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**PORT ADMINISTRATION AND  
OPERATION**

# PORT ADMINISTRATION AND OPERATION

A REVIEW OF SYSTEMS OF MANAGEMENT  
IN VOGUE IN VARIOUS COUNTRIES

BY

**BRYSSON CUNNINGHAM,**

D.Sc., B.E., F.R.S.E., M.Inst.C.E.

EDITOR OF "THE DOCK AND HARBOUR AUTHORITY";  
AUTHOR OF "DOCK ENGINEERING," "HARBOUR ENGINEERING,"  
"CARGO HANDLING AT PORTS," ETC.  
LECTURER ON WATERWAYS, HARBOURS AND DOCKS,  
AT UNIVERSITY COLLEGE, LONDON

LONDON  
CHAPMAN & HALL, LTD.  
11 HENRIETTA ST., W.C.2

X428:8.1.N3

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## P R E F A C E •

DURING a recent visit to North America, on the occasion of a complimentary lunch at the Engineers' Club at Philadelphia, the author was invited to address the members of the Club on the subject of Port Administration in Great Britain; and the marked contrast between the systems which obtain on the Eastern and Western sides, respectively, of the Atlantic, attracted considerable interest at the gathering. Subsequently, he received several requests for further information and enquiries as to whether there were any books published on the subject. These considerations have led him to undertake the preparation of this work, which, he trusts, will serve to meet an evident need.

He desires to acknowledge, with warm thanks, the kind suggestions which he has received from various official and personal friends to whom he has shown the manuscript in draft form. He has been glad to avail himself of such friendly criticisms and advice. He is equally indebted to the courtesy of several port authorities and officials for permission to use the diagrams and photographs which are included in the volume.

BROAD SANCTUARY CHAMBERS,  
WESTMINSTER, S.W. 1.

*February, 1925.*

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APPENDIX I  
PORT ELECTORATES

In the case of Elective Trusts, the members are generally chosen on the results of a poll of the payers of rates or dues to the port in some form or other. The following actual examples are quoted by way of illustration :

PORT OF LONDON.

The provisions which relate to the register of electors for the Port of London are as hereunder :

Every person paying dues on his own account to the Port Authority amounting in the aggregate to not less than £10; every occupier of a wharf, quay, warehouse, or granary, adjoining the Port of London, mainly used for warehousing goods, the rateable value of the premises being not less than £50, and every owner of river craft, is entitled to have his name entered on the register. It is further stipulated that he must be resident in the United Kingdom.

Voting power increases per elector according to scale as follows :

(a) Payers of dues :	Votes.
Where dues amount to	
£10 but not to £25	... 1
£25 " " £50	... 2
£50 " " £100	... 3
£100 " " £200	... 4
£200 " " £400	... 5
£400 " " £800	... 6
£800 " " £1,500	... 7
£1,500 " " £3,000	... 8
£3,000 " " £5,000	... 9

with one vote additional for every extra £2,000, but the voting power is limited to 50.



(b) Wharfingers :		Votes.
Where rateable value amounts to	£50 but not to £125	1
	£125 " "	2
	£250 " "	3
	£500 " "	4
	£1,000 " "	5
	£1,500 " "	6
	£2,000 " "	7
	£3,000 " "	8
	£4,000 " "	9
and 10 votes for a rateable value of £5,000 or over.		

(c) Owners of river craft :		Votes.
Where number of craft amounts to	1 but not to 10	1
	10 " "	2
	30 " "	3
	50 " "	4
	100 " "	5
	150 " "	6
	200 " "	7
	300 " "	8
	400 " "	9

and 10 votes for 500 craft and over.

The number of electors is about 7,000.

#### PORT OF LIVERPOOL.

An elected member of the Mersey Docks and Harbour Board must live within the Borough or Customs Port of Liverpool, or within 10 miles of the boundary of the Port, and must pay to the Board within the year preceding his election at least £25 in rates on ships or goods.

To be a qualified elector a person must pay not less than £10 per annum on ships or goods.

There is no plural voting.

The number of electors is between 4,000 and 5,000.

#### PORT OF BELFAST.

The qualifications for an elector are residence within 20 miles from the Harbour Office and one of the two following :—

1. Registered ownership of a vessel belonging to and registered at the Port of Belfast of not less than 50 tons net register or of vessels having an aggregate tonnage of not less than 50 tons net

register or ownership of share or shares amounting to not less than 50 tons; or

2. Rated occupation of premises within the Borough of Belfast on a net annual Poor Law value of not less than £20.

Plural voting is allowed on the following scale:

*For Owners of Vessels.*

	No. of Votes.
50 tons and under 100 tons ... ..	1
100 " " 200 " ... ..	2
200 " " 400 " ... ..	3
400 " " 700 " ... ..	4
700 " " 1,000 " ... ..	5
1,000 " and upwards ... ..	6 (maximum)

*For Rated Occupiers.*

Valuation £20 and less than £50 ...	1
" £50 " " £100 ...	2
" £100 " " £150 ...	3
" £150 " " £200 ...	4
" £200 " " £250 ...	5
" £250 and upwards ...	6 (maximum)

Jointly rated occupiers of premises having a sufficient valuation are entitled to votes, according to scale, in the order in which their names appear in the Rate Books.

Directors of Limited Companies which own vessels or are rated as occupiers of premises—the tonnage or valuation being sufficient—may nominate up to four of their number to have their names placed on the register of electors. Votes to which such nominee or nominees may be so entitled are in addition to any votes he or they may have as individual shipowners or rated occupiers.

A person who is the owner of a vessel, etc., sufficient to confer a vote or votes, and is also the rated occupier of premises of sufficient value to confer a vote or votes, cannot be registered in both capacities. He must elect in which capacity he claims, and if he does not so elect the Revising Barrister may determine for him.\*

The number of electors is about 10,000.

\* Extracted, with what follows, by kind permission from "Notes on the Constitution of the Port Authorities of the United Kingdom," by D. J. Owen. Printed 1918, for private circulation.

## OTHER BRITISH PORT ELECTORATES.

## DUBLIN:

Dublin Ports and Docks Board constituted by Dublin Port and Docks Act, 1898 and 1902. 21 elected members (12 representing traders and 9 representing shipping interests).

Electors.—Occupiers of premises within the city carrying on trade or manufacture and rated for the relief of the poor on an annual value of £20 and upwards.

Wholesale traders within the city.

Persons carrying on business within the city and paying £500 Customs or Excise dues during the year preceding the election.

Registered owners of 50 tons of shipping registered at the port.

Registered owners of shipping not registered at the port but having an office within the city or 15 miles from the boundary and paying tonnage rates to the amount of £100 during the year.

Plural Voting. Electorate about 4,000.

Additional Members: Six appointed by and from City Corporation with the Lord Mayor (*ex-officio*). Total number, 28.

## DUNDEE:

Harbour Trust, constituted by Dundee Harbour and Tay Ferries Consolidation Act, 1911.

Electors.—Persons residing or having place of business within the burgh who shall during the year have paid, as principal, either directly or indirectly, or as agent for any person not entitled as a harbour ratepayer to be registered as an elector, £10 or upwards of rates exigible under the Harbour Acts in respect of goods.

British subjects residing or having place of business within the United Kingdom whose names appear in books of Custom House of Dundee as owners or part owners to the extent of at least 100 tons gross of or in a vessel or vessels registered at the port of Dundee.

Owners or part owners of or in vessel or vessels registered in the United Kingdom who shall during the year have paid £25 or upwards of rates in respect of such vessel or vessels.

Plural Voting. Electorate about 350.

Additional Members: 1 appointed by Admiralty, 8 by Corporation, 4 by County Council, 6 by Chambers of Commerce, 2 by Trades' Guild. Total number, 33.

## GLASGOW :

Clyde Navigation Trust constituted by the Clyde Navigation Consolidation Act, 1858, amended by the Clyde Navigation (Constitution) Act, 1905. 18 elected members.

Electors.—British subjects in the United Kingdom who have paid during the year £10 of dues on vessels, goods, graving docks or cranes.

No Plural Voting. Electorate about 2,200.

Additional Members: 12 appointed by the Corporation of Glasgow, 2 by County Council of Lanark, 1 by County Council of Dumbarton, 1 each by Town Councils of Renfrew, Clydebank and Dumbarton and 2 each by Chamber of Commerce, Merchants' House and Trades House of Glasgow. Total number, 42.

## HUMBER :

Conservancy Board constituted by the Humber Conservancy Act, 1907. 13 elected members.

Electors.—Shipowners whose names appear on the revised list for any one of the ports of Hull, Grimsby, and Goole as owners of not less than 150 tons of shipping.

Plural Voting. Electorate about 230.

Additional Members: 24 appointed by Board of Trade, Hull Trinity House, L. & N.E. Rly. Co., L.M. & S. Rly. Co., Aire and Calder Navigation, Lindsey and Notts County Councils, Hull and Grimsby Corporations, Goole U.D.C., Hull, Great Grimsby and Goole Incorporated Chambers of Shipping. Total number, 37.

## LEITH :

Commissioners for Harbour and Docks constituted by the Leith Harbour and Docks Act, 1875. 6 elected members.

Electors.—Persons whose names appear in books of Custom House at Leith as owners or part owners of 100 tons of or in any vessel or vessels registered at the port for which rates shall have been paid during the year, and persons who during the year have paid £4 or more of rates in respect of vessels or goods.

No Plural Voting. Number of electors about 1,500.

Additional Members: 3 appointed by Town Council of Edinburgh, 3 by Town Council of Leith, 1 by Edinburgh Merchant Company, 1 by Edinburgh Chamber of Commerce and 1 by Leith Chamber of Commerce.

## NEWCASTLE-ON-TYNE :

Tyne Improvement Commission constituted by the River Tyne Improvement Act, 1850, amended by the Tyne Improvement Commission Act, 1875, the Tyne Improvement Act, 1886, and the Tyne Improvement (Constitution and Works) Act, 1898. 15 elected members (5 by shipowners, 6 by coalowners and 5 by traders).

Electors.—Shipowners: Those residing or carrying on business within Tyne district (within 5 miles of port) and registered in books of Custom Houses at Newcastle, North Shields and South Shields as owners of vessels or shares of vessels aggregating not less than 100 tons of net registered tonnage in respect of which tonnage or in respect of any ballast delivered from or shipped on any such vessels in the port, Tyne dues have been paid within 12 months next preceding year of election.

Coalowners: Owners, lessees or occupiers of coal mines who deliver or put on board vessels on the Tyne or in any of the docks thereof 10,000 tons of coal, coke, culm or cinders during 12 months next preceding year of election in respect of which Tyne dues have been paid.

Traders: Those carrying on business within the Tyne district and paying certain specified rates, dues and charges amounting to £10 during 12 months preceding year of election.

Plural Voting. Number of electors about 500.

Additional Members: 2 appointed by Board of Trade, 6 by Newcastle Corporation, 2 by Gateshead Corporation, 3 by Tynemouth Corporation, 3 by South Shields Corporation, 1 by Jarrow Corporation. Total number, 32.

## NEWPORT, MON.:

Harbour Commissioners constituted by Newport (Mon.) Corporation Act, 1889. 23 elected members.

Electors.—Shipowners who own 20 or more tons of shipping.  
Iron Smelters who during one year ship 2,500 tons of iron.

Persons engaged in mining and working coal who during one year ship 7,500 tons of coal.

Plural Voting.

Additional Members: 5 by lords of local manors, 1 by Tredegar Wharf Co., 4 by Great Western Railway Co., 1 by Newport (Mon.) Chamber of Commerce and 12 by Corporation (Mayor *ex-officio* member). Total number, 47.

## SOUTHAMPTON:

Harbour Board constituted by the Southampton Harbour Act, 1913. 6 elected members.

Electors.—Owners of foreign going and coasting vessels.

Plural Voting.

Additional Members: 1 each appointed by Admiralty, War Office, Trinity House, Board of Trade (Labour), County Council, Itchen U.D.C., Traders and Water Frontagers, 7 by Borough Council, 3 by Southern Railway and 2 by Chamber of Commerce. Total number, 26.

## SUNDERLAND:

River Wear Commission constituted by the Wear Navigation and Sunderland Dock Act, 1859. 39 elected members.

Electors.—Registered Shipowners, Coalowners, Importers and Exporters.

Additional Members: 1 each appointed by Sunderland Town Council, Board of Trade and L. & N.E. Rly. Co., 9 landlords by the Commissioners, 1 *ex-officio* (Collector of Customs at Sunderland). Total number, 52.

## APPENDIX II

### THE ADMINISTRATION OF THE PORT OF PHILADELPHIA

THE author has been favoured with the following detailed statement on the administration of the Port of Philadelphia by Mr. Geo. F. Sproule, Director of the Department of Wharves, Docks and Ferries, and this may be taken as a fairly typical example, though there are numerous variations, of American Port Government.

#### MUNICIPAL CONTROL.

*Department of Wharves, Docks and Ferries.*

PH  
N

Under director and assistant director.

#### STATE CONTROL.

*Board of Commissioners of Navigation for the River Delaware and its Navigable Tributaries.*

The commissioners, five in number, consist of the Director of the Department of Wharves, Docks and Ferries, who is *ex-officio* the president, two representatives appointed by the Mayor, one from the Chamber of Commerce and the other from the Maritime Exchange, one elected by the Council of the City of Chester and one by the Burgess and Council of the Borough of Bristol.

#### GOVERNMENT CONTROL.

*Customs District of Philadelphia.*

(Act of Congress approved August 24, 1912.)

The United States Customs District of Philadelphia includes all that part of the State of Pennsylvania lying east of 79 degrees, west longitude; all of the State of Delaware, and all of that part of the State of New Jersey not included in the district of New York, with district headquarters at Philadelphia, in which Philadelphia (to include Camden and Gloucester City), Somer's Point, Thompson's Point, Tuckerton, N. J., Chester, Pa.; Wilmington and Lewes, Del., shall be ports of entry.

I. An Act of the Legislature of the State of Pennsylvania, approved June 8th, 1907, abolished former port controlling bodies and divided their duties between the Department of Wharves, Docks and Ferries, a municipal department, and the Board of Commissioners of Navigation for the River Delaware and its navigable tributaries, a State body. Under the provisions of this Act of Assembly, the Department of Wharves, Docks and Ferries was given jurisdiction over the piers in the City of Philadelphia, the Director of the Department, who is appointed by the Mayor of the City, having large executive powers. The chief difference between these two port authorities lies in their jurisdiction, the authority of the Department of Wharves, Docks and Ferries being confined to the City of Philadelphia, while that of the Commissioners of Navigation is confined to the Delaware River and its navigable tributaries within the State but outside the bounds of the City of Philadelphia.

Statutes and ordinances give the Department powers and duties which may be summarised in four groups :

1. Construction, alteration, repair, and leasing of municipal wharves, bulkheads, and harbour structures, and preparation of plans for port development.
2. Issuance of permits and licences for all private water-front improvements, and general supervision of private docks.
3. Dredging of city-owned docks and all docks into which city sewers empty, maintenance and deepening bulkheading of the Schuylkill River, and maintenance and operation of the municipal dredging plant.
4. Maintenance and operation of the city ice boats, and patrol of the Delaware River from Philadelphia to the sea during ice seasons.

All revenues and incomes from the water-front property, fees from licences, permits, etc., must be paid into the City Treasury. All appropriations for the maintenance and operation of the Department must be made by the Councils out of the general funds of the municipality.

II. The Commissioners of Navigation created by the same Act of June 8th, 1907, have charge of all wharf property on the Delaware River and its navigable tributaries in both Delaware and Bucks Counties ; they have the power to make regulations governing the stationing and anchoring of ships and vessels within the entire limits of the Port of Philadelphia and have had



conferred upon them all the functions exercised by the Harbour Master under the old law ; they are vested with authority to licence and regulate the Pennsylvania State pilots. A harbour patrol of the river is maintained by the Commissioners, under the direct supervision of a port captain appointed by the Board.

A daily supervision is exercised over the entire Delaware River water-front of the State.

III. Certain regulations for the use of the mainship channel of the Delaware River below Philadelphia are prescribed by the Secretary of War under authority of Section 4 of the Act of Congress of August 18, 1894, as amended by Section 11 of the Act of June 13, 1902. These regulations are enforced by the District Engineer, Corps of Engineers, U.S.A., who also has charge of the dredging work in the Delaware River and the maintenance of channels of certain authorised depth. Other Governmental functions as they relate to the Port of Philadelphia are supervised and controlled by the following offices :

Custom House, in charge of a Collector.

U.S. Appraisers' Stores, in charge of an Appraiser.

U.S. Lighthouse Department (Fourth District) in charge of a Superintendent.

U.S. Quarantine Station, in charge of a Surgeon.

U.S. Public Health Service, in charge of a Surgeon.

Branch Hydrographic Office, U.S. Navy, Commander-in-Charge.

U.S. Steamboat Inspection Service, in charge of inspectors of hulls and boilers.

U.S. Immigration Station, in charge of a Commissioner.

U.S. Shipping Commission, in charge of a Commissioner.

IV. Civic support of these several branches of port administration is given, chiefly, through the Port of Philadelphia Ocean Traffic Bureau, organised to secure greater use of the facilities and advantages of the Port of Philadelphia, and founded and maintained through the co-operative efforts of the Board of Trade, Philadelphia Bourse, Chamber of Commerce, Commercial Exchange, Maritime Exchange, Grocers' and Importers' Exchange, Lumbermen's Exchange, Philadelphia Real Estate Board, Philadelphia Export Club and the Department of Wharves, Docks and Ferries.

The organisation of this Bureau has been effected by forming a board of directors, composed of the Director of the Department

of Wharves, Docks and Ferries, and three representatives of each body named. A president, vice-president, treasurer and secretary have been named by the Board, which also agreed that the Bureau should be operated by a salaried manager with necessary staff, under the direction of the Board of Governors.

In order to attain the objects sought it was decided that the Bureau should maintain practical shipping records; follow up causes leading to shipments through ports other than Philadelphia and endeavour to influence via Philadelphia; to observe and study ocean and rail differential rates, their justification or correction from Philadelphia view point; to issue regular sailing schedules; watch I.C.C. operations having to do with rates for or against Philadelphia interests; to be in a position to assist the city trade bodies; cultivate a general acquaintance with merchants and shipping people; establish co-operative relationships, and maintain a system of filing general information on traffic questions.

APPENDIX III  
SPECIMEN PAGE OF DISCHARGING RATES \*  
PORT OF LONDON AUTHORITY

RATES for Discharging, etc., during ordinary working hours, including Survey of Hatches, and Survey of Cargo during the discharge.

Copies of Certificates of Survey on Cargo, Freight Books, Freight Notes, and Receipt Notes for Wood are charged for in addition.

An additional charge will be made on pieces or packages exceeding 30 cwt. each, and on cargoes or portions of cargoes which are *exceptional in character*, arising from the nature, stowage, or condition of the goods, from delivery in other than Bill of Lading quantities, or from any other cause involving extra expense in their unloading.

	Per ton of 2,240 lbs. gross unless otherwise stated.		
	Discharging.		Passing Overside Goods over Quay into Craik.
	On to the Quays.	Overside.	
	s. d.	s. d.	s. d.
All goods in ordinary packages of 40 lbs. or over (other than those specifically mentioned below)			
In bags ... ..	2 4	3 1	3 6
In cases or crates ... ..	2 9	3 8	4 2
In bales or bundles ... ..	2 5	3 2	3 8
In casks or kegs ... ..	2 2	3 0	3 3
All goods in packages under 40 lbs. (other than those specifically mentioned below)			
In bags, bales, or bundles ... ..	3 0	3 9	4 6
In cases, crates, kegs or casks ... ..	3 3	4 6	4 11
Alabaster, in cases or crates ... ..	4 9	6 0	7 2
Arrowroot, in bags ... ..	2 2	2 9	3 3
Asphalte, in casks or kegs ... ..	2 10	3 4	4 3
Asbestos sheets ... ..	3 0	4 0	4 6
Bacon and Hams, in boxes ... ..	2 8	3 6	4 0
"  "  in bales ... ..	2 6	3 0	3 9
Barytes ... ..	2 6	3 3	3 9
Beans, locust, in bags ... ..	2 4	3 1	3 6
Beans, n.o.r., in bags ... ..	1 10	2 2	2 9
Bran † ... ..	2 9	3 6	4 2
Butter, in casks ... ..	2 8	3 5	4 0
Canned Provisions ... ..	2 6	3 3	3 9
Cement, in bags... ..	2 6	3 3	3 9
Chalk, French, or Talc Powder ... ..	2 6	3 3	3 9
Cheese, boxes or crates ... ..	3 0	3 6	4 6
Coconuts, in bags ... ..	2 2	2 9	3 3
Colours and dyes ... ..	3 0	4 0	4 6
Corks ... ..	3 6	5 6	5 3
Corkwood ... ..	3 3	5 0	4 11
Currants, in cases ... ..	2 6	3 6	3 9
Dates ... ..	2 4	3 0	3 6
Eggs, in boxes or crates ... ..	3 0	3 6	4 6

† Consignments exceeding 100 tons ... 2 2 2 9 3 3  
\* Excerpt from fifth edition (April, 1924) of Schedule of Charges.

## APPENDIX IV

### SPECIMEN BYLAWS

By way of illustration of the principles laid down in Chapter XI, the following have been selected for reproduction :

#### BYLAWS RELATING TO THE AVONMOUTH AND ROYAL EDWARD DOCKS, PORT OF BRISTOL.

At a meeting of the Council of the City and County of Bristol, held at the Council House, on Tuesday, the Ninth day of November, One Thousand nine hundred and nine.

We, the Lord Mayor, Aldermen and Burgesses of the City of Bristol, in pursuance of the Harbours, Docks, and Piers Clauses Act, 1847, the Bristol Port and Channel Dock Acts, 1864 and 1877, the Bristol Dock Acts, 1884, and 1886, the Bristol Docks and Railways Act, 1901, the Bristol Corporation Act, 1902, and of all other powers and authorities vested in us in that behalf and relating to the Avonmouth Dock and the Royal Edward Dock in the City and County of Bristol, do hereby make the following Bylaws, namely :

1. In these Bylaws the following terms, except the context shows a contrary intention, have and bear the following meaning :

“The Corporation” shall mean the Lord Mayor, Aldermen and Burgesses of the City of Bristol.

“The Docks” shall mean and include the Old Dock and the Royal Edward Dock, both situate at Avonmouth, and the entrance locks, junction lock and timber ponds, and the quays, wharves, bridges, sheds, stations, lands and buildings connected therewith respectively.

“The General Manager” shall mean the General Manager of the Dock Estate belonging to the Corporation or any deputy or substitute lawfully acting on his behalf for the time being.

“ The Dock Master ” shall mean the Dock Master of the Docks, and “ the Traffic Manager ” shall mean the Traffic Manager of the Docks, and any deputy or substitute of these officers respectively lawfully acting in their stead.

The word “ Master ” when used in relation to any vessel shall be understood to mean the person having the command or charge of a vessel for the time being.

4. Books are kept at the Dock Master’s Office for the names of Masters and Pilots and the Draughts and Registered Tonnage of vessels proposing to enter the Docks, and the Master must furnish those particulars at the Dock Master’s Office.

The Master only is recognised as the person to “ stem ” his vessel for entering the Docks.

5. No Master of a vessel shall absent himself from such vessel while she shall be afloat without leaving such vessel in charge of some person who shall continue in attendance on board her whilst she shall remain afloat, and who shall be qualified and competent to shift or move her and attend to her moorings as the Dock Master may direct or as may be necessary. But this regulation shall not be understood to refer to any barge or lighter which, being empty, shall be laid up in a place set apart for such empty vessels under the directions of the Dock Master.

6. The Master of every vessel whilst in the Docks shall moor, or place and keep moored, his vessel where directed by the Dock Master, and shall moor and place and remove that vessel from time to time under or from any crane, spout, drop, or other berth in accordance with the directions of the Dock Master or other authorised Agent, and shall whilst his vessel is lying in the Docks or passing in or out of or between the Docks or Locks keep on board of her a number of men sufficient to look after and protect or take charge of her, and an ample supply of substantial hawsers, tow-lines, and other like articles for mooring and moving the same.

7. All vessels resorting to the Docks shall use fenders to the satisfaction of the Dock Master, and no fender shall be used that will not float in the water.

8. No vessel, rope, or chain shall be made fast except to mooring posts, rings, or chains placed for that purpose, or to other vessels.

9. No person shall use any spiked boathook against any Bridge, Dock Gate, Caisson, Jetty, Landing Stage, or other Dock property of the Corporation, or against any vessel in the Docks, or interfere with, knock against, or damage the Fence, Posts, or Chains along the Quays and at the approach to Bridges, or any part of the work thereof.

10. No Master of any vessel in the Docks shall suffer sails to be loosened without the permission of the Dock Master.

11. No goods or ballast intended for shipment in any vessel shall be deposited or placed upon any of the Quays or in the approaches thereto without the consent of the Dock Master or Traffic Manager.

12. All empty cases and casks, and all other things of the like description, deposited or placed upon any of the Quays or the approaches thereto, whether landed from vessels or intended to be shipped, must be removed by the owner within 24 hours after the same have been so deposited or placed, or within such extended time as the Dock Master or Traffic Manager shall appoint, provided that the Dock Master or Traffic Manager may extend the said period for any period not exceeding 24 hours, upon payment of such sum and upon such terms as he may deem reasonable.

13. All goods, except such articles as are described in Bylaw 12 hereof, which shall be placed upon any of the Quays, or in the approaches thereto, shall be removed within the period of 72 hours, or within such extended period as the Corporation shall allow as hereinafter mentioned. All duty-paying goods which shall be placed in any transit shed shall be removed within the period of 24 hours after having been passed by the Officers of His Majesty's Customs, or within such extended period as hereinafter mentioned. Provided that the Corporation, acting by their General Manager, in any case where in his opinion it is expedient, may upon a written application signed by the owner of any such goods stating the reason for such application, permit any such goods to remain upon any Quay for any longer period than 72 hours, or any such duty-paying goods in any transit shed for any longer period than 24 hours, such extended period to be fixed and allowed by the General Manager upon payment of such sum and upon such terms and conditions as they may deem reasonable, such permission to be signified by writing under the hand of the General Manager addressed to the Traffic Manager.

Provided further that if such goods are not removed before or at the expiration of such extended time the owner shall be liable to the same penalty as he would have been liable to if such permission had not been granted. Provided also that in computing time for the purposes of this Bylaw, Sunday, Christmas Day, and Good Friday shall be excluded.

14. All goods or other articles deposited or placed upon any of the Quays or in the approaches thereto shall be so deposited or placed as to occupy, according to the judgment of the Dock Master or Traffic Manager, the smallest amount of ground space, and so as not to prevent the free working of the doors or gates of any shed, and so as to cause no obstruction to the use of any weighing machines, cranes or railway or motor trucks, or to the free passage of persons and horses with or without any cart or other carriage between such goods or other articles and the other parts of the Quays.

15. No timber or pig iron or other heavy commodity shall be emptied or tilted out of any cart or other carriage on to any of the Quays or in the approaches thereto, but shall be laid down by crane or hand, and piled up so as to occupy the smallest amount of ground space.

16. No ballast, stone, shingle, cinder, ashes, limestone, dung, rubbish, dust, waste, or refuse of any kind shall be deposited or placed upon any of the Quays, or in the approaches thereto, without the consent of the Dock Master or Traffic Manager being first obtained, and then only at such places and within such limits as he may fix, and so that no part of the same shall be placed within 8 feet of the edge of any Quay wall.

17. No Master of any vessel in the Docks shall permit or suffer any deck to be washed or cleansed until the same shall have been carefully swept to the satisfaction of the Dock Master, or his Assistants, and until such sweepings shall have been removed to the place provided for the reception of sweepings. The washing or cleansing of decks will not be permitted while the vessel is lying in the Locks on any pretence whatever.

18. Any vessel making use of its steam on the main engine while within the Docks will do so at its own risk in all respects.

19. No vessel lying in the Docks shall discharge or load ballast, stones, lime, ore, rubbish, or other loose materials, nor shall such vessel, or her masts, spars, or tackle be repaired or scraped in

such manner as to allow any chips, pieces of wood, or any of the aforesaid or like materials to fall into any part of the Docks, or without having a tarpaulin, cloth, or wooden shoot or some other safeguard secured from the side of such vessel to the satisfaction of the Dock Master during the whole of the time occupied by such loading, discharge, or repairs.

20. No spars, masts, or boats shall be dressed, scraped, made or repaired, no casks, boxes, or packages shall be emptied, nor shall any kind of carpenter, smith, boiler maker, mason, slater, or rigger work be done upon any of the Quays or in the approaches thereto, or in any of the sheds of the Corporation; nor shall any sails, masts, spars, or any other thing be hung up or affixed to or against any part of the sheds or cranes, nor shall any vessel, rope, or chain be made fast thereto.

21. No Master of any vessel loading or unloading or having on board in the Docks any wool, cotton, tar, pitch, resin, hemp, flax, spirituous liquors, turpentine, oil, petroleum, hay, straw, shavings, faggots, or explosive or combustible goods, shall have or permit any person employed in the loading or unloading of such goods or otherwise under his control to have any fire or light on deck, or smoke, or permit any such person as aforesaid to smoke when the hatches are off, or leave or permit any such person as aforesaid to leave any dangerous thing near to or amongst such goods either when on board or when landed on the Quay.

22. No person shall smoke within the Docks.

23. Free access shall be allowed across and over the decks of all vessels lying at the Quays or Docks for goods of every description to be shipped or unshipped into or from vessels berthed outside.

24. No shipping box or ticket box, or any other erection shall be placed at any time upon any of the Quays or in the approaches thereto without the written sanction of the Traffic Manager having been previously obtained; and any such shipping box, ticket box, or other erection shall be removed at any time upon notice to be given by the Traffic Manager to remove the same.

25. No cart, car, wagon, motor vehicle, or other carriage shall be taken into any of the sheds or covered hauling ways of the Corporation except with the consent of the Traffic Manager.



26. No horse or carriage of any kind shall be allowed upon any of the Quays or Piers or in the approaches thereto except while such horse or carriage shall be actually engaged in conveying passengers, goods or ballast to or from any vessel, or to or from any of the sheds of the Corporation.

27. No articles shall be conveyed or drawn upon or over any Dock Bridge except upon a wheeled carriage, and no article conveyed by such carriage shall be suffered to trail or drag upon any Dock Bridge, and no vehicle which with its load shall exceed the weight which any such Bridge is considered capable of bearing, and which weight shall be marked thereon, shall be allowed to go upon any such Bridge.

28. No person having the charge of any vehicle shall proceed or drive except at a walking pace over any movable Dock Bridge, and no person or any animal or vehicle shall be upon any Swing Bridge whilst the same is being opened or closed, or after the supports shall have been withdrawn or after notice from the officer in charge of such Bridge.

29. No person who is not lawfully employed in or about the Docks shall enter the said Docks without having obtained a written authority from the General Manager or from some other person authorised by him for that purpose, and any person committing a breach of this Bylaw shall render himself or herself liable to the penalty hereinafter mentioned for each offence.

30. Every person lawfully employed in or about the said Docks shall, if required, before entering the same, furnish the name of the Company or persons or person by whom he or she is employed, or shall, if required, upon entering the said premises show some printed or written authority to enter the same from his or her employers, or from the General Manager or from some other person authorised by the General Manager for that purpose.

31. No person shall loiter about the Docks without having proper business thereat, whether his or her entry to the said Docks was lawfully obtained or not, and every person, while in or about the said Docks, shall on request of the Dock Master or Traffic Manager or any of their respective assistants give a proper account of himself or herself and of his or her business at the said Docks, and shall submit to or obey the lawful orders of the Dock Master or Traffic Manager or any of their respective assistants, and any person committing a breach of this Bylaw may

be forthwith removed by the Dock Master or Traffic Manager or any of their respective assistants from the Docks and the premises of the Corporation, and excluded therefrom, and shall render themselves liable to the penalty hereinafter mentioned for each offence.

32. No Firearm or Gun shall be discharged on board of any vessel in the Docks.

33. All dust, ashes, and refuse removed from any vessel in the Docks shall be deposited in the dust bins provided by the Corporation, or in such other places as the Dock Master shall direct.

34. All Boats using the Docks must be licensed by the Corporation, and every application for a licence for any boat must be made in writing to the General Manager, and must state full particulars of the boat and the name and address of the owner thereof.

35. No person in charge of an unlicensed boat shall ply for hire within the Docks.

36. A number will be given to every licensed boat, which number must be distinctly painted, at the expense of the owner, upon each bow of such boat, in white letters on a black ground, or black letters on a white ground, such figures to be not less than four inches in height, and the name and abode of the owner must be painted inside the stern in letters and figures of not less than two inches in height.

37. The licences continue in force for one year from the first day of May of each year, and their renewal may be granted or refused at the discretion of the Corporation.

38. Any Boatman disobeying any order of the Dock Master will be liable to forfeit his licence, in addition to the penalty hereinafter mentioned.

39. The Corporation reserve the power of refusing any application for a licence, and a charge of £1 os. 6d. will be made for each licence.

40. Upon a change of ownership the licence of every boat lapses, and it must be re-licensed before it will be again permitted to ply for hire.

41. No person shall commit a nuisance on any part of the

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Quays, Sheds, Slips, Landings or Stairs leading to the water, or on any other part of the Docks.

42. No person shall obstruct the Officers of the Corporation in going on board or being in or upon any vessel whilst in the execution of their duty.

43. No person shall write with chalk or otherwise on any Dock Work, or carve, cut, paint, or disfigure the same, or affix bills or placards thereon except with the consent of the Dock Master or Traffic Manager.

44. No person shall drown any animal, or throw any carcase of any animal in the Docks.

45. No person shall bathe in the Docks or the entrances thereto.

46. No Merchandise, Marine Stores or other goods will be allowed to pass the gates of the premises of the Corporation without production of a permit signed by the Master of the vessel from which such merchandise, marine stores or goods shall have been taken, and countersigned by a person duly authorised by the General Manager in that behalf.

47. No person, without having first obtained the written authority of the General Manager, shall exercise within the Docks his trade or business as buyer or seller of or dealer in, or hawk or expose for sale within the Docks or the approaches thereto any goods or merchandise.

48. The Corporation shall not be responsible for the accidental failure, breakage, or giving way of any mooring ring, or mooring post, mooring or warping buoy, or other fastening, or for the sufficiency of any rope, warp, chain, or other tackle which they may lend or allow to be used, or for any accident which may happen in consequence of any other voluntary assistance rendered by the Corporation, or by their officers or servants, to any vessel entering or leaving, or whilst in the Docks.

49. From and after the confirmation of these Bylaws the Bylaws made by the Bristol Port and Channel Dock Company dated the 30th December, 1880, and the Bylaw made by the Corporation dated 1st January, 1906, shall be repealed.

**PENALTIES.**—Any person who shall commit a breach of, or who shall offend against, any of the preceding Bylaws shall be liable to a penalty not exceeding £5 for each and every such

breach or offence. Provided that the Justices or Court before whom such penalty shall be sought to be recovered may, if they think fit, order the payment as a penalty of any sum less than the full amount of the penalty imposed by these Bylaws.

In witness whereof we the said Lord Mayor, Aldermen and Burgesses have caused our Common Seal to be hereunto affixed this Ninth day of November, One Thousand nine hundred and nine.

(L.S.)

W. H. WISE,  
Acting Town Clerk.

I allow these Bylaws.

A. T. LAWRENCE,  
One of the Judges of His Majesty's  
High Court of Justice.

25th January, 1910.

Published by Order of the Council.

W. H. WISE,  
Acting Town Clerk.

APPENDIX V

COST OF GOODS DISCHARGE AT BRITISH PORTS.

APPENDIX TO REPORT OF PORT FACILITIES COMMITTEE.\*

TABLE A.—Showing the comparative cost of discharging bulk cargoes of Grain, Sugar, Ore and Timber at certain Ports of the United Kingdom and certain Continental Ports for a vessel of 2,200 tons net, 3,500 tons gross, 5,000 dead-weight, light draft 12 feet, loaded draft 22 feet, arriving from the Ports stated and returning in ballast.

PRO FORMA DISBURSEMENT ACCOUNTS.

DETAILS OF CARGO.

- A.—4,300 tons of Grain from the Plate (3,850 tons in bulk and 450 tons in bags).
- B.—4,200 tons of Raw Sugar in bags from Mauritius.
- C.—4,600 tons of Ore from Algiers.
- D.—1,500 standards of Deals, Battens and one-fourth Boards (including 400 standards on deck) from Soderhamn in Sweden.
- E.—1,200 cubic fathoms of Pitprops from Gamlekarleby, Finland (including 320 cubic fathoms on deck).
- F.—4,400 tons of Pit Wood from Bordeaux or Oporto (including 600 tons on deck).

Port of Discharge and date to which account refers.	(1)			(2)			(3)			(4)			(5)			(6)			(7)			(8)			(9)			(10)		
	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.
13/3/24	A.	17	8	11	40	0	0	130	12	6	20	3	4	208	4	9	340	8	4	548	13	1	50	0	0	30	13	6	8	
	B.	17	8	11	40	0	0	130	12	6	20	3	4	208	4	9	332	10	0	540	14	9	70	0	0	45	8	6	6	
	C.	17	8	11	40	0	0	130	12	6	20	3	4	208	4	9	498	6	8	706	11	5	—	0	0	23	6	9	9	
	D.	18	5	6	40	0	0	161	5	0	25	13	4	245	3	10	525	0	0	770	3	10	38	0	0	33	0	0	10	
	E.	18	5	6	40	0	0	161	5	0	25	13	4	245	3	10	420	0	0	665	3	10	30	0	0	33	0	0	7	
	F.	18	5	6	40	0	0	161	5	0	25	13	4	245	3	10	550	0	0	795	3	10	55	0	0	24	12	0	8	

31/3/24	A.	49	6	4	26	0	0	133	3	4	20	3	4	228	13	0	233	15	0	462	8	0	—	20	11	9			
	B.	49	6	4	26	0	0	133	3	4	20	3	4	228	13	0	385	0	0	613	13	0	—	20	11	9			
	C.	49	6	4	26	0	0	103	7	6	20	3	4	198	17	2	460	0	0	658	17	2	—	27	18	2			
	D.	53	13	10	26	0	0	105	6	8	25	13	4	210	13	10	487	10	0	698	3	10	—	25	9	0			
	E.	53	13	10	26	0	0	105	6	8	25	13	4	210	13	10	360	0	0	570	13	10	—	25	9	0			
F.	53	13	10	26	0	0	105	6	8	25	13	4	210	13	10	440	0	0	650	13	10	—	19	3	3				
15/3/24	A.	13	2	0	54	8	0	119	11	0	20	3	4	207	4	4	330	0	0	537	4	4	—	15	0	8			
	B.	13	1	6	54	8	0	119	11	0	20	3	4	207	3	10	280	0	0	487	3	10	—	5	5	0			
	C.	13	1	6	54	8	0	119	11	0	20	3	4	207	3	10	287	10	0	494	13	10	—	—	—	4-5			
	D.	13	1	6	54	8	0	153	13	1	25	13	4	245	5	11	637	10	0	887	15	11	—	—	—	10-11			
15/3/24	B.	11	10	0	40	16	0	189	13	6	29	3	4	262	2	10	266	17	6	529	0	4	21	17	6	27	5	8	
	4.																												
13/3/24	A.	15	0	0	32	13	4	183	6	8	20	3	4	251	3	4	194	1	1	445	4	5	10	17	8	20	9	6	
	B.	15	0	0	32	13	4	183	6	8	20	3	4	251	3	4	331	16	1	582	19	5	56	13	2	—	—		
	C.	15	0	0	32	13	4	183	6	8	20	3	4	251	3	4	472	9	8	723	13	0	35	9	2	—	—		
	D.	15	0	0	32	13	4	157	10	0	25	13	4	230	16	8	622	4	1	853	0	9	—	—	—	—	—		
	E.	15	0	0	32	13	4	157	10	0	25	13	4	230	16	8	426	13	1	657	9	9	—	—	—	—	—		
F.	15	0	0	32	13	4	157	10	0	25	13	4	230	16	8	737	0	0	967	16	8	—	—	—	—	—	—		
13/3/24	A.	22	9	0	36	0	0	165	0	0	20	3	4	243	12	4	300	16	8	544	9	0	—	25	1	6	5		
	B.	22	9	0	36	0	0	165	0	0	20	3	4	243	12	4	262	10	0	506	2	4	15	8	0	25	1	6	
	C.	22	9	0	36	0	0	165	0	0	20	3	4	243	12	4	383	6	8	626	19	0	—	—	19	1	10	6	
	D.	22	9	0	36	0	0	163	6	8	25	13	4	247	9	0	300	0	0	547	9	0	20	10	8	27	11	0	
E.	22	9	0	36	0	0	163	6	8	25	13	4	247	9	0	300	0	0	547	9	0	17	19	4	29	13	0	6-7	
20/3/24	A.	43	8	8	42	9	4	210	7	6	20	3	4	316	8	10	196	17	6	513	6	4	13	10	2	19	11	6	4
	B.	33	18	8	42	9	4	255	15	0	20	3	4	352	6	4	472	10	0	824	16	4	43	15	0	19	11	6	4
	C.	33	18	8	42	9	4	112	1	3	20	3	4	208	12	7	613	6	8	821	19	3	—	—	—	16	14	9	6
	D.	43	8	8	42	9	4	108	13	4	25	13	4	220	4	8	581	5	0	801	9	8	43	15	0	24	6	0	12

\* By courteous permission of the Chamber of Shipping of the United Kingdom. Second Edition, 1924.

† By tugs and grabs. Dues on cargo paid by ship.

‡ Half cost.

§ Towage is £40 16s. 8d. if not done by contract.

|| Shore cranes. If ship's winches £546 2s. 4d.

Port of Discharge and date to which account refers.	(1)			(2)			(3)			(4)			(5)			(6)			(7)			(8)			(9)			(10)					
	Pilotage in and out, including boat attendance.			Towage—two tugs in and two out (excluding shifts in dock).			Dock and/or Harbour Dues and local Light Dues.			Light Dues (Trinity House).			Total of 1, 2, 3 and 4.			Discharging (exclusive of tallying).			Totals of columns 1, 2, 3, 4 and 6.			Tallying (where stated).			Other charges (where stated).			Estimated time in days required to discharge the cargo.					
	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.			
13/3/24.	A.	4	1	10	11	10	2	0	0	2	16	11	3	20	3	4	380	5	6	371	17	6	752	3	0	—	—	—	—	—	4		
	B.	4	1	10	11	10	2	0	0	2	16	11	3	20	3	4	380	5	6	446	5	0	826	10	6	—	—	—	—	—	—	6	
	C.	4	1	10	11	10	2	0	0	1	23	15	0	20	3	4	287	9	3	351	18	0	639	7	3	—	—	—	—	—	—	3	
	D.	4	1	10	11	10	2	0	0	2	49	7	6	25	13	4	418	11	9	645	9	4	1064	1	1	—	—	—	—	—	—	10	
	E.	4	1	10	11	10	2	0	0	2	49	7	6	25	13	4	418	11	9	794	15	0	1213	6	9	—	—	—	—	—	—	8-9	
	F.	4	1	10	11	10	2	0	0	1	65	7	6	25	13	4	334	11	9	794	15	0	1129	6	9	—	—	—	—	—	—	9	
7/3/24	C.	2	4	14	0	2	7	10	0	1	05	1	6	20	3	4	177	8	10	282	14	2	460	3	0	10	7	0	11	7	0	6-7	
	D.	2	4	14	0	2	8	15	0	1	12	4	0	25	13	4	191	6	4	590	12	6	781	18	10	93	15	0	18	18	0	—	10-11
	E.	2	4	14	0	2	8	15	0	1	12	4	0	25	13	4	191	6	4	472	0	0	663	6	4	90	0	0	18	18	0	—	8-9
11/3/24	A.	2	0	11	0	2	8	0	0	1	32	18	4	20	3	4	201	12	8	258	6	8	459	19	4	—	—	5	7	6	7		
	B.	2	0	11	0	2	8	0	0	1	32	18	4	20	3	4	201	12	8	305	0	0	506	12	8	—	—	0	2	6	—	4	
	C.	2	0	11	0	2	8	0	0	1	03	2	6	20	3	4	171	16	10	325	16	8	497	13	6	—	—	0	2	6	—	4	
	D.	2	0	11	0	2	8	0	0	0	93	6	8	25	13	4	167	11	0	587	10	0	755	1	0	—	—	0	2	6	—	10-11	
	E.	2	0	11	0	2	8	0	0	0	93	6	8	25	13	4	167	11	0	330	0	0	497	11	0	—	—	0	2	6	—	12	
16/4/24	C.	1	7	0	0	2	8	0	0	2	03	4	4	20	3	4	268	7	8	306	5	0	574	12	8	—	—	9	9	0	—	—	
9/4/24	D.	1	6	1	4	3	0	5	0	3	01	0	0	25	13	4	372	19	8	572	0	0	944	19	8	—	—	24	13	6	—	—	
	E.	1	6	1	4	3	0	5	0	3	01	0	0	25	13	4	372	19	8	494	11	0	867	10	8	—	—	24	13	6	—	—	

23/5/24	A.	22	4	8	23	15	6	42	14	3	—	88	14	5	154	15	1	243	9	6	13	6	7	22	6	3	94-104	
	B.	22	4	8	23	15	6	42	14	3	—	88	14	5	190	8	6	279	2	11	23	8	1	17	11	1	94-104	
	C.	22	4	8	23	15	6	43	14	3	—	88	14	5	228	14	6	317	8	11	25	10	8	13	16	7	7-9*	
Antwerp	D.	22	4	8	23	15	6	42	14	3	—	88	14	5	223	8	6	312	2	11	18	1	8	17	11	1	14-15	
	E.	22	4	8	23	15	6	42	14	3	—	88	14	5	224	9	4	313	3	9	21	5	6	17	11	1	14-15	
	F.	22	4	8	23	15	6	42	14	3	—	88	14	5	250	0	0	338	14	5	21	5	6	17	11	1	14-15	
27/5/24	A.	30	1	8	20	13	10	46	2	2	—	96	17	8	237	1	5†	333	19	1	†Tallying	19	9	10	19	9	10	1-2
	B.	30	1	8	20	13	10	46	2	2	—	96	17	8	271	11	0†	368	8	8	included	19	9	10	19	9	10	4-5
	C.	39	9	7	20	13	10	46	2	2	—	106	5	7	257	15	2	304	0	9	—	19	9	10	19	9	10	2-3
Rotterdam	D.	34	9	7	20	13	10	46	2	2	—	101	5	7	368	10	8	469	16	3	—	19	9	10	19	9	10	10-12
	E.	30	1	8	20	13	10	46	2	2	—	96	17	8	272	10	0	369	7	8	—	19	9	10	19	9	10	6-7
	F.	30	1	8	20	13	10	46	2	2	—	96	17	8	460	13	4	557	11	0	—	19	9	10	19	9	10	7-8
22/4/24	A.	22	12	3	77	0	0	47	8	7	—	147	0	10	187	2	10	334	3	8	55	2	10	57	15	3		
	B.	22	12	3	77	0	0	59	17	2	—	159	9	5	228	11	2	388	0	7	175	14	3	84	13	10		
Havre	D.	20	6	7	57	0	0	47	5	9	—	124	12	4	642	17	2	767	9	6	—	—	—	68	16	11		
7/5/24	A.	23	0	0	12	17	5	116	9	8	—	152	7	1	111	18	7†	264	5	8	84	12	10	9	7	2	3-6‡	
	B.	23	0	0	12	17	5	103	12	6	—	139	9	11	167	17	2	307	7	1	75	0	0	27	7	2	4-5	
	C.	23	0	0	12	17	5	23	1	8	—	58	19	1	287	2	10	346	1	11	67	17	2	24	14	0	4-5	
Dunkirk	D.	23	0	0	12	17	5	103	12	6	—	139	9	11	267	17	2	407	7	1	88	5	9	26	2	10	8	
	E.	23	0	0	12	17	5	103	12	6	—	139	9	11	257	2	10	396	12	9	112	17	2	27	17	2	8	
	F.	23	0	0	12	17	5	50	7	11	—	86	5	4	257	12	3	343	17	7	112	2	10	27	14	3	8	

\* According to kind of ore.

† Ship's winches—cost with elevators is greater.

‡ Three days with elevators, six with ships' gear.

The charges included in column (9) are such as agency fee, telegrams, postages and petties, survey fees, watchmen, hospitals, protest, gangway hire, police, administration charges and so forth.

Substantial additional expenditure not recorded in the Table may also be incurred owing to the necessity of shifting in dock.



APPENDIX VI  
SPECIMEN OF PORT ACCOUNTS

**PORT OF LONDON AUTHORITY.**

Dr.	NET REVENUE ACCOUNT for the year ended 31st MARCH, 1924.	Cr.
To FURTHER PROVISION FOR RECREATION GROUND FOR THE STAFF	£ s. d. 3,003 0 0	By BALANCE FROM 31st MARCH, 1923 ... ..
„ INCOME TAX ... ..	41,324 9 9	„ SURPLUS REVENUE BROUGHT FROM REVENUE ACCOUNT ... ..
„ INTEREST :—		„ INTEREST ON INVESTMENTS, held for :—
3 per cent. "A" Port Stock ... ..	281,392 11 2	General Reserve Fund... ..
4 per cent. "B" Port Stock ... ..	528,428 5 6	Redemption Funds—Port Stock ... ..
3½ per cent. Inscribed Port Stock ... ..	70,000 0 0	
4 per cent. Inscribed Port Stock ... ..	80,000 0 0	
5½ per cent. Inscribed Port Stock, redeemed 2nd July, 1923	14,375 0 0	
6 per cent. Inscribed Port Stock ... ..	120,000 0 0	
Port of London Bills, Discount on ... ..	47,863 11 1	
Temporary Loans and Advances, etc. ... ..	8,067 15 2	
	1,150,127 2 11	
„ SINKING FUNDS FOR REDEMPTION OF PORT STOCK, ETC. :—		„ NET INCOME FROM PROPERTIES PURCHASED FOR DOCK EXTENSION (PENDING DEMOLITION) AND FROM NEW HEAD OFFICE ESTATE, ETC. ... ..
Interest and Instalments ... ..	138,148 11 10	„ TRANSFER FEES... ..
„ PROVISION FOR SINKING FUNDS TO REPLACE THE FOLLOWING EXPENDITURE, VIZ. :—		
(a) Cost of displaced or demolished works in connection with schemes for improvement and extension of Dock Accommodation, etc., in 20 years ... ..	1,503 18 11	
(b) Additional Plant, etc. ... ..	29,657 17 5	
(c) Expenses and Discount on Issues of Port Stock ... ..	14,192 16 10	
	45,354 13 2	
„ BALANCE CARRIED TO GENERAL BALANCE SHEET ... ..	1,315,818 13 1	
	£2,693,776 10 9	£2,693,776 10 9

Dr.	BALANCE SHEET at 31st MARCH, 1924.	Cr.
To PORT STOCK :—	£ s. d.	By CAPITAL EXPENDITURE ... ..
3 per cent. "A" Stock, 1929-99 ... ..	9,379,752 0 0	„ DEBTORS AND DEBIT BALANCES ... ..
4 per cent. "B" Stock, 1929-99 ... ..	13,210,706 16 0	„ ACCRUED CHARGES ON GOODS AND SHIPPING ... ..
3½ per cent. Inscribed Stock, 1949-99... ..	2,000,000 0 0	„ STORES AND MATERIALS ON HAND ... ..
4 per cent. Inscribed Stock, 1940-60 ... ..	2,000,000 0 0	„ INVESTMENTS :—
6 per cent. Inscribed Stock, 1930-40 ... ..	2,000,000 0 0	(a) In respect of Sinking Funds for redemp- tion of Port Stock— Port Stock at Cost: Government, Cor- poration and Railway Stocks at book values (which are in the aggregate less than Mean Market Prices at 31st March, 1924) ... ..
„ TEMPORARY LOANS AGAINST FURTHER ISSUE OF PORT STOCK	28,590,458 16 0	(b) In respect of General Reserve Fund— Government, Corporation and Rail- way Stocks at book values (which are less than Mean Market Prices at 31st March, 1924) ... ..
„ PORT OF LONDON BILLS ... ..	213,000 0 0	(c) In respect of Insurance Fund— Government Stock at book values (which are in the aggregate less than Mean Market Prices at 31st March, 1924) ... ..
„ CREDITORS AND CREDIT BALANCES ... ..	2,500,000 0 0	
„ UNCLAIMED INTEREST ... ..	872,300 12 0	„ CASH BALANCES AT BANKERS AND IN HAND :—
„ INTEREST ON PORT STOCK ACCRUED ... ..	2,563 15 8	At Bankers ... ..
„ PROVISION TO MEET EXPENDITURE ON MAINTENANCE, DREDGING, ETC., postponed in consequence of the War :—	243,419 10 5	In hand ... ..
Amount unexpended at 31st March, 1923 ... ..	2,284,114 12 8	
Less Expenditure during the year (including part of current Dredging outlays) ... ..	471,844 12 2	
„ PROVISION FOR EXPENDITURE ON WORKS OTHER THAN GENERAL REPAIRS AND RENEWALS :—	1,812,270 0 6	
Amount at 31st March, 1923 ... ..	237,934 15 1	
Less Expenditure during the year ... ..	9,666 17 9	
„ REDEMPTION OF DEBT—Debt extinguished ... ..	228,267 17 4	
„ SINKING FUNDS :—	17,499 0 0	
For redemption of Port Stock, etc. ( <i>Investments per contra</i> , £826,485 0s. 10d.) ... ..	964,633 12 8	
For replacing cost of :—		
(a) Displaced or demolished works in connection with schemes for improvement and extension of Dock Accommodation, etc. ... ..	9,543 0 3	
(b) Additional Plant, etc. ... ..	96,204 14 0	
(c) Issues of Port Stock—Expenses and Discount ... ..	20,728 6 4	
„ GENERAL RESERVE FUND... ..	1,091,109 13 3	
( <i>Investments per contra</i> , £1,000,000.)	1,000,000 0 0	
„ INSURANCE FUND :—		
Amount at 31st March, 1923 ... ..	252,093 14 9	
Added since—Income accumulated from Investments ( <i>Investments per contra</i> , £254,542 13s. 5d.)	5,502 3 9	
	257,595 18 6	
„ NET REVENUE ACCOUNT—BALANCE ... ..	1,315,818 13 1	
	£38,144,303 16 9	£38,144,303 16 9

DEVONPORT,                      CHAIRMAN OF THE AUTHORITY.  
RITCHIE OF DUNDEE, CHAIRMAN OF FINANCE COMMITTEE.

HERBERT E. UPTON, COMPTROLLER.

As Auditor appointed by the Ministry of Transport under the 109th Section of "THE PORT OF LONDON (CONSOLIDATION) ACT, 1920," I have examined the Accounts of the PORT OF LONDON AUTHORITY for the year ended 31st March, 1924, with the books and vouchers, and in my opinion the above Balance Sheet is properly drawn up so as to exhibit a true and correct view of the state of the Authority's affairs at the 31st March, 1924, as shown by the books, after charging the Revenue of the year with all expenses which, in my judgment, ought to be paid thereout.

WM. PLENDER, F.C.A.,

8th September, 1924.

APPENDIX VII  
SPECIMEN OF PORT RATES RETURNS

MERSEY DOCKS AND HARBOUR BOARD.

COMPARATIVE STATEMENT SHOWING THE NUMBER AND TONNAGE OF VESSELS WHICH HAVE PAID RATES TO THE BOARD, TOGETHER WITH THE AMOUNT OF RATES AND DUES RECEIVED ON VESSELS AND GOODS, FOR THE TWO YEARS ENDED 1st JULY, 1924.

YEAR ENDED 1st JULY.	NUMBER OF VESSELS.										TONNAGE OF VESSELS.										GRAND TOTAL.		
	PAYING DOCK TONNAGE RATES.					PAYING HARBOUR RATES ONLY.					TOTAL.	PAYING DOCK TONNAGE RATES.					PAYING HARBOUR RATES ONLY.						
	SAILING.		STEAM.			SAILING.		STEAM.				SAILING.		STEAM.			TOTAL.	SAILING.		STEAM.			
	Foreign.	Coastwise.	Foreign.	Coastwise.	NO.	Foreign.	Coastwise.	Foreign.	Coastwise.	NO.		Foreign.	Coastwise.	Foreign.	Coastwise.	TONS.		Foreign.	Coastwise.	Foreign.		Coastwise.	TONS.
1924	NO. 14	NO. 339	NO. 3,835	NO. 9,328	NO. 6	NO. 199	NO. 1,545	NO. 5,582	NO. 20,848	TONS. 12,446	TONS. 32,357	TONS. 12,343,917	TONS. 2,014,057	TONS. 14,402,777	TONS. 4,908	TONS. 19,530	TONS. 2,831,959	TONS. 1,314,970	TONS. 4,171,367	TONS. 18,574,144			
1923	10	475	3,836	8,797	7	156	1,674	5,119	20,974	6,239	46,578	11,839,355	1,933,642	13,825,814	2,532	14,624	2,998,272	1,238,337	4,253,765	18,079,579			
INCREASE	4	...	...	531	...	43	...	463	774	6,207	...	504,562	80,415	576,963	2,376	4,906	...	76,633	...	494,505			
DECREASE	...	136	1	...	1	...	129	...	...	...	14,221	...	...	...	...	...	166,313	...	82,398	...			

NOTE.—The Tonnage shown above represents the Total Net Register Tonnage of Vessels paying Rates to the Board, Inwards or Outwards, as the case may be. To arrive at the total Tonnage which entered, and the total Tonnage which left the River Mersey, it is necessary to double the figures. The approximate total Tonnage, Inwards and Outwards, for the year just ended, would therefore be 37,148,288 Tons.

YEAR ENDED 1st JULY.	RATES RECEIVED ON VESSELS.												RATES AND DUES RECEIVED ON GOODS.												GRAND TOTAL.
	DOCK TONNAGE RATES.				HARBOUR RATES ONLY.				TOTAL TONNAGE AND HARBOUR RATES.	GRAVING DOCK AND GRIDIRON RATES.	DOCK RENT.	TOTAL RATES ON VESSELS.	DOCK RATES.			TOWN DUES.			TOTAL RATES AND DUES ON GOODS.						
	SAILING VESSELS.		STEAM VESSELS.		SAILING VESSELS.		STEAM VESSELS.						FOREIGN.		COASTWISE.	TOTAL.	FOREIGN.			COASTWISE.		TOTAL.			
	Foreign.	Coastwise.	Foreign.	Coastwise.	Foreign.	Coastwise.	Foreign.	Coastwise.					Inwards.	Outwards.	Inwards.		Outwards.	Inwards.		Outwards.					
1924	£ 937 1 6	s. 651 2 3	d. 1,294,834 13 2	£ 61,179 11 11	£ 69 0 2	s. 129 1 6	d. 43,591 16 7	£ 7,502 7 7	s. *1,408,894 14 8	d. 65,073 19 8	£ 22,250 2 1	s. *1,496,218 16 5	d. 513,131 3 9	£ 138,289 4 7	s. 72 8 10	£ 651,492 17 2	s. 353,349 11 2	d. 146,379 19 2	£ 25,188 5 1	s. 137,790 1 2	d. 562,707 16 7	£ 1,214,200 13 9	s. *2,710,419 10 2		
1923	422 11 4	1,037 17 10	1,245,218 12 6	60,431 17 5	29 7 4	90 7 11	44,976 14 7	6,807 8 9	*1,359,014 17 8	61,785 5 8	46,064 13 11	*1,469,864 17 3	499,405 12 5	134,785 11 11	90 6 8	634,281 11 0	340,736 19 9	143,869 0 10	23,372 8 0	33,958 2 7	541,936 11 2	1,176,218 2 2	*2,640,082 19 5		
INCREASE	514 10 2	...	49,616 0 8	747 14 6	39 12 10	38 13 7	...	694 18 10	*49,879 17 0	288 14 0	...	*26,353 19 2	13,725 11 4	3,503 12 8	...	17,211 6 2	12,612 11 5	2,510 18 4	1,815 17 1	3,831 18 7	20,771 5 5	37,982 11 7	*64,336 10 9		
DECREASE	...	386 15 7	...	...	...	...	1,384 18 0	...	...	...	23,814 11 10	...	...	...	17 17 10	...	...	...	...	...	...	...	...		

\* These amounts are inclusive of Receipts on Conservancy Account, viz. :—  
 1st July, 1924 ... .. £249,407 1 6  
 1st July, 1923 ... .. £233,545 4 8  
 Increase ... .. £15,861 16 10

NOTE :—

- (a) The approximate weight of Goods for the year 1924, on which dues were paid, is estimated at 14,400,000 tons.
- (b) On the 1st October, 1922, in addition to large reductions being made in the Dock Rates and Town Dues on certain articles, an all round decrease of 5% was made in the Dock Tonnage Rates and Dock Rates and Town Dues.

DOCK OFFICE,  
LIVERPOOL, 8TH JULY, 1924.

L. A. P. WARNER,  
GENERAL MANAGER AND SECRETARY.

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