

Made by the Galway Harbour Company pursuant to' the provisions of the Harbours Act, 1996.

PORT AND HARBOUR OF GALWAY

BYE-LAWS

MADE BY THE GALWAY HARBOUR COMPANY PURSUANT TO THE PROVISIONS OF THE HARBOURS ACT, 1996, RELATING TO THE REGULATION AND MANAGEMENT OF THE PORT OF GALWAY

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MADE BY THE GALWAY HARBOUR COMPANY PURSUANT TO THE PROVISIONS OF THE HARBOURS ACT, 1996, RELATING TO THE REGULATION AND MANAGEMENT OF THE PORT OF GALWAY

- The Company.* 1. In these Bye-Laws the expression "the Company" shall mean the Galway Harbour Company and shall include their successors; the expression "the Harbour Master" shall include any Harbour Master, deputy or assistant Harbour Master for the time being appointed by the Company;
- The Harbour Master.* the word "C.E.O." shall mean the Chief Executive Officer and Company Secretary for the time being of the Company
- C.E.O.* the expression "Officer of the Company" shall include Harbour Master, C.E.O., and any other duly appointed officer of the Company
- Officer of the Company.* the expression "the Port" shall mean the existing Port and Harbour of Galway and the quays, piers and landing places therein and shall also include all places for the time being within the jurisdiction of the Company;
- The Port.* the expression "lay by" shall mean the existing quay which lies to the East of the New Pier.
- Lay by.* the word "Shed" shall mean any shed, store, silo or other structure owned or controlled by the Company and used for the reception of goods imported and for export or for any other use.
- Shed.* the word "Vessel" shall include any ship, fishing boat, pleasure craft or other vessel including seaplanes or craft of any description;
- Vessel.* the word "Master" when used in relation to any vessel shall mean the person having command or charge of the vessel for the time being, but shall not include Pilots;
- Master.* the word "Operator" when used in relation to any vessel shall mean the owner or charterer or manager of such vessel and his agent and every consignee of such vessel and when used in relation to goods (as hereinafter defined) shall mean the owner and any consignor, consignee, shipper or agent for the sale or custody of such goods;
- Operator.*

- the word "Goods" shall include livestock, minerals, wares, chattels and merchandise of all descriptions and shall include ballast *Goods.*
- the word "Vehicle" shall include any motor car, motor lorry, horse drawn lorry, car, cart, carriage, cycle, tractor, trailer and steam driven vehicle, motor van, Omnibus, Mini bus, Trailer, caravan, Container, Motor Scooter, Autocycle or moped. *Vehicle.*
- Words importing the singular number shall include, where the context so admits, the plural number, and words importing the plural number shall include, where the context so admits, the singular number. *Singular numbers and Plural numbers.*
- ### NAVIGATION, LOADING AND UNLOADING, ETC.
2. All goods deposited or placed on or in, or to be deposited or placed on or in, or removed from any quay or shed shall be handled or dealt with subject to the supervision and direction of the Harbour Master or other officer of the Company and shall be moved or removed to such places and in such manner as he shall direct, and shall be deposited, placed or stowed in such stacks, piles or tiers as may be directed and all shippers, stevedores, charterers, porters and other persons dealing with or handling goods shall be subject to the instructions of the Harbour Master or other officer of the Company. *Goods to be placed or stowed in sheds or quays as directed.*
3. (a) Goods shall not be deposited or placed on or in any quay or shed in such manner as to obstruct or interfere with the ordinary use and enjoyment thereof and the Harbour Master may either order any goods so placed to be removed forthwith to some convenient place by the owner thereof or he may cause the same to be removed and thereupon the cost and expense of such removal shall be repaid to the Company by the owner;
- (b) Any order made by the Harbour Master under paragraph (a) of this Bye-Law may fix a time not being more than twenty-four hours from the service of notice thereof, in writing within which the owner thereof shall remove goods placed in contravention of the said Bye-Law. If the said goods are not removed within that period, the owners of such goods will be guilty of an offence as provided in the Harbour's Act 1996. *Goods to be removed within specified times as directed.*

(c) Persons storing goods on the quays shall be required to pay such sums as demanded by the Company.

(d) The Master or Operator of every ship about to unload shall furnish to the Harbour Master a copy of the Manifest, the Bill of Lading and or Charter Party and such further particulars as to cargo or goods to be unloaded as the Harbour Master may require. The Harbour Master may require full particulars of all goods brought to the quays or sheds for shipment before allowing them to be deposited thereon or therein.

(e) All sums payable for occupation of quay or shed space, cost of removal, or otherwise in respect of goods shall be paid at the office of the Company before the goods are removed from the quays, and the Harbour Master may detain such goods until all such payments have been made.

4. The foregoing Bye-Laws are without prejudice to the right to exercise any other powers conferred on the Company by Statute, Bye-Law or otherwise.

Goods not to be sold or exhibited for sale.

5. No person (except with the permission of the Company) shall exhibit or place in or on any land or premises of the Company any goods for sale other than such goods as may be sold or exhibited for sale under the Provisions of the Merchant Shipping Acts, or by order of the Revenue Commissioners, and other than perishable goods sold within forty-eight hours of their being landed.

Goods not to obstruct mooring posts, etc.

6. A clear way or open passage considered adequate by the Harbour Master shall at all times be kept along the outer margin of the quays and no goods shall be placed on the quays in such position as to obstruct any mooring post or ring.

Stages, trestles, etc., not to obstruct working of quays.

7. Any person using gangways, planks, stages or trestles for the purpose of loading or discharging any Vessel shall upon the completion of such loading or discharging replace the same upon the quays so as not to cause any obstruction to the working of the said quays and in such manner as the Harbour Master may from time to time direct.

Handling of ballast, ashes and rubbish to be controlled.

8. (a) No person shall throw, cast or empty in any part of the Port any ballast, ashes or other bulky substance or rubbish of any description within any area under the jurisdiction of the company.

(b) Ballast or cargo may not be loaded into or unloaded from any vessel without sufficient safeguards in place to prevent any ballast or cargo falling overboard.

9. The Master or Operator of any vessel moored at any of the quays shall constantly have on board one or more persons to receive orders from the Harbour Master.

10. All vessels navigating within the limits of the Port shall keep a proper look out at all times by sight and by hearing and by all available means appropriate in the prevailing conditions and take all action necessary to avoid collision.

11. All vessels entering into or departing from the Port or navigating within the limits shall keep to the proper and usual side of any navigable channel, and all vessels, when under way, that cross to that portion of the fairway which is not their proper side for the purpose of turning or otherwise, must take upon themselves the responsibility of doing so safely, having regard to the passing traffic, and will be responsible for any injury or damage that may in consequence arise.

12. No vessel shall be swung within the limits of the Port except at such times and under such conditions as the Harbour Master shall direct, and no vessel shall commence to swing or unmoor while any other vessel is manoeuvring under the direction of a pilot or with a pilot on board such manoeuvring vessel.

13. A vessel except with the permission of the Harbour Master, shall not lie or be moored in the entrance to the Port or any dock or graving dock within the limits thereof.

14. A vessel, except with the permission of the Harbour Master, shall not be berthed or moor at or abreast of any ferry or other ship or steps within the Port, and no vessel shall be berthed or lie so as to overlie a limit post of any berth.

15. The Master of a vessel casting anchor within the limits of the Port shall cause a buoy to be fastened forthwith to the anchor in such manner that it may be plainly seen where the anchor has been cast.

16. A mechanically propelled vessel shall not race or attempt to strive or race against another vessel, nor shall any vessel attempt to come in the wake of another vessel, or pass one proceeding in the same direction, except at a safe distance, and the slower vessel shall allow the faster moving vessel freely to pass on her port side.

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Vessel not to be anchored in the Fairway.

17. A vessel or raft shall not, except in case of absolute necessity or emergency, be anchored, moored or placed in the Fairway, and should any such vessel or raft be so anchored, moored or placed, it shall be removed from the Fairway as soon as circumstances permit. At night, such vessels or raft shall be clearly identified by means of an all round white light with a visible range of 1 nautical mile.

Boat not to make fast to vessel in motion.

18. A person in a boat shall not make fast or endeavour to make fast such boat to a vessel in motion without the previous permission of the Master or person in charge of such vessel.

Anchor dropped or slipped to be buoyed.

19. The Master of a vessel shall not leave any anchor that may have been dropped or slipped from such vessel in any part of the Port without a buoy to mark its position, and such anchor is to be removed without delay.

Vessel to have substantial mooring lines.

20. Every vessel within the limits of the Port shall, when so required by the Harbour Master, have substantial mooring lines and fasts fixed to the dolphins, booms, mooring buoys or mooring posts.

Vessel to lie broadside to the Quay.

21. Every vessel lying at a quay, within the Port, shall be so berthed as to lie broadside to the Quay, except the Harbour Master otherwise directs.

Master of vessel to give notice when leaving berth.

22. The Master of a vessel, before heaving out or removing his vessel from a berth, shall give notice of his intention to the Harbour Master. All vessels manoeuvring within the port shall maintain a listening watch on VHF Channel 12* and be ready to answer a radiotelephony call from the Harbour Master or a licensed pilot, coxswain of the pilot cutter or the dockgatesman.

Vessels not to be moored two abreast at Quay without permission.

23. Vessels shall not be moored two abreast at a quay within the Port, without the express permission of the Harbour Master.

Vessels not to be made fast to another without permission.

24. A vessel shall not be made fast or moored to another vessel without the permission of the person in charge of such other vessel and of the Harbour Master and in no case shall such side by side mooring affect in any way the safe launching and recovery of the RNLI Lifeboat at the 'lay by'.

*Note: * The prescribed VHF Channel as stated, from time to time in Local Notices to Mariners.*

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25. A Master shall not absent himself from his vessel whilst afloat without leaving her in charge of the second-in-command or another officer, who shall be fully qualified and able to shift the vessel should necessity arise.

Master not to leave vessel without qualified officer in charge.

26. A vessel within the Port shall have sufficient hands on board to attend to her moorings, gangways, and other shore connections and to cause them to be slackened or hove in, as may be necessary.

Vessel to have sufficient hands to attend to moorings, etc.

27. The Master or Operator of any Vessel shall promptly obey every reasonable order of the Harbour Master as to coming to or leaving the quays, and use of fenders, making fast or casting off ropes.

Harbour Master's Orders to be obeyed.

28. A vessel, raft, anchor, buoy, fishing net, lobster pot, shrimp pot, fishing gear or other matter or thing shall not be so placed, left, or employed as to endanger any vessel such as a light tender or dredger or pilot cutter or other vessel employed by the company or quay, or to obstruct, or tend to obstruct, navigation within the jurisdiction of the company.

No vessel, raft, etc., to be placed so as to endanger any vessel or quay or obstruct navigation.

29. The Operator of a raft, anchor, buoy, fishing net, lobster pot, shrimp pot or other matter or thing lying in the waterway or fairway of the Port shall, upon being so required by the Harbour Master, cause the same to be immediately removed from where it then is to such other place as the Harbour Master shall direct.

Rafts, etc., in waterway to be removed.

30. The Master of any vessel when approaching any dredger, lighter, diving apparatus or any other vessel which may be stationary in any part of the port, or when approaching any barge, tender, ferry or other small craft whether stationary or in motion shall so regulate the course and speed of his vessel as not to damage or interrupt the dredging or diving nor to injure or endanger the safety of such dredger, light tender, lighter, diving apparatus, divers or other vessel, barge, tender, ferry or small craft.

Vessels in motion not to injure or endanger ships, boats, small craft, etc., moving or stationary.

31. Small boats, mechanically propelled or otherwise, and including pleasure boats, are strictly required to keep out of the Fairway channel particularly when ships under the direction of a licensed pilot are manoeuvring in such Fairway channel.

Small boats to keep out of Fairway channel.

32. Operators of small boats, mechanically propelled or otherwise, and including pleasure boats must not put down permanent moorings except with the permission of, and at places approved by, the Harbour Master.

Gangways to be in a safe position. 33. The Master shall cause all gangways and stages used for the purpose of access to any vessel to be placed in a safe, position, duly protected and securely fastened, and to be so maintained at all times when in use, and to be adequately illuminated at night.

Vessel to discharge quickly. 34. The Master of a vessel entering within the limits of the port for the purpose of discharging cargo shall cause the vessel to be discharged as soon as conveniently may be after entry and shall, after discharging, remove the vessel to such other part of the Port as the Harbour Master may direct.

Ropes, etc., not to be loosed. 35. A person shall not loose, cut, break or destroy any rope or other fastening of any vessel, unless directed so to do by the Master of such vessel or by the Harbour Master.

Master of vessel going into berth where vessel will ground, answerable. 36. The Master of a vessel that is prepared to allow her to lie in a berth where she shall take the ground, shall be answerable for any damage that may occur to her by so doing.

Quay stairs not to be obstructed. 37. A rope, chain or impediment shall not, except temporarily in case of emergency, be laid or run from a vessel across any steps or stairs leading from a quay to the water so as to obstruct the free passage up and down such steps or stairs.

38. No vessel shall moor at the steps in the 'lay by' without the expressed permission of the Harbour Master so as to obstruct the safe launching and recovery of the RNLI Lifeboat or any other rescue craft. Vessels so moored at these steps with the said permission of the Harbour Master shall be manned at all times and be available to move immediately.

Company's Officials may board vessel. 39. The Company's Officials may at any time whilst a vessel is in the Port, board such vessel and inspect it or any part of it in the execution of their duty.

40. No fires, or hot work, welding, grinding or other similar work shall be made which may cause fire without the permission of the Harbour Master.

Smoking, etc., in unauthorised parts of vessels. 41. The smoking, lighting, or burning of tobacco or any herb or substance whatsoever in any unauthorised part of a vessel within the limits of the port is prohibited.

Vessels to provide fenders. 42. The Master of any vessel shall provide his vessel with fenders or other suitable appliances for the protection of the quay walls or of his own or another vessel.

43. The Master or Operator of any vessel which has sunk or stranded in the Harbour shall immediately give notice to the Harbour Master of such occurrence and shall carry out the instructions of the Harbour Master as to lighting, buoying, and removal of such vessel. The Owner of such stranded or sunk vessel shall be liable for the costs of such works and of the removal of such vessels as directed by the Harbour Master.

Vessels carrying hazardous goods. 44. The Master of every vessel having on board any quantity of explosives, cartridges, fuses, matches, acids, calcium carbide, or other goods of a dangerous or polluting nature as set out in the 'International Maritime Dangerous Goods Code' in excess of the vessel's standard equipment shall on arrival give notice thereof to the Harbour Master. Such goods shall not be stored on open quays or in transit sheds. There shall be stated distinctly, on the outside of the container of the goods, the nature of the goods and that they are hazardous and be labelled in compliance with the International Maritime Dangerous Goods Code.

Precautions to be taken against leakage of petroleum, tar, etc. 45. The Master of any vessel carrying petroleum, oil products, tar or other similar substances, in bulk or otherwise, shall take all the precautions to prevent the discharge or leakage from his vessel into any dock or tidal waters of the Port, of such petroleum, oil products, tar or other similar substances and any Master failing to prevent such discharge or leakage or permitting the same, shall be deemed to have committed an offence against these Bye-Law and the owner of the vessel from which the discharge or leakage takes place shall make good any damage caused thereby to the Company's property.

46. The Master or Operator of any vessel shall take all precautions to prevent the discharge or leakage of any oil product from his vessel into the dock, the tidal waters of the port, lay by or the sea any area within jurisdiction of the company. Masters failing to prevent such discharge or leakage or permitting the same, shall be deemed to have committed an offence against these Bye-Laws and the owner of the vessel from which the discharge or leakage takes place shall make good any damage caused thereby to the Company's property.

Cessation of loading or discharging when required. 47. The Master or Owner of any vessel engaged in loading or discharging of goods shall cease loading or discharging if required so to do at the request of the Harbour Master.

Vessels not to use engines whilst at quays.

48. No person shall work the propulsion engine(s) of any vessel in the docks for trial or cause the same to be worked without the permission of the Harbour Master. If any person shall commit a breach of this Bye-law, the Operator and Master of the vessel so working her propulsion engine(s) shall jointly and severally save and keep the Company harmless and indemnified from and against all claims, loss, damage and liability which may be caused thereby or which may in anywise whatsoever arise out of or in connection therewith.

Access over decks to persons or goods for vessels in outside berths.

49. The Masters and crew of all vessels occupying berths at the quays shall if so required by the Harbour Master give free access over the decks of their vessels for persons and goods to and from vessels berthed outside.

Vessels not to moor to perches or buoys: damage to same to be made good.

50. No Master of any Vessel shall make fast such Vessel to any lighthouse, perch or buoy within the Port (save and except any wharf or mooring buoys which may be provided for the purpose) and if any such Master shall make fast such Vessel to any such lighthouse, perch or buoy as aforesaid (save and except as aforesaid) every such Master so offending and the Owner of such Vessel shall make good any damage which shall arise therefrom to such lighthouse, perch or buoy and in addition shall be liable to a penalty as here-in-after provided.

Damage caused to quays, perches or buoys, to be made good.

51. The Master or Operator of any Vessel negligently or wilfully permitting any Vessel to run foul of any of the quays, jetties perches or buoys in the Port shall make good any damage thereby done and in addition shall be liable to a penalty as hereinafter provided.

Vessels not to moor to lamp-posts, pillars, etc.

52. The Master or Operator making fast a Vessel to any of the cranes, quay fenders, lamp-posts, electric light posts, shed pillars, barriers or any other work of the Companies' at the quays or in any part of the Port (save and except to mooring posts placed for that purpose) shall make good any damage occasioned thereby, and in addition shall be liable to a penalty as hereinafter provided.

Vessels not to shift without permission etc.

53. No person shall remove any Vessel from one berth to another without the previous sanction of the Harbour Master, but the Harbour Master may require the Master of any Vessel forthwith to remove the same from any berth to another berth in the port and if such Master shall on being so required refuse or neglect without reasonable cause, to

remove such Vessel then such removal may be effected by the Harbour Master and the Master or Operator of such Vessel shall pay to the Company all the costs attending such removal and the Master shall be deemed to have committed an offence against this Bye-Law.

54. No Master of a Vessel shall obstruct the free passage of the Port in any manner whatsoever and shall move his vessel when so ordered by the Harbour Master.

Vessels to move when so ordered and not to obstruct.

55. No person shall cut or cast off a mooring chain or rope without instructions from the Harbour Master,

Moorings not to be cast off without instruction.

56. The person in charge of the loading or discharging of any Vessel shall remove all gangways, hardarms, cargo transfer hoses or other gear when required by the Harbour Master so to do in connection with the removal of any Vessel under the foregoing Bye-Law No. 54 and if such person shall, after being so required, refuse or neglect to remove the said gangways, hard-arms, cargo transfer hoses or other gear such removal may be effected by the Harbour Master and such person shall pay to the Company all costs attending such removal and shall be deemed to have committed an offence against this Bye-Law.

Stages, planks and other gear to be moved when required.

57. While a vessel is at the quays its sails shall not be left loose at any time particularly in stormy weather.

Sails to be furled.

58. No Master or other person in charge of any vessel navigating the Channel between the Roadstead and dock gates shall permit his vessel to proceed at a greater rate of speed than five knots, except in the case of the RNLI lifeboat or in the case of extreme emergency.

Vessels to proceed at moderate speed.

59. The Master of any vessel entering or leaving the dock shall maintain a listening watch on V.H.F. channel 12* and be ready to answer a radiotelephony call from the Harbour Master and or a licensed pilot or coxswain of the pilot cutter or the dockgatesman for the purpose of the safety of navigation and that of vessels manoeuvring in the dock. Masters of pleasure craft, inshore fishing vessels and small craft are to report to Dockgatesman on duty on V.H.F. Channel 12* when the dockgates are open for information concerning the movement of commercial vessels within the jurisdiction of the Company.

Listening VHF watch to be kept when entering/leaving the harbour.

Note: * The prescribed VHF Channel as stated, from time to time in Local Notices to Mariners.

Safe passage not to be impeded.

60. No Master or other person in charge of any vessel navigating the Channel between the Roadstead and the dock gates shall impede the safe passage of any vessel either entering or leaving the port which can only safely navigate within aforesaid channel.

Fumigation of Vessels.

61. Without prejudice to the powers of the Chief Medical Officer of a Health Authority acting under the provisions of the Infectious Diseases Regulations, 1948, and the Infectious Diseases (Shipping) Regulations, 1948, no Master of any Vessel shall permit such vessel to be fumigated within the port for the destruction of vermin or for any other purpose without the permission in writing of the Harbour Master and such operation when performed, with such permission, shall be at the risk of the Operator of such Vessel.

Livestock to be penned.

62. All livestock intended for shipment shall be placed in pens or cattle lorries for that purpose until ready for shipment and such livestock shall not be allowed to remain freely on the Quays.

Report to Harbour Master such particulars of vessels.

63. The Master or Operator of every Vessel including pleasure craft shall within twenty-four hours after arriving in the Port report such arrival to the Harbour Master giving name and description of the vessel, name of her Master, the place from which she has arrived, the port or place to which she belongs, particulars of tonnage, draught of water, cargo consigned, including Bill of Ladings, Cargo Manifests and Charter Parties (if applicable), the name and address of her operators and all other particulars deemed necessary by the said Harbour Master.

Smoking restrictions near sheds and vessels handling inflammable goods.

64. The use of matches, mechanical lighters or naked lights of any kind or the smoking of tobacco or any other herb near inflammable goods or near or in vessels loading or discharging inflammable cargoes is prohibited.

65. The hatches or other openings on the deck of a vessel lying at the quays shall be kept closed unless otherwise permitted by the Harbour Master except while work of loading or unloading is proceeding. Where the hatches or other openings of a vessel which is not being loaded or discharged are left uncovered by permission of the Harbour Master, such hatches or openings must be fenced to a height of 1 metre when the coamings are less than 76 centimetres in height. Such hatches or openings must be illuminated at night and a warning notice visible at night posted in a conspicuous place.

66. The Master or Operator of a Vessel which is loading or discharging between sunset and sunrise shall, so as to enable such work to be safely performed, maintain a good and sufficient light over each hold of his Vessel.

67. The Master of a vessel loading or discharging goods at the quays shall place such Vessel and load or discharge such goods so as not to obstruct other Vessels from being discharged, loaded, navigated or moored in the Port.

68. No person shall extinguish or attempt to extinguish or interfere in any way with the lamps on the quays or with any of the Harbour navigation lights, the property of the Company's.

69. No person shall bathe at any of the quays or from any vessel lying at same without the consent of the Company.

70. The Master of a Vessel shall not anchor so near to a Mooring Buoy as to prevent another Vessel using the same.

71. The Master or Operator of a Vessel intended to be laid up in the Port shall report same to the Harbour Master immediately the Vessel is discharged and such Vessel may thereupon be laid up at the sole risk of the Operator in the Port if, in the opinion of the Harbour Master, the fact of such Vessel being laid up in the Port will not interfere with the working of the Port. Such laid up vessel shall ensure safe access as per bye-law 33.

72. The Master of a Vessel intended to be laid up shall immediately after the discharging of such Vessel move same to the place in the Port appointed by the Harbour Master and shall there securely moor such Vessel.

73. The Owner of a Vessel during the time such Vessel is laid up shall pay the Company such accommodation rates as are or may from time to time be fixed or authorised by a Harbour Rates Order then in force.

74. Goods intended for shipment through the Port shall not be placed on the quays unless permission therefor has been obtained beforehand from the Harbour Master by the Owner of such goods.

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<i>Requirements when placing goods on quays.</i>	75. (a) Goods on the quay and intended for shipment shall be placed at such distance from the water's edge, as the Harbour Master considers adequate but in any event be not less than 1 metre 80 centimetres from the aforesaid water's edge. Such goods shall be safely stowed on the quayside posing no hazard to the public of individuals working at the quay. (b) Goods in any shed shall not be so placed as to prevent the free working of the slides or gates of such shed. (c) Goods on the quay shall not be so placed as to interfere with the free working of the cranes. (d) Goods on the quay shall not be placed in such a manner as to interfere with free access to any fire fighting hydrant or life saving apparatus.
<i>Drivers of Vehicles not to cause obstruction.</i>	76. No person shall on any pretext whatsoever cause any vehicle to stand or remain on the quays or at or in any shed longer than may be necessary for loading or unloading, nor shall any person by means of any vehicle or any horse or other animal or otherwise wilfully interrupt or cause any obstruction at the quays or any shed. Every driver or person in charge of such vehicle, horse or animal shall when requested by any Harbour Master or other Officer of the Company remove such vehicle, horse or other animal.
<i>Vehicles always to have a person in charge.</i>	77. No vehicle shall be left at the quay without some person remaining therewith in actual charge of the same and in case of there being no person in charge, any Harbour Master or other officer of the Company may cause it to be removed to some convenient place and there detained at the cost and risk of the owner.
<i>Loiterers forbidden.</i>	78. No person shall loiter in any shed or on any quay belonging to the Company or in any way interfere with goods lying within the limits of such property.
<i>Penalty for wilful damage to Commissioners' property.</i>	79. Any person who shall wilfully damage any of the property of the Company shall be guilty of an offence under these Bye-Laws and shall pay to the Company the cost of making good such damage, and in addition shall be liable to a penalty as hereinafter provided.
<i>Improper interference with machinery.</i>	80. No person shall improperly interfere with any machinery or equipment provided by the Company.
<i>Nuisance.</i>	81. No person shall commit a nuisance on any part of the Company's' property.

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82. No person other than members of the Garda Síochána and the Defence Forces in discharge of their duties shall be permitted to use or discharge firearms or any other pyrotechnic on any part of the Company's' property, save with the prior consent of the Company.	<i>Use of firearms on Commissioners' property.</i>
83. No person shall obstruct any officer or servant of the Company in the exercise or performance of his duties.	<i>Officers of the Company not to be obstructed.</i>
84. Idle or disorderly persons may be removed from the Company' premises by the Harbour Master.	<i>Removal of disorderly person.</i>
85. Every vessel requiring to load or discharge heavy stones, machinery, timber or other weighty goods, which cannot be conveniently landed or shipped with the tackle of such Vessel must use a crane suitable for the purpose of loading or discharging the aforesaid goods.	
86. No person shall attempt to lift by any crane a greater weight than may be marked on such crane, 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.	<i>Notification of heavy weights to be lifted by cranes.</i>
87. The Harbour Master may give directions for preventing and removing obstructions or impediments in or on docks, quays, works and roadways within the limits of the Port.	<i>Preventing and removing obstructions.</i>
88. Vehicles shall be driven in the dock area at a safe speed and where designated at the speed limit imposed.	<i>Safe vehicle speed.</i>
89. Vehicles may park within the dock area as set out below: (i) In the car park provided, this car park is to be put out to tender every two years. Car park charges are as set out by the Harbour Company from time to time.	
(ii) On street parking by means of 'pay & display' charges are set out by the company from time to time. Penalty for not displaying a ticket or displaying a ticket out of time shall be as sign posted throughout the harbour. This penalty shall be reviewed from time to time. Vehicles with no ticket displayed or have a ticket out of time shall be clamped until the fine is paid.	
(iii) Parking inside barriers and at such other areas, an annual fee will be determined by the company.	
90. No person shall affix signs or other directional notices without the written consent of the company.	

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91. The Company reserves the right to itself to introduce any charges that may deem appropriate for the provision of any facilities which they may provide pursuant to the Company's Waste Management Plan or such other services as may from time to time occur.

*Penalty for
breach of Bye-
Laws.*

92. A person who contravenes any of these Bye-Laws shall be liable on summary conviction to a fine not exceeding €1,270.00

SEALED with the Seal of the Galway
Harbour Company in presence of:

Chairman - Mr. Eamon Bradshaw

Director - Mrs. Angela Lynch Lupton

*Chief Executive Officer
and Company Secretary - Mr. Tom O'Neill*

Date 15th November 2002