

HARBOUR REGULATIONS
OF THE PORT
OF
GDYNIA

1935

PUBLISHED BY THE HARBOUR BOARD GDYNIA

Gdynia

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Kachopinski

Gdynia

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HARBOUR REGULATIONS

I. General Regulations

§ 1. The following regulations are binding for the area of the commercial harbour and its roadstead. This area is composed of the territory enclosed by the boundary line which runs from point "A", lying some 350 m. to the south from the existing pier of the Żegluga Polska along the sea coast to the north, along the eastern edge of the municipal lawn and flower-beds to ul. Derdowskiego, and then, returning slightly to the west, follows the regulation line of ul. Waszyngtona to ul. Sw.-Piotra and then by the regulation line of ul. Sw.-Piotra from the north to the west until it cuts into ul. Portowa and on past the northern limit of the land of Emilia Wojewska to the northern boundary of the municipal railway unloading ground, then with this boundary until it cuts the circular Gdynia-Oksywie road, then along the eastern side of this road to the part of the road which leads to the naval harbour and along the southern side of this part of the road to the boundaries of the territory of the naval harbour, then with the boundary of the naval harbour to the south to the central point of the Port Canal and along the centre of this canal to the centre of the harbour trade circle and then in a straight line from here to the northern point of the main entrance to the Outer Basin, from there two kilometres to the east to the light-and whistling buoy and then south until it intersects on the water the line going east from the point of departure, "A", and then along this line westwards of the point of departure, "A".

TERRITORYAL
BOUNDARIES

The course of the boundary is shown in the map attached.

In case the area of the commercial harbour should be enlarged, the instructions hereunder given shall apply automatically to the increased area.

ADMINI-
STRATIVE
POWER IN
THE HAR-
BOUR

§ 2. The harbour and navigational administrative authority for the area mentioned in § 1. resides in the Harbour Master's Office, at whose head is the Harbour Master. His executive officials are, the Wharves Inspector, harbour officers, pilots, boatswains and harbour guard.

The boatswains and harbour guard when on duty wear a uniform.

EXECU-
TION OF
ADMINI-
STRATIVE
ORDERS

§ 3. All administrative instructions of the Harbour Master's Office shall be immediately observed and executed. In execution of official functions the officials of the Harbour Master's Office have right of entrance at any time to all ships, yards, warehouses, and all manner of harbour installations.

Administrative instructions of the Harbour Master's Office not executed immediately or within the time stated are to be executed by the requisite compulsory means as prescribed in the decree of the President of the Polish Republic, March 22nd. 1928 on measures of compulsion in administration (Dz. U. R. P., Nr. 36, item 342), and without remitting the punishment and legal action involved (§ 91).

COM-
PLAINTS,
AND
APPEALS

§ 4. Complaints against the proceedings of the executive officials of the Harbour Master's Office may be made to this Office. The decree of the President of the Republic, March 22nd. 1928 on administrative procedure (Dz. U. R. P. Nr. 36, item 341) permits of appeals from the decisions and instructions of the Harbour Master's Office to the Port Authority. These appeals must be made through the Harbour Master's Office.

The bringing of an appeal against an administrative instruction of the Harbour Master's Office does not hold up its execution.

§ 5. The master or person in charge of a ship is obliged to see that the crew, passengers and other persons engaged on the ship do not infringe these orders.

RESPONSIBILITY OF SHIPS' CAPTAINS FOR BREACHES OF REGULATIONS

In case of infringement of binding regulations or infringement or nonobservance of any order, while on board ship, by the crew or any person engaged on the ship, the master shall bear the punishment unless the person offending be discovered before departure of the ship.

Whenever the following regulations speak of orders or restrictions to be laid on ships the master or person in charge, or, in his absence, the owner of the ship, shall be responsible for their observance.

§ 6. All ships and floating apparatus comparable to them and all persons being within the area of the commercial harbour and its roadstead are subject to these regulations.

II. In the Roadstead

§ 7. A ship lying in the roadstead or entering or leaving the port is to fly its national ensign independent of the hour of day.

FLYING NATIONAL FLAGS. ANCHORAGE SIGNALS

A ship lying at anchor in the roadstead may not lie in the entrance canal and is always to drop anchor in the direction to the south of the North Entrance.

An anchor cast in the roadstead is to be supplied with an anchor buoy.

The national flag may be lowered after the mooring of the ship in harbour.

A ship that has cast anchor is to carry during the daylight hours a black globe in the spot prescribed for the anchor light.

SHIPS
WITH
INFLAM-
MABLE OR
EXPLOSIVE
MATERIAL

§ 8. A ship with inflammable or explosive material on board is to fly the flag "B" according to the International Signal Code, and at night, in its place, a red light, during the whole time of her stay in the roadstead or in harbour until the discharging of this material be completed.

Such a ship is to observe the special regulations, concerning the handling of explosive materials given below (§§ 63 — 68).

SIGNAL
OF A SHIP
EXEMPT
FROM
PILOTAGE

§ 9. Ships exempted from the obligation of taking aboard a pilot (acc. to the regulation of § 22 point 4 of these regulations) are to fly on their foremast the flag "U", and at night in its place two white lights one above the other at a distance of 185 cm. and visible all round.

SIGNALS
DURING
THE TES-
TING OF
NAVIGA-
TIONAL IN-
STRUMENTS

§ 10. A ship manoeuvring in the roadstead with the purpose of testing compasses is to fly the flag "K" on the foremast. This flag may also be used as a signal while testing the radio apparatus or hydrophone or similar navigational instruments.

III. Quarantine

QUARAN-
TINE
SIGNALS

§ 11. A ship subject to sanitary inspection according to the international sanitary regulations is obliged in approaching within sight of the harbour to raise the flag "Q" and at night a white light in its place. On filling up the questionnaire presented by the sanitary controller or pilot, the ship immediately receives freedom of movement, unless it comes from a port considered as infected by plague, cholera, small pox or yellow fever or has on board persons suffering from one of the above diseases.

§ 12. If a ship comes from a port considered as infected by any of the above diseases (§ 11) or has on board persons suffering from these or other major diseases, she is to fly by day the flag "QL", at night a white light, and is obliged to submit to medical inspection.

THE QUARANTINE SIGNAL FOR INFECTED

All communication with the land or change of the berth allotted by the Harbour Master's Office is forbidden until an inspection takes place or instructions be given by the harbour doctor.

According to the result of the medical inspection, the ship obtains freedom of movement after fulfilling the conditions demanded in individual cases by the sanitary regulations, or is considered as infected and submitted to quarantine according to the international quarantine regulations.

§ 13. The master, doctor and crew on a ship are obliged to give the pilot, sanitary controller or harbour doctor, precise replies and explanations to all questions concerning the state of health on the ship and in particular to give all cases of death or sickness which have occurred during the voyage.

STATEMENTS OF STATE OF HEALTH ON A SHIP

§ 14. The master is obliged to show the sanitary controller or pilot, on demand, a bill of health from the last port of departure and a certificate of deratisation.

BILL OF HEALTH AND CERTIFICATE OF DERATISATION

If the certificate of deratisation has lost its validity or if the ship prove overrun by rats she must submit to ratting, should the harbour doctor so determine. Ratting, is to be carried out under the control of the harbour doctor and by specialists in the town specially nominated for this work in the harbour.

§ 15. A ship which does not submit to the prescriptions contained in § 12 cannot enter the harbour, but may, after satisfying the demands of the sanitary convention, discharge passengers and cargo

AVOIDANCE OF QUARANTINE

in the roadstead. These are then subject to sanitary proceedings as in the regulations.

IV. Sanitary Regulations

SANITARY INSPEC- TION

§ 16. All merchant vessels being in the harbour are subject to sanitary inspection and control, accomplished by the harbour doctor.

REPORTING SICKNESS- ES ABOARD

§ 17. The master is obliged to inform the Harbour Master's Office immediately of any sicknesses occurring on his ship during his stay in harbour. This information will be passed on without delay to the harbour doctor.

The master, doctor and crew are obliged to give the harbour doctor precise replies and truthful explanations to all questions concerning the state of health on the ship.

Members of the crew who have suffered from an infectious disease may leave the ship after the harbour doctor has examined them and accorded his permission.

ISOLATION OF DISIN- FECTION

§ 18. The harbour doctor is at liberty to carry out on board ship any kind of isolation, disinfection, or even distancing from the ship or other action.

Sailors suffering from venereal diseases can receive free treatment from the harbour doctor.

DERATTING

§ 19. Every ship moored in the harbour is obliged on the demand of the harbour authorities to place on the moorings shields against rats.

Deratting of the harbour territory is carried out when it is considered necessary, never, however, less than twice a year, by persons or institutions authorised for this purpose by the Harbour Board. Deratting is compulsory and is carried out at the cost of persons or enterprises having their own or hired buildings, the contribution being proportionate to the number of square metres these occupy.

§ 20. It is forbidden to use unboiled water from the basins for cleaning cooking, eating and drinking utensils.

V. Pilotage

§ 21. Ships of over 500 G. R. T. entering or leaving the harbour or changing their berth in the harbour must avail themselves of the services of a harbour pilot appointed by the State.

OBLIGATION TO
TAKE
A PILOT

Unauthorised persons are forbidden to fulfil the duties of a pilot.

§ 22. The following categories of ships are freed from the obligation of taking on board a pilot:

EXEMPTIONS

1. all warships,

2. all ships belonging to the Polish Government, the Free City of Danzig and the Harbour Authority of Danzig, unless used also for profit,

3. foreign school ships, unless used also for profit, and also Polish and foreign yachts on showing membership of some recognized Yacht-Club,

4. ships whose masters have passed an established pilotage examination at the Harbour Master's Office,

5. Polish and Danzig ships of regular coastal lines plying between the Polish port and Danzig; Polish and Danzig offshore fishing ships, and tugs and lighters plying between the Polish port and Danzig,

6. ships receiving for one occasion only permission from the Harbour Master's Office to enter or leave the harbour or change their berth without a pilot,

7. ships changing their berth in the roadstead.

§ 23. The Harbour Master's Office dispatches a pilot to bring a vessel into harbour on receiving a demand from a ship (by means of the pilot signal) or an order of a ship's broker, and a pilot for con-

SUM-
MONING
A PILOT

ducting a vessel out of harbour or to a new berth in harbour on receiving an oral or telephone demand from the ship or broker.

In the second case a pilot should be ordered and the exact time given at which he will be required at least two hours before the time given for his coming aboard.

OBLIGATION OF
GIVING
THE PILOT
INFORMATION

§ 24. Before entering the harbour the master is obliged to give the pilot all data regarding the ship's stowage capacity, measurements, normal draught, type of cargo, number of passengers and crew and their state of health, etc. If there are sick persons or explosive cargo aboard the master must act according to the pilot's instructions.

PILOT'S
RESPONSIBILITY

§ 25. The pilot places at the disposition of the ship's master his advice, experience and knowledge of the harbour waters. The master of the piloted ship always remains responsible for the direction of the ship.

On the master's demand the pilot can give direct orders for manoeuvring the ship but only on condition that the master or his substitute be present in order to be able to change the pilot's orders in case of necessity.

PILOT'S
CERTIFICATE

§ 26. After accomplishing his work the pilot presents to the master to fill in and sign the pilot's certificate, whose form is established.

Inducing the pilot to accept any material or personal reward for duty performed, for himself or any third person, is punishable by § 293 of the criminal code.

VI. Obligation to use tug-boats

OBLIGATION OF
USING
TUGS

§ 27. A ship with normal draught of over 5.95 m. (19½ feet) or of over 2,000 G. R. T. is obliged to avail herself of the services of at least one tug-boat from

the moment of passing the harbour entrance to that of mooring or from the moment of unmooring to that of leaving the harbour, and this independent of the conditions for manoeuvring; also in cases of shifting berth.

§ 28. Also in cases where the manoeuvring of a ship of less draught or tonnage than that defined in § 27, without the assistance of a tug-boat, endangers any other vessel, the wharf or any harbour apparatus, holds up or complicates the movements or manoeuvres of other ships, or continues too long, the master is obliged on the demand of the pilot to avail himself of towage as indicated by the pilot. SPECIAL OBLIGATIONS

§ 29. A ship steered to the South Basin, to entering which there are temporary manoeuvring difficulties, is obliged to avail itself of towage services should the pilot so demand. IN THE SOUTH BASIN

§ 30. In case of unfavourable wind of a power of 4 or more (Beaufort scale) a ship of less draught and tonnage than defined in § 27 is obliged to avail herself of towage in approaching and leaving the quay. IN A STRONG WIND

VII. Harbour Navigation

§ 31. The regulations of Feb. 5th. 1906 as to navigation on sea routes (German Year Book, p. 120) are to apply to the navigation of ships in the area covered by the following regulations, where these do not otherwise decree. GENERAL REGULATIONS

§ 32. Ships of over 100 m.³ gross size are obliged when moving in the roadstead along the breakwater to take precautions in entering the harbour or passing the harbour entrances, and maintain a distance of at least 500 m. from the breakwater, ships of smaller size a distance of 200 m. NAVIGATION IN ROAD-STEAD

All ships are forbidden to approach nearer than 100 m. to the submarine syren marked on the water by a yellow buoy with black stripes and situated by the main entrance to the harbour (150 m. S. E. of the left entrance lighthouse), and also to pass between this buoy and the eastern breakwater.

ORDER IN
PASSING

§ 33. A ship entering harbour is to make way for a ship leaving harbour.

In harbour waters ships in motion are to keep to their right and pass with their left side to ships going in an opposite direction unless there are obvious obstacles to this.

A ship entering or leaving the harbour without a pilot should come to the port entrance and cross this along the axis of the entrance canal, unless this is prevented by some higher power or by the liability of average.

PRECE-
DENCE IN
PASSING

§ 34. The general regulations concerning ships passing do not bind a ship which bears at its fore top-mast the signal "Precedence of Path". This signal is by day a black roll, by night two white lights suspended in a vertical line at a distance of 185 cm. from one another and visible from all sides.

Ships not bearing this signal are obliged to yield place to ships which have hoisted it.

The following categories of ships are authorised to hoist this signal:

a) passenger and cargo ships conducted by harbour pilots,

b) piloted ships in towage and towed units without motive power, such as pontoons, floating cranes, dredgers, elevators etc.

Ships and units mentioned under b) are obliged to give place to ships mentioned under a) unless there is any obvious obstacle to this.

Two ships bearing alike the precedence of path signal pass according to the general regulations.

§ 35. Should a pilot or harbour vessel hoist flag "Z" the master of the ship which the pilot or harbour vessel is approaching should ~~decrease~~ speed or stop his ship in order to enable the harbour authorities to come alongside to obtain information or give the ship instructions. At night in place of flag "Z" will be two red lights in a vertical line at a distance of 185 cm. and visible from all sides.

§ 36. In the harbour entrances, the port canal CUTTING IN and inside the harbour cutting in in front of another ship is forbidden.

§ 37. A vessel towed in harbour should be led TOWAGE by a short towing line, and if it has no helm, be fastened alongside the towing ship unless any other method of fastening be necessary.

Every vessel being towed must have on deck some person acquainted with her management; on a vessel possessing a helm he shall be at the stern, and on a vessel without helm in the front part, unless his presence in other places be absolutely necessary.

Towing more than one vessel is allowed only with the permit of the Harbour Master's Office. Ships are forbidden to attach themselves to any towing line or vessel being towed.

A vessel towing another is forbidden to cast off the vessel it is towing before this has been safely moored in its right place. In case of average or the breaking of the towing line the vessel towing and the vessel towed should remove from any route on which they are as speedily as possible.

§ 38. The speed of tramps and tugs is not to SPEED OF SHIPS IN HARBOUR exceed: 7 knots in the roadstead, 5 in the outer basin, 4 in the harbour basins and the entrance canal to the inner harbour.

Larger ships must go dead slow. At night or at times of poor visibility the speeds given above should be appropriately diminished.

While passing open (deckless) and also heavily loaded ships speed should be diminished or the engine stopped altogether, so as not to subject these to wash.

Dredgers at work, floating cranes, and pile drivers at work should be passed dead slow and diving boats in position should be passed with engines shut off.

CASTING
ANCHOR IN
HARBOUR

§ 39. Anchor may be cast in harbour only at the recommendation of the pilot, with the permission of the Harbour Master's Office or in cases of immediate danger.

If anchor is cast it must be fitted with an anchor-buoy. It is forbidden under any circumstance to cast admiralty anchors in harbour.

Dredgers must use anchors with a single arm; should they use others they are to mark their position with an anchor-buoy.

DRAGGING
ANCHORS
FOR-
BIDDEN

§ 40. It is strictly forbidden to drag anchors along the bottom across the harbour entrance or enclosed spaces, especially in the neighbourhood of cables, which are advertised by warning marks and by the inscription "Kabel".

TURNING
OF SHIPS

§ 41. If a ship turning in a basin or canal and bearing against the wharf find itself in such a position that the passage of other ships beside it is difficult or endangered, these ships shall stop and wait until it is possible to pass safely the ship that is turning.

REVOLU-
TION OF
SCREW BY
THE QUAY

§ 42. The revolution of a ship's screws while standing by the quay is permitted only for testing the machines and leaving the quayside and under condition that the number of revolutions of the screw or screws be not greater than at low speed.

Twin-screw ships should bear a warning at both sides on a conspicuous part of the stern.

During trials of machines one of the deck officers of the ship must be on the stern and is responsible for the safety of all objects which may be in proximity to the screw or screws during their revolutions.

Before starting the screw and during its motion ships and boats in the immediate proximity should be warned of the danger; if they approach dangerously near the screw should be immediately stopped.

Tests of machines should be carried out in such manner that the direction of revolution of the screw be changed sufficiently often not to subject the ship's mooring ropes or the mooring posts on the quay to too great strain.

VIII. Signals

§ 43. Ships using their own motive power should give signals with whistle or syren in the following cases: ACOUSTIC SIGNALS

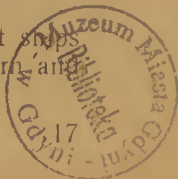
- a) on approaching the harbour entrances or on entrance to the inner basins,
- b) on meeting other ships in motion,
- c) during fog, snow or showers in accordance with the decisions in § 31 of these regulations.

In other cases, apart from those mentioned above, signals should be given only in cases of absolute necessity.

§ 44. Ships being towed should use the light signals prescribed in § 31 for ships in motion. OPTICAL SIGNALS

All floating units not bound to show position-lights should show constantly during motion a white light visible all around.

While standing at the quayside at night ships should show a constant white light on the stern and



a white light at the centre of the side towards the water on a level with the upper deck. If several ships are standing together the innermost should show this white light.

RADIO-
TELEGRAPH
SIGNALS

§ 45. The right and the method of giving radio-telegraph or radio-telephone signals is established for foreign warships and military airships and for all merchant vessels and airships being in the commercial harbour, by the regulations of the Ministries of Post and Telegraph, War, Industry and Commerce and Communications (Oct. 8th. 1930, Dz. U. R. P. Nr. 87, item 682).

In particular all vessels, merchant and other (except foreign warships and military airships) have the right to give such signals only in exceptional cases when the ship has no other means of communicating with the land, and then with the consent of the nearest coastal station.

The reception of broadcast radio signals is permitted on condition that this does not cause complication of existing radio communications.

SIGNALS
FOR DRED-
GERS AND
DIVERS

§ 46. Dredgers working in harbour should show at the side free for traffic the following signals:

by day: 2 red cones

by night: 3 lights in a vertical line, the top and bottom ones red, the centre white.

Divers should show the following signals:

by day: a red flag in a conspicuous place

by night: a red light over a white one, visible all around.

IX. Regulations as to lying in harbour

ARRIVAL
AND DE-
PARTURE
OF SHIPS

§ 47. The master or his authorised substitute (broker) is obliged to inform the Harbour Master's Office without delay of the ship's arrival and at the same time to submit the ship's certificate, cer-

tificate of size, list of crew, copy of manifest and a list of passengers and their nationality.

On the day of departure of a ship the master or person in charge of the ship must hoist on the foremast the flag "P" and also submit to the Harbour Master's Office an advice of departure, testimonial as to the regulation of port dues, testimonial of fulfilment of customs regulations, copy of manifest of cargo taken aboard from the port and list of passengers taken aboard in the port. On this is dependent permission to leave the harbour.

The master or his authorised substitute responsible for the correctness of his statements, makes these statements on regular forms and appends his signature.

Polish sea-going merchant ships are also obliged to submit to the Harbour Master's Office at the beginning of each calendar year a certificate of safety and of the inspection of main and auxiliary boilers.

The stay of foreign passengers and crews in the harbour and port is regulated by the decree of the Ministry of Home Affairs, Nov. 18th, 1929. (Dz. U. R. P. Nr. 76, item 575).

§ 48. The following categories of ships are completely or partially exempt from the obligation to give advice of arrival or departure (§ 47):

EXEMPTION
FROM
ADVICE

1. all warships,

2. Polish tramps and Polish fishing ships and tugs which have made a yearly payment,

3. ships engaged in the construction or conservation of the harbour or its installations, unless they are employed also for profit,

4. Polish yachts and similar craft, harbour craft unless sailing abroad or returning from abroad.

ALLOT-
MENT AND
CHANGE
OF BERTH

§ 48. All ships are forbidden to approach the quay, berth themselves there or shift berth in harbour without first obtaining permission from the Harbour Master's Office. The Harbour Master's Office allots berths and has the right in case of need to demand a shift of berth or the conducting of a ship from the harbour at the ship's cost. If it appear that a ship which is ordered to shift berth have insufficient crew for accomplishing the necessary manoeuvres, the Harbour Master's Office can accomplish these manoeuvres on its own instructions, hiring the necessary additional service and apparatus. The ship shall bear all costs arising from this.

Before berthing by a quay a ship should turn about so that its bow is turned towards the exit from the harbour or basin, unless this hinders transshipment or is for other reasons inconvenient.

MOORING

§ 50. A ship's mooring ropes can be fastened only to mooring posts or rings intended for that purpose. Snips should be properly moored so that the mooring ropes can be easily cast loose in case of need.

Ropes can be extended across a basin or canal to the opposite bank only in cases of absolute necessity and after obtaining permission from the Harbour Master's Office.

Ropes so extended must be temporarily cast off on demand and at night taken away altogether.

The master or person in charge of a ship is responsible for its proper mooring, for the sufficient strength of the mooring ropes used and for their due strengthening in strong winds.

Should the Harbour Master's Office demand the mooring of one ship alongside another, the ship standing by the wharf is to permit the mooring ropes of the other ship to be properly fastened on it.

§ 51. Ships in the Coal Basin are forbidden to leave the wharf with the assistance of the buoys there. The buoys may be used, however, for securing ships standing by the Swedish Wharf in a wind of 5 or more (Beaufort scale).

IN THE
COAL
BASIN

§ 52. In mooring and unmooring, ships are obliged to avail themselves of the services of mooring companies. This does not bind ships of less than 100 G. R. T.

MOORING
COMPA-
NIES

§ 53. Boarding a ship which is lying by a wharf must be made safe and possible by means of bridge, steps, gangway or other such device. Passage between the ship and land is forbidden until such device shall have been fitted up. Such device must be sufficiently strong and wide, and at least on one side provided with a sufficiently strong balustrade or rope, and by night be sufficiently illuminated. When slippery from frost it must be sprinkled with sand.

CONNEC-
TION OF A
SHIP WITH
THE LAND

In cases when one ship is moored alongside another the ship standing by the wharf is obliged to afford free and safe passage to the other ship and assist in fitting up proper means of approach, should this prove necessary.

Ships are also obliged:

1. to cover exhaust steam pipes and exhausts from pumps and drains so as not to scald, wet or dirty people or objects or to flood the wharf,

2. to replace the hatches during pauses in transshipment or to fence off open hatchways to a height of 80 cm., if their edge be lower than this,

3. to take inboard or remove derricks, lifeboats and any other articles standing out beyond the side of the ship,

4. to place admiralty anchors on deck and draw stockless anchors completely to the hawse,

5. to remove all obstacles on the ship to the free movement of cranes on the wharf alongside the ship.

Every ship standing in harbour must be watched by at least one member of the crew.

This regulation does not bind ships in winter berth or not on service. The owner of such ships is to nominate a substitute and a watchman and to give their names to the Harbour Master's Office.

SIZE OF
SHIPS AD-
MISSABLE
TO THE
FISHING
BASIN

§ 54. Only ships with a cargo of fish, cutters of a length not exceeding 45 m. and fishing boats can be brought into the Fishing Basin, unless in any particular instance the Harbour Master's Office decides otherwise.

Ships larger than this, though not above 60 m., can be brought into the Fishing Basin only on the explicit demand of the master or the broker, accompanied by a written declaration to the effect that the ship accepts full responsibility for any average or damages that may occur.

BERTHING
POSITIONS
IN THE
FISHING
BASIN

§ 55. Fishing cutters brought into the Fishing Basin for regular berth are to stand in order of arrival from the south side at a distance of 10 m. from the Cashoub Wharf by the eastern spur and by the Fishing Wharf up to the lowered wall of this wharf, which is intended for small open boats. There are rings and other devices to serve for mooring the ships.

The Cashoub Wharf is intended for ships with a cargo of fish for the fish refrigerator and the firm "Mopol". After discharging a ship is immediately to leave the Cashoub Wharf and occupy a position according to the regulations given in the preceding paragraph.

The western wharf by the junction of the streets Śledziowa and Sw. Piotra is intended for discharging goods from ships on to carts or motors and loading them from these on to ships.

It is forbidden to traffic in fish on the wharves or to cast dead fish or other refuse into the water or on to the wharf.

X. Transhipment and storage of cargoes

§ 56. The Harbour Master's Office has right of control over the amount and securing of deck cargo and the maximum amount of total cargo. It is forbidden to load a ship above the recognized limits. CONTROL
OF SHIP-
LOADING

The Harbour Master's Office can refuse to permit the departure of an overloaded or unduly unbalanced ship until it shall have been partially unloaded or the cargo righted. The ship itself bears any losses arising from detention or partial unloading.

§ 57. Transhipment is to be accomplished only by means of cranes, bridges and other safe and suitable transhipment apparatus. If these are faulty they are to be repaired or removed on the demand of the Harbour Master's Office. The master of a ship is obliged to show, on demand, a certificate for moveable transhipment apparatus. TRANSHIP-
MENT

It is forbidden to roll cargo along the edge of the wharf or along the railway lines.

During the discharge of cargo in powder or lump form, such as sand ballast, slag, stones, scrap iron, ore, ash, coal, rice, grain, Thomas slag etc., a canvas is to be stretched between the wharf and the ship or some other means employed of preventing the materials falling into the water.

During the discharge of scrap iron, scraps are to be constantly removed from the railway track.

§ 58. It is forbidden to store goods on the wharves or open spaces without the permission of the Harbour Board (Wharfside Administration). In case of permission being accorded any instructions given as to the method of storing are to be observed. STORAGE

During loading or discharging, cargo of any description may be placed temporarily, in case of necessity and only so long as necessary, in open places free from railway tracks, with the permission of the Harbour Board (Wharfside Administration). Such cargo is to be immediately removed or so placed as not to impede traffic should the Harbour Board (Wharfside Administration) so demand.

It is forbidden to store hay or straw in a loose state.

It is forbidden to place any kind of cargo during transhipment so as to rest against the walls of government warehouses. Goods may be conveyed along the loading ramps of government warehouses only in vehicles with rubber tires.

DAMAGE
TO
HARBOUR
INSTALLA-
TIONS

§ 59. Harbour installations should be used considerably and in such a manner as to avoid damaging them.

The master or person in charge of a ship is to inform the Harbour Master's Office immediately of any damage caused by the ship or its crew.

A ship which has damaged the wharves, cables, harbour installations or marine signs is obliged to repair the damage before leaving harbour or to lodge such security as may be demanded with the Harbour Board.

XI. Timber Storing

METHOD
OF
STORING

§ 60. Timber stored in harbour yards is to be stored in separate piles of length and breadth dependent on the measurements of the material stored, and of a height not exceeding 4 m.

The distance between neighbouring piles in one row should not be less than 1 m. and that between the rows not less than 4 m.

If a row of piles exceeds 50 m. in length there should be in the centre of it an interval of not less than 5 m.

§ 61. The owners of timber stores not intended for their own use are obliged to appoint regular, reliable guardians to watch over the stores day and night. The names of these guardians must be submitted to the Harbour Master's Office.

GUAR-
DIAN
SHIP

Unsuitable guardians must be immediately replaced on the demand of the Harbour Master's Office by other, suitable ones.

§ 62. It is the guardians' duty to be constantly present in the timber yards given them to watch over, and to keep good watch.

THE DUTY
OF GUAR-
DIANS

XII. Fire Regulations

§ 63. A ship with explosive or inflammable cargo may enter the harbour only on receiving permission from the Harbour Master's Office and being assigned a place to discharge.

SHIPS WITH
EXPLOSIVE
OR INFLAM-
MABLE
CARGO

Ships loaded with inflammable liquid are to extinguish all fires on board before entering the harbour.

Ships with a cargo of explosive or inflammable materials are to observe minutely all instructions given by the Harbour Master's Office with regard to loading or discharging such materials and are subject to a constant supervision appointed by the Harbour Master's Office.

Advice of such cargo should include information as to the type and amount of material and its manner of packing. This does not concern small quantities of explosive material for signalling purposes or fire-arms possessed by persons on the ship.

The above applies also to ships with a cargo of carbide.

SECURITY
IN THE DIS-
CHARGING
OF EXPLO-
SIVES AND
COTTON

§ 64. All funnels of a ship which is discharging explosive or inflammable material or cotton must first be appropriately made safe, as also those of other ships standing in the proximity. The same is binding on all steam-engines which pass ashore. These must also have the ash-box firmly closed.

During the discharging of explosive and inflammable materials, all raw fibre materials and also straw and hay, all the ship's fire apparatus must be kept ready for instant use.

During pauses in discharging, the hatchways must be immediately covered. During the whole time of discharging, the ship is subject to the supervision of a guard appointed by the administrative authorities. The Harbour Master's Office can also demand that a tug be kept constantly in readiness. The ship bears the expenses of supervision and of the tug.

It is strictly forbidden to place explosive material on the wharves even momentarily. Other materials than those mentioned above must be made safe by waterproof canvas wrappings or other means.

FIRE AND
LIGHTS
NOT TO BE
USED
ABOARD
SHIPS

§ 65. The use of candles and matches and of fire and all lights except position lights and the smoking of tobacco are forbidden during a ship's stay in port:

1. on ships with a cargo of explosives or of inflammable liquid,
2. in the hatchways and holds of ships laden with inflammable material or raw fibre material of any kind, such as cotton, wool, jute, flax or with articles manufactured of such materials,
3. on the deck of any ship standing in proximity to the place of discharging the materials in. 1.

§ 66. In cases where it is not absolutely forbidden to use lights and fire (65), all persons doing so are to observe the utmost precaution.

THE USE OF
FIRE AND
LIGHTS
ABOARD
SHIPS

Light may be used aboard ship only in properly closed lanterns. Lamps with open flames may be used in the boiler-room and engine-room.

Vegetable oils (and not petrol or other oils) should be used if lighting the hold and manholes by lantern. It is forbidden to light, open or extinguish lanterns in the hold or manholes.

Holds of ships with a cargo which produces much dust during transhipment may be lighted only by electricity.

Ash and all cleansing material impregnated with fat or oil should be kept in tightly closed fire-proof cases.

§ 67. Fire may be kindled on a ship's deck only in safe grates and must be under constant observation.

FIRES ON
BOARD
SHIP,
BOILING
TAR ETC.
FUMIGA-
TION

It is forbidden to heat or melt pitch, tar, resin, asphalt and oil on a ship's deck. This can be done ashore in places indicated by the Harbour Master's Office.

A ship may be fumigated only with the permission of and in a place indicated by the Harbour Master's Office.

§ 68. If a fire should break out in the harbour area or close to it ships' crews should return immediately on to their ships. All instructions of the Harbour Master's Office concerning towage of ships or for affording assistance in rescue work must be immediately complied with.

FIRE-
SIGNALS

All tugs which are in harbour, as well private as governmental, must repair immediately to the Harbour Master's Office on hearing the fire alarm.

Any ship endangered by the fire should signal with long blasts of her syren or uninterrupted sounding of the ship's bell and continue this signal until she hear the harbour or town fire-syren signalling. A signal should also be given at the same time from the nearest automatic fire alarm.

STORAGE
OF EXPLO-
SIVE MA-
TERIALS

§ 69. The storage of explosive materials in harbour warehouses or other places not especially assigned for that purpose is strictly forbidden.

ILLUMINA-
TION OF
SHEDS

§ 70. Electric light is to be used for regular illumination of warehouses and all manner of sheds and yards.

In special cases the use of other forms of illumination is permissible, but only of properly closed lanterns.

FIRE APPA-
RATUS

§ 71. Commercial and industrial enterprises must keep a sufficient number of suitable fire apparatus in their establishments.

STORAGE
OF INFLAM-
MABLE
GOODS

Handy supplies of inflammable materials must be kept in special cases made secure from fire, in a place where water is drawn for daily needs; materials which give off inflammable gas on contact with water, in tightly sealed cases kept secure from damp.

No more inflammable material than is necessary for daily needs, as decided each day anew by the warehouse controller is to be stored or kept in handy warehouses.

Regular acetylene tanks are to be placed in a separate, well-aired place. It is forbidden to place them in forges or workshop. The valves and tubes of acetylene apparatus are to be frequently inspected and the used carbide is to be taken out, always by day, before fresh carbide be placed in the tank.

Ash and all cleansing materials impregnated with paint and oil are to be kept in tightly sealed, fire-proof boxes and at the outside of a building,

§ 72. Smoking and the use of fire, naked light, matches and candles are forbidden:

SMOKING
OR USING
OPEN FI-
RES IN
SHEDS OR
ON RAMPS

1. during transhipment of explosive or inflammable materials, all manner of raw fibre, hay and straw

2. in harbour warehouses and on their ramps and in the yards, or on the wharves in the proximity of any shed, except in offices and living rooms Suitable warnings as to this should be affixed to the entrance doors of such buildings and in other conspicuous places and in open and conspicuous places in the yards and on the wharves.

Smoking is also forbidden in the proximity of places where are notices forbidding smoking.

§ 73. It is forbidden to use fireworks, let off rockets or to fire shots containing inflammable ingredients.

FIRE-
WORKS

§ 74. It is forbidden:

KINDLING
FIRES ON
WHARVES
AND IN
YARDS

1. to kindle fires ashore without first obtaining the permission of the Harbour Master's Office. This does not concern territory used regularly for industrial purposes.

In case of obtaining the consent of the Harbour Master's Office, fire must be kindled in safe grates and be under constant supervision. It must be extinguished before leaving the grate.

2. to use any implement involving flames on the wharves or within a distance of 20 m. of warehouses or sheds.

3. to use petrol, benzine or other inflammable liquids for kindling fire in grates.

§ 75. It is forbidden to install iron stoves in warehouses or sheds, except in offices or living rooms.

IRON
STOVES

The regulations of the President of the Republic, Feb. 16 th. 1928, on building rights and the building of dwelling places (Dz. U. R. P, No. 23 item 202) must be observed in building or installing any kind of stoves in places where this is permitted.

FITTING
ELECTRI-
CAL IN-
STALLA-
TIONS

§ 76. Electrical installations are to be fitted, changed or lengthened only by authorised persons, and in government warehouses and only with the permission of the Harbour Board.

Fuses are not to be mended with any material that happens to be lying about, such as wire.

After work is finished the flow of current to any room or rooms should be cut off by turning the main switch.

PAPER,
STRAW,
CHIPS

§ 77. Paper, straw and packing materials in general are not to be stowed with the cargoes but separately in closed cases or in separate store-rooms.

No more sawdust or chips of wood is to be allowed to collect in places where joiner's, wheelwright's or similar work is carried on than is produced in the course of a day.

FIRE ALARM

§ 78. The person who first perceives a fire in the harbour should inform the first harbour-guard or policeman he meets. He is also under obligation to signal from the nearest automatic fire alarm.

XIII. Maintaining cleanliness

DIRTYING
THE
WHARVES,
YARDS
AND
HARBOUR
WATER

§ 79. It is forbidden in any manner to dirty the wharves, yards and harbour water, and especially

1. to throw into the water or on to a wharf or to bury, ash, cinders, rubbish, scraps, rubble, straw, wood, wire, scrap iron, dead animals etc.

2. to pour or pump out in the harbour or roadstead oil, petrol, benzine or similar liquids.

The party loading or receiving cargo is bound to clear remnants and scraps of cargo and rubbish

generally away from the wharves and warehouse ramps as soon as the transhipment is finished.

Rubbish should be deposited in bins placed along the wharves or in places specially assigned for this purpose. The lids should be replaced on dustbins after use. It is forbidden to poke or sort among the contents of the dustbins.

§ 80. Ships are forbidden to make an undue amount of smoke, such as to inconvenience traffic or people in the harbour. UNNECESSARY SMOKE

XIV. Entrance to harbour territory and residence there

§ 81. Unauthorised persons are forbidden entrance to harbour territory, that is wharves, yards, places bearing signs to that effect and all harbour plant.

This does not include ul. Centralna and ul. Polska, which are open for general traffic.

§ 82. It is permitted to reside within the harbour boundaries only after obtaining the permission of the Harbour Master's Office.

Persons who have been granted official residences on harbour territory by Government Offices or by the Franco-Polish Consortium for Construction of the Harbour are, with, their households, exempt from the need to obtain this permission. The names of such persons should be submitted to the Harbour Master's Office.

XV. Various Regulations

§ 83. Should an anchor, part of a ship's cargo or inventory or the ship itself sink in the harbour or roadstead, the master or person in charge of the ship is to mark the place of sinking immediately with a buoy and to advise the Harbour Master's Office of the occurrence. MARKING THE PLACE WHERE OBJECTS ARE SUNK

The master or owner of the ship should take immediate measures for recovering the object sunk, otherwise it will come within the scope of the wreck-age law of May 17th. 1874.

MARKING
AND
CONTROL
OF SHIPS

§ 84. Every ship within the harbour area must be clearly and conspicuously marked with a name, letter or number.

A merchant ship may move in the area covered by these regulations if the person in charge and the engineer possess official authorisation to manage a ship and its engines.

FLOATING
APPARA-
TUS IN
HARBOUR

§ 85. All floating plant, such as floating cranes, pontoons, docks, grain elevators, bunkering apparatus, must have the permit of the Harbour Master's Office to be in harbour and ply their trade there.

MOORING,
DIVING,
FERRYING

§ 86. The permission of the Harbour Master's Office is necessary in order to engage in mooring, diving or the paid transportation of people over harbour waters.

§ 87. It is forbidden to attach any kind of ship or other floating apparatus to any floating marine signs.

USE OF
CRANES

§ 88. Cranes are not to be burdened above their stated capacity. Persons not working with them are forbidden to walk underneath cranes.

OPENING
SHEDS,
TAKING
GOODS

§ 89. It is forbidden without authorisation to open government sheds, lifts or scales or to take goods from government warehouses.

VARIOUS
CAUTIONS

§ 90. It is forbidden:

1. to go aboard a ship before it is moored. This does not apply to shipowners, brokers, agents and their employees or to moorers,

2. to accept unauthorised persons aboard or for these to go aboard, without the consent of the person in charge of the ship,

3. to drag up coal or other sunken articles in the harbour or roadstead or to fish there,

4. for unauthorised persons to gather up remnants of cargo on the wharves after transshipment,

5. for members of the crew to sell remnants of cargo or to buy and sell goods,

6. to establish stalls or set up any kind of sign or advertisement without permission of the Harbour Board. Posters and placards may be hung only on boards, posts and stalls intended for this purpose,

7. to photograph, draw or sketch any harbour objects or apparatus without the permission of the Harbour Master's Office,

8. to bathe within the harbour area,

9. to make unnecessary use of the harbour automatic fire apparatus.

XVI. Penal Decisions

§ 91. Persons infringing any of these regulations will be punished by a fine not higher than 200 zł or arrest not longer than 7 days, unless the general criminal code prescribe for such act a heavier punishment. PENALTIES

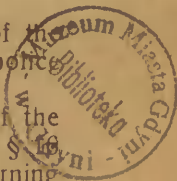
XVII. Regulations in Conclusion

§ 92. These regulations come into force from the 29 th. July 1933.

From the moment of their coming into force the following will cease to be binding:

1. The regulations of Oct. 3rd. 1930 [of the Head of the Harbour Board concerning harbour police rules for the commercial harbour of Gdynia.

1. The regulation of Nov, 15th. 1932 of the Head of the Harbour Board completing § 12 and § 16 of the regulations of Oct. 3rd. 1930 concerning harbour-police rules in the commercial port of Gdynia.



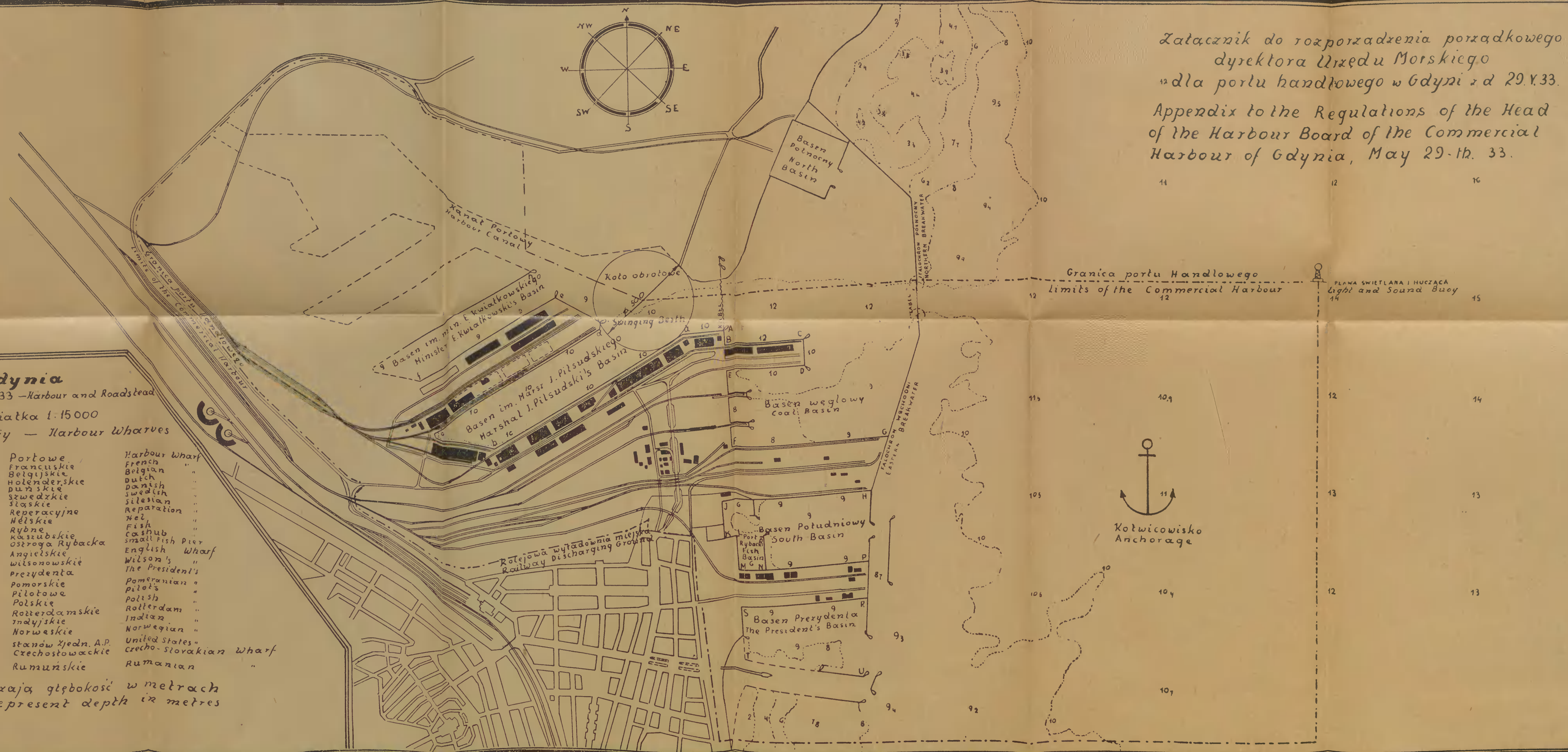
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Port i redα 1933 - Harbour and Roadstead

Spis nabrery — Harbour Wharves

	Nabrxere	Portowe	Harbour Wharf
A	"	Francuskie	French "
B	"	Belgijskie	Belgian "
C	"	Holenderskie	Dutch "
D	"	Duńskie	Danish "
E	"	Szwedzkie	Swedish "
F	"	Śląskie	Silesian "
G	"	Reperacyjnie	Reparation "
H	"	Helzkie	Hel "
J	"	Rybnie	Fish "
K	"	Kaszubskie	Cashub "
L	"	Ostroga Rybacka	Small Fish Pier
M	"	Angielskie	English Wharf
N	"	Wilsonowskie	Wilson's "
O	"	Prezydencka	The President's
P	"	Pomorskie	Pomeranian "
R	"	Pilotowe	Pilot's "
S	"	Polskie	Polish "
T	"	Rotterdamskie	Rotterdam "
U	"	Indyjskie	Indian "
A	"	Norweskcie	Norwegian "
a	"	stańców Xjedn. A.P.	United States "
b	"	Stachostowackie	Czecho-Slovakian Wharf
c	"	Rumunzkie	Rumanian "
d	"		
e	"		
f	"		
g	"		
h	"		

cyfry oznaczają głębokość w metrach
figures represent depth in metres



MUZEUM
MIASTA
GDYNI
BIBLIOTEKA

Flora regu-
lations ...

Gdynia

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