

Byelaws

There are two sets of byelaws which apply in Rosslare Europort:

By-Laws of the Harbour of Rosslare, 12th October 1895

These byelaws are general byelaws for the regulation of vessels in Rosslare.

Regulation	Text
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Opening Paragraph	The immediate charge and regulation of the Shipping and Traffic of the Harbour and the government and accommodation of the shipping therein, not otherwise specially provided for, shall devolve on and be regulated by the Harbour Master within the limits of his jurisdiction; and all masters, officers, crews and all persons in or employed upon any vessel, wherry, lighter, tug, or boat in the Harbour, and all persons employed in connection with the shipping or traffic of the Harbour, are required to observe and obey the several By-Laws following under a penalty not exceeding Five pounds for each offence.
1.	No vessel shall be berthed in any berth save such as shall have been assigned for such vessel by the Harbour Master or his deputy.
2.	Every master or other person in charge of a vessel heaving out or removing from his berth shall give due notice of his intention to the Harbour Master or other duly authorised officer.
4.	Every master or person in charge of a vessel lying at the pier shall keep the hatches of his vessel closed except when she is loading or discharging, unless with the permission of the Harbour Master in writing.
5.	Every master or person in charge of a vessel or lighter shall at all times have at least one person on deck, and if his vessel or lighter is on an outside tier, or moored or anchored more than 40 feet from the pier, shall keep a conspicuous light in a proper closed lantern burning from sunset to sunrise.
6.	No master or other person in charge of a vessel shall cast his vessel loose for the purpose of proceeding out of the Harbour, or of swinging or winding, or changing berth, whilst there is any risk of injury to, or collision with, other vessels.
7.	No master or other person in charge of a vessel shall leave an anchor that may be slipped or left in the Harbour to remain so for more than one tide, nor for any time without a sufficient buoy to indicate its position.
8.	Every master or person in charge of a vessel shall, upon the reasonable request of the parties on board any vessel that may be impeded, slacken such moorings or ropes of his vessels as may cause impediment to the navigation of the Harbour, or to the shifting of such other vessel, so as the same shall not endanger the safety of the vessel to which such moorings or ropes belong.
9.	The master or person in charge of any steamer engaged in towing vessels shall, in good time, previous to approaching the place where such vessels are to be berthed, so reduce the speed as to enable persons in charge of the vessel towed, when thrown off by the steamer, to bring them easily to their berths without risk of damage.

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10. Every master or person in charge of a steam vessel, when passing any piling machine, diving boat, or other craft belonging to the Company (when employed), or any harbour works (when in progress), shall slacken speed and go sufficiently slow, or stop if necessary, so as to prevent any injury to such machine, diving boat, craft, or works.
11. All masters and persons concerned in landing any gravel, sand, earth, cinders, soot, ashes, rubbish, dirt, or sweepings of any kind, on the pier, shall cause the same to be removed immediately.
12. No master or other person shall ship on board or discharge from any vessel, ballast, gravel, sand, scrap iron, bones, cinders, manure, or sweepings, without sufficient tarpaulins, shoots, or other protection against any portion thereof falling into the harbour, and none of the materials shall be thrown overboard from any vessel within the limits of the harbour.
13. Every vessel discharging timber or deals of any kind shall be so placed as not to obstruct the navigation, either by herself or her cargo, and her master or person in charge shall not allow any raft of timbers or deals, if the vessel be in a quay berth, to extend more than 40 feet outside of his vessel, and shall have a watchman during the night in charge of such raft.
14. Every person requiring to load or discharge heavy stones, machinery, timber, or other weighty goods, which cannot be conveniently landed or shipped without the tackle of such vessel, shall have the preference of a crane-berth by priority of application to the Harbour Master, and the master or person in charge of such vessel, when berthed, shall proceed with all diligence to discharge or load such vessel, and in case of delay or neglect, the Harbour Master or his deputy may proceed at once to remove, or cause to be removed, such vessel from such berth.
15. No person shall attempt to lift by any crane a greater weight than may be marked on such crane, or as may be authorised by the Harbour Master; and before beginning to use any crane shall deliver to the Harbour Master, or person in charge of such crane, a certificate of the weight intended to be lifted.
16. No person shall be allowed to use a light of any kind, unless placed and enclosed in a good and sufficient lantern, either in the holds of vessels or in the warehouses or sheds, for any purpose; nor shall any fires be at any time allowed on the pier without the written permission of the Harbour Master or his deputy.
17. The masters or persons in charge of vessels discharging or loading grains, coals, or other cargoes requiring same, shall have good and substantial gangways, or planks at least twenty-two inches wide, with an iron staple for a stanchion and a handrail or hand rope from the vessel to the quay, for the safety of persons going to or from such vessel.
18. The masters or others in charge of all passenger-carrying vessels shall be provided with proper gangways to secure the safety of the passengers and others passing to and from such vessels.

Rosslare Harbour Bye Laws, July 1907

These byelaws are concerned with the landing, etc., of petroleum and carbide of calcium at Rosslare.

Regulation	Rubric	Text
3.	<i>Red Flag or Light</i>	The Master of every Petroleum Ship shall on nearing the Harbour, and during the time that such ship remains in the Harbour display by day a red flag not less than three feet square and by night a red light on the Mast Head, (or if the said ship has no mast on a Staff).
4.	<i>Notice</i>	The Owner of every Petroleum Ship on entering the Harbour shall without delay, inform the Harbour Master of the quantity of Petroleum on his ship, and of the manner in which such Petroleum is stored, and this shall be deemed to be a notice to the Harbour Authority required by Section 5 of the Petroleum Act 1871.
5.	<i>Berthing of Ship</i>	The Master of every Petroleum Ship shall anchor or moor his ship only at such place as the Harbour Master shall from time to time direct, and shall not remove his ship therefrom except for the purpose of leaving the Harbour without the written order or permission from the Harbour Master. No Petroleum Ship shall be anchored or moored at any place other than that approved by the Harbour Master, whether for the purpose of landing or shipping Petroleum or otherwise.
6.	<i>General Rules for landing Petroleum</i>	<p>The following General Rules in respect of the unloading of Petroleum within the Harbour shall be duly observed.</p> <ul style="list-style-type: none">(a) Before any Petroleum is landed the Owner shall give due notice to the Harbour Master of the time and place of such landing.(b) No Petroleum shall be landed at any part of the Harbour, other than such as the Harbour Master shall from time to time direct.(c) Before any Petroleum contained in barrels, or other vessels is landed, the holds of the Petroleum Ship shall be thoroughly ventilated and after all Petroleum has been removed from any Petroleum Ship the holds and tanks shall be thoroughly cleaned. Provided that this Bye Law shall not be deemed to require the cleansing of the Tanks of a Tank Steamer which leaves the Harbour immediately after the discharge of the cargo and of which the tanks are closed up immediately after discharge.(d) Petroleum shall not be landed except between the hours of Sunrise and Sunset.

Regulation **Rubric**

Text

- (e) From the time when the holds or tanks of a Petroleum Ship are first opened for the purpose of landing Petroleum until such time as all Petroleum shall have been removed from such ship, and the holds or tanks shall have been thoroughly cleansed as required by this Bye Law there shall be no fire or artificial light on board such ship or at or near the place where the Petroleum is being landed, provided that this Bye Law shall not prevent the use of a safety lamp of a construction approved by the Harbour Master.
 - (f) The Owner shall not allow any smoking at or near the place where Petroleum is being landed nor shall he allow any person engaged in such landing to carry fuzes, matches, or appliance whatsoever for producing ignition.
 - (g) No Petroleum contained in casks, barrels, or other vessels, shall be landed in the Harbour unless such vessels are staunch and free from leakage, and are of such strength and construction as not to be liable to be broken or to leak except in cases of gross carelessness or extraordinary accident.
 - (h) All pipes, and other appliances used in the landing of Petroleum in bulk shall be reasonably free from leakage.
 - (i) When the landing of Petroleum has been commenced, such landing shall be proceeded with due diligence.
 - (j) No Petroleum shall be landed at any Quay until the ship or carriage by which the same is to be removed therefrom shall be at the place in readiness to receive the same, and all Petroleum landed in the Harbour shall be forthwith removed therefrom, or to some duly licensed place of storage.
 - (k) No Petroleum shall be discharged or allowed to escape in the Waters of the Harbour.
 - (l) The Owner shall take all due precautions for the prevention of accident by fire in landing Petroleum.
7. Two or more Petroleum Ships shall not, except for the purpose of transshipment, lie within 100 feet of one another, unless in the opinion of the Harbour Master it is impracticable to maintain such distance.
8. *Watchman* Every Petroleum Ship shall be watched by a competent person on board said ship until all Petroleum on board shall have been landed, and every Petroleum Ship shall at all times have on board a responsible person to carry out and give effect to the provision of this Bye Law.

Regulation	Rubric	Text
9.	<i>Inspection</i>	The Owner shall, when so required by the Harbour Master, or other Officer duly appointed by the Harbour Authority or by any police Constable show to such Officer or Constable all Petroleum under his control or upon his ship and shall afford every reasonable facility to enable such Officer or Constable to inspect and examine such Petroleum so as to ascertain whether these Bye Laws are duly observed.
10	<i>Notice</i>	The Owner or Master of every Ship carrying a cargo any part of which consists of Carbide of Calcium, shall on entering the Harbour immediately give notice of the nature of such cargo to the Harbour Master, and shall place or moor his ship in such place as the Harbour Master may direct; and while any Carbide of Calcium remains on board, shall not, except for the purpose of proceeding to sea, remove his ship without the written permission of the Harbour Master.
11.	<i>Ventilating hold</i>	Every ships hold in which Carbide of Calcium is present, and from which Carbide of Calcium is to be discharged in the Harbour, shall be efficiently ventilated from the time of entering the Harbour until all such Carbide of Calcium has been discharged or until the ship has left the harbour.
12.	<i>Removal after landing</i>	All Carbide of Calcium landed from any ship shall be removed without unnecessary delay to some duly licensed place of storage or beyond the limits of the jurisdiction of the Harbour Authority.
13.	<i>Conveyance in closed vessels</i>	Carbide of Calcium shall only be brought into the Harbour in hermetically closed metal vessels of such strength and construction or so protected as not to be liable to be broken or to become defective or insecure in conveyance otherwise than by gross negligence or extraordinary accident.
14.	<i>Where package may be opened</i>	No vessel containing Carbide of Calcium shall be opened within the limits of the jurisdiction of the Harbour Authority except in some licensed place of storage or without the written consent of the Harbour Master in such place as he may direct.
15.	<i>Precaution against water</i>	Every reasonable precaution shall be taken to prevent the contact of water or moisture with the Carbide of Calcium and where such contact may have occurred, to prevent the gas involved from being ignited.
16.	<i>Inspection</i>	The Owner or Master of the ship or the Owner of the Calcium of Carbide shall, when so required by the Harbour Master or other Officer duly appointed by the Harbour Authority, or by any police Constable, show to such Officer or Constable all Calcium of Carbide under his control or upon his Ship, and shall afford every reasonable facility to enable such officer or Constable to inspect and examine such Carbide of Calcium so as to ascertain whether these Bye Laws are duly observed.