1952 No. 2224

The Ship's Report, Importation and Exportation by Sea Regulations, 1952

Made - - - -	*22nd December*, 1952
Laid before Parliament	*23rd December*, 1952
Coming into Operation	*1st January*, 1953

The Commissioners of Customs and Excise in pursuance of the powers conferred on them by subsection (4) of section twenty-six, subsection (1) of section thirty-three and subsection (1) of section fifty-four of the Customs and Excise Act, 1952(a), and of all other powers enabling them in that behalf, hereby make the following Regulations:—

PART I

Ship's Report

1. Report of every ship of which report is required shall be made by the master within twenty-four hours after the arrival of the ship at a port to the collector or other proper officer of Customs and Excise at the Custom House at that port.

2. The master may make an interim report elsewhere than at the Custom House if, for the purpose of facilitating the discharge of the cargo or for other sufficient reason, the collector so permits; but such interim report shall not be deemed to be the report of the ship until all such particulars as are required in making report are furnished to the proper officer.

3. The master may appoint the senior available mate, or, failing a mate, the next senior officer of the ship, to make report or interim report, and a report or interim report made accordingly shall be deemed to have been duly made provided that—

(*a*) any such appointment is made in writing signed by the master in such form as the Commissioners may direct,

(*b*) such officer of the ship in making report satisfies the proper officer that he is the person named in such appointment and that the signature thereto is that of the master, and

(*c*) if the proper officer is not satisfied as to the sufficiency or accuracy of any report so made or of any answer, declaration or statement furnished to him, and in writing so requires, the master shall himself make report.

PART II

Importation by Sea

4. On the arrival of every ship at a port the master shall—

(*a*) immediately bring the ship to at the boarding station, and

(*b*) thereafter bring the ship as quickly up to the proper mooring or unloading place as the nature of the port will permit without touching at any other place except as may be necessary for the safe navigation of the ship.

(a) 15 & 16 Geo. 6 & 1 Eliz. 2. c. 44.

5. The ship shall not be moved from the said mooring or unloading place—

(*a*) except directly to some other mooring or unloading place, and

(*b*) unless the proper officer has been informed of such move.

6. Goods imported by sea shall not be landed except at an approved wharf, and shall not be unloaded, landed or removed from the place of landing or from a transit shed—

(*a*) outside such hours as the Commissioners may appoint,

(*b*) without the authority of the proper officer,

(*c*) until due report of the importing ship has been made, save as permitted by the Commissioners,

(*d*) until due entry of the goods has been made, save as permitted by the Commissioners, or

(*e*) on a Sunday or a holiday, save as permitted by the Commissioners:

Provided that—

(i) paragraphs (*a*), (*c*), (*d*) and (*e*) of this Regulation shall not apply in relation to whales and fresh fish (including shellfish) of British taking brought by British ships,

(ii) paragraphs (*c*) and (*d*) shall not apply in relation to the unloading or landing of goods for deposit in a transit shed, and

(iii) paragraph (*d*) shall not apply in relation to passengers' baggage.

7. Goods unloaded from an importing ship into another ship for landing at an approved wharf shall not, except with the permission of the proper officer, be again removed into another ship before being so landed, but shall forthwith be taken to and landed at that wharf.

PART III

Exportation by Sea

8. No person shall load into a ship or make waterborne for loading any goods for exportation or as stores—

(*a*) outside such hours as the Commissioners may appoint,

(*b*) except at an approved wharf,

(*c*) without the authority of the proper officer,

(*d*) before entry outwards of the ship, or

(*e*) on a Sunday or a holiday, save as permitted by the Commissioners.

9. The master or owner of every exporting ship shall, save as permitted by the Commissioners, by himself or his agent—

(*a*) deliver to the proper officer within six days after the final clearance of the ship a manifest of all goods shipped as cargo, specifying—

(i) the marks, numbers and descriptions of the containers or lots, and

(ii) the names of the consignors,

according to the bills of lading, and

(*b*) make a declaration that the manifest contains a true account of the cargo of the ship.

10. The master or owner of every ship propelled by machinery departing directly or otherwise on a voyage to a place outside the United Kingdom shall, by himself or his agent—

(*a*) at the first port of departure, deliver to the proper officer within six days of the departure of the ship from that port a certificate of the quantity of fuel shipped before departure for use on that voyage, and

(*b*) at any other port at which the ship touches during that voyage, similarly deliver a certificate of the quantity of any fuel shipped at that port for use on the voyage.

PART IV

General

11. The Interpretation Act, 1889(**a**), shall apply for the interpretation of these Regulations as it applies for the interpretation of an Act of Parliament.

12. The Regulations dated the 10th September, 1898(**b**), as to the reporting of ships, are hereby revoked.

13. These Regulations may be cited as the Ship's Report, Importation and Exportation by Sea Regulations, 1952, and shall come into operation on the first day of January, 1953.

Dated this 22nd day of December, 1952.

F. N. Roberts,
Commissioner of Customs and Excise.

King's Beam House,
London, E.C.3.

EXPLANATORY NOTE

(*This Note does not form part of the Regulations, but is intended to indicate their general purport.*)

These Regulations are made under the Customs and Excise Act, 1952. They lay down the procedure—

(1) for making report of a ship arriving at a port either from overseas or carrying goods brought in the ship from overseas and not yet cleared,

(2) to be followed on the arrival of a ship at a port, and for regulating the unloading, landing, movement and removal of goods on importation by sea, and

(3) governing the loading of goods into ships for exportation or as stores, and the documents required to be furnished.

They substantially reproduce certain detailed provisions of the Customs Consolidation Act, 1876, the Customs and Inland Revenue Act, 1881, and the Revenue Acts, 1883, 1884 and 1898, which are repealed by the Customs and Excise Act, 1952, and the Regulations of 1898 as to ships' reports. The latter were made under the Revenue Act, 1898, and are now revoked.

(a) 52 & 53 Vict. c. 63. (b) Rev. V, p. 556.