessel shall not while such vessel is in the harbour, either at anchor or under way, throw overboard or permit or cause to be thrown overboard any ash, clinker, coal, ballast or anything whatsoever which may be likely to cause silting in the harbour.
34. No person or firm being the owner or the occupier of a private wharf shall throw, permit or cause to be thrown from such wharf, or leave, permit or cause to be left or placed on any portion of such wharf in such a manner as to

be liable to be floated into the harbour, any log end, log chips, trash or anything whatsoever, which may be likely to cause obstruction, silting in the harbour, or damage to any vessel navigating in the harbour. Any person or firm committing a breach of this regulation shall in addition to any other penalty provided by these Regulations be liable for the cost of collection or removal of any such log ends, log chips, trash or other matter as aforesaid and for any damage caused to any vessel or wharf.

Log-end, etc., floating off raft.

35. The owner of any raft or rafts of wood moored in the harbour who shall either by himself or his agent or agents, throw, cause, or permit to be thrown or floated off any such raft or rafts into the harbour as aforesaid any peeling, bark, or trash whatsoever, or saw off or cause or permit to be sawn off and floated away any log-end shall in addition to any penalty provided by these Regulations be liable to pay for the cost of collection, removal, or for any damage caused as provided for in regulation 34.

Explosives: oil.

Rule of the river.

36. Any person except a person acting in obedience to lawful authority, who shall throw, or permit to be thrown into the harbour any explosive substance, crude fuel, or lubricating oil shall be guilty of a breach of these Regulations.

37. A master of a vessel navigating in the Belize River or in the channel through the bar of such river shall keep to that side of such river or channel which lies to the starboard or right-hand side of his vessel:

Speed.

Provided that this regulation shall not apply to a vessel dependent on sails alone for her motive power when such vessel is beating to windward either in or out of the above-mentioned channel.

38. A master of a vessel shall not navigate such vessel in the harbour at a speed, or in such a manner as, having regard to all attendant circumstances, including the state of the weather, the volume of the traffic, and the wake caused by the navigation of such vessel, to cause or be likely to cause danger to life, risk or damage to or collision with another vessel, raft, buoy or thing whatsoever, or damage to a wharf or other vessel anchored or moored alongside such wharf,

Mooring.

Permission for stationary moorings.	<p>or to a raft, or to cargo in a vessel lying alongside a wharf.</p> <p>39. A master of a vessel shall not anchor or moor his vessel in a channel or recognised fairway or at any other place in such a manner as to cause or to be likely to cause damage to any other vessel when navigating or at anchor in the harbour.</p>
Rafts.	<p>40. No stationary moorings shall be permitted in the harbour without the permission in writing of the Harbour Master, who shall direct where such moorings (cables and buoys) shall be laid.</p> <p>41. Rafts shall not be towed up the channel of the Belize River unless under the control of a tug or tugs of sufficient power and no raft shall exceed 200' in length or be made up of more than ten logs abreast without special permission being first obtained from the Harbour Master. It shall be lawful for the Harbour Master to have a raft or rafts of logs removed and to recover the cost of such removal, in addition to any other penalty which may be imposed, from the owner of the logs if such raft or rafts of logs is not under proper control or is moored without permission in the part of the river portion of the harbour which lies between the Slaughter House and the sea.</p>
Damage by raft.	
Silencers.	<p>42. The owner of any raft or rafts of logs which are under tow in the Belize River portion of the harbour or in the channel through the bar of such river shall in addition to any penalty provided by these Regulations be liable to pay the cost of making good any damage which such raft may wilfully or negligently cause to any vessel or vessels whether at anchor or under way.</p> <p>43. The engine of a motor boat shall not be operated in the harbour unless such engine shall, to the satisfaction of the Harbour Master, be fitted with a silencer, muffler or other device suitable and sufficient for reducing the noise which would otherwise be caused by the escape of the exhaust gases from the engine into the atmosphere, and the said gases shall not be allowed to escape into the atmosphere without first passing through such silencer, muffler, or other device as aforesaid. The person in charge of a motor boat contravening this regulation shall be liable to a fine of five dollars for the first offence and to a fine</p>

not exceeding fifteen dollars for each subsequent offence.

Prohibition of use of wharf.

GENERAL

44. The Harbour Master may at any time when it shall be necessary and expedient so to do by notice published by posting up on the wharf-

- (a) prohibit the landing on any public wharf of any specified article, animal or matter;
- (b) prohibit the use of the whole or any portion of any public wharf, to be named, for such time as may be prescribed in such notice, and the masters of vessels shall thereupon be and are hereby prohibited from using or anchoring or tying to or mooring their vessels at or near such wharf within the area prohibited:

Orders of Harbour Master.

Provided that special permission may be granted by the Harbour Master, in writing, for the temporary use of such wharf by a vessel in a case of urgency subject to such conditions or restrictions as may be named in the permit:

Interference with Harbour Master.

And provided further that this regulation shall not apply to the Fort George Wharf.

Liability.

45. The Harbour Master's orders shall be obeyed by masters or owners of vessels whether such orders are issued verbally or in writing signed by him.

46. No person shall molest, obstruct, or in any way interfere with the Harbour Master in the execution of his duties.

47. Unless otherwise mentioned-

- (a) masters of vessels shall in all cases be liable for the breach of any of these Regulations and for any damage caused by their vessels;
- (b) in the case of doreys, lighters, barges or hulks, the owner or owners shall be jointly and severally liable with the master, if any, for the breach of any of these Regulations relating to any such vessel.

Area of wharf.

PART V

FORT GEORGE WHARF

Entry to wharf.

48. The Fort George Wharf (in the regulations following referred to as the “wharf”) shall include the entire area lying between the Queen’s Bonded Warehouse and the Fort George light and shall be under the charge of the Harbour Master.

49. (1) No person shall enter upon any portion of the wharf enclosed by fencing or a barrier, temporary or permanent, except passengers landing or embarking from a vessel alongside the wharf opposite to which such fence or barrier is or may be erected, the members of the crew of such vessel, public officers on duty, persons having business with such vessel, or any other persons with the permission of the Harbour Master or any customs or police officer in charge of such enclosed portion. This regulation shall not apply to labourers and steamship officials engaged in the landing and transporting of cargo into the landing sheds.

Unauthorised persons.

(2) Any person who enters any such enclosed portion of the wharf, not being a person authorised thereto under this regulation, shall be guilty of a breach thereof.

50. No vagrant or unauthorised person shall be or remain or loiter on any portion of the wharf, whether the same shall be enclosed by a fence or barrier or not, but shall move on when required so to do by the Harbour Master, or by a customs or police officer. Any such person neglecting or refusing to leave the wharf when required so to do may be taken into custody without a warrant by the Harbour Master or by any customs or police officer.

Disorderly persons.

51. The Harbour Master, or any customs or police officer is hereby empowered to disperse all unruly or disorderly persons who may collect or be upon any part of the wharf, and any person or persons who shall refuse to obey an order to disperse or who shall fail to leave the limits of the wharf or any part thereof when requested so to do by the proper authority shall be guilty of a breach of these Regulations.

Refuse etc.

Goods on wharf.

52. No person shall throw any dirt, rubbish, or any offensive matter or anything whatsoever on or from any part of the wharf.

Placing and removal of goods.

53. No goods, merchandise, or other articles shall be left on the wharf except with the permission of the Harbour Master.

54. Such goods, merchandise, or other articles as the Harbour Master may allow to remain on the wharf shall be placed and arranged by the owner or person in charge thereof on such sites and in such manner as the Harbour Master may direct, and shall be removed by the owner or consignee thereof within twenty-four hours from the time when the same shall have been landed thereon from a vessel or placed thereon for shipment:

Removal by Harbour Master.

Provided that the Harbour Master for good reason shown may extend the time for such goods, merchandise or articles to remain on the wharf.

55. All goods, merchandise, or other articles deposited or remaining on the wharf without the permission of the Harbour Master may be removed therefrom at the expense of the owner or owners to such place or places as the Harbour

Inflammable material. Master may direct; and the same shall not be released until all the expenses of removal together with any fines or penalties that may be incurred shall have been paid. Should the expenses of removal and any fine or penalty remain unpaid for a period of one month from the time of removal, the said goods, merchandise, or other articles may be sold by order of the Harbour Master for the benefit of the public revenue.

Fenders.

Liability for damage. 56. Inflammable materials such as pitch, tar, resin or oil shall not be heated in any vessel when alongside the wharf.

Landing of passengers. 57. The master or owner of any vessel made fast to any part of the wharf shall arrange and fix in place on the side of such vessel next to the wharf proper fenders to the satisfaction of the Harbour Master to protect from damage the wood facings to the key piles on such wharf

58. Masters or owners of vessels, occasioning damage to any portion of the wharf shall, in addition to any penalties incurred by them under these Regulations, be liable for the cost of making good such damage.

59. All passengers arriving from outside Belize shall, together with their baggage, be landed at the landing steps on the wharf, and shall in no case be landed at any other place on such wharf or at any other wharf or place without the permission of the Harbour Master. Any person or persons in charge of any launch in which passengers are landed in contravention of this regulation, and the passenger or passengers so landed, shall each be liable for a breach of these Regulations.

Motor boats: duty.

Motor boats navigation.

PART VI

NAVIGATION OF RIVERS

60. Motor boats or vessels under power when approaching a loaded vessel propelled by oars or paddles shall keep out of the way of such vessel and shall

Free board.

slow down or stop their engines when there is danger of swamping that vessel.

61. Every motor boat or vessel navigating a river or channel shall, when it is safe and practicable, keep to that side of the fairway or mid-channel which lies on the starboard (right-hand) side of such vessel, and shall not cross from point to point.

Careless, etc., navigation.

Right of way: runs or rapids

62. No loaded vessel shall be navigated in any river with a free board of less than one quarter of the total inside midships depth of such vessel.

63. No owner or master shall navigate in the river in any vessel in a manner likely to cause injury to the person or damage to property.

64. In going through a run or rapid the vessel first in shall have the prior right of way. If several vessels arrive at a run or rapid at the same time the down-coming vessel shall have the prior right of way. All motor boats when entering the run and at frequent intervals while in the run shall give sound signals. In any place other than a run or rapid where natural obstructions exist the vessel going up-stream shall give way to the vessel coming downstream, provided always that where there is no risk of collision one vessel may pass another in a run.

Booms etc.

Altering course.

65. All obstructions placed in a river, such as "booms" to collect logs of wood, shall be so constructed that a free passage is allowed for vessels to pass. At night they shall be clearly lighted up. Sufficient public notice shall also be given of the places where booms are to be placed and of the lights intended to be displayed on the boom and in the passage.

Overtaking.

66. When two motor boats are meeting end-on or nearly end-on in a river so as to involve risk of collision each shall alter her course to starboard (right hand) so that each may pass to the port (left hand) side of the other.

Anchoring.

67. Every vessel overtaking any other shall keep clear of the overtaken vessel. But it shall be the duty of the overtaken vessel to allow a free passage,

where practicable, for the overtaking vessel to pass.

Compliance
with
regulations.

68. No vessel shall be anchored in any river or other inland water so as to be in the way of any other vessel navigating such river or other inland water.

Motor boat.

LIGHTS

69. The regulations concerning lights shall be complied with in all weathers from sunset to sunrise and during such time no other lights which may be taken for the prescribed lights shall be exhibited.

70. A motor boat when under way shall carry-

(a) in the forepart, a bright white light where it can best be seen and at a height above the gunwale of not less than 2 ;

(b) green and red side lights or a combined lantern showing a green light and a red light from right ahead to two points abaft the beam on their respective sides. Such combined lantern shall be carried where it can best be seen at a height below the white light of not less than 1'.

Motor boat
under tow.

Other vessels.

71. Any motor boat being towed shall carry the same lights as are prescribed by regulation 70 for a motor boat under way with the exception of the white light mentioned therein which should not be carried.

Motor boat
towing

72. Vessels other than motor boats shall exhibit in the bows a bright white light.

73. A motor boat when towing any vessel or raft shall, in addition to the side lights prescribed in regulation 70(b) of these Regulations, carry two bright white lights in a vertical line one over the other not less than 2' apart. Both of

Motor boat
out of
control.

these lights shall be of the same character. Such motor boat may carry a small white light astern for the guidance of the vessel being towed, but such light shall not be visible forward of the beam. All rafts shall exhibit a white light at the head and another at the stern.

Vessel being overtaken.

74. A motor boat which from any accident is not under control shall carry two red lights in a vertical line one over the other not less than 2' apart.

Vessel at anchor.

75. A vessel which is being overtaken by another vessel shall exhibit at her stern a white light or 4 flare up light.

76. A vessel in the Belize River above the Burdon Canal when at anchor or made fast to the shore, shall exhibit where it can best be seen all around, a white light in a lantern so constructed as to show a clear uniform and unbroken light.

Mode of making signal.

Definition.

SOUND SIGNALS

77. All signals prescribed in these Regulations shall be given by a whistle, siren, or horn.

Motor boat, Fog or bend in river.

78. The words "prolonged blast" used in these Regulations shall mean a blast of from eight to ten seconds duration and the words "short blast" shall mean a blast of about two seconds duration.

Course indication.

79. A motor boat having way upon her when in a fog or when approaching a bend in a river, shall sound at intervals of not more than two minutes, a prolonged blast.

80. When motor boats are in sight of one another, on taking any course authorised or required by these Regulations, they shall indicate that course by the following signals:

One short blast to mean – "I am directing my course to starboard (to right

hand).”

No vessel in any circumstances to neglect proper precautions.

Two short blasts to mean – “I am directing my course to port (to left hand).”

Three short blasts to mean – “My engines are going full speed astern.”

One prolonged blast to mean – “You may pass me now.”

81. Nothing in these Regulations shall exonerate any vessel, owner, master, or crew thereof from the consequences of any neglect to carry lights, signals, or of any neglect to keep a proper lookout, or of the neglect of any precaution which may be required by the ordinary practice of seamen, or by the special circumstances of the case.

Duties.

PART VII

LIGHTHOUSE KEEPERS

Discipline

Assitant Keeper.

82. The Lighthouse Keeper and in his absence the Senior Assistant Keeper shall be directly responsible for the care, maintenance and operation of the light and for keeping in proper order all tools, spares and other Government property and for the maintenance of discipline and order at the station.

Maintenance of buildings.

83. Assistant Keepers shall be subject to and shall obey the orders and instructions of the Keeper.

No sub-letting.

84. All Government buildings on the station must be given proper care and attention by the occupants thereof. Any damage or partial destruction of a building apart from reasonable wear and tear shall be made good by the Keeper or Assistant in occupation or responsible for same.

Water.

85. Quarters shall not be sublet to other individuals save with the permission

of the Harbour Master.

Diary.

86. The water supply at the station must be conserved for the joint use of the Keeper and his Assistants. No water should be disposed of without the consent of both. The sale or acceptance of payment in money or kind for same is strictly forbidden.

87. A diary shall be supplied to each station annually by the Harbour Master and in it the Keeper shall record -

- (a) all absences from the station of the Keeper or his Assistant. These entries will be in addition to and supplementary to the entries in the pass books required by regulation 88 of these Regulations;
- (b) the exact time of lighting the lamp each day before sunset and extinguishing the lamp after sunrise –

Lamp lighted	p.m.
Lamp extinguished	a.m.
- (c) the hour each night of taking up duty and of releasing duty by the Keeper and his Assistant according to mutual arrangement as under regulation 91 of these Regulations;
- (d) each and every period during which the light is extinguished during a night and the apparent cause for such extinguishment:

Time light extinguished
Time light re-exhibited
- (e) the time any steamships or large sailing vessels pass the station, their description (if their names be unknown) and their apparent destination;

- (f) the names of officials visiting the station and the period of their stay, i.e., the date and hour of their arrival and of their departure;

N.B.-The visiting officials should be asked to sign the visitor's book which will be provided and kept at the station for the purpose;

- (g) details of any unusual occurrence or misbehaviour of any person at the station;

Absence from station.

- (h) stoppages or other improper functioning of the other lights observed by himself or the Assistants.

The diary shall be kept in the service room of the stations at Half Moon, Northern Two and Maugre Cayes and in the storeroom at the other stations.

88. Keepers and Assistants will be allowed to leave their stations once monthly for the purchase of provisions and shall remain in the town, village or place at which such provisions are purchased only for the period necessary to complete the purchase. This period shall not in any case exceed 48 hours. They will each be provided with a pass book in which every absence from their station during the night shall be recorded as detailed in the particulars set out in the Schedule to these Regulations. Immediately on arrival in Belize City or at Dangriga, Punta Gorda or Monkey River, Keepers or Assistants shall report and present their pass books to be initialed –

- (a) at Belize City, by the Harbour Master;

Prevention of offences.

- (b) at Dangriga, Punta Gorda or Monkey River, by the senior police officer;

- (c) at any other place at which a senior police officer is stationed, to such officer.

89. Keepers and Assistants shall also assist in the prevention of breaches of the customers or quarantine laws and shall not harbour any parties engaged in breaking same or permit the landing at the station of any of the crews of vessels arriving from or leaving Belize for foreign ports. All movements of any strange or suspicious vessels shall be reported to the Harbour Master by first opportunity.

Lights.

Watches.

DUTIES

90. The light at each station shall be lighted and hoisted into position every evening not later than sunset and shall be extinguished in the morning at sunrise.

Maintenance of light.

91. The Keeper will arrange the hours of watch duty for himself and the Assistants during the night and the man on watch must remain in the tower and be awake during the entire period of his watch. The hours of duty so arranged must be duly recorded in the diary.

92. The light and clockwork shall be kept clean and in proper working order. Any defects which cannot be corrected by the Keeper must be reported to the officer visiting the station, or to Belize City at first opportunity. Should the defect be of a serious nature, the Keeper shall arrange for himself or an Assistant to proceed immediately to Belize City and make a report to the Harbour Master.

Brasswork, etc

Burners, etc.

93. All brasswork or unpainted iron work shall be regularly and frequently cleaned and kept free from tarnish or rust. The prisms and lantern glasses shall be also thoroughly cleaned daily.

Tools and spares.

94. Burners, vapourising tubes and other burner parts and the clockwork must be cleaned and attended to strictly in accordance with the instructions from the makers of the apparatus. No variations of any kind will be permitted save with the permission of the Harbour Master.

Supply of spares.

95. All tools and spares shall be maintained in proper condition and regularly cleaned and oiled. These shall be kept in the storeroom, with the exception of such articles as are required for use in the service room of the tower.

Painting.

96. The Keeper shall see that an ample supply of spare parts is always kept on hand at the station and must obtain same by requisition from the Harbour Master in Belize City.

97. Keepers and Assistants shall on the occasion of the annual painting paint the following portions of the tower:

- (a) balcony floor and rails;
- (b) interior of lantern;
- (c) interior of service room;
- (d) exterior of lantern below glazing;
- (e) all steps, rails, platforms and other portions of the tower not requiring the use of scaffolding or tackle.

Interior painting.

A supply of paint shall also be kept at the station and any spots on the above-mentioned portions of the tower which show signs of rust must be cleaned and painted immediately.

Station where two men are to be on duty.

98. The interiors of the dwellings, kitchens and latrines at the stations shall be also painted by the Keepers and Assistants when instructed by the Harbour Master.

Record of issues.

99. The stations at Half Moon Caye, Northern Two Cayes and Maugre Caye are not at any time to be left to the care and operation of one man during the night and save for illness or some other matter of extreme urgency, the Keepers at these stations must see that there are always two men on duty.

Inventories.

100. The Keeper shall record daily on the form supplied by the Harbour Master the issues of oil and other stores. At the end of the month the totals of these issues are to be recorded on the opposite side of the sheet and the form completed and forwarded to the Harbour Master at first opportunity.

Day-time duty.

101. An inventory of all tools, spares and other Government property shall be kept at each station, which shall be pasted on to a board and hung up in the

service room. Any loss, damage to, or theft of any of the articles listed on the inventory is to be duly reported to the Harbour Master. There shall be a proper handing over statement signed by the incoming and outgoing Keeper on every transfer taking place.

102. Light stations should not be deserted or left unprotected during the day. Keepers and Assistants must arrange between themselves for one man to be always present at the station or take other steps to ensure that there is no possibility of unauthorised persons arriving at the Caye and removing or doing damage to any Government property during their absence.

Compound to be clean.

103. The compound or area surrounding the light tower and quarters shall be kept clean at all times and free from bush, dirt, rubbish, etc.

Officers transferable.

GENERAL

Vacation leave.

104. Keepers and Assistants shall be transferable from one station to another at the discretion of the Harbour Master.

Power to fine.

105. Subject to the exigencies of the service and good behaviour Keepers and Assistants will be allowed vacation and other leave under the conditions laid down in the General Orders for the Public Service Regulations, and to any subsequent alterations thereof.

106. Any Keeper or Assistant Keeper committing a breach of any of these Regulations shall be subject to a fine not exceeding five dollars which may be imposed by the Harbour Master. The Harbour Master in fining any Keeper or Assistant Keeper shall inform him that he has the right of appealing to the Public Services Commission.

Penalty.

PART VIII

MISCELLANEOUS

Summary proceedings.

107. Any person contravening any of the provisions of these Regulations where no express punishment is provided shall, on conviction, be liable to a fine not exceeding one hundred and fifty dollars.

108. All fines imposed or damages assessed under these Regulations shall be recoverable on summary conviction.

SCHEDULE

(Regs. 88)

PASS BOOK

..... Keeper
 Lighthouse.

HEADING OF PARTICULARS

1. Reason for absence from Station.
2. Date and hour of leaving Station.
3. Initials of Keeper and Assistant Keeper.
4. Place, date and hour of arrival.
5. Initials of H. M., D. C., or Police Officer.
6. Date and hour of leaving town on return to Station.
7. Date and hour of arrival at Station on return.
8. Initials of Keeper and Assistant Keeper.
9. Remarks:

CHAPTER 234

COURT HOUSE WHARF REGULATIONS

ARRANGEMENT OF REGULATIONS

1. Short title.
2. Area of wharf.
3. Refuse, etc.
4. Inflammable material.
5. Fenders.
6. Liability of master and owners.
7. Penalty.
8. Restricted hours.
9. Unauthorised persons.
10. Obstructing etc., officer.
11. Summary proceedings.

7. Every person who acts in contravention of these Regulations shall upon conviction therefor by a magistrate be liable to a fine not exceeding one hundred dollars or to imprisonment for a term not exceeding two months or to both such fine and imprisonment.

CHAPTER 234

COMMERCE BIGHT PIER REGULATIONS

ARRANGEMENT OF REGULATIONS

1. Short title.
2. Interpretation.
3. Coming alongside.
4. Use of anchor.
5. Order of precedence.
6. Quarantine.
7. Damage.
8. Removal by Ports Commissioner.
9. Penalty.
10. Restricted hours.
11. Unauthorised persons.

12. Obstructing Officer

Ch. 191.

Ch. 149.

14/1966.

Short title.

13. Recovery of penalty.

CHAPTER 234

COMMERCE BIGHT PIER REGULATIONS

(Section 55)

Interpretation.

1. These Regulations may be cited as the

COMMERCE BIGHT PIER REGULATIONS

2. In these Regulations –

“master” includes the person in charge of any vessel;

“passenger” means any person carried in a vessel for payment in money or kind, but shall not include distressed seamen;

“pier” means the Commerce Bight Pier;

Coming
alongside
pier.

“ton” means two thousand two hundred and forty pounds or if measurement by volume produces the greater revenue, forty cubic feet.

Use of
anchor.

“vessel” includes any ship or boat or any other description of vessel used in navigation.

Order of
precedence.

3. No vessel shall be made fast to or come alongside the pier except for the purpose of landing or taking in passengers or cargo.

4. All vessels when coming alongside the pier shall drop anchor and pay out cable and may only use the mooring piles to fasten bow and stern lines to during the time they are using the pier.

5. Vessels requiring the use of the pier shall take precedence according to priority of time of arrival:

Provided always that a vessel under written contract with the Government for the carriage of mail and or passengers when approaching the pier shall take precedence over any other vessel:

And provided further that any vessel moored to or berthed at the pier and not actually engaged in embarking or disembarking passengers or mails shall give way to any other vessel requiring to embark passengers or mails, provided that such vessel shall make way for the vessel first occupying the pier as soon as such passengers or mails shall have been disembarked.

Quarantine.

Damage.

6. No person other than the competent authorities shall be allowed within 100 feet of any vessel berthing at the pier until pratique has been granted, except with the permission of the Ports Commissioner, an officer of customs, or any police constable.

7. All persons using the pier for loading or unloading goods, merchandise, cattle or any other cargo shall so load or unload the same as not to injure or damage the pier and any person who by negligence or wilful conduct damages or injures the pier or any part thereof shall be guilty of a breach of these Regulations:

Remove by
Ports
Commissioner.

Provided always that nothing herein contained shall affect the right to recover damages for any injury done to the pier.

8. It shall be lawful for the Ports Commissioner or any person duly authorised by him to order the removal or cause to be removed any cargo, litter, debris, refuse or any other article or thing whatsoever found upon the pier

- Penalty. and the owner or any person in charge of such cargo, or article, or the person responsible for such litter or refuse, as the case may be, who neglects or refuses to remove the same when required so to do by the Ports Commissioner or any person authorised by him shall be liable on summary conviction to a fine not exceeding twenty-five dollars and in addition to pay the costs incurred in such removal.
- Restricted hours.
9. Any person guilty of a breach of these Regulations shall where no other penalty is specified be liable on summary conviction to a fine not exceeding fifty dollars.
- Unauthorised persons.
10. No goods shall be landed on or shipped from the pier before 5 a.m. or after 6 p.m. except with the permission of the Ports Commissioner.
- Obstructing officer.
11. It shall be lawful for the Ports Commissioner or any customs or police officer to prevent any unauthorised person from coming on to the pier and also to order any unauthorised person already there to leave the same and any such person neglecting or refusing to leave such pier when requested so to do may be taken into custody without a warrant by any customs or police officer and shall upon conviction be liable to a fine not exceeding fifty dollars.
- Recovery of penalties.
12. Any person assaulting, resisting or interfering with the Ports Commissioner, officer of customs or police officer or other person duly authorised to discharge any duty under these Regulations, in the discharge of any duty in connection with these Regulations shall be liable on conviction to a fine not exceeding one hundred dollars.
13. All fines and penalties imposed by these Regulations shall be recoverable on summary conviction.

CHAPTER 234

COROZAL TOWN PIER REGULATIONS

ARRANGEMENT OF REGULATIONS

1. Short title.
2. Interpretation.
3. Coming alongside.
4. Use of anchor.
5. Precedence
6. Damage.
7. Removal of goods etc.
8. Penalty.

Ch. 191.

Ch. 149.

14/1966

Title.

CHAPTER 234**COROZAL TOWN PIER REGULATIONS***(Section 55)*

Interpretation.

1. These Regulations may be cited as the

COROZAL TOWN PIER REGULATIONS

2. In these Regulations-

“master” includes the person in charge of any vessel;

“passenger” means any person carried in a vessel for payment in money or kind, but shall not include distressed seamen;

Coming
alongside.

“pier” means the Corozal Town Pier;

Use of
anchor.

“vessel” includes any ship or boat or any other description of vessel used in navigation.

Precedence.

3. No vessel shall be made fast to or come alongside the pier except for the purpose of landing or taking in passengers or cargo

4. All vessels when coming alongside the pier shall drop anchor and pay out cable and may only use the mooring piles to fasten bow and stern lines to during the time they are using the pier

5. Vessels requiring the use of the pier shall take precedence according to priority of time of arrival:

Provided always that a vessel under written contract with the Government for the carriage of mail or passengers when approaching the pier shall take precedence over any other vessel:

And provided further that any vessel moored to or berthed at the pier and not actually engaged in embarking or disembarking passengers or mails shall give way to any other vessel requiring to embark passengers or mails, provided that such vessel shall make way for the vessel first occupying the pier as soon as such passengers or mails shall have been disembarked.

Damages.

6. All persons using the pier for loading or unloading goods merchandise, cattle or any other cargo shall so load or unload the same as not to injure or damage the pier and any person who by negligence or wilful conduct damages or injures the pier or any part thereof shall be guilty of a breach of these Regulations:

Removal of goods, etc.

Provided always that nothing herein contained shall affect the right to recover damages for any injury done to the pier.

7. It shall be lawful for the Ports Commissioner or any person duly authorised by him to order the removal or cause to be removed any cargo, litter, debris refuse or any other article or thing whatsoever found upon the pier and the owner or any person in charge of such cargo, or article, or the person responsible for such litter or refuse, as the case may be, who neglects or refuses to remove the same when required so to do by the Ports Commissioner or any person authorised by him shall be liable on summary conviction to a fine not exceeding twenty-five dollars and in addition to pay the costs incurred in such removal.

Penalty.

8. Any person guilty of a breach of these Regulations shall where no other penalty is specified be liable on summary conviction to a fine not exceeding fifty dollars.

CHAPTER 234

PUNTA GORDA PIER REGULATIONS

ARRANGEMENT OF REGULATIONS

1. Short title.
2. Interpretation.
3. Coming alongside.
4. Use of anchor.
5. Damage.
6. Removal of goods, etc.
7. Penalty.

Ch. 191.
Ch. 149.
14/1966.

Title.

CHAPTER 234

PUNTA GORDA PIER REGULATIONS

(Section 55)

Interpretation.

1. These Regulations may be cited as the

PUNTA GORDA PIER REGULATIONS

2. In these Regulations-

“master” includes the person in charge of any vessel;

“passenger” means any person carried in a vessel for payment in money or kind, but shall not include distressed seamen;

“pier” means the Punta Gorda Town Pier;

Coming
alongside.

“vessel” includes any ship or boat or any other description of vessel used in navigation.

Use of
anchor.

3. No vessel shall be made fast to or come alongside of the pier except for the purpose of landing or taking in passengers or cargo.

Damage.

4. All vessels when coming alongside the pier shall drop anchor and pay out cable and may only use the mooring piles to fasten bow and stern lines to during the time they are using the pier.

Removal of
goods, etc.

5. All persons using the pier for loading or unloading goods, merchandise, cattle or any other cargo shall so load or unload the same as not to injure or damage the pier and any person who by negligence or wilful conduct damages or injures the pier or any part thereof shall be guilty of a breach of these Regulations:

Provided always that nothing herein contained shall affect the right to recover damages for any injury done to the pier.

Penalty.

6. It shall be lawful for the Ports Commissioner or any person duly authorised by him to order the removal of or cause to be removed any cargo, litter, debris or refuse or any other article or thing whatsoever found upon the pier and the owner or any person in charge of such cargo, or article, or the person responsible for such litter or refuse, as the case may be, who neglects or refuses to remove the same when required so to do by the Ports Commissioner or any person authorised by him shall be liable on summary conviction to a fine not exceeding twenty-five dollars and in addition to pay the costs incurred in such removal.

7. Any person guilty of a breach of these Regulations shall where no other penalty is specified be liable on summary conviction to a fine not exceeding fifty dollars.

CHAPTER 234

DANGRIGA PIER REGULATIONS

ARRANGEMENT OF REGULATIONS

1. Short title.
2. Interpretation.
3. Coming alongside.
4. Precedence.
5. Pratique.
6. Damage.
7. Restricted hours.
8. Removal of goods, etc.
9. Unauthorised persons.
10. Obstructing etc, officer.

11. Summary proceedings.

Ch. 191.

Ch. 149.

Short title.

CHAPTER 234

DANGRIGA PIER REGULATIONS

(Section 55)

Interpretation.

1. These Regulations may be cited as the

DANGRIGA PIER REGULATIONS

2. In these Regulations-

“master” includes the person in charge of any vessel

“passenger” means any person carried in a vessel for payment in money or kind, but shall not include distressed seamen;

Coming
alongside.

“pier” means the Dangriga Pier;

Precedence.

“vessel” includes any ship or boat or any other description of vessel used in navigation.

3. No vessel shall be made fast to or come alongside the pier except for the purpose of landing or taking in passengers or cargo.

4. Vessels requiring the use of the pier shall take precedence according to priority of time of arrival:

Provided always that a vessel under written contract with the Government for the carriage of mails or passengers when approaching the pier shall take precedence over any other vessel:

And provided further that any vessel moored to or berthed at the pier and not actually engaged in embarking or disembarking passengers or mails shall give way to any other vessel requiring to embark passengers or mails, provided that such vessel shall make way for the vessel first occupying the pier as soon as such passengers or mails shall have been disembarked.

5. No person other than the competent port authorities shall be allowed within 100 feet of any vessel berthing at the pier until pratique has been granted, except with the permission of the officer of customs, or any police constable.

Pratique.

6. Any person who wilfully or by negligence occasions any damage or injury to the pier shall be guilty of an offence against these Regulations and shall be liable on summary conviction to a fine not exceeding fifty dollars:

Damage.

Provided always that nothing herein contained shall affect the right to recover damages for any injury done to the pier.

7. No goods shall be landed on or shipped from the pier before 5 a.m. or after 6 p.m. except with the permission of the Ports Commissioner.

Restricted hours.

8. It shall be lawful for the Ports Commissioner, or any person duly authorised by him to order the removal or cause to be removed any cargo, litter, debris, refuse or any other article or thing whatsoever found upon the pier and the owner or any person in charge of such cargo, or article, or the person responsible for such litter or refuse, as the case may be, who, neglects or refuses to remove the same when required so to do by the Ports Commissioner, or any person authorised by him, shall be liable on summary conviction to a fine not exceeding fifty dollars and in addition to pay the costs incurred in such removal.

Removal of goods, etc.

Unauthorised
persons.

9. It shall be lawful for the Ports Commissioner or any customs or police officer to prevent any unauthorised person from coming on to the pier and also to order any unauthorised person already there to leave the same and any such person neglecting or refusing to leave such pier when requested so to do may be taken into custody without a warrant by any customs or police officer and shall upon conviction be liable to a fine not exceeding fifty dollars.

Obstructing
etc., officer.

10. Any person assaulting, resisting or interfering with the Ports Commissioner, officer of customs or police officer or any other person duly authorised to discharge any duty under these Regulations, in the discharge of any duty in connection with these Regulations shall be liable on conviction to a fine not exceeding one hundred dollars.

Summary
proceedings.

11. All fines and penalties imposed by these Regulations shall be recoverable on summary conviction.