

THE HARBOURS ACT

RULES
(under section 7)

THE HARBOUR RULES, 1971

(Made by the Marine Board and approved by the Minister on the
7th day of May, 1971)

L.N. 320/71
Amdt:
L.N. 95A/88
150/2001

1. These Rules may be cited as the Harbour Rules, 1971.

- 2.—(1) In these Rules, unless the context otherwise requires—
 - “aircraft” includes balloons, kites, gliders, air-ships, and flying machines;
 - “boat” means any canoe, or undecked craft, however propelled, using any harbour in this Island, or any channel or approaches thereto;
 - “Collision Regulations” means the Regulations for preventing collisions at sea made under the Merchant Shipping Act, 1894 (57 and 58 Vic., Cap. 60);
 - “coxswain” means a person in charge of a boat or vessel licensed under these Rules;
 - “coxswain-driver” means a person in charge of a boat or vessel licensed under these Rules and also of the propelling machinery of such boat or vessel;
 - “driver” means a person operating the engine of a mechanically propelled boat or vessel licensed under these Rules;
 - “Harbour Master” means the Harbour Master of the harbour in or nearest to which the act or omission shall have occurred, or the deputy of such Harbour Master, as the case may be;
 - “master” means any person (except a pilot) for the time being in charge of any boat or vessel;
 - “surveyor” means the surveyor appointed by the Marine Board;
 - “under way” means when a boat or vessel is not at anchor, or made fast to the shore, or aground;

“vessel” means any decked vessel or craft, whatever may be its rig or tonnage, and whether propelled by sail, steam or otherwise;

“water skiing” means the act of a person whether or not equipped with floats (called skis) fastened under foot, being towed through the water by a boat or vessel or aircraft, hydrofoil or hovercraft.

(2) Any expression appearing in these Rules which is defined in the Act shall have the meaning assigned to the expression in the Act.

3. These Rules shall apply to any boat or vessel using any harbour in the Island, or the channels or approaches to such harbour.

PART I

Safety and General Rules of Conduct

4. Every boat or vessel between sunset and sunrise shall carry approved navigation lights as laid down in the Collision Regulations:

Provided that the foregoing provision shall not apply to boats or vessels not exceeding twenty-five tons gross, moored within the areas specified in the Third Schedule.

Third
Schedule.

5. Where lights, other than approved navigation lights as aforesaid, exhibited by boats or vessels (whether used for purposes of fishing or not) are liable to be mistaken for lights or beacons erected by public authority for the warning or guidance of ships, they shall be extinguished or screened on the approach of, or to, other boats or vessels.

6. Any accident to any boat or vessel shall be reported by the owner thereof or his agent to the Secretary of the Marine Board within forty-eight hours of the occurrence of such accident and such owner or his agent shall at the time of the making of such report deliver to the Secretary of the Marine Board the licence, if any, granted in respect of such boat or vessel.

7. No vessel shall (without the permission of the Harbour Master) lie at any wharf so as to prevent ingress to or egress from any other wharf or so as to incommode or obstruct the business of any other wharf.

8. No siren or steam whistle shall be sounded on any vessel in any harbour except for the purpose of making signals as laid down in the Collision Regulations:

Provided that any vessel may sound one warning blast of not more than five seconds duration before sailing.

9. Every vessel having anchored in the process of berthing alongside of a wharf shall when required by the Harbour Master in writing heave up and stow her anchors so as not to impede the movements of other vessels.

10.—(1) Every person in charge of any boat or vessel (including fishing boats and vessels) under way or at anchor in any channel leading into any harbour, not being in the act of passing through such a channel, shall give way so as not to impede the passage of any vessel passing through, and remove to a safe distance from the course of such vessel.

(2) Subject to the provisions of any law or any regulations made under any law no person shall enter into or remain in the sea within—

(a) a distance of one hundred metres from any wharf or any vessel except when employed on duty connected with such wharf or vessel or with the permission of the owner of such wharf or his agent, or of the master of the vessel, as the case may be.

(3) Any person who contravenes any of the provisions of this rule shall be liable to a fine not exceeding two hundred dollars.

11. No vessel within the limits of any harbour shall discharge smoke unnecessarily and the Master of any vessel who (after being warned by the Harbour Master) shall permit or allow smoke to be so discharged shall be liable upon conviction to a penalty not exceeding forty dollars.

12. No person shall wilfully obscure any buoy, stake, or mark placed within the limits of a harbour by or with the authority of the Harbour Master.

13.—(1) No person shall (without first obtaining the permission of the Harbour Master) place or lay down any object fitted with moorings within the limits of a harbour or in the channels or approaches thereto.

(2) Any such object laid down with the permission of the Harbour Master shall be removed forthwith by the person who placed or laid down the same upon receipt of a notification in writing from the Harbour Master requiring him so to do.

(3) Any person who contravenes any of the provisions of this rule shall be liable to a fine not exceeding sixty dollars.

14. Subject to the provisions of any law no fishing nets shall be laid—

- (a) within three hundred yards from any wharf or pier without permission in writing of the Harbour Master;
- (b) in any part of the harbour which is used as a fairway by boats or vessels or as a recognized anchorage.

15. No person who has in his possession any mechanical lighter, matches, or tobacco shall enter or be permitted to enter the hold of any vessel.

16.—(1) Subject to the provisions of rule 10 (1), boats and vessels of every description whatsoever under way within the limits of a harbour shall proceed at a reduced speed when in the vicinity of boats or vessels at anchor, secured to wharves, housed in boat-houses or engaged in fishing, so as to avoid setting up a wash dangerous to such other craft and in no case shall—

- (a) vessels exceeding twenty-five tons gross tonnage exceed a speed of ten knots with the exception of Hydrofoil and Hovercraft;
- (b) vessels under twenty-five tons gross tonnage exceed a speed of twenty knots; and
- (c) the Harbour Master may direct in writing the maximum speed within the limits set out in sub-paragraphs (a) and (b) above at which a vessel shall proceed in specified sections of the harbour.

(2) The master, owner or pilot of a boat or vessel committing a breach of this rule shall be liable to a fine not exceeding two hundred dollars.

17.—(1) Every vessel carrying passengers and every vessel exceeding one hundred tons gross register when moored to or lying alongside of any wharf in any waters within the jurisdiction of the Marine Board shall have for the use of persons leaving or boarding such vessel a good and sufficient gangway or landing stage approved by the Surveyor.

(2) During the hours between sunset and sunrise there shall be provided a good and sufficient light which shall be so positioned as to throw its full light upon the gangway or landing stage.

(3) Any master who fails to comply with the requirements of this rule shall be liable to a penalty not exceeding two hundred dollars.

PART II

Licensing, Competence and Additional Safety Rules

18. Subject to the provisions of rule 49 no boat or vessel shall be used for carrying passengers or goods of any description unless such boat or vessel has been licensed by the Marine Board under these Rules.

19. Every application for a licence under these Rules shall be in writing in the appropriate form set out in the First Schedule and shall be delivered to the Secretary of the Marine Board together with the fees payable in respect thereof.

First
Schedule.

20. Every applicant for a licence shall produce his boat or vessel for inspection by an officer of the Marine Board at such time and at such place within the limits of the harbour at which it is kept as the Secretary of such Board may by notice in writing specify.

21. The Marine Board shall, without undue delay consider every application for a licence and may in their discretion grant or refuse to grant the licence.

22. Every boat or vessel required to be licensed under these Rules shall have its licence number clearly painted on each side of its bow with white paint on a dark ground or black paint on a light ground, and the port to which such boat or vessel belongs similarly painted on the stern.

23. Every licence granted under these Rules shall be in the appropriate form set out in the First Schedule and shall remain in force from the date on which it was issued to the 31st day of March next following the issue thereof:

Provided that during the validity of the licence if such boat or vessel is not maintained in accordance with the requirements of these Rules, such licence may be revoked.

24. The licence granted in respect of a particular boat or vessel shall on demand be produced to the Surveyor, Harbour Master, Officer of Customs, Secretary of the Marine Board or a member of the Police Force.

25. A licence may be renewed by an application in writing to that effect made to the Secretary of the Marine Board at least one calendar month before the expiration of such licence and upon the payment of the appropriate fees; and the provision of rules 20 and 21 shall apply thereto in like manner as they apply to the application for a licence.

26. If for any reason the person to whom a licence has been granted is unable to produce such licence then he shall be required to pay the appropriate fees set out in the Second Schedule in respect of every duplicate licence issued.

Second
Schedule

27.—(1) Every vessel which is provided with a motor for purposes of propulsion or for any other purpose and which is housed in a compartment within the hull of such vessel shall comply with the following requirements—

- (a) The motor shall be confined within a separate water-tight and well-ventilated compartment in which no naked light or apparatus for containing fire, other than permanent fixtures on the motor for starting purposes may be placed. Proper ventilation shall be provided for the compartment by means of at least two suitable cowl ventilators so arranged as to prevent an accumulation of oil vapour in the lower part of the space to which part one of the ventilators shall extend. Any enclosed space in which a motor or fuel tank is placed shall be ventilated in like manner.
- (b) The compartment in which the motor is situated shall be fitted with a CO² or Halon system to the satisfaction of the Surveyor to the Marine Board, with remote quick release located within easy reach of the crew so that, in case of fire, the full quantity of CO² or Halon be released into the compartment without opening the compartment.
- (c) The quantity of CO² or Halon required for each compartment is to be calculated at the rate of ten cubic feet per pound of CO² or Halon. The cubic capacity of the compartment is to be calculated by multiplying the length by the breadth by the depth of the compartment in feet and no deductions are to be made for machinery or other items of equipment contained in the compartment.

(2) Every vessel provided with a motor, whether housed within the hull or in a deck-house, shall comply with the following requirements—

- (a) Petrol or fuel tanks shall not be placed in a closed motor room or in any close space used by the passengers or crew; they may be placed either on deck and provided with suitable wooden covering, or placed in an isolated and well-ventilated compartment. Gauze diaphragms shall be fitted to all air vents and filling pipes of tanks to the satisfaction of the Surveyor to the Marine Board.
- (b) All petrol or fuel tanks shall be fitted with readily accessible shut-off cocks or valves, preferably operated from above the compartment in which the tanks are fitted, and the shut-off cocks or valves are to be placed as close to the tanks as possible.

(3) Every wooden vessel which is provided with a galley either enclosed in the hull of the vessel or otherwise, shall have the galley enclosed in a suitable compartment lined with fire-resisting materials consisting of asbestos sheeting a quarter of an inch in thickness covered on the inside with sheet steel or iron and shall comply with rule 28 as respects the equipment of fire extinguishers and sand.

(4) The Marine Board may waive compliance with any of the requirements contained in this rule in respect of vessel already in service if satisfied that the necessary safety requirements have been met.

(5) The requirements of this rule shall not apply to speed boats, boats used solely for the towing of water skiers or boats propelled by outboard motors, but such boats shall be fitted with fire extinguishers and life saving appliances to the satisfaction of the Surveyor.

28. Every boat or vessel fitted with internal combustion engines shall be provided with fire extinguishers and sand to the satisfaction of the Surveyor who shall specify the number of extinguishers and the amount of sand in each case. Such extinguishers shall be placed in a position ready for immediate use.

29. Where a boat or vessel is fitted with an internal combustion engine, if the space occupied by the engine is at the after end of the boat or vessel, such space shall be separated from that occupied by persons by a water-tight bulk-head. If the engine is placed amidships, a water-tight bulk-head shall be fitted at each end of the engine space. The compartment containing the fuel tanks shall be separated from the remainder of the boat or vessel by efficient bulk-heads. The bulk-heads shall extend at least to the height of the seats, and if constructed of wood, shall be worked in two thicknesses with painted canvas between :

Provided that alternative arrangements for preventing the spread of oil throughout the boat or vessel by way of bilges may be submitted to the Marine Board who may approve thereof if they shall see fit to do so.

30. Internal combustion engines which are permanent fixtures in open boats shall be cased in and well ventilated. The casings shall be constructed of such materials as the Surveyor may decide and shall be built to his satisfaction.

31. All boats or vessels fitted with engines other than internal combustion engines shall be provided with such fire-fighting appliances as the Marine Board may from time to time prescribe.

32. Every boat or vessel shall be provided with efficient means of keeping the bilges free of water.

33. The maximum number of persons which any boat or vessel may carry shall be determined by the Surveyor and no boat or vessel shall be under way with a larger number of persons than that specified for the particular boat or vessel.

34. The licence of every boat or vessel licensed under these Rules shall specify the number of persons such boat or vessel may carry.

35. Every person in charge of a boat or vessel carrying more persons than such boat or vessel is licensed to carry shall be guilty of an offence against these Rules, and upon conviction be liable to a fine not exceeding two hundred dollars.

36. Every boat or vessel licensed under these Rules shall be provided with life-saving equipment, cars, sails and other equipment to the satisfaction of the Surveyor.

37. All life-saving appliances shall at all times be kept in first class order and shall be on board during such times as the boat or vessel is under way and shall be stowed where they will be most readily available in case of emergency.

38. All boats and vessels used for transporting passengers or goods of any description shall have a load line mark twelve inches long and one inch broad permanently marked each side amidships. Under no circumstances may any boat or vessel be so loaded as to submerge

these marks. Such marks shall be assigned by the Surveyor and the amount of free board shall be stated in the licence of such boat or vessel.

39. No boat or vessel licensed under, or required to be licensed by these Rules shall be under way in any harbour or in the channels or approaches thereto unless the coxswain, coxswain-driver or driver thereof possesses a valid certificate of competency issued by or approved of by the Marine Board appropriate to the duties performed by him on such boat or vessel. Any person who serves in any of the aforesaid capacities without being at the time entitled to and possessed of such certificate as hereinbefore required and every person who, either in his own behalf or acting in the capacity of agent, employs any person in any of the aforesaid capacities without ascertaining that such person is at the time entitled to and possessed of such certificate as aforesaid shall be guilty of an offence against these Rules and on conviction shall be liable to a fine not exceeding two hundred dollars.

40. Every boat or vessel used for the purpose of towing water skiers shall be manned by a crew of at least two, one of whom shall be employed to keep watch astern on the skiers being towed.

41. Every applicant for a certificate of competency shall not be less than seventeen years of age and every application for such certificate shall be in the appropriate form set out in the First Schedule and shall be delivered to the Secretary of the Marine Board, together with the appropriate fees.

42. The Marine Board shall, whenever it considers it necessary, cause the applicant for a certificate of competency to be examined as to his ability and fitness.

43. Every application for a certificate of competency shall be considered by the Marine Board and the Marine Board may in its discretion grant or refuse such application.

44. Every certificate of competency granted under these Rules shall be in the appropriate form set out in the First Schedule and shall remain in force until suspended, revoked or cancelled by the Marine Board.

45. Every certificate of competency granted under these Rules shall entitle the holder thereof to operate only in the capacity and in the harbour or harbours mentioned in such certificate and not otherwise.

46. The Marine Board may at any time, suspend, revoke or cancel any certificate of competency granted under these Rules if it appears to the Board that the holder of such certificate is no longer fit or able to discharge the duties mentioned in such certificate.

47. The Surveyor, Harbour Master, an officer of Customs, the Secretary of the Marine Board, or a member of the Police Force shall at all times have the right to board any boat or vessel and to require the coxswain, coxswain-driver or driver thereof to produce his certificate of competency for inspection and it shall be an offence against these Rules for anyone to prevent, hinder or obstruct, the Surveyor, Harbour Master, officer of Customs, the Secretary of the Marine Board or member of the Police Force from or while boarding any boat or vessel, or when called upon as aforesaid to produce his certificate of competency to refuse or fail or neglect to do so.

48. There shall be paid to the Marine Board the fees set out in the Second Schedule.

Second
Schedule.

49. Notwithstanding anything to the contrary rules 18 to 48 (inclusive) shall not apply to—

- (a) boats or vessels used exclusively for the private purposes of the owner and which are not used for the carriage of goods or passengers for profit either directly or indirectly;
- (b) certified ships' life boats;
- (c) boats or vessels used solely for the purpose of fishing;
- (d) vessels in possession of valid sea-going certificates;
- (e) vessels or boats owned by Her Majesty's or any other Government;
- (f) such other craft as the Marine Board may, by instrument in writing, declare to be designed or adapted for use solely for recreational purposes.

50.—(1) No boat or vessel of any description shall be allowed to be laid up when not in service, or be used only for storage purposes, and moored in a harbour without the permission in writing of the Harbour Master. The Harbour Master shall have the right to designate the berth in which such boat or vessel shall be moored.

(2) All such boats or vessels shall be provided with the following—

- (a) moorings which shall consist of two suitable bower anchors;
- (b) a suitable hawser in keeping with the size of the boat or vessel for use as a warp;
- (c) anchor lights, in keeping with the size of the boat or vessel, which shall be shown from sunset to sunrise;
- (d) a boat or tender which shall be kept ready for use;
- (e) a watchman or watchmen as may be required by the Harbour Master.

(3) No boat or vessel described in paragraph (1) shall be moved without the permission of the Harbour Master.

(4) A survey of every boat or vessel described in paragraph (1) shall be made bi-annually (or at any other time the Harbour Master may consider desirable) at the expense of the owner. In the event of such a boat or vessel being reported to be in an unseaworthy condition, the owner shall, on the request in writing of the Harbour Master, cause the same to be forthwith made seaworthy and should such owner fail to carry out the request of the Harbour Master, then such boat or vessel may be disposed of as the Marine Board may direct.

51. A person who in any harbour takes away any boat or vessel without having either the consent of the owner thereof or other lawful authority shall be guilty of an offence against these Rules and shall be liable to a fine not exceeding two hundred dollars:

Provided that if the Court is satisfied that the accused acted in the reasonable belief that the owner would, in the circumstances of the case, have given his consent if he had been asked therefor the accused shall not be liable to be convicted of the offence.

52. Where the ownership or any interest in any boat or vessel licensed, or required to be licensed under these Rules, has been transferred, then the transferor and transferee shall forthwith give notice in writing to the Marine Board of the transfer, and the interest acquired or disposed of, as the case may be.

PART III

Special Rules applicable to Kingston Harbour

53. No boat or vessel shall anchor within the Ship Channel as defined in the Fourth Schedule or within 100 feet of the boundaries thereof.

Fourth
Schedule.

[The inclusion of this page is authorized by L.N. 4/1976]

54.—(1) No vessel entering or leaving the Harbour shall attempt to pass another in the channel between the line joining Gun Cay and Rackham Cay on one side and by the line joining Harbour Shoal Buoy and West Middle Rock Buoy on the other side; or near Fort Augusta within the channel between the line joining Two Sisters Beacon and Burial Ground Beacon on one side and by a line joining Middle Ground Beacon and the Esso dolphin on the other side.

(2) When two vessels are approaching the foregoing passages or channels from opposite directions, the vessel entering the Harbour shall have the right of way, and the vessel leaving the Harbour shall keep clear until the other vessel has passed.

(3) No vessel shall overtake another whether inward bound or outward bound between Lime Cay and Hunts Bay Beacon.

(4) No vessel outward bound shall pass Middle Ground Beacon when another vessel is observed to be inward bound in any position between Harbour Shoal Beacon and Middle Ground Beacon. Such outward bound vessel shall remain at or east of Middle Ground Beacon until the inward bound vessel has passed.

(5) All vessels entering or leaving the Harbour are required to observe carefully the movements of other vessels as viewed over the Palisadoes so as to avoid meeting within the channels mentioned in paragraph (1).

(6) (a) Whenever a vessel is nearing Port Royal Point, such vessel, when she shall have arrived within one mile of the Point, shall give a signal by one prolonged blast of her whistle; which signal shall be answered by a similar blast given by any approaching vessel that may be within hearing around the Point. Regardless of whether the blast given by an approaching vessel on the further side of the Point is heard the Point shall be rounded with alertness and caution.

(b) Sub-paragraph (a) shall not give a vessel outward bound the right of way when passing through the channels mentioned in paragraph (1), notwithstanding that the vessel inward bound has either failed to make the necessary signal or that the signal was made but not heard.

(7) Any vessel (whether being towed or not) which is not under command, not fully manoeuvrable or which has suffered considerable hull damage or which is kept afloat by the help of pumps shall not proceed through the ship channel off Fort Augusta in either direction without the permission of the Harbour Master.

(8) Every towing vessel inward bound, shall shorten the length of the towing gear between the vessels comprising the tow before reaching Gun Cay and Rackham Cay. No vessel shall proceed through the Ship Channel off Fort Augusta in either direction if the length of the tow between any vessels being towed exceeds five hundred feet, or the total length of a tow measuring from the bow of the vessel towing to the stern of the last vessel exceeds one thousand feet, except with the permission of the Harbour Master.

(9) The master or the pilot (or both) of any vessel infringing this rule shall each be liable upon conviction to a penalty not exceeding two hundred dollars.

(10) Vessels anchoring at Port Royal on arrival shall do so westward of Chevannes Beacon.

(11) No vessel shall be anchored in the Harbour in such a manner or in such a position that any part thereof shall at any time be within a distance of two cables length from any wharf. The master of any vessel contravening this Rule shall be liable to a fine not exceeding one hundred dollars.

(12) No boat or vessel shall remain with or pass through the area of the Harbour within a radius of three cables from a point in the centre line of the western end of the Palisadoes Runway.

(13) Disabled vessels or any vessel likely to remain in the Harbour for more than three days shall anchor eastward of Hanover Street Wharf, at the direction of the Harbour Master.

(14) No vessel with a masthead height of over 27 feet shall enter Hunts Bay West of the Straight line joining the beacon at Fort Augusta to the Western End of No. 7 Berth at Newport West.

PART IV

Special Rules for Harbours other than Kingston

55. Port Antonio—(a) Eastern Harbour: Vessels shall anchor as directed by the Harbour Master.

(b) Western Harbour: Vessels shall anchor as may be convenient having due regard for safety and so as to allow free access for vessels proceeding to and from wharves.

56. Falmouth: Any vessel whose draft permits shall anchor clear of the basin used by ocean going vessels.

57. Montego Bay: No vessel shall anchor within a radius of 1,000 feet of Anchorage A which is 6.4 cables 305 degrees true from the lower leading light without the prior permission of the Harbour Master. Vessels may anchor at any other part of the harbour.

58. Lucea: Vessels on arrival shall anchor in the harbour to southward of a line adjoining Antonio Point (on the Fort) and Cane Point (the official boarding station under the Quarantine and Customs laws).

59. Rio Bueno: Vessels entering on the marks laid down and anchoring on the weather bank may lay out stern lines to the buoy provided for this purpose but masters shall not handle their vessels by the buoy (which is laid down solely to prevent vessels from swinging off the bank).

60. St. Ann's Bay: Mooring buoys are provided for stern lines of vessels; these buoys are to prevent vessels from swinging across Lee Reef.

(NOTE: Under adverse weather conditions masters are advised to put to sea).

61. It shall be an offence for the master or pilot of any vessel to subject any mooring buoy at the outports to any strain.

PART V

General

62. Any person committing a breach of any rule for which no specific penalty is provided shall be liable to a penalty not exceeding one hundred dollars.

63. Any instrument (that is to say any direction, instruction, certificate, licence, notice or other requirement) issued, made, granted or served, under the Harbour Rules, 1944 (now revoked), if in force on the 6th day of October, 1971, shall (without prejudice to any power to amend such instrument) continue in force until superseded, revoked or otherwise terminated and, so far as it could have been issued, made, granted or served under these Rules, shall have effect as if issued, made, granted or served under these Rules and these Rules shall apply to or in relation to such instrument accordingly:

Provided that any such instrument which is expressed to remain in force for a definite period shall not remain in force after the expiration of that period unless it shall be renewed in accordance with the provisions of these Rules.

FIRST SCHEDULE

(Rule 19)

FORM I

Form of Application for Licence for a boat or vessel

To The Secretary of the Marine Board,
Kingston.

For official use only

Licence No.....
Issued on.....
Secretary, Marine Board

Pursuant to rule 18 of the Harbour Rules, 1971 I hereby make application to the Marine Board to license my boat/vessel known as.....

.....kept at.....
for the carriage of passengers and/or the carriage of goods.

Surname and Christian Names of Applicant.....

Address of Applicant.....

Size of boat/vessel: Length..... Breadth.....

Depth..... Tonnage.....

When built.....Where built.....

Of what material is the boat/vessel constructed.....

How propelled.....

H.P. of Engine (B.H.P.).....

.....
Signature of Applicant

I hereby certify that the above applicant is a fit and proper person to own a boat/vessel licensed to carry passengers and/or cargo.

.....
Inspector or Officer of Police
for the parish of.....

For Official Use only

Secretary, Marine Board,
I examined the above-mentioned boat/vessel on.....and I
recommend as follows.....

.....
Surveyor, Marine Board

NOTE: This form is to be completed only in the case of original licences—
it is not needed for renewals.

Licence for boat or vessel

No. of Licence.....
 Owner.....
 Address of Owner.....
 Name of Craft.....
 Where kept.....

Examination fee
Licence fee _____
Total

When Built	Where Built	Type	H.P.of Engine	Length	Breadth	Depth	Free Board	Draught	Ton-nage	Remarks

Fire-fighting equipment.....
 No. of Life Jackets.....No. of Life Buoys.....
 No. and rating of crew members required.....
 No. of passengers which may be carried.....
 Margin of Freeboard.....
 †This licence expires on 31.3.19.....
 Dated this.....day of.....19.....

.....
Secretary, Marine Board

†See reverse side of renewals.

(Reverse)

Renewals

Renewed to 31.3.19..... Secretary, Marine Board.....
 Renewed to 31.3.19..... Secretary, Marine Board.....
 Renewed to 31.3.19..... Secretary, Marine Board.....
 Renewed to 31.3.19..... Secretary, Marine Board.....
 Renewed to 31.3.19..... Secretary, Marine Board.....
 Renewed to 31.3.19..... Secretary, Marine Board.....

[The inclusion of this page is authorized by L.N. 4/1976]

FORM III

(Rule 41)

Application for Certificate of Competency as a Coxswain, Coxswain-Driver or Driver

To The Secretary, Marine Board, Kingston.

Licence No.
Issued on
Secretary, Marine Board.

Pursuant to rule 39 of the Harbour Rules, 1971, I hereby make application for a certificate of competency to operate a coxswain/coxswain-driver/driver of a boat/vessel.

Full name of applicant.....

Address of applicant.....

Age.....

Previous experience of applicant.....

The harbour or harbours within which the applicant desires to operate as coxswain or *coxswain-driver.....

The type and Horsepower (B.H.P.) of the engine which the applicant desires to operate as a coxswain-driver or driver*.....

I submit herewith 2 passport size photographs of myself taken not more than three months ago.

Dated this.....day of.....19.....

Signature of Applicant

This is to certify that the applicant is to the best of my knowledge and belief a person of good character and sober habits and has been known to me for a period of.....years.

Inspector or Officer of Police

for the parish of.....

FOR OFFICIAL USE ONLY

Secretary, Marine Board,

I examined the applicant on.....and

I recommend that he be granted a coxswain/coxswain-driver certificate for the port(s).....

Examiner, Marine Board

THE HARBOUR RULES, 1971

Secretary, Marine Board,

I examined the applicant on.....and
I recommend that he be given a driver's certificate for diesel
and/or petrol engines of.....B.H.P.

.....
Surveyor, Marine Board

*Delete the words which are not applicable.

FORM IV

(Rule 44)

Form of Certificate of Competency

No. of certificate.....

Full name of holder.....

Address.....

Age.....

This certificate of competency permits the holder—

*(a) to operate as a coxswain of.....
or a coxswain-driver of.....
within the following harbour(s)—

*(b) to operate as coxswain-driver/driver of a boat/vessel
fitted with diesel/gasolene engine(s) not exceeding
.....B.H.P.

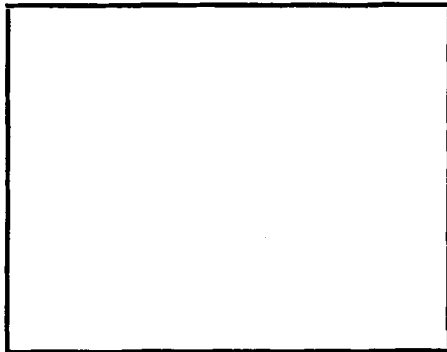
Dated this

day of

19

Secretary, Marine Board

Holder's Photograph



Holder's Signature

*Delete the words not applicable.

SECOND SCHEDULE

(Rule 48)

1. LICENCES (OR RENEWAL OF LICENCES) FOR BOATS AND VESSELS:

A. *Inspection or examination fees*

Boats or vessels not exceeding 5 tons gross	50 cents
Boats or vessels exceeding 5 tons gross but not exceeding 10 tons gross	\$1.00
Boats or vessels exceeding 10 tons gross but not exceeding 20 tons gross	\$1.50

[The inclusion of this page is authorized by L.N. 4/1976]

SECOND SCHEDULE, *contd.*

Boats or vessels exceeding 20 tons gross but not exceeding 30 tons gross	...	...	\$4.00
Boats or vessels exceeding 50 tons gross	...	...	\$6.00
Engines fitted to boats or vessels not exceeding 10 H.P.	...	...	\$2.00
Engines fitted to boats or vessels exceeding 10 H.P. but not exceeding 25 H.P.	...	...	\$4.00
Engines fitted to boats or vessels exceeding 25 H.P. but not exceeding 50 H.P.	...	...	\$5.00
Engines fitted to boats or vessels exceeding 50 H.P. but not exceeding 100 H.P.	...	...	\$6.00
Engines fitted to boats or vessels exceeding 100 H.P.	...	...	\$8.00

B. *Fees for licence (or renewal thereof)*

Boats or vessels not exceeding 5 tons gross	...	...	\$1.00
Boats or vessels exceeding 5 tons gross but not exceeding 10 tons	...	...	\$2.00
Boats or vessels exceeding 10 tons gross but not exceeding 20 tons	...	...	\$3.00
Boats or vessels exceeding 20 tons gross but not exceeding 50 tons	...	...	\$5.00
Boats or vessels exceeding 50 tons gross	...	...	\$8.00
Engines fitted to boats or vessels not exceeding 50 H.P.	...	...	No Fee
Engines fitted to boat or vessels exceeding 50 H.P. but not exceeding 100 H.P.	...	...	\$2.00
Engines fitted to boats or vessels exceeding 100 H.P.	...	...	\$4.00

N.B. Cost of duplicate licences shall be equivalent to fifty per cent of the cost for original licence.

2. COXSWAIN, COXSWAIN/DRIVER AND DRIVER'S CERTIFICATE

A. *Examination Fees*

Coxswain of boats propelled solely by oars	...	50 cents
Coxswain of sail boats	...	\$1.00
Coxswain of boats propelled by engines	...	\$1.00
Driver of boats propelled by engines	...	\$1.00
Coxswain-Driver	...	\$2.00

B. *Fees for Certificate of Competency*

Coxswain of boats propelled solely by oars	...	50 cents
Coxswain of sail boats	...	50 cents
Coxswain of boats propelled by engines	...	\$2.00
Driver of boats propelled by engines	...	\$2.00
Coxswain-Driver	...	\$4.00

Cost of duplicate certificate shall be equivalent to fifty per cent of cost for original.

3. Where there is no examiner resident at the Port of Examination, the travelling and subsistence expenses of the examiner shall be paid by the owner of the boats or vessels requiring examination in addition to the other fees prescribed. Where more than one boat or vessel is being examined on any particular date, the travelling and subsistence expenses of the examiner shall be shared by the owners of the boats or vessels being examined.

[The inclusion of this page is authorized by L.N. 4/1976]

THIRD SCHEDULE

(Rule 4)

AREAS OF THE HARBOUR LIMITS WITHIN WHICH BOATS AND VESSELS
ARE NOT REQUIRED TO CARRY LIGHTS WHEN AT ANCHOR

A. *Kingston and Port Royal*

- (1) The area of the sea adjacent to the Royal Jamaica Yacht Club bounded by the foreshore, the Texas Company Pier up to a point of 100 feet from the southern end thereof, a straight line from this point to a point 100 feet north of the Texas Company's mooring Buoy and thence to the south-eastern corner of Sirgany's Bathing Club enclosure.
- (2) An area adjacent to the premises of the Government of Jamaica situated near the western end of Water Lane bounded by the foreshore between the eastern and western boundaries of the property, by a straight line drawn 180 feet from the two boundaries extended to 450 feet and by a straight line joining the last mentioned points.
- (3) At any location at Port Royal between the foreshore and three fathom contour indicated on the British Admiralty Chart extended along the northern foreshore to a line joining Chevannes Beacon and the north-western corner of the Coal Wharf.

B. *All other Harbours*

The area within the Harbour limits between the foreshore and the three fathom contour shown on the British Admiralty Chart and subject to the approval of the Harbour Master.

C. *Generally*

Any area within the limits of any harbour, which the Harbour Master shall determine by notification published in the *Gazette* and a daily newspaper.

FOURTH SCHEDULE

(Rule 53)

SHIP CHANNEL

A line on the north side from Burial Ground Beacon, passing through North Burial Ground Beacon, Augusta Beacon, Saint Albans Beacon, Hunts Bay Buoy; thence to the Esso Dolphin.

A line on the south side from Two Sisters Beacon, passing through Sphinx Beacon, Mammee Beacon, East Horse Shoe Beacon; thence to Middle Ground Beacon.

A line on the east side joining Middle Ground Beacon and the Esso Dolphin.

A line on the West side joining Burial Ground Beacon and Two Sisters Beacon.

HARBOUR LIMITS

Kingston:

The area of the sea to the northward of the Palisadoes extending from Harbour Head to Port Royal and a straight line from Fort Charles Flagstaff at the Port Royal to the jetty at Small Point.

Morant Bay:

The area of the sea enclosed within the foreshore and straight lines drawn N.E. and N.W. from Galetea Rock to the foreshore.

FOURTH SCHEDULE, *contd.*

HARBOUR LIMITS

Port Morant:

The area of the sea enclosed by the foreshore and a straight line drawn from Palm Point through Emerald Isle to the mainland.

Manchioneal:

The area of the sea enclosed by the foreshore and a straight line drawn from Nettle Point to Sharp Nose Point.

Port Antonio:

The area of the sea enclosed by the foreshore and a straight line drawn from Nose Point to the North Point of Navy Island and thence to Folly Point.

Annotto Bay:

The area of the sea enclosed by the foreshore and a straight line drawn west from Free Point till it meets the mainland.

Port Maria:

The area of the sea enclosed by the foreshore and a straight line drawn from Fort Point to the South Point of Cabaritta Island and thence south to mainland.

Oracabessa:

The area of the sea enclosed by the foreshore and a straight line drawn from Middle Point to Oro Point.

St. Ann's Bay:

The area of the sea enclosed by the foreshore and straight line joining Realer's Point and Drax Hall Point.

Note:
The mooring buoy in Outports for the use of vessels have light moorings only and must not be subjected to heavy strain.

Rio Bueno:

The area of the sea enclosed by the foreshore and a straight line joining East Point and West Point.

Falmouth:

The area of the sea enclosed by the foreshore and a straight line drawn from Old Fort Point to beacon making the eastern side of the entrance channel and thence to the mouth of the Martha Brae River.

Montego Bay:

The seaward arc of a circle of radius one and a half miles, centred on the Front Leading Range Beacon in the Railway Yard, and the coastline to the eastward encompassed by the abovementioned arc.

Lucea:

The area of the sea enclosed by the foreshore and a straight line joining Antonio Point and Lucea Point.

Green Island:

The area of the sea enclosed by the foreshore and a straight line drawn from S.W. Point through One Tree Island to the mainland.

Sayanna-la-Mar:

The area of the sea enclosed by the foreshore and a straight line drawn from Robins Point to Broad Stag Reef Beacon and thence to Paradise Point.

FOURTH SCHEDULE, *contd.*

HARBOUR LIMITS

Black River:

The area of the sea enclosed by the foreshore and a straight line joining Longacre Point and Parottee Point.

Ocho Rios:

The area of the sea enclosed by the foreshore between Bull Point and Village Point by a straight line running north-east at 045° from Bull Point, and by a straight line running north-west at 315° from Village Point.

Portland Bight:

The area of the sea enclosed by the foreshore between Portland Point and Polink Point, by a straight line from Portland Point to Barebush Cay and a straight line from Barebush Cay to Polink Point.

Little Pedro Point:

The area of the sea enclosed within the foreshore and a radius of three miles from the southern extremity of Little Pedro Point.

NOTE:

The following notes including the form of the survey report have been issued by the Harbour Master for the guidance of the public on the practice which will be adopted in his department to secure compliance with the life-saving and safety equipment provisions of the Harbour Rules, and also to explain the purpose of certain of the rules. They have no statutory force.

NOTE: For the purposes of these Rules with regard to the provision of life-saving and safety equipment boats and vessels will be classified as follows:

Boats less than 16 feet in length	...	...	Class 1
Boats 16 feet and over but less than 26 feet	...	...	Class 2
Boats 26 feet and over but less than 40 feet	...	...	Class 3
Boats 40 feet and over but less than 65 feet	...	...	Class 4
Boats 65 feet and over	...	...	Class 5

Rule 3:

Note that the rules only apply to boats or vessels operating within the limits of any harbour as defined in the rules. The channels or approaches to any harbour are those channels or approaches defined in the Appendix to this leaflet. Any craft operating outside the defined harbour and channels or approaches to such harbour will require a Coastwise Sea Going certificate.

Rule 4:

All vessels shall carry approved Navigation Lights as follows:

- (1) Port and Starboard Side Lights or a combined Lantern showing Port and Starboard Lights.
- (2) A white Light of approved design in the Fore Part of the vessel.
- (3) A white Stern Light.

White Lights shall be visible for distance of three miles.

Coloured Lights shall be visible for one mile.

In addition every vessel shall have on board an efficient air whistle or horn for use in giving "Crossing Signals" as required by the International Regulations.

Rule 22:

Every boat or vessel must have its licence number clearly marked on each bow and the harbour to which the boat or vessel belongs clearly marked on the stern. The letters and numbers are to be in block characters of good proportion not less than three inches in height.

FOURTH SCHEDULE, *contd.***Rules 27 to 31—Fire Prevention and Control**

The purpose of these Rules is to ensure adequate safety measures in the case of fire.

Bulkheads—These serve a three-fold purpose:

- (1) To prevent the spread of oil from one compartment to another.
- (2) To contain any fire.
- (3) To contain any inert gas or substance used in fighting any fire.

The main requirements of these Rules are:

Engines must be separated from other compartments by bulkheads.

Gas Tanks must be in a separate compartment separated by bulkheads from other compartments.

Engine and Fuel compartments must be ventilated.

Gauze diaphragms to be fitted to all air vents and filling pipes.

Fuel tanks are to be fitted with shut-off valves easily accessible outside the compartment containing the tanks.

A remote control fixed CO² or Halon system shall be fitted in every engine compartment.

Any Galley or Cooking area shall be suitably fire-proofed.

Portable Fire Extinguishers shall be readily available in every compartment and the minimum number on board shall be in accordance with the following table:

Class	vessels	1
2		1
3		2
4		2
5		3

Fire Extinguishers shall be of approved type i.e.

Foam 2 galls.

CO² or Halon 5 lb

Dry Powder 2½ lb

Note that in case of Class 1 and Class 2 boats, the requirements for water-tight bulkheads may be waived at the discretion of the Surveyor.

Rule 32:

Every vessel shall be provided with an efficient hand operated bilge pump.

Rule 33—Carrying Capacity

The maximum number of passengers any boat or vessel is permitted to carry shall be determined by the Surveyor using the following criteria:

One passenger for each 18" of width of fixed seating. If fixed seating is fitted in rows the distance between seat fronts shall be at least 30 inches;

or

One passenger for 10 square feet of clear deck space.

The maximum number of passengers may be determined by either of the above methods or by a combination of both methods.

The maximum number of passengers may be further limited by stability considerations.

Rule 36:

Life-saving and safety equipment shall be provided on all vessels to the following scale:

FOURTH SCHEDULE, *contd.**Life-jackets*

One approved type life-jacket for each person on board plus 10% of such number of a type suitable for children.

Life-buoys and Life-rings

To be an approved type and to the following numbers:

Boats or vessels Classes 1 and 2	...	...	...	at least 1
Boats or vessels of Classes 3 and 4	...	...	...	at least 2
Boats or vessels of Class 5	...	...	...	at least 3

Distress Signals

Boats or vessels of Classes 3, 4 and 5 to carry at least 2 Red Flares.

Anchor and Wrap

Every boat or vessel to be provided with an anchor of suitable design and size together with a wrap of suitable size at least 10 fathoms (60 feet) in length.

Rule 38:

Every vessel shall have a Load Line marked on the hull.

The requirements of this rule may be varied at the Surveyor's discretion if the size of the boat or vessel renders it unnecessary in his opinion.

APPENDIX

Defining Approaches to Harbours

For all harbours in Jamaica, the approaches to any harbour shall be considered as extending no farther than one half mile to Seaward of the Seaward limit of such harbour.

MARINE BOARD
JAMAICA

Marine Board Licence

(Harbour Rules)

Survey Report

Name of Vessel
Where Kept
Owner
Address of Owner
When Built
Where Built
Type
H.P. of Engine
Length
Breadth
Depth
Freeboard
Draught
Tonnage

Classification

Note				
Boats less than 16 feet in Length	...	...	...	Class 1
Boats 16 feet and over but less than 26 feet	...	...	...	Class 2
Boats 26 feet and over but less than 40 feet	...	...	...	Class 3
Boats 40 feet and over but less than 65 feet	...	...	...	Class 4
Boats 65 feet and over	...	...	...	Class 5

(A) Navigation Lights (Rule 4)

1. Side Lights (Separate or combined Lantern)
2. Mast Light
3. Stern Light
4. Is range of white light 3 miles? Sidelight 1 mile
5. Is efficient air whistle or horn provided?

[The inclusion of this page is authorized by L.N. 55/1991]

APPENDIX, *contd.*

- (B) Method of Boarding (Rule 17)
6. Is method of boarding vessel satisfactory?
- (C) Marking of Vessels (Rule 22)
7. Is Licence Number marked on bow?
8. Is Port marked on stern?
- (D) Fire Prevention and Control (Rule 27)
9. Are engines Gas? Diesel?
10. Are engines separated from other compartments by bulkheads?
11. Are bulkheads satisfactory?
12. Are fuel tanks in separate compartments?
13. Is fuel tank compartment separated from crew and passenger spaces by satisfactory bulkheads?
14. Are gauze diaphragms fitted to filling and air pipes?
15. Are at least two suitable ventilators fitted in each engine and fuel compartment?
16. Are fuel tanks fitted with shut-off valves? easily accessible outside the compartment?
17. Dimensions of engine compartment
L B D
18. Cubic space
19. Quantity of CO₂ or Halon required at 1lb per 10 cu. ft.
20. Quantity of CO₂ or Halon provided
21. Is this in fixed system with remote operation?
22. Is CO₂ or Halon control near steering position?
If not specify position
23. Is Galley or cooking area suitably fire-proofed?
- (E) Fire Extinguishers (Rule 28)
24. Number of fire extinguishers provided?
Note Classes 1 and 2 1
" 3 and 4 2
Class 5 3
State here types and sizes 1)
1)
1)
25. Are extinguishers in suitable positions?
- (F) Bilge Pump (Rule 32)
26. Is manual bilge pump fitted?
27. Other means of freeing bilges of water?
- (G) Passenger Capacity (Rule 33)
28. Number of crew required
29. Number of passengers permitted
Number of passengers by seating
Number of passengers by deck space.
- (H) Life-Saving and Safety Equipment (Rule 36)
30. Number of approved life-jackets
31. Number of child type life-jackets
32. Number of life-buoys provided
Note Classes 1 and 2 1
" 3 and 4 2
Class 5 3
33. Number of Red Distress Flares provided
34. Date of manufacture of Flares
35. Is suitable anchor provided?
36. Type and size
37. Is wrap suitable and 10 fathoms in length?
38. Is Load Line marked on Hull?

1st Survey

Surveyor's Remarks

Subsequent Renewal Surveys.