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BYE-LAWS AND REGULATIONS
OF THE
COMMISSIONERS
FOR THE
PORT AND HARBOUR
OF LIMERICK.

MADE IN VIRTUE OF THE ACTS 4TH GEORGE IV., CHAP. 94;
AND 4TH AND 5TH WILLIAM IV., CHAP. 84; 30TH AND
31ST VICT., CAP. 155, AND ACTS INCORPORATED
THEREWITH.

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GENERAL.

1. All vessels arriving at the Harbour shall come to, at the Pool, or alongside of the outside vessels lying at the Quays, and shall there remain until Berths or Stations be appointed for them by the Harbour Master, under a penalty not exceeding Five Pounds for each offence, to be paid by the Master or other person in command.
2. That all ships, vessels, steam-boats, or river crafts, lying and being in the Harbour, or at the Quays or Docks thereof, shall be placed in such manner as the Harbour Master may direct, and shall be subject to the orders of the Harbour Master in regard to moving or shifting, and in regard to the extent of accommodation Masters or Persons in charge may require from each other, under a penalty not exceeding Five Pounds.

3. The Harbour Master shall keep a Registry Book for the purpose of having regularly entered the names of all vessels that arrive at the Quays or Docks, with the Masters' names and any other particulars worthy of notice, and the Masters of all sailing or steam vessels to be laid up for repairs, or to lie up for a shorter or longer period, shall immediately report to the Harbour Master, when Berths for that purpose shall be assigned to them by him, all under a penalty not exceeding Five Pounds for each offence, it being understood that every vessel arriving at the Pool shall be entitled to be entered for a Quay Berth, but, if not ready to take possession in Twenty-four Hours from the time of being entered, shall forfeit her title to the Berth, and must be entered again.

4. That in the selection of Berths in any part of the Harbour, a vessel with a cargo shall take precedence of a light vessel in ballast or taking in a cargo, and that the Harbour Master shall assign to the different descriptions of vessels arriving at the Quays such Berths or Stations as may appear to him reasonable and proper in the circumstances of each case, with the exception of cases included in the 8th Rule, it being understood that vessels first booked in Arrival Book shall have a preference; and Masters and Crews of all vessels in inside Berths shall allow free access to all persons and for goods of every description to or from the vessels lying outside them over the deck of their vessel, all under a penalty not exceeding Five Pounds.

5. No Master or other person having charge of a vessel, shall, without the permission of the Harbour Master, take possession of an inside Berth even for the purpose of unloading or loading, under a penalty not exceeding Five Pounds; and on refusal to remove when so placed, the Harbour Master may cause such vessel to be removed at the expense of the Master or Owners, over and above the penalty.

6. The Master of every vessel, on her being unloaded or loaded, shall remove her from the Berth in which she lies

to such other place as may be appointed by the Harbour Master, under a penalty not exceeding Five Pounds; and in case of refusal, such vessel to be removed by Harbour Master, at the expense of the Master or Owners, over and above the penalty.

7. No vessel shall be allowed to keep her Berth in consequence of having in, or keeping in her cargo, or a portion of her cargo, but must give place to the next in turn, after having been allowed a reasonable time at the discretion of the Harbour Master; and also, all vessels whether loading or discharging, that have but a few packages of goods, or other cargo of any description, either to take on board or to land, before the top of high water, shall be shifted at the discretion of the Harbour Master to make way for the next in turn, all under a penalty not exceeding Five Pounds.

8. All vessels unloading sugar, wine, or other weighty goods, which cannot be landed with the tackle belonging to the vessel, shall have a preference to a Crane Berth, and the Master or other person in charge of any vessel either occupying, or that have been previously booked for a Crane Berth, are strictly prohibited from leaving on the Quays after having been shifted from the Crane Berth, any goods which shall in any way interrupt the free working of the Crane, the loading or unloading of vessels in Contiguous Berths, or the general work on the Quays, all under a penalty not exceeding Five Pounds.

9. All vessels which are loaded either partly or wholly with goods and entitled to a Crane Berth, must begin to unload such goods without delay, and the Masters of such vessels shall, under a penalty not exceeding Five Pounds, remove from the Crane Berth, after such period as shall by the Harbour Master be judged sufficient for the said purpose, so as to make room in due time for other vessels entitled to the said Berth.

STORAGE.

10. If the Harbour Commissioners find it desirable or expedient to permit goods to remain in the Dock Sheds or Stores longer than four working days, a rent for storage or warehousing will be charged at the rate of One Penny per ton or any portion of a ton for such goods, for two days over and above the said four days, after which a further charge of Two Pence per ton or portion of a ton per day for any subsequent number of days they are allowed to remain on the ground.

11. That no ship, vessel or boat shall unload any ballast or coal ~~being discharged~~ into any lighter, or on any of the Quays, without a sufficient sail or tarpaulin duly fixed and spread, to prevent any ballast falling into the Dock or River, and if put on the Quays, to be kept six feet inside from the edge of the coping; also if the ballast be discharged into lighters, the said lighters shall discharge their loads at such places only as shall be pointed out by the Harbour Master, under a penalty not exceeding Five Pounds.

12. That the Master or person in charge of any vessel, steam-boat, or river craft, to which any other vessel, steam-boat, or river craft may be made fast by any rope, hawser or chain, within the limits of the Harbour, who shall cut or cast off, or cause to be cut or cast off, any such rope, hawser or chain, without giving notice to the Master or person in charge of the vessel, steam-boat or river craft so made fast, shall incur a penalty not exceeding Five Pounds.

13. That all vessels lying at the Quays within the Harbour shall have their booms and outriggers in, their jib-booms and running bowsprits run in as far as practicable, and their anchors secured properly, so as to avoid doing damage to other vessels, under a penalty against the Master or person in charge not exceeding Five Pounds.

14. That no steamer moored at the Quays shall be permitted to work her propeller until she is hauled clear of the berth under a penalty in default of Five Pounds.

15. No Master, Boatman, or other person shall make fast vessels of any sort to the bridge or lamp-posts, or to any of the chains, cranes, or rail posts, under a penalty not exceeding Two Pounds for each transgression, besides paying all damages occasioned by their so doing.

16. All Masters of vessels, and other persons, are strictly prohibited from boiling pitch or any other combustible matter or substance near the mooring-posts on the Quays or on the decks of vessels, under a penalty not exceeding Five Pounds.

17. No Master of any sailing or steam vessel shall absent himself from his vessel during tide-time, unless some other qualified person be in attendance, together with a sufficient number of hands to shift or move the same as the Harbour Master may direct, under a penalty not exceeding Two Pounds for each transgression, besides paying for such persons as the Harbour Master may find it necessary to employ in his absence, and any damages that may be sustained.

18. All cannons or guns are prohibited from being fired or discharged from vessels lying in the Harbour, or on the banks of the River opposite the Quays, under a penalty not exceeding Five Pounds, besides damages.

19. Any Owner or Master of any vessel giving or offering a bribe to any officer, or men employed by the Commissioners; or any officer or men receiving such, shall be subject to a penalty of Two Pounds for each offence and immediate dismissal.

20. All carters or drivers of waggons, carts, or hackney cars, and persons riding horses, are strictly prohibited from obstructing the passage along the Quays, by allowing their

horses and carts to stand on the quays, when not employed in loading or unloading, or by parading their horses along the Quays for the purpose of exercise or otherwise. All cars and horses not employed shall be stationed by the Commissioners on such parts of the Quays as may appear to them most suitable and convenient, and carters and hackney car drivers are hereby prohibited from driving furiously and improperly on the Quays; and all persons contravening any part of this regulation, shall be subject to a penalty not exceeding Two Pounds for each offence.

21. Any person making payment of rates and duties, who refuses to answer such questions as shall be put unto him by the Collector, or gives a false or untrue answer, respecting the payment of said duties, shall be subject to a penalty of Five Pounds; and further, every Master of a Vessel arriving at, or departing from the port, shall be obliged, under a similar penalty, to produce to the Collector of rates and duties, his cargo book, bills of lading, &c., whenever it may be necessary for the proper collection of the Harbour Revenue to demand them.

22. Masters or owners of vessels having complaints against the Pilots, are desired to state them immediately, in writing, to the Harbour Master, or Secretary, that the same may be laid before the Commissioners

23. That Masters of vessels frequenting the Port be directed not to employ any Pilot but such as can produce regular licence from the Commissioners.

24. That any person acting as Pilot not having regular licence from the Commissioners, shall be subject to a penalty for each offence not exceeding Five Pounds.

25. All persons guilty of assaulting, striking, resisting, obstructing, or molesting the Harbour Master, or his Assistants, the Collector of Dues, or any other Officer in the execution of his duty, and all Masters and other persons having the command of any sailing or steam vessel

acting contrary to the directions of the Harbour Master, in relation to shifting their vessels in the harbour, or in any way hindering them in the execution of their duty, shall be liable to a penalty not exceeding Five Pounds; and the Harbour Master, together with his Assistants, are hereby strictly enjoined to see that the whole of the foregoing Regulations shall be punctually observed by the parties concerned, or in default thereof to be dealt with by the Commissioners as they shall deem fit.

26. That all Pilots be particularly desired to aid and assist the Harbour Master in enforcing the Harbour Regulations, Penalty for neglect of same, Two Pounds for each offence.

27. That all sailing vessels arriving at the Dock or Quay, and placed in berth by the Harbour Master, shall forthwith moor according to his directions. In the case of vessels in the Floating Dock with a bower chain to the Westward, and, that also before the whole of the inward cargo shall have been discharged, a sufficient quantity of ballast or outward cargo shall be put on board, in order to stiffen the vessel and prevent accident. All parties violating this Rule subject to a penalty for each offence not exceeding Five Pounds.

28. That a clear margin of at least six feet from the face of the Quay wall towards the roadway shall be at all times left free and unencumbered from any description of goods whatsoever, and that the Owners or Agents of any goods placed within that limit on any part of the Quays or Wharfs, shall be liable to a fine not exceeding Ten Shillings for each offence, as also to the expense incurred for their removal.

TIMBER.

29. That a space of thirty feet from the butt of the crane towards the roadway shall be allowed for Timber when hoisting or shipping off, and not more than six tiers

in height shall be allowed in piling, in order to secure safety to the public. ~~Any deviation from this rule to subject the Owner or Agent to a fine of Twenty Shillings for each succeeding twenty-four hours while it so remains.~~

DEALS AND STAVES.

30. That in the piling of Deals or Staves, or landing or laying down for shipment, any other goods, a roadway of at least twenty-five feet in width, shall be left free for general traffic, and any encroachment upon that space shall subject the Owner or Agent to a like fine of Twenty Shillings for each succeeding twenty-four hours.

NATIVE TIMBER, &c.

31. That no Native Timber or other goods intended for shipment shall be laid down on the quays or within the Dock premises for shipment, for a longer period than Seven Days before the shipment of such goods, unless by special permission, at the rent prescribed by the next Bye-Law, No. 32. Any breach of this rule shall subject the owner or agent to a penalty of Ten Shillings per Twenty-four hours ~~which~~ any portion of such timber or other goods may remain on the Quays or within the Dock premises after the time specified.

WHARFAGE.

32. If the Harbour Commissioners find it desirable or expedient to permit goods to remain on the Quays or in the Dock Premises longer than seven days after the final discharge of the vessel, they shall be at liberty to charge a wharfage rent, not exceeding Sixpence per square yard of the Harbour Premises occupied by such goods, for every week or part of a week they are allowed to remain on the ground, and that such rent shall be enforced by the seizure and sale of such goods in the same manner as is provided for recovery of expenses for storage of goods, under the 68th sec. of the "Harbour, Docks, and Piers Clauses Act, 1847."

33. That all such Fines and Penalties shall be recovered in the same manner as Fines and Penalties are recoverable under the Provisions of the Limerick Harbour Act, 1867. and the Acts incorporated therewith.

GRAVING DOCK.

34. That the Dock shall be available to all vessels on the payment of the Rates fixed in Schedule B of the Limerick Harbour Act, 1867, subject to the provisions of the said Act, and the following Regulations and Conditions—

35. That the Masters, Agents, or other persons in charge of vessels, requiring use of the Dock, shall, between the hours of 10 a.m. and 4 p.m., and on Saturdays, between 10 a.m. and 1 p.m. (except in cases of proved urgency, in which case application may be made to the Harbour Master,) make application to the Secretary for a Docking Order giving particulars of the draft of water, length of keel, &c., and stating the time required for repairs, and shall prepay a deposit of £5, which deposit shall be allowed in settlement of the Dock Rates, provided there shall be no claim thereon for damage to the Dock or any of its appliances, by neglect on the part of any person acting for the vessel; but such deposit shall be forfeited if the vessel is not ready to enter Dock at the time stated in the application, unless prevented by unavoidable circumstances, and every vessel so entered shall be subject to and chargeable with Dock Rates for the time so stated, even if that time be not required.

36. That in case the Dock Rates chargeable per schedule on any vessel leaving the Dock, shall not amount to the deposit of £5, she shall pay, on account of the expense of pumping the Dock, such sum as in addition to the Rates so chargeable, shall amount to the sum of £5.

37. That all vessels shall have precedence for the use of the Dock according to priority of applications, provided they are ready to enter at the time named, but if any vessel

be not ready to enter at the time named, and if the Dock be ready to receive her, the next in order of application shall have the prior right to enter unless the vessel first entitled shall be prevented by some unavoidable cause sanctioned by the Commissioners.

38. If a second or third vessel shall require to enter the Dock while any other vessel is undergoing repairs therein, the Master or other person in charge of such vessel shall consult with the Harbour Master or other Officer of the Commissioners, and with the person in charge of such other vessels already in the Dock, as to the time at which such latter vessels may be ready to leave the Dock, and shall undertake and agree to remove his vessel so as to permit the inner one to be undocked at the time so agreed on between the parties.

39. That all vessels in the Dock shall submit to have the gate opened for other vessels to go in or out, as may be required: and the Masters or other persons in charge of such vessels in the Dock, shall attend and scuttle, or float or shore their own vessels, at their own risk and expense, if the time the vessel entered for has expired; but if such time has not expired, the vessel entering shall pay all expenses of shoring, floating, or sinking the vessel already in the Dock, but shall not be accountable for any damage that may occur by the neglect of the parties in charge of such.

40. That no vessel shall be charged for Sundays while lying in the Graving Dock, but if the vessel enter or leave the Dock on a Sunday, then the Sunday must be charged; and vessels under repair in the Dock shall not be charged for any time during which work may be stopped on such vessel (as certified by the Harbour Master) by reason of the Dock being filled with water to admit or let out other vessels.

41. That if any Captain or Owner, before docking his vessel, requires the Dock to be pumped out for inspection

or adjustment of the blocks, such Captain or Owner must pay one-half the cost of pumping (as estimated by the Engineer) in addition to the ordinary Dock rates, and other charges to which the vessel may be liable.

42. That no rubbish, ballast, or other matter shall be put out of any vessel in the Dock without permission in writing of the Harbour Master, and that the use of all blocks, shores, and other appurtenances of the Dock, and the heaving of the pitch pots and stoves, and all such matters, shall be subject to the approval and under control of the Harbour Master.

43. That all Vessels entering the Dock shall be docked, blocked, shored, and undocked entirely at the Owner's risk—Masters and Owners being at liberty to employ any Carpenters or other workmen they may think fit, and the Commissioners being free from all liability or risk to the vessel from accident, fire, or any other cause whatever. The Dock will be provided with the proper BLOCKS and CAPS, and sufficient SHORES for placing and supporting ships on the blocks; but that any further timbers or other requisites that may be necessary for raising ships off the blocks, or otherwise altering their position whilst in Dock, or assisting their repairs, must be provided by the Master or Owner, at the ship's expense.

44. That any damage to the Dock, its blocks, shores, or its other appliances, caused by any vessel docking, undocking, or while in the Dock, shall be made good at the expense of the vessel causing same, and the cost shall be chargeable with the Dock rates to which she may be liable.

45. That no vessel shall be allowed to be undocked until all rates, charges, and damages shall have been paid or secured, on payment of which an order shall be issued by the Secretary to the Harbour Master to allow the vessel to leave the Dock; but should the Captain, Owner, or Agent of any vessel decline to remove such vessel, owing

to any difference or dispute, or any other reason, the Harbour Master shall be empowered to remove such vessel to the Floating Dock, all expenses attending such removal to be borne by the ship removed, and be recoverable with other Dock and Harbour Dues.

46. That no keel blocks or capping pieces, except those immediately supporting the vessel undergoing repairs, are to be removed; and such blocks, capping pieces, or cotter pins as are disturbed must be carefully replaced before the vessel is undocked. *As a deposit of 10/- will be taken for the removal of such blocks or cotter pins.*

47. That all rafts, floating stages, &c., brought into the Docks shall be properly moored to prevent damage, and removed with the vessel for whose repairs they were used.

48. That no vessel be permitted to leave the Docks until the hull shall have been swept by a loop line, so as to detach any blocks or other timbers which may be adhering to the bottom. This must be done when the vessel is fully afloat, to the satisfaction of the Harbour Master, or other officer of the Commissioners.

49. That all baulks, shores, blocks, &c., must be raised and lowered by the timber slides provided for that purpose; on no account shall such timbers be thrown down the steps of the Graving Dock.

50. That no keel blocks are to be used for shoring, for punching or cutting copper, or for any other purpose than supporting the keel of the vessel under repairs.

51. That all chips and other rubbish shall be removed by those in charge of the vessel undergoing repairs, at such times as the Harbour Master shall direct; otherwise the floor will be cleaned at the expense of the Master or Owner of the vessel.

52. That no blocks, shores, or other plant intended for the use of the Graving Dock are to be removed outside the Dock Yard, without the consent, in writing, of the Harbour Engineer.

\$3. A deposit of 10/- will be required for shores. These to be returned when shores are replaced.

53. That the person or persons entrusted with the repairs of the vessel in the Graving Dock, shall give due notice to the Harbour Master as to the time that such repairs will be completed, time of said notice not to exceed 8 hours.

54. That any person or persons offending against these Rules shall forfeit a penalty of £5, or be sued for the damage done.

N.B.—The Harbour Master and the Harbour Engineer have orders to see that these Rules are carried out.

SARSFIELD BRIDGE.

55. That the Bridge shall be opened for the passage of vessels to and from the Old or Upper Harbour, at any state of the Tide, subject to the following regulations:—

56. That the Masters or persons in charge of vessels requiring to pass through, shall give notice thereof to the Harbour Master, and to the Bridgeman on duty for the time being, at least one hour before the vessel is intended to be hauled through the Lock.

57. That all vessels intended to pass through the Lock shall be "brought to" in the Lie-by Basin if going up, or in the Lock when coming down, and shall be well secured with sufficient and proper ropes, ready for wharfing past the Bridge when opened. The rate of speed of vessels passing the Bridge shall not exceed one mile per hour, or 88 feet per minute. All vessels must therefore approach the Bridge quietly to avoid mishap.

58. That under no circumstances shall an anchor or drag of any kind, trailing on the ground, be let go in the Lock.

59. That all vessels shall have precedence for passage through according to priority of arrival in the Lie-by Basin, or in the Lock.

60. That no unnecessary delay shall occur in hauling vessels through the Bridge passage.

61. That any Master, or person in charge, who by reason of negligence or want of caution, permits his vessel to collide with the Bridge, or any of its working parts, shall forfeit a penalty not exceeding Twenty Pounds sterling, and the vessel shall be liable for the cost of repairing the damage done.

62. That, except in cases of emergency, the Bridge shall not be opened about the hours of 6 a.m. and 6 p.m., or about the beginning or the end of workmen's meal hours; or during the half hour immediately preceding the hours of Divine Service on Sundays.

63. That the public are strictly prohibited from trespassing on any part of the Bridge while in the act of being opened, and are hereby warned against doing so during the time that the guard chains shall remain drawn across the roadway adjoining.

64. That all vessels shall pass through the Bridge opening at the sole risk of the Masters, Owners, or persons in charge, and that no responsibility shall be incurred by the Harbour Commissioners in the event of accidents or delays to the vessels.

DREDGERS AND ROCK CUTTER.

65. The Limerick Harbour Commissioners hereby give Notice that the following Rules shall be observed concerning the Dredgers, Rockcutter, or other vessels belonging to the Port, and engaged on works in progress on the River Shannon.

66. EVERY STEAMER before passing Dredgers, Rockcutter, or other craft belonging to the Commissioners, either moored in the River or engaged on work in progress shall ease her engines to "Dead Slow" when within not

less than one hundred and fifty yards of such Dredgers, Rockcutter, or other craft, or until she has passed the same at least fifty yards.

67. The DREDGERS and ROCKCUTTER when moored in their working positions between sunrise and sunset shall exhibit a red flag hoisted on a pole, on that side on which it is safe for a vessel to pass, and between sunset and sunrise shall exhibit Three Bright White Lights from globular lanterns, of not less than eight inches in diameter, placed in the form of a triangle, not less than six feet apart on the top of the framework athwart ship, and of sufficient power to be visible with a clear atmosphere, at a distance of one mile.

68. The DREDGERS, ROCKCUTTER, or other craft when under way, or moored to buoys or anchors, shall conform to the Board of Trade Rules with regard to Lights.

RIVER CRAFT.

69. All ships and vessels when navigating in the River Shannon, and within the limits of the Port and Harbour of Limerick, shall, between sunset and sunrise, exhibit the Lights required by the Collision Regulations now in force, issued in pursuance of the Merchant Shipping Act, copies of which can be obtained from the Harbour Secretary on application to him.

70. All ships and vessels at anchor within the limits of the Harbour, shall exhibit from sunset to sunrise, where it can best be seen, at a height of not more than twenty feet, and at least sixteen feet from the deck; or, in the case of small vessels as high as practicable a white light in a globular lantern not less than eight inches in diameter, and so constructed as to show a clear and unbroken uniform light, visible all round the horizon at a distance of at least one mile.

71. In foggy weather all ships and vessels within the above limit shall when under way blow a horn, and when at anchor ring a bell every half minute.

72. If the owner or person in charge of any ship or vessel fails in any respect to comply with, or in any way infringes any of the foregoing Regulations, he shall be liable to a penalty of, and shall forfeit a sum not exceeding Five Pounds for each offence, which penalties shall be recovered, enforced, and applied according to the provisions of the Limerick Harbour Act of 1867.

NOTE.—Ships and vessels include Smacks, Turf Boats, Barges, and Lighters.

LIMERICK PILOTAGE DISTRICT.

BYE-LAWS MADE BY THE LIMERICK HARBOUR COMMISSIONERS, AS THE PILOTAGE AUTHORITY FOR THE LIMERICK PILOTAGE DISTRICT, PURSUANT TO THE MERCHANT SHIPPING ACT, 1894, SECTION 582 (9), FOR THE CONTRIBUTION BY PILOTS, MASTERS, AND MATES, TO THE PILOTAGE FUND OF THE DISTRICT, UNDER SAID ACT AND SECTION.

73. Any Master or Mate of a vessel who holds a license under this Board, to enable him to pilot his vessel within any portion of the district under the jurisdiction of the Board, shall, for every time he may navigate his vessel within the waters of the district over which he is licensed, pay into the Limerick Pilotage Fund a sum not exceeding five per cent. of the amount of Pilotage which the vessel of which he is in charge would have paid had the services of a Licensed Pilot been engaged, and every such Master or Mate shall, within a month of the 30th June and 31st December in each year make a return to the Secretary of the Board of such services rendered by him during the previous six months, but such payment shall not entitle any such Master or Mate to a participation in any of the benefits of the said Fund.

74. Every such Master or Mate (and all Pilots) licensed by the Board shall pay the Secretary of the Board a sum of £2 2s. for every such license, and a like sum for every renewal thereof, and such fees (after deducting any expenses incurred by the Board in and about the examination of the persons so licensed), shall be put by the Secretary of the Board to the credit of the Pilotage Fund of the Limerick Harbour Pilotage District.

SMOKING.

75. Every person Smoking in any of the Dock Sheds or Covered Buildings in the Docks, or in any portion of the Dock Premises lying between the Dock Road and the line of the face of the South Wall of the Floating Dock, is hereby subjected to a penalty not exceeding Forty Shillings. The Harbour Commissioners' officers and servants are required to take the necessary steps to enforce obedience to this Bye-Law, and any person offending against it is liable, in addition to incurring the penalty above-mentioned, to be summarily removed at the first opportunity from the Shed or from the Commissioners' Premises.

76. Every person who shall offend against any of the foregoing Bye-Laws, numbers 1 to ~~5~~ shall be liable for every such offence to a penalty not exceeding Five Pounds, and in case of a continuing offence, to a further penalty of Forty Shillings for each day after written notice of the offence from the Commissioners. Provided nevertheless that the Justices or Court before whom any complaint may be made or proceedings may be taken in respect of any such offence, may, if they think fit, adjudge payment as a penalty of any sum less than the full amount of the penalty imposed by these Bye-Laws. All fines and penalties incurred under these Bye-Laws shall be recovered in the same manner as fines and penalties are recoverable under the provisions of "The Limerick Harbour Act, 1867," and the Acts incorporated therewith.

77. It is declared that all Bye-Laws heretofore made by the said Limerick Harbour Commissioners are hereby repealed, and the foregoing Bye-Laws and Regulations shall stand in lieu thereof.



*Given under the Common Seal of the
Limerick Harbour Commissioners, the
day of _____, one thousand
nine hundred and five.*

JOHN BOYD,
SECRETARY.

*Assented to by the Board of Trade, this _____ day of
1906.*

ASSISTANT SECRETARY.