STATUTORY INSTRUMENTS

1965 No. 1993

CUSTOMS AND EXCISE

The Ship's Report, Importation and Exportation by Sea Regulations 1965

Made - - - -	24*th November* 1965
Laid before Parliament	30*th November* 1965
Coming into Operation	1*st January* 1966

The Commissioners of Customs and Excise, in exercise of the powers conferred on them by sections 26(4), 33(1), and 54(1) of the Customs and Excise Act 1952(a), 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 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 proper officer of Customs and Excise 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 at the Custom House.

3. Any report or interim report made by an agent authorised in writing by the master to make report or interim report shall be deemed to have been duly made, provided that 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 a ship at a port the master shall—

(*a*) where a boarding station has been appointed at that port, immediately bring the ship to at that boarding station;

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

(*b*) thereafter, or where no boarding station has been appointed at that port, 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:

Provided always that nothing in this Regulation shall affect the provisions of any regulations made under the powers conferred by the enactments relating to public health in force respectively in England and Wales, Scotland, Northern Ireland, and the Isle of Man with respect to ships which are to be taken to mooring stations within the meaning of those regulations.

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, and

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

PART IV

GENERAL

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

11. The Ship's Report, Importation and Exportation by Sea Regulations 1952**(b)** are hereby revoked.

12. These Regulations may be cited as the Ship's Report, Importation and Exportation by Sea Regulations 1965, and shall come into operation on the 1st January 1966.

Dorothy Johnstone,
Commissioner of Customs and Excise.

24th November 1965.
King's Beam House,
Mark Lane,
London, E.C.3.

EXPLANATORY NOTE

(*This Note is not part of the Regulations.*)

These Regulations re-enact with modifications the Ship's Report, Importation and Exportation by Sea Regulations 1952 and lay down

(1) the procedure 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) the procedure to be followed on the arrival of a ship at a port;

(3) provisions for regulating the unloading, landing, movement and removal of goods on importation by sea; and

(a) 52 & 53 Vict. c. 63. (b) S.I. 1952/2224 (1952 I, p. 673).

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

The modifications are :—

(*a*) they permit report to be made by an agent authorised by the master, subject to the provisions of Regulation 3;

(*b*) they lay down the procedure to be followed in respect of a ship arriving at a port where no boarding station has been approved;

(*c*) they confirm existing practice whereby export manifests include all goods shipped as cargo, whether or not covered by a bill of lading;

(*d*) they do not re-enact the requirement to furnish a certificate of the quantity of fuel shipped before departure from the United Kingdom for use on the voyage.