CHAP. clxvi.

An Act to make further provision for the maintenance and improvement of Dover Harbour; and for other purposes. A.D. 1871.

[24th July 1871.]

WHEREAS the Dover Harbour Board (in this Act called the Board) are constituted, incorporated, and empowered by the Harbours and Passing Tolls, &c. Act, 1861, for the purpose of maintaining and improving Dover Harbour:

And whereas it is expedient that the Board be empowered to further improve the harbour by dredging at or near the entrance thereof, and to borrow further money:

And whereas it is expedient that new provision be made respecting the dues to be received by the Board, and the recovery thereof by the Board:

And whereas the objects aforesaid cannot be attained without the authority of Parliament:

And whereas a plan showing the lands within which the further improvement aforesaid is proposed to be executed, with a book of reference thereto, has been deposited with the clerk of the peace for the county of Kent:

May it therefore please Your Majesty that it may be enacted; and be it enacted by the Queen's most Excellent Majesty, by and with the advice and consent of the Lords Spiritual and Temporal, and Commons, in this present Parliament assembled, and by the authority of the same, as follows; (that is to say,)

Short title.

1. This Act may be cited as The Dover Harbour Act, 1871.

Provisions of general Acts herein named incorporated.

2. The following enactments (as far as the same are applicable for the purposes and not inconsistent with the provisions of this Act) are hereby incorporated with this Act; (namely,)

The Lands Clauses Consolidation Acts, 1845, 1860, and 1869:

Sections fourteen and fifteen, twenty to twenty-three (except the proviso at the end of section twenty-three), and thirty-four to

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forty-eight (all inclusive) of the Harbours, Docks, and Piers Clauses Act, 1847:

The provisions of the Commissioners Clauses Act, 1847, with respect to the mortgages to be executed by the Commissioners, except section eighty-four.

Interpretation of terms.

3. With respect to the interpretation of terms in and for the purposes of this Act, the following provisions shall have effect; (namely,)

In this Act "the Board" means the Dover Harbour Board:

In this Act, and, for the purposes of this Act, in any enactment incorporated with this Act, the term "court of competent jurisdiction" shall have effect as if the debt or demand with respect to which it is used was a common simple contract debt, and not a debt or demand created by statute, and the term "superior courts" shall include courts of competent jurisdiction within the meaning of this Act.

Power to dredge and take lands.

4. Subject to the provisions of this Act the Board may from time to time dredge all mud, deposit, sand, chalk, gravel, and other substances forming the bed of the sea within the area indicated in this behalf on the plan deposited as aforesaid, and may remove and carry away, and dispose of as they think fit, the substances so dredged, and may enter on, take, and use the lands (being the bed of the sea) within the same area or any part thereof.

Lands for extraordinary purposes.

5. The quantity of land to be taken by the Board by agreement for extraordinary purposes shall not exceed five acres, and sections twenty to twenty-three (inclusive) of the Harbours, Docks, and Piers Clauses Act, 1847, incorporated with this Act, shall extend and apply to all lands for the time being belonging to the Board, whether taken by them for extraordinary purposes or not.

Powers for compulsory purchases limited.

6. The powers of the Board for the compulsory purchase of lands for the purposes of this Act shall not be exercised after the expiration of seven years from the passing of this Act.

Repeal of enactments in schedule.

7. From and after the thirtieth day of September one thousand eight hundred and seventy-one, the enactments described in the First Schedule to this Act shall be and the same are hereby repealed, and from and after the same day any Order in Council made under any of those enactments shall be and the same is hereby annulled.

Saving for existing rights, &c.

8. Neither the repeal of enactments nor the annulling of any Order in Council, nor any other thing in this Act, shall affect any mortgage, grant, liability to rates, or other liability, or any right, title, or obligation whatever made, accrued, or acquired before the

passing of this Act, or at the time when the repeal or annulling aforesaid takes effect, and every such mortgage, grant, liability, right, title, and obligation shall remain and be enforceable as if this Act had not been passed.

Board shall not levy or demand dues from any vessels which do not enter harbour.

9. Notwithstanding anything contained in either of the enactments described in the first column of the First Schedule to this Act, or in any Order in Council made under either of them, the Board shall not levy, demand, or receive any dues, rates, or charges on, from, or in respect of vessels which do not enter Dover Harbour.

Power to take dues in schedule.

10. From and after the thirtieth day of September one thousand eight hundred and seventy-one the Board may, subject to the provisions of this Act, demand and receive in respect of the vessels, goods, services, advantages, and things described in the Second Schedule to this Act, dues not exceeding those specified in that schedule, and subject and according to the exemptions and regulations therein set forth.

Power to vary dues, &c.

11. The Board may from time to time vary the dues authorised by this Act, or any of them, as they think expedient, by reducing or raising the same, provided the dues do not in any case exceed the respective amount specified in the Second Schedule to this Act.

Power to vary dues by agreement for steamers to and from the continent in connexion with certain railways.

12. And whereas in the case of steam vessels worked in connexion with the railway of the London, Chatham, and Dover and South Eastern Railway Companies, or either of them, and engaged in a regular packet service between Dover and ports and places in Belgium and France, it is expedient that the Board should be enabled to make special agreements as to the rate or amount at which the dues authorised by this Act shall be charged on vessels and goods, so as to accommodate the same to the special circumstances of the case: Therefore the Board may, with such intent and for such purpose as aforesaid, from time to time make and vary such special agreements as aforesaid with the said two companies or either of them, and may recover the amounts stipulated to be paid under any such special agreement in the same manner in all respects as the dues authorised by this Act.

Exemption of Her Majesty's ships of war, &c.

13. Nothing in this Act shall make liable to any due any of Her Majesty's ships of war or any ship of war of a foreign friendly state not engaged in carrying passengers or goods for profit.

Recovery of dues.

14. The Board may recover any dues payable to them under this or any former Act, or any arrears of rates payable to them under any former Act, by action in any court of competent jurisdiction, and the demand required by section forty-four of the Harbours,

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Docks, and Piers Clauses Act, 1847, incorporated with this Act, or by section twenty-six of ninth George Fourth, c. thirty-one (relating to Dover Harbour), shall not be requisite except in cases where proceedings for recovery are taken under those sections respectively.

Power to borrow money.

15. The Board may from time to time borrow and re-borrow at interest, on the security of the dues authorised by this Act and other their revenue and property, such sums as they from time to time require for purposes of this Act, not exceeding in the whole at one time the sum of three hundred thousand pounds (including the sum of ten thousand pounds now owing by the Board), and may mortgage the dues, revenue, and property aforesaid to secure the repayment thereof, with interest, accordingly, and the borrowing powers of the Board shall not exceed three hundred thousand pounds under this or any other Act.

Application of money borrowed.

16. All money borrowed by the Board under this Act shall be applied for purposes of this Act and not otherwise.

Priority of existing mortgages.

17. All mortgages granted by the Board or otherwise charged on their dues, revenue, or property existing at the passing of this Act shall, during the continuance thereof, have priority over any mortgages granted under this Act.

Existing mortgages charged on new dues.

18. All mortgages and other charges on the rates and revenue of the Board existing when the repeal and annulling by this Act take effect are hereby transferred to and shall by virtue of this Act become and be charged on the dues and revenue of the Board under this Act.

Application of income.

19. All money received by the Board from dues under this Act shall be applied in the first instance in payment of interest on their mortgage debt for the time being, and then in maintaining and improving the harbour, and in the execution of this Act and former Acts relating to the harbour, and not otherwise.

Separate accounts.

20. Separate accounts of the receipts and expenditure, credits and liabilities of the Board shall be kept and audited, and a proper abstract of all such accounts, in such form and manner as the Board of Trade from time to time directs or approves, and duly certified to by the register of the Board and by the auditors, shall be annually furnished by the Board to the Board of Trade.

Authority of harbour master not to be exercised within one hundred yards of the Admiralty Pier.

21. The power and authority given to the harbour-master by section 40 of ninth George Fourth, chapter thirty-one (relating to Dover Harbour), shall not be exercised within one hundred yards of any part of the Admiralty Pier.

No repeal of enactments or annulling

22. Neither the repeal of enactments nor the annulling of any Order in Council, nor any other thing in this Act, shall affect a

special agreement relative to the dues upon all materials required for the extension of the Admiralty Pier, made by a letter dated the 24th day of February 1866, and addressed by direction of the Board to Edward Druce, civil engineer, the resident engineer of the works of that pier, and such special agreement shall remain in force as if this Act had not been passed. A.D. 1871. Saving of Order in Council to affect special agreements.

23. No dredging operations shall be carried on within one hundred yards of any part of the foundations of the Admiralty Pier, without the previous consent of the Board of Trade, to be signified in writing under the hand of one of their secretaries or assistant secretaries, and the Board shall not without the like consent throw or cast, or cause to be thrown or cast, into the sea, within the distance of one nautical mile from the line of low-water mark of ordinary spring tides, or within the distance of half a nautical mile from the seaward extremity of the Admiralty Pier, any of the substances or materials dredged by them. Dredging operations not to be carried on within one hundred yards of the Admiralty Pier without consent of the Board of Trade.

24. The Board shall not at any time commence to dredge either within the area indicated on the plan deposited as aforesaid or below high-water mark of ordinary spring tides, without the previous consent of the Board of Trade, to be signified in writing under the hand of one of their secretaries or assistant secretaries, and then only according to such plan and under such restrictions and regulations as the Board of Trade approve of, such approval being signified as last aforesaid, and when any such dredging shall have been completed with such consent as aforesaid, the Board shall not at any time extend the same without obtaining, previously to making any such extension, the like consent and approval. Board shall not dredge within area indicated by plan or below high-water mark of ordinary spring tides without consent of the Board of Trade.

25. Save as is in this Act otherwise specially provided, nothing in this Act contained shall exempt the Board or their harbour from the provisions of the Merchant Shipping Acts, or of any general Act relating to harbours, to dues on shipping or on goods carried in ships, to pilotage, to lights, buoys, and beacons, or to the rights, powers, privileges, or jurisdiction of the general lighthouse authorities, now in force, or which may be passed during the present or any future session of Parliament. Act not to exempt the Board or their harbour from the provisions of the Merchant Shipping Acts.

26. Nothing contained in this Act or in any of the Acts herein referred to shall authorise the Board to take, use, dredge, or in any manner interfere with any portion of the bed of the sea, or any right in respect thereof, belonging to the Queen's most Excellent Majesty in right of her Crown, without the previous consent in writing of the Board of Trade on behalf of Her Majesty (which consent the Board of Trade may give), neither shall anything in Board shall not dredge or in any manner interfere with the bed of the sea without consent of Board of Trade.

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the said Act or Acts contained extend to take away, prejudice, diminish, or alter any of the estates, rights, privileges, powers, or authorities vested in or enjoyed or exerciseable by the Queen's Majesty, her heirs or successors.

Expenses of Act.

27. The costs, charges, and expenses preliminary to and of and incidental to the preparing, applying for, obtaining, and passing of this Act shall be paid by the Board.

SCHEDULES to which this Act refers. A.D. 1871.

THE FIRST SCHEDULE.

Enactments repealed.

Act.	Parts repealed.
9 Geo. IV. c. xxxi. An Act for more effectually maintaining and improving the Harbour of Dover in the County of Kent.	Sections twenty, twenty-one, twenty-two, and seventy-five.
The Harbours and Passing Tolls, &c. Act, 1861.	Section forty-four, section fifty, and section sixty-three as far as it relates to Dover Harbour.

THE SECOND SCHEDULE.

DUES.

Part I.

Dues on Vessels entering the Harbour.

		s.	*d.*
For every decked vessel with cargo, not being coal, coke, culm, or stone, and any steam tug actually towing a vessel or vessels,	per ton burthen	1	0
Ditto in ballast - - -	per ton burthen	0	6
(Steam tugs not actually towing vessels in or out of the harbour to be considered as vessels in ballast.)			
For every vessel laden with coal, coke, culm, or stone	per ton burthen	0	6

Exemptions from Part I.

All open boats.

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Part II.

Dues on Goods shipped or unshipped in the Harbour.

		s.	*d.*
Ale	per hogshead	0	6
Ale, bottled	per barrel bulk	0	3
Ashes	per ton	0	3
Bark	per ton	1	0
Ballast	per ton	0	6
Ditto, shingle or gravel	per ton	0	3
Beef or pork	per ton	1	4
Ditto	per barrel	0	2
Blubber	per tun of 252 gallons	1	0
Bone dust	per ton	0	8
Bones	per ton	0	6
Bottles	per gross	0	2
Bran	per ton	1	6
Bricks	per 1,000	0	8
Casks, empty, not being returned packages	per puncheon	0	3
Other casks in proportion.			
Cattle—Bulls	each	0	6
Cows and oxen	each	0	4
Calves	each	0	2½
Horses	each	0	6
Pigs	each	0	2½
Sheep	each	0	1
Lambs	each	0	1
Cement	per ton	0	6
Chalk	per ton	0	3
Chimney cans	per 100	1	4
Clay, fire or China, manufactured or otherwise	per ton	0	6
Clay, common	per ton	0	2
Cloth, haberdashery, &c.	per barrel bulk	0	2
Coaches—Chaises and other four-wheeled carriages	each	1	0
Gigs, carts, and other two-wheeled carriages	each	0	6
Coal, coke, culm, cinders, and charcoal	per ton	0	3
Copper	per ton	1	4
Corks	per barrel bulk	0	2
Concrete blocks	per ton	0	4
Corn—Wheat	per quarter	0	3
Malt, barley, beans, peas, tares, oats, rye, buck-wheat, and Indian corn	per quarter	0	2
Crystal	per barrel bulk	0	2
Artificial manures	per ton	0	8
Dogs	each	0	2
Drugs	per barrel bulk	0	3
Earthenware	per crate	0	8
Eggs	per barrel bulk	0	2

		s.	d.
Fish—Dried and salted	per ton	1	4
Fresh (except for manure)	exempt.		
Flax	per ton	1	4
Flints	per ton	0	3
Flour	per sack	0	2
Ditto	per barrel	0	1½
Glass	per barrel bulk	0	3
Groceries, viz., almonds, figs, cinnamon, currants, pepper, pimento, plums, prunes, raisins, and the like	per barrel bulk	0	3
Guano	per ton	0	8
Gunpowder	per barrel	0	3
Hardware	per barrel bulk	0	3
Hares and rabbits	per dozen	0	2
Any less number		0	1
Hay or straw	per ton	0	8
Hemp	per ton	1	4
Herrings, cured	per barrel	0	3
Hides—Ox, cow, or horse, salted or dried	per ton	1	4
Calf skins	per 120	0	10
Sheep skins	per 120	0	10
Lamb skins	per 120	0	5
Hoops of wood	per 1,500	1	0
Household furniture	per barrel bulk	0	1
Husbandry utensils	per ton	1	4
Ditto	per barrel bulk	0	3
Iron—Bar, bolt, and rod	per ton	1	4
Pig or old	per ton	0	8
Castings	per ton	0	6
Kelp	per ton	0	8
Lead, all kinds	per ton	1	4
Leather, tanned and dressed	per ton	1	4
Lime	per cubic yard	0	4
Limestone	per ton	0	3
Loam or moulding sand	per ton	0	3
Machinery	per ton	1	4
Ditto	per barrel bulk	0	3
Manure—not enumerated, including mussels and other fish to be used for	per ton	0	2
Meal	per bag of 280 lbs.	0	2
Milk	per 36 gallons	0	1
Musical instruments	per barrel bulk	0	3
Oils	per ton	1	4
Oil-cake	per ton	0	8
Ores—Copper, iron, lead, and other ores	per ton	0	8
Passengers luggage	exempt.		
Peats	per ton	0	3
Pitch	per barrel	0	3

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		s.	d.
Porter	per hogshead	0	4
Ditto, bottled	per barrel bulk	0	2
Potatoes	per ton	0	6
Poultry, including pigeons, game, &c.	per dozen	0	3
Any less number		0	1
Rags—linen	per ton	1	4
Other rags, old rope, and the like	per ton	0	10
Rape-cakes	per ton	0	8
Rice	per ton	0	6
Salt	per ton	0	10
Sand	per ton	0	3
Seeds—Flax and rape and other oil seeds	per quarter	0	2
Clover	per ton	1	4
Garden	per ton	1	4
Hemp and canary	per ton	1	4
Rye grass	per 8 bushels	0	2
Skins not otherwise charged	per 120	0	8
Slates—roofing—not exceeding 24 in. by 12 in.	per 1,200	0	8
exceeding 24 in. by 12 in.	per 1,200	1	4
Slabs	per ton	1	0
Spirits	per hogshead of 56 gallons	0	8
Stones—Rubble	per ton of 16 cubic feet	0	3
Granite (worked)	per ton of 16 cubic feet	1	4
Ditto (unworked or scappled)	per ton of 16 cubic feet	0	8
All other stone (worked)	per ton of 16 cubic feet	0	8
Ditto (unworked or scappled)	per ton of 16 cubic feet	0	4
Granite paving stones or kerbing	per ton of 16 cubic feet	0	6
Scythe stones	per score	0	1
Mill stones	each	0	8
Broken granite	per ton	0	3
Steel	per ton	1	4
Sugar	per ton	1	1
Tallow	per ton	1	4
Tar	per barrel	0	2
Tea	per chest	0	6
Tiles—roofing	per 1,000	0	9
Tiles or pipes for draining, under 4 in.	per 1,000	0	8
Ditto not exceeding 12 in.	per 100	0	8
Ditto exceeding 12 in.	per 100	1	0
Tin of all kinds	per ton	1	4
Tobacco	per ton	2	6
Treenails under 2 feet in length	per 1,000	0	6
Ditto exceeding ditto	per 1,000	1	0
Turnips, beetroot, carrots, mangel, or other roots	per ton	0	6
Turpentine	per hogshead	0	8
Vegetables	per cart load	0	2
Vinegar	per hogshead	0	6
Vitriol	per carboy	0	2

		s.	*d.*
Whalebone	per ton	2	6
Wine	per hogshead	1	0
Ditto, bottled	per barrel bulk	0	6
Wood—Fir, pine, and other descriptions not enumerated,	per load of 50 feet	0	10
Deals	per 165 feet cube	2	6
Oak or wainscot	per load of 50 feet	1	0
Firewood	per fathom	0	6
Laths and lathwood	per fathom of 216 cubic feet	2	6
Handspokes	per 120	0	10
Oars	per 120	2	6
Spars under 22 feet in length, above $2\frac{1}{2}$ and under 4 inches diameter	per 120	2	6
Spars $2\frac{1}{2}$ inches in diameter and under	per 120	1	4
Spars 22 feet in length and upwards, and not exceeding 4 inches in diameter	per 120	6	6
Spars of all lengths, above 4 and under 6 inches in diameter,	per 120	12	0
Spokes of wheels, not exceeding 2 feet in length	per 120	0	4
Exceeding 2 feet in length	per 120	0	6
Wedges	per 1,000	1	0
Pipe staves and others in proportion	per standard hundred	1	0
Lignum vitæ, fustic, logwood, mahogany, and rosewood,	per ton	1	4
Wool	per cwt.	0	4
Yarn	per ton	1	4
Zinc	per ton	1	4
All other goods not particularly enumerated in the above table :—			
Light goods	per barrel bulk	0	2
Heavy goods	per ton	1	4

In charging the dues on goods, the gross weight or measurement of all goods to be taken; and for any less weights, measures, and quantities than those above specified, a proportion of the respective dues shall be charged.

Five cubic feet, not exceeding $2\frac{1}{2}$ cwt., to be rated as a barrel bulk; but when the weight of 5 cubic feet is greater than $2\frac{1}{2}$ cwt., then $2\frac{1}{2}$ cwt. to be rated as a barrel bulk.

The rates for wharfage will include the use of cranes (other than cranes for raising weights exceeding 10 tons), if required. Should the use of the cranes be required for any purpose other than the shipping or unshipping of goods mentioned in the preceding table, the use of them will be charged for as per agreement.

Part III.

Dues for the use of Hawsers.

		£	*s.*	*d.*
For each vessel	per mast per tide	1	0	0

Part IV.

Dues for the use of Quays.

For goods remaining on the quays of the harbour longer than seven days from the time of their being deposited thereon, the sum of one penny halfpenny per ton or per 8 barrels bulk for each day (including the first seven days) during which such goods shall remain on the said quays.

The Harbour Board will not be liable for the safe keeping of any goods left on the public quays, or for any damage done to such goods, and, notwithstanding payment of rent, reserve to themselves the right at any time of adopting the means provided by 9 Geo. IV. cap. xxxi. s. 49, for the removal of goods left on the quays.

Part V.

Dues for the use of Steam Tug.

For towing vessels out of harbour into the edge of flood tide.

				£	s.	d.
Vessels under 50 tons	-	-	-	0	15	0
„ 50 „	and under 75 tons	-	-	1	10	0
„ 75 „	„ 100 „	-	-	1	15	0
„ 100 „	„ 200 „	-	-	2	0	0
„ 200 „	„ 300 „	-	-	2	10	0
„ 300 „	„ 400 „	-	-	3	3	0

If towed a greater offing with the South Foreland lights well open, one third more.

If the steam has to be got up for a single vessel, then 20*s.* over and above the foregoing rates.

If employed upon any other service or upon a longer distance, then as per agreement.

Vessels are to find their own tow ropes, but vessels not having any or using those belonging to the harbour will be charged 10*s.* per mast.

N.B.—The steam tug is available at the above rates only at such times as she shall not be required for the purposes of the harbour, and at the discretion of the harbour-master, and the Harbour Board will not be responsible for any damage occurring to or occasioned by vessels while in tow of their steam tug.

Part VI.

Dues for the use of the Slipway.

Vessels of 60 tons and under, being without cargo or ballast, to pay 3*l.* for entrance and heaving up, and 15*s.* per day while on the slipway, Sundays excepted.

Vessels above 60 tons without cargo or ballast to pay 1*s.* per ton register for entrance and heaving up, and 1*l.* per day while on the slipway, Sundays excepted.

Vessels of 60 tons and under, with cargo or ballast, to pay 4*l.* for entrance and heaving up, and 1*l.* per day while on the slipway, Sundays excepted.

Vessels above 60 tons with cargo or ballast to pay 1*s.* 4*d.* per ton register, and 1*l.* 10*s.* per day while on the slipway, Sundays excepted.

Steam vessels with engines or boilers on board to be considered as vessels with cargo or ballast.

Part VII.

Dues for the use of the Gridiron.

One half the dues charged for the use of the slipway.

Part VIII.

Dues for Vessels remaining in Harbour and for Vessels being water-borne.

All vessels remaining in the harbour longer than one calendar month will not be permitted to occupy quay berths, and will be charged twopence per ton per week on their registered tonnage during so long as they shall, after the expiration of that period, remain in the harbour without leaving the same in the bonâ fide prosecution of a voyage, but no such charge will be made in respect of any vessel during such time as she may be actually using and paying for the use of the slipway or gridiron.

Vessels entering any basin of the harbour, and being kept water-borne, shall pay the following dues in addition to all other harbour dues and charges, viz.:

	s.	*d.*
Vessels in the coasting trade, per ton on their registered tonnage -	0	2
Vessels in the foreign trade „ „ -	0	3

But the payment of these dues in respect of any vessel shall not entitle her to be kept in the inner harbour longer than may be actually necessary for loading or discharging her cargo, nor in any way affect the power of the harbour-master, if he shall see fit, to order such vessel to remove to any other part of the harbour, whether she shall at the time such order is given have completed the loading or discharge of her cargo or not.

N.B.—The Harbour Board do not guarantee to keep vessels water-borne in consideration of the above dues, but the harbour-master will, if possible, give the person in charge of such vessels twenty-four hours notice before running the water out of the basin in which they are lying, and the Board will not be answerable for any injury that may happen to any such vessel by reason of the water being so run out, whether notice shall have been given to the person in charge thereof or not, nor from any cause other than the wilful act or default of themselves or their officers.

Part IX.

Bridge Money.

	s.	d.
For swinging any of the bridges for the passage of any vessel - -	3	0

This charge will not be made on vessels paying for being water-borne.

Part X.

Charges for the use of Cranes for raising Weights exceeding Ten Tons.

Heavy Machinery—Marine boilers, cylinders, steam or locomotive engines, carriages, or tenders, guns, gun-carriages, and other heavy machinery or goods of any nature or description landed or shipped by any such crane—

		£	s.	d.
Under 10 tons - - - - - -	per ton	0	7	6
Ten and not exceeding 15 tons - - -	„	0	10	0
Above 15 and not exceeding 20 tons - - -	„	0	12	6
Above 20 and not exceeding 25 tons - - -	„	0	15	0
Above 25 and not exceeding 30 tons - - -	„	0	17	6

For shipping or unshipping Lower Masts or Funnels of Vessels.

Under 200 tons register - - -	per mast or funnel	2	0	0
200 „ and not exceeding 400 tons	„	3	0	0
Above 400 „ „ 600 „	„	4	0	0

And an additional 10s. for each additional 100 tons or fractional part of 100 tons register.

The crane is not to be used except in the presence of an officer of the Harbour Board.

Persons desirous of using any such crane must give notice to the harbour-master, and before using it sign a form of application kept by him.

The Harbour Board will not be responsible for any damage which may occur either from any defect in any crane or otherwise.

LONDON: Printed by George Edward Eyre and William Spottiswoode,
Printers to the Queen's Most Excellent Majesty. 1871.