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## **THE PORT REGULATIONS**

**(1995 Revision)**

Revised under the authority of the Law Revision Law (19 of 1975).

The Port Regulations made the 26th April, 1977.

Consolidated with the -

Port (Amendment) Regulations, 1977 made the 19th July, 1977  
Port (Amendment) Regulations, 1978 made the 10th January, 1978  
Port (Amendment) (No.2) Regulations, 1978 made the 2nd May, 1978  
Port (Amendment) (No.3) Regulations, 1978 made the 16th May, 1978  
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Port (Amendment) Regulations, 1979 made the 20th April, 1979  
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Port (Amendment) Regulations, 1991 (sic) made the 1st September, 1991  
Port (Amendment) Regulations, 1992 made the 19th May, 1992  
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Port Authority (Safety Equipment on Vessels) Regulations, 1984 made the 24th January, 1984.

Consolidated and revised this 7th day of February, 1995.

**THE PORT AUTHORITY LAW**

**(LAW 15 OF 1976)**

**PORT REGULATIONS**

**(1995 Revision)**

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**PORT AUTHORITY LAW**

**(No. 15 of 1976)**

**PORT REGULATIONS**

**(1995 Revision)**

**Part I- General**

1. These Regulations may be cited as the Port Regulations (1995 Revision). Citation
2. In these Regulations, unless the context otherwise requires- Definitions
  - “animal” means an animate creature other than a human being;
  - “apron” means the place of loading or discharge of goods and the embarkation and disembarkation of passengers;
  - “Authority” means the Port Authority established by section 3;
  - “berth assignment” means the granting of permission to use a specified berth;
  - “cargo handling dues” means a charge assessed against a consignee or agent for handling cargo from vessel hook to place of rest or vice versa;
  - “charge” means monies chargeable by the Authority by virtue of these Regulations;
  - “checking” means the service of counting and checking cargo against appropriate documents for the account of the cargo or the vessel, or other person requesting the same;
  - “collision regulations” means the international collision regulations having application to the Islands;
  - “container” means a large standardised, seagoing receptacle for the transportation of cargo, which receptacle can be handled as a unit;
  - “Director” has the meaning ascribed to it by section 2;
  - “diver” includes a snorkeler;

*Port Regulations (1995 Revision)*

Law 28 of 1975	<p>“explosive” has the meaning assigned to it by the Explosives Law, 1975;</p> <p>“facility” includes any craft, dock, jetty, buoy, marker, machinery, light, building or land under the control of the Authority;</p> <p>“fairway” means the whole of the navigable channel of a port;</p> <p>“free time” means the specified period during which cargo may occupy space assigned to it on terminal property free of terminal demurrage or storage charges immediately prior to the loading or subsequent to the discharge of such cargo on or off the vessel;</p> <p>“handling” means the handling of cargo from vessel hook to tail gate or vice versa;</p> <p>“heavy lift” means the service of providing heavy lift cranes and equipment for lifting cargo;</p> <p>“knots” means nautical miles per hour;</p>
1995 Revision	<p>“Law” means the Port Authority Law (1995 Revision);</p> <p>“loading and unloading” means the service of loading or unloading vessels to any place on the terminal and trucks, lighters or barges to any other means of conveyance to or from the terminal facility;</p> <p>“N.O.S.” means not otherwise specified;</p> <p>“operator” means a person carrying on the business of furnishing wharfage, dock, warehouse, or other marine terminal services or facilities in connection with a common carrier by water in any port;</p> <p>“place of rest” means a location designated by the Director within the terminal area where goods and commodities may be placed in a manner acceptable to the Authority and allowed to remain while awaiting delivery to road or for loading on board a vessel;</p> <p>“port dues” has the meaning ascribed to it in section 2;</p> <p>“port terminal facility” means structures comprising a terminal unit, including but not limited to, wharves, transit shed, covered and open storage space, cold storage plants, landing and receiving stations used for the transmission, care and</p>

convenience of cargo in interchange between land and water carriers or two water carriers;

“power boat” means a vessel capable of being propelled by means other than or in addition to sail or manpower to an extent in excess of 5 B.H.P.;

“prescribed” means prescribed in the Schedules;

“section” means a section of the Law;

“ski-boat” means a vessel operating as a tow boat for water skiing;

“swim area” means an area set aside under regulation 141(1);

“tailgate” has reference to the delivery of cargo by the Authority from the place of rest to the tailgate of the truck for outbound cargo and from the tailgate of the truck to place of rest for inbound cargo;

“terminal demurrage” is a charge assessed against cargo remaining in or on terminal facilities after the expiration of free time unless arrangements have been made for storage and is also applicable to cargo remaining in or on terminal facilities after expiration of an authorised storage period;

“terminal storage” means the provision of transit sheds or other terminal facilities for the storing of inbound and outbound cargo after the expiration of free time, including wharf storage, shipside storage, closed and covered storage, open and ground storage, bonded storage and refrigerated storage, after storage arrangements have been made;

“ton” means a gross ton of two thousand pounds or forty cubic feet at the option of the Authority;

“tonnage dues” means the charge for the use of wharf but does not include a charge for any other service;

“transit shed” has the meaning ascribed to it by section 2 of the Customs Law, 1990 and in addition includes any place so prescribed by these Regulations or designated as such by the Authority;

Law 17 of 1990

“usage” means the use of the terminal facilities by operators for a purpose for which a charge is N.O.S.;

“vessel” has the meaning ascribed to it in section 2 and includes the owners or agents thereof;

“vessel hook” means the point of pick-up or discharge of cargo from a vessel’s cargo handling tackle;

and the additional definitions appearing in section 2 apply hereto.

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|---|--|
| Application to persons                                    | 3. The Regulations contained herein apply to all users of the facilities of the Authority from time to time who, in matters of doubt, are subject to the decision of the Director.   |
| User creates a binding covenant                           | 4. Use of the Authority’s facilities constitutes a consent by the user to the terms and conditions hereof and is evidence of agreement on the part of vessels and other users of such facilities to pay all charges specified and be governed generally by these Regulations.  |
| Appeals   | 5. To the extent that the Director derives his powers and responsibility from the Authority there is a right of appeal to the Authority against his decisions, which appeals must be addressed to the Chairman.  |
| Exemption of charges in the case of construction          | 6. Construction work done under contract with and for the benefit of the Authority, is exempt from the charges specified herein in so far as such work is necessary for performance of such contract.  |
| General restrictions and limitations                      | 7. The Authority has no obligation to provide- <ul style="list-style-type: none"><li>(a) storage or accommodation for property which has not been transported and is not intended to be transported by water to or from a port;</li><li>(b) berthing or other services beyond the reasonable capacity of its facilities; or</li><li>(c) extended storage for any property in the course of normal operations, beyond such period of time as may be provided by these Regulations or allowed by the Director, nor is he obliged to accept any cargo incompatible with public policy or the general objects of a port.</li></ul> |
| Disclaimer of responsibility for loss or damage or injury | 8. The Authority is not responsible for- <ul style="list-style-type: none"><li>(a) damage to freight being loaded, unloaded, handled, stored or otherwise present on its facilities, or for loss of freight or delay thereto;</li></ul>  |

- (b) loss or damage to freight on or in its facilities by reason of fire, leakage, evaporation, natural shrinkage, wastage, decay, animals, rodents, moisture, the elements, discharge of water from sprinkler fire protection systems or from any other cause;
- (c) delay, loss, damage arising from riots, strikes, labour disturbances or any persons, or for loss due to pilferage or theft or to other cause; or
- (d) personal injuries or death resulting from any cause whatsoever on its properties or facilities,

unless occasioned by the wilful neglect or default of the Authority or its servants or agents acting in such capacity.

9. The placing of property of any nature including cargo on the Authority's property pursuant to these Regulations is not a bailment of that property, and the Authority is not a bailee thereof.

Placement of goods not to be bailment

10. Cargo in respect of which charges have not been collected after twenty-eight days, excluding the free storage period, is deemed to be abandoned cargo and the Authority may-

Abandoned cargo

- (a) dispose of it in accordance with section 24;
- (b) store it off the port at the risk and expense of the owner; or
- (c) retain possession of it until all charges have been paid.

11. Vessels, within forty-eight hours before arrival or departure, where practicable, and other users of the harbours and facilities shall produce copies of inbound and outbound manifest, or other acceptable documents to the Director, or a full and correct statement, signed and certified on a prescribed form, showing weights or measurements of the items discharged or loaded and the basis on which freight charges are assessed.

Furnishing cargo statements and vessel reports

12. (1) Charges prescribed by these Regulations are due as they accrue and payable within seven days after presentation of invoices. The Authority reserves the right, in the event of past delay or failure to pay invoices when due, to demand payment of charges in advance before further services are performed or facilities used, or before freight upon which charges have accrued are released for delivery.

Payment for charges

(2) A charge prescribed by or under these Regulations which is not paid within thirty days of becoming due shall attract an additional charge-

- (a) of an amount equal to 1.5 per cent of the amount of the unpaid charge;
- (b) which shall be added to that unpaid amount on the next 27th day of the month following the end of that thirty day period.

(3) Any part of the charge or additional charge which remains unpaid on the next and each subsequent 27th day of the month after the day on which an additional charge was added under sub-regulation (2) above-

- (a) shall attract a further additional charge equal to 1.5 per cent of the total amount remaining due to the Authority in respect of those unpaid charges;
- (b) which shall be added to that total unpaid amount on the 27th day of each such month.

(4) Any additional charge referred to in this regulation shall become due and payable to the Authority on the date on which it is calculated and added to an unpaid charge.

No debtor substitution allowed

13. The Authority will not assist its debtors in the collection of dues owed to it.

Deposits or bonds

14. The Authority may require a deposit or bond in advance of charges which may accrue against a vessel or from other users of its facilities and use of its facilities may be denied until such deposit or bond is provided upon the scale of seven dollars per ton loaded.

Access to records

15. Vessels and other users of ports and facilities are required to permit inspection of manifest of cargo, passengers and other relevant documents for the purpose of audit and the estimation of charges.

Indemnity bond

16. Users of the port facilities, unless specifically exempted, are required to provide cash bonds for such amount as the Director may require, insuring the Authority against loss and securing the payment of bills arising from cargo handling, cargo dues, wharfage, water sales, storage, rentals, leases, warehousing, demurrage, electric current and other services rendered, and the Director is authorised to cash such bonds.

Insurance certificates

17. The rates and charges published in these Regulations do not provide for insurance, and users of port facilities are required to carry bodily injury liability insurance and property damage liability insurance and to produce certificates of such insurance to the Director on demand, failing which the Director may require a cash bond for an appropriate amount.

## **PART II-Navigation**

Lighthouses

First Schedule

18. Lighthouses and daymarkers are, for the purpose of their control, prescribed in the First Schedule and may be varied in number and description from time to time by the Authority in exercise of its function under paragraph (c) of section 6

by Notice published in the Gazette and, for the maintenance thereof, the Authority shall have recourse to a port due called aids to navigation being a charge prescribed in regulation 109.

19. (1) No vessel may be anchored in the fairways of a port without the permission of the Director. Removal of ships in fairways

(2) A vessel anchoring in contravention of sub-regulation (2) shall, in addition to any penalty, be liable to be removed at the vessel's risk and expense.

20. Vessels navigating under pilotage are answerable for any loss or damage caused by fault of navigation. Liability of vessels under pilotage

21. It is unlawful to anchor any vessel in any of the turning basins or channels in the ports or in a navigational channel listed in the Ninth Schedule, or otherwise to obstruct navigation except in cases of actual emergency. Anchorage or obstruction in turning basins and channels-Ninth Schedule

22. (1) Vessels anchored, moored or manoeuvring in the territorial water-ways of the Islands must at all times exhibit the lights required for their class by collision regulations. Lights at night

(2) Vessels having explosives on board shall, when within the limits of a port, keep conspicuously exhibited at the fore by day a red flag (B International Code) and at night at the mast head in addition to the lights ordinarily required and above them, a red light visible at a distance of one mile all round the horizon.

23. Boats within the limits of a port shall make way for ships under way and shall between the hours of sunset and sunrise exhibit the lights required for their class by collision regulations. Boats to give way and exhibit requisite lights

24. Free passage shall be kept to landing places, wharves and moorings, and boats shall move when required to clear such passage. Ship's accommodation ladders and gangways shall be kept in good condition and clear of obstruction. Approaches to docks, ship's ladders and gangways to be kept cleared

25. (1) No wreck shall be sunk or other object, other than a mark or buoy for which permission has been obtained under regulation 29, placed on the ocean bed without the permission of the Governor in Council. An application for such permission shall be made to the Authority, which shall, before forwarding its recommendation thereon to the Governor in Council, obtain the advice of the Minister responsible for natural resources matters. Sinking, etc., of objects

(2) The sinking of any object in a port shall be reported immediately to the Director.

*Port Regulations (1995 Revision)*

- Pollution of air and water 26. Whoever deposits, places or discharges into territorial waters, any ballast, dunnage, sewage, butcher's offal, garbage, dead animals, gaseous liquid or solid matter, oil, gasoline, residuum of gas, calcium, carbide, trade waste, tar or refuse, or any other matter which is capable of producing floating matter or; scum on the surface of the water, sediment or obstruction on the ocean bed, or odours or gases of putrefaction is guilty of an offence.
- Speed, etc. 27. Whoever within one thousand five hundred feet of a port terminal facility proceeds at a speed exceeding five knots or endangers other vessels or structures or causes wake damage (subject, however, to the duty of the Master to maintain steerage way) is guilty of an offence.
- Anchors to be in readiness 28. Vessels entering or leaving port shall have anchors clear and ready for use and vessels arriving shall have their derricks hoisted and ready if weather permits.
- Erection of marks, laying of buoys Law 19 of 1978 29. (1) No lateral, cardinal, isolated danger, safe water or special marks shall be erected or buoys laid down within the territorial waters without the permission of the Authority. Where any buoy is proposed to be placed within any restricted marine area or any area designated as a marine park under sections 10 and 11 respectively of the Marine Conservation Law, 1978, or in coral, the Authority shall, before deciding whether to grant permission, obtain the advice of the Minister responsible for natural resources matters. Such permission may be granted subject to whatever conditions the Authority deems appropriate.
- (2) Prescribed charges are payable in respect of any buoys laid within the territorial waters and such buoys may be removed at the expense of the owner if at any time the Authority so requires.
- (3) Permanent moorings for public use shall be marked with a white buoy bearing a horizontal blue stripe, each of which shall be clearly marked with the size or the weight limit, or with both the size and the weight limit, for which the mooring is intended.
- (4) No vessel which exceeds either the size or weight limit so marked may moor on such a mooring.
- Restrictions on all vessels 30. (1) A vessel approaching within two hundred yards of a divers down flag or a divers down light shall not exceed a speed of three knots, and shall have a look-out at the bow for divers and swimmers and shall make either visual or radio contact with the person acting as look-out on the vessel displaying such flag or light.



(2) No vessel shall display the divers down flag or divers down light unless it is at that time engaged in diving or snorkelling operations.

(3) No vessel shall approach within one hundred yards of a fishing vessel which is at anchor and displays a white flag, unless such fishing vessel has given permission.

(4) No vessel shall exceed a speed of five knots when within fifty yards of any vessel which is at anchor.

(5) Except in an area designated under regulation 140 as a watersports area and marked by buoys, no vessel shall exceed a speed of five knots when within two hundred yards of the shoreline.

(6) No vessel shall travel parallel to the shoreline unless it is more than fifty yards therefrom.

(7) Nothing in this regulation shall apply to any vessel-

(a) engaged in rescue operations;

(b) carrying a constable, or a Fisheries Officer appointed under section 5 of the Marine Conservation Law, 1978, when carrying out their respective duties as such.

Law 19 of 1978

(8) For the purposes of this regulation “divers down flag” and “divers light” are as prescribed in the Fifth Schedule.

31. (1) It is the duty of every person having control of a power boat within territorial waters-

Power boats

(a) so to navigate such boat as to avoid collision with or injury to every vessel or person present in, on or under the water in the area occupied by or disturbed by the said boat or the wash or wake thereof; and

(b) to navigate such boats with due care and consideration for other persons having regard to the prevailing conditions and the reasonable likelihood of other persons being present in or coming into the area occupied by such boat and the wash and wake thereof.

(2) No person under the age of fifteen years shall drive or navigate a power boat save under the control of a person over that age.

(3) Every person in control of a power boat shall when so instructed by the Director-

- (a) heave to; and
- (b) bring his boat alongside any place indicated by the Director,

and otherwise comply with any navigational orders issued to him by the Director.

(4) When any dispute arises as to who is in control of a power boat every person present therein shall be deemed to be in control until he proves the contrary.

(5) As between power boats and other vessels, all other vessels have right of way.

(6) No person shall operate a ski-boat unless-

- (a) the area of the sea in which it is operated is free from swimmers and divers; and
- (b) its crew keeps constant watch on other vessels and is satisfied that no danger to such vessels or to swimmers or divers is involved.

(7) The minimum crew for a ski-boat is two persons, one at the helm or wheel and one acting as look-out.

(8) No water skiing may be conducted unless the sea is clear for one hundred yards ahead and fifty yards either side of the ski-boat.

(9) The Director may, by notice in writing published in the Gazette and in one newspaper printed in the Islands, exempt from any or all of the provisions of sub-regulations (5) and (8) such person or persons as may be therein specified for such period of time, in respect of such place or places and subject to such conditions as are in such notice also specified.

Application for berth and  
for the loading or  
unloading of vessels

Third Schedule

32. Vessels desiring a berth at any port in the Islands shall, as far in advance of the date of docking as possible, make application to the Director in writing in the manner prescribed in the Third Schedule specifying the name of the vessel, size, the date and estimated time of arrival, date and time of sailing and the nature and quantity of cargo, if any, and request the vessel to be loaded or unloaded.

Director to assign berth

33. (1) Vessels shall occupy the berth assigned by the Director, and shall be moved to any other berth which the Director may direct, and all masters or persons in charge shall obey the Director's orders.

(2) Vessels shall not proceed alongside any wharf without the permission of the Director, but shall anchor until such permission is received.

(3) The master is responsible for all damage or consequences resulting from any erroneous declaration made by himself or his representatives as to the draft or dimensions of his ship. The tonnage of a ship is that shown on her certificate of registry.

34. Every vessel must, at all times, have on board a person in charge with authority to take such action in any emergency as may be necessary to facilitate common navigation or commerce, or for the protection of other vessels or property. The Director has discretionary authority to order and enforce the removal or change the berth or location of any vessel, at its own expense, to such place as he may direct, for the purpose of facilitating navigation or commerce, or for the protection of other vessels or property, and it is unlawful for the master, owner or agent of such vessel to neglect or disobey any such order and if there is no responsible person available, or if the person in charge refuses to shift a vessel as required, the Director may have the vessel shifted at the risk and expense of the vessel.

Change of berth

35. A vessel berthed in an unauthorised manner or shifted without approval of the Director is subject to an assessment in an amount equal to twice the published port dues. Such vessel may, without notice, be moved by the Director to a properly designated berth at the risk and expense of the vessel.

Unauthorised berthing

36. (1) Vessels within a port shall have sufficient hands on board to attend to their moorings, and to cause them to be slackened or hove in as necessary. No rope shall be made fast except to dolphins, buoys, moorings and bollards placed for that purpose, and no wire rope may be used unless the bollards and the edge of the coping of the wharf are protected from chafes to the satisfaction of the Director. Chain cables may not be used for mooring alongside a wharf.

Ship's moorings, etc.

(2) Vessels shall anchor, moor, and berth to the satisfaction of the Director, and shall take such additional precautions in severe weather as may be ordered.

(3) Vessels alongside wharfs must affix efficient rat guards on every line and wire connected to or reaching shore if so ordered by the Director.

37. A watch shall be constantly kept by day and night upon the open deck of every ship in port.

Watch to be kept on board

38. (1) Vessels shall at all time be kept in a fit condition to be moved and in default the work may be performed by the Authority at the vessel's risk and expense. No vessel shall drop main steam or power without first obtaining permission from the Director.

Ships to be in readiness to move

(2) Vessels entering, leaving or shifting berth within a port shall be provided with sufficient hands for the purpose and shall have on board good and sufficient warps to the satisfaction of the Director, and shall be moored by such warps, and no warp may be cast off unless so authorised by the Director.

Displaced moorings to be reported

39. If any mooring or marker buoy is dragged from its position or damaged by any vessel, the fact shall be reported immediately to the Director and the cost of repairing or replacing the said mooring or mark shall be paid for by such vessel.

Condition under which ship has priority

40. Vessels arriving at a port with the intention of discharging cargo shall have priority to berth in order of their time of arrival but, if a vessel proceeds to another port and commences discharging, priority shall be given to the next ship arriving. Nevertheless, the Director may give priority to later ships in an emergency or in order to save a perishable cargo.

Removal of ships having offensive matter on board

41. The Director may order the removal from port of any vessel which has on board cargo or other matter injurious to health or offensive or dangerous in any respect, and such cargo or matter shall be disposed of in such manner as the Director may order, at the risk and expense of the vessel.

Customs, immigration and health formalities

42. Until customs, immigration and health formalities have been completed, no unauthorised person may board or leave an arriving vessel.

Due notice of departure to be given - Third Schedule

43. Vessels shall give at least four hours notice to the Director, in the form prescribed in the Third Schedule, prior to departure.

Clearance

44. No vessel shall receive clearance from Customs except on the production of a certificate from the Director certifying that it has complied with these Regulations.

Office hours

45. Requests for berths for loading or for unloading of vessels must be made-

- (a) on weekdays not later than 1400 hours; and
- (b) on Saturdays not later than 1000 hours.

Manifest of cargo

46. Vessels shall upon arrival in port deliver to the Director a true copy of the manifest of cargo inwards, giving all relevant information, i.e. dock receipts, weight and cubic measure, and shall as soon as possible notify the Director of any amendments to any manifest.

Conditions of working ships

47. (1) As far as may be practicable, cargo shall be discharged from and loaded into ships in the order of their arrival in port, but subject always to the discretion and direction of the Director.

(2) The Director may refuse to permit cargo to be landed from any ship until suitable wharf or other accommodation is available.

48. (1) The master or his representative shall remain on board his ship while loading and discharging cargo for the purpose of superintending such loading and discharging.

Supervising cargo

(2) No load shall be left suspended from a crane, derrick or other machine.

49. Vessels loading or discharging loose cargo shall cause a cargo net to be placed in such manner as to prevent any such cargo from falling into the waters of the port, and any cargo or vessel's gear dropped overboard shall at once be reported by the person in charge of the ship to the Director, and shall be recovered by such person if it is reasonably possible for him so to do. Failing this, it may be recovered by the Director at the risk and expense of the vessel.

Vessels loading or discharging

50. (1) If a vessel fails to take in or discharge its cargo with such despatch as appears reasonable to the Director, such vessel shall, after notice has been given to that effect to the master, lose its turn and be removed from wharf by the Director at the risk and expense of the vessel.

Ships to be worked with reasonable dispatch

(2) The Director may, in the event of excessive accumulation of goods upon a wharf require any ship to reduce or suspend the rate of discharge of cargo.

51. The Director may, with the consent of Customs and after giving two hours notice to the owner or other persons entitled to receive goods, or, if the owner or consignee cannot be found, then without such notice, order the removal and, if necessary, the destruction of any such goods if they are of an offensive nature and such removal or destruction shall be at the expense of the owner, consignee or other person concerned.

Offensive cargo

52. No ship's gear, dunnage, cattle fittings or the like shall be placed on any wharf without the Director's permission.

Ship's gear, repairs, etc.

53. Animals when ashore or afloat in a port area and when being discharged or shipped shall be treated in a humane manner and in accordance with veterinary practice. The Director may, in his discretion, refuse to land or ship animals if such landing or shipping would entail unnecessary suffering to any animal.

Treatment of animals

54. Vessels having on board goods of a dangerous or inflammable nature as prescribed in the Second Schedule shall, twenty-four hours before arrival, give notice thereof to the Director, and such cargo shall not be landed before such notice has been received by the Director. If such goods are so landed, the

Master or agent to give notice of dangerous cargo - Second Schedule

Director may order them to be placed on board the vessel whence they came or otherwise deal with the vessel and goods as he considers necessary at the risk and expense of the ship.

Control of quantity of explosives

55. The quantity of explosives to be conveyed to and allowed on a landing place, at any one time, shall be regulated by the Director and such regulated quantity shall not be exceeded.

Hours during which explosives may be landed

56 Except with the permission of the Director and subject to such conditions as the Director may impose, explosives shall not be loaded, unloaded or landed except between the hours of 0700 and 1800.

Place where explosives may be landed

57. No explosives shall be loaded from, brought into or deposited upon any wharf, landing stage, shed, warehouse, building or other place, except as the Director shall, from time to time, order.

Notification of explosives

58. Explosives of all kinds must in addition to appearing on the manifest be declared by special letter to the Director, which letter must be delivered where practicable twenty four hours prior to the arrival of the vessel. This letter must contain a description of the dangerous cargo carried by the vessel, listing the kind of explosives, number of packages, and where they are stowed. The vessel must comply with the international regulations which apply to such cases. Prescribed signals must be shown by day and night and all necessary precautions must be taken. The Authority reserves the right to accept or refuse cargo which may be considered dangerous to persons or property.

Explosives to be covered

59. (1) Explosives on board a vessel which are not in a safe magazine shall, while the hatch is open, be kept carefully covered and due care taken to prevent any water from seeping into any explosive or its container.

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(2) Should explosives escape from a package containing them, they shall be collected and dealt with in accordance with the Explosives Regulations, 1976.

Method of handling explosives

60. (1) Packages containing explosives being discharged from or loaded into a vessel are not to be dropped, dragged or thrown. A rope cargo net in good condition (to be inspected) must be used; if no such net is available, then such explosives shall carefully be passed from hand to hand.

(2) While explosives are being discharged no other cargo shall be handled or dealt with at or near thereto.

(3) Persons not engaged in or superintending the work, shall remain a safe distance from the place of such discharging or loading of explosives.

61. Explosives shall not be permitted to land from any vessel until a permit has been produced by the importer to the Director. Permits to land explosives
62. (1) Vessels in port are subject to inspection by the Director at any time, which inspection may extend to every part thereof including cargo gear. Inspection
- (2) Such vessels may be required to produce a valid cargo gear certificate issued from a source recognised by the Authority.
- (3) Ropes, slings and wires in general use for hoisting or lowering shall be inspected once in every three months and where explosives are being handled, all machinery and attachments including ropes, slings, nets and wire cables shall be inspected immediately prior to use.

### Part III- Control of Ports

63. Where the Authority grants leases for office or open ground space, its procedures and requirements must be followed. Leasing
64. The Director controls the allocation of port space, covered or open, and persons using port property must comply strictly with such allocations. The Director is authorised to move freight or other articles, at owner's or agent's expense, in order to ensure maximum flexibility of facilities of which the Director is the sole judge. Allocation of space
65. It is an offence for any person to loiter upon the Authority's properties or for unauthorised persons to enter cargo sheds or handling areas. Persons using the port facilities do so at their own risk and the Authority has no responsibility for injuries or damage sustained. Loitering on port property
66. Without prior approval, painting on structures belonging to the Authority is prohibited. Signs to be erected on the port shall be furnished by the port users and erected or placed by the user after the Director has approved the design, material and size of such signs which shall be uniform. Signs
67. It is an offence to smoke or expose a naked flame in any port area when to do so is forbidden by notice. Smoking
68. It is an offence to solicit or carry on any business on the Authority's property without first obtaining a permit from the Director. Solicitation
69. It is an offence to allow stevedore's tools, appliances, equipment, vehicles or any other objects not being cargo to remain on the wharves and wharf premises or Wharf obstruction

in the transit sheds unless so permitted by the Director or to store cargo or gear on the aprons, driveways, roadways or any other locations so as to hamper normal port operations.

- Cleanliness of premises 70. Vessels and all other users of the facilities are responsible for the general cleanliness of the property allocated, assigned or leased to them. This includes parts of the aprons, gutters, and truck docks used in connection with any specific loading, unloading or handling operation and where users do not properly clean the facilities or property they have been using, the Director may order the property to be cleaned and placed in good order and charge the users responsible at double the cost thereof with a minimum charge of seventy-five dollars.
- Damage to facilities 71. Vessels and all other users of the facilities are responsible for all damage to the facilities occasioned by them. The Director may detain any vessel responsible for damage to the facilities until sufficient security has been given or payment made for the amount of the damage. It is the responsibility of the users of the facilities immediately to report to the Director any damage occasioned by them.
- Sanitary arrangements in port 72. When required by the Director, a ship's water closets and latrines shall be closed during such period as the ship is in port. All closets and latrines shall have splash boards or similar device so as to prevent fouling the wharf or any other ship.
- No combustible material to be boiled on board ships 73. No pitch, tar, oil or combustibles of similar nature are to be boiled on board a ship in port, or any repairs done to such ship without the Director's permission.
- Propellers may not be turned in port without warning 74. No ship's propellers shall be turned in port for the purpose of trying engines without the giving of sufficient warning to the Director and to other vessels in the vicinity.
- Application of regulations 76 to 80 75. Regulations 76 to 80 shall not apply to any vessel which is propelled solely by oars or paddles.
- Safety equipment on vessels of 8-20 feet 76. (1) A vessel of a length of over eight feet but not exceeding twenty feet overall shall carry not less than-
- (a) one life-preserver or buoyant vest for each person on board; and
  - (b) unless the vessel is a windsurfer or a hobby craft,
    - (i) two oars and rowlocks, or two paddles;
    - (ii) one bailer or manual pump; and
    - (iii) one anchor with not less than fifty feet of rope attached,



in effective working condition:

Provided that where the Director is satisfied that any vessel or class of vessel is of such a type that it is not intended, or that it is not necessary, to carry all or any of such equipment, he may by certificate under his hand exempt such vessel or class of vessel from all or any of the provisions of sub-paragraphs (i) to (iii) of paragraph (b).

(2) Any such vessel which is equipped with an inboard motor, fitted with built-in or fixed fuel tanks or equipped with a cooking or heating appliance shall carry not less than-

- (a) one carbon-dioxide fire-extinguisher of not less than four pounds content; or
- (b) one dry-chemical extinguisher of not less than two pounds content,

in effective working condition.

(3) If any such vessel travels-

- (a) beyond the outer reefs of the Islands; or
- (b) if there are no such reefs in that part of the sea in which the vessel is, then one mile off-shore, it shall carry not less than-
  - (i) one hand-held red flare;
  - (ii) one pocket mirror; and
  - (iii) one waterproof flashlight,

in a watertight container.

77. (1) A vessel of length of over twenty feet but not exceeding forty feet overall shall carry not less than-

Safety equipment on vessels over 20 up to 40 feet

- (a) one life-preserver or buoyant vest for each person on board;
- (b) one life-buoy;
- (c) one bailer or manual bilge pump;
- (d) one anchor with not less than seventy-five feet of rope attached;
- (e) one sound-signalling apparatus; and
- (f) three hand-held red flares, one pocket mirror, and either one waterproof flashlight or one hand-held red flare and two parachute flares,

all in a watertight container.

(2) Any such vessel which is power-driven or equipped with a cooking or heating appliance shall carry not less than-

- (a) one carbon dioxide fire extinguisher of not less than ten pounds content; or
- (b) one dry chemical extinguisher of not less than six and one quarter pounds content,

in effective working condition.

Safety equipment on vessels exceeding 40 feet

78. (1) A vessel of a length of over forty feet overall shall carry not less than-
- (a) one life preserver or buoyant vest for each person on board;
  - (b) two life buoys;
  - (c) one anchor with not less than one hundred feet of cable or rope attached;
  - (d) one manual bilge pump;
  - (e) one sound signalling apparatus; and
  - (f) three hand held red flares, three parachute flares and one orange smoke signal,

in a watertight container.

(2) Any such vessel which is power driven or equipped with a cooking or heating appliance shall carry not less than-

- (a) one carbon-dioxide fire extinguisher of not less than ten pounds content; or
- (b) one dry chemical extinguisher or not less than six and one quarter pounds content,

in effective working condition.

Safety equipment on vessels travelling beyond territorial waters

79. A vessel leaving the territorial waters shall be equipped with a radio telephone or other wireless apparatus, in effective working condition, capable of emitting distress signals.

Safety equipment on jet-skis and sail boats

80. Notwithstanding any other provision in regulations 76 to 79-

- (a) the operator of a jet ski-boat and every person on a boat propelled solely by sail shall wear a life preserver; and
- (b) a boat propelled solely by sail shall carry at least one pocket mirror.

Powers of inspection of safety equipment

81. The Director, a constable, and any person duly authorised in writing by the Authority, who has reasonable grounds for believing that there is or has been a contravention of regulations 76 to 80 shall have the power to board a vessel to ascertain whether there is or has been any such contravention.

82. (1) The owner of a vessel or boat shall be responsible for compliance with regulations 76 to 80 in relation to that vessel or boat and, in the event of any contravention thereof, shall be guilty of an offence unless he can show that such contravention was without his knowledge or consent. Offences
- (2) For the purpose of sub-regulation (1), the owner shall, while the vessel or boat is being used by another person when he is not on board, be deemed to include the person in charge of the vessel or boat or, if no person is in charge thereof, all persons using it.
83. Notwithstanding regulations 76 to 80, the Governor in Council may, in special circumstances or in respect of any particular occasion, by notice published in the Gazette, declare that regulations 76 to 80 or any part thereof shall not apply to any vessel or boat or class of vessel or boat. Exemptions
84. Anyone on the port property at any time becoming aware of an emergency of any nature must notify the Director or other representative of the Authority by the fastest means, while taking such immediate direct action as may appear appropriate. Emergencies
85. (1) In the event of a fire occurring on board a ship in port, the master or watch shall at once give the alarm and take such actions towards the protection of property as the Director may direct. Fire on ships
- (2) Vessels shall in the event of fire on board hoist N.Q. of the International Code and at the same time sound one long and three short blasts in quick succession on the whistle. The signal "N.Q." shall be kept hoisted until the fire on board has been extinguished.
86. Persons on port areas shall comply with the instructions of constables and other authorised persons in the event of an outbreak of fire, and shall not obstruct or interfere with fire fighting operations. Fire fighting operations
87. Prior to the departure of a vessel from a wharf, it shall make arrangements, satisfactory to the Director, for all goods discharged to be removed from the wharf and stacked in the transit shed or open stacking ground. Failing such arrangements, the Director may remove the goods at the expense and risk of the vessel. Vessel to make arrangement for goods to be discharged
88. No goods shall be delivered to any consignee without the production by him of the necessary authority from the Customs. Goods not to be delivered without authority from Customs

*Port Regulations (1995 Revision)*

Tendering goods for export	89. (1) Goods for export shall not be deposited in a port area without permission from the Director.  (2) Any goods tendered or deposited in contravention of sub-regulation (1) are to be subject to a penalty of twenty-five dollars per day or part thereof, until such goods are removed, and the Director may remove them at the risk and expense of the owner.
Defective packages	90. The Director may decline to permit any goods to be landed in packages of a defective or leaky nature, until they have been repaired or the goods re-bagged or re-packed on board the carrying vessel to his satisfaction.
Acids, etc., landed in leaky condition	91. (1) When acid, grease, oil, tar, pitch, paint or other similar substances are landed in a leaky condition, the Director may, in his discretion, repair the leaky or defective packages at the expense of the vessel, and may refill any package from which the original contents have leaked.  (2) If packages are repaired or refilled, the consignee or owner shall have no claim in respect of the manipulation of such packages.
Director may refuse to permit goods to be stored	92. The Director may refuse to allow the following goods to be stored in a port or may impose special conditions thereon-  (a) articles of unusual length, bulk or weight, or of exceptional bulk in proportion to weight; (b) dangerous, hazardous or offensive goods, which are likely to cause harm or damage to persons or property; (c) articles unpacked or improperly or insufficiently packed or secured; (d) perishables and goods inherently liable to wastage or change in bulk or weight, or to latent inherent defect, vice or natural deterioration; or (e) timber, metals, animals.
Director may destroy or otherwise deal with dangerous goods	93. In case of emergency, or for the purpose of securing the better safety of a port or the shipping therein, the Director may, whenever it seems expedient so to do, destroy or otherwise dispose of dangerous goods without compensation to the owner thereof.
Unclaimed goods	94. The person in charge of a vessel or boat licensed to carry passengers shall be responsible for all unclaimed property left therein, and he shall take such property forthwith to the Customs.

95. Whoever, except with the permission of the Director, boards or leaves a ship while such ship is in motion or otherwise than by means of a gangway or efficient pilot ladder is guilty of an offence. Boarding or leaving ships
96. Vessels will be provided with sufficient passes by the Director for crew members. No crew member will be permitted to leave or enter a port area without a pass; such passes must be returned to the Director one hour before the sailing time posted on board such vessel in order to ensure that all crew members are on board. Ship passes
97. (1) The Director may require labourers and visitors within a port area to wear identification discs. Labourers and visitors to wear identification
- (2) Labourers and visitors shall collect identification discs at the Authority's office and shall enter and leave the port area through the port gate provided for the purpose and while on port premises are subject to the Director's lawful orders. The Director may, if he so desires, have all persons and vehicles checked before entering and leaving port areas.
98. (1) No person may load or cause to be loaded into any vehicle any parcel, package or article of any kind, except upon possession or production and delivery to a duly authorised person at a port gate of a passcheck authorising such person to remove such parcel, package or article. No conveyance of goods into or out of a port area without proper gate pass and customs clearance
- (2) No passcheck shall be issued until all such requirements have been complied with and all port dues and other charges in respect thereof have been paid or secured.
99. No persons shall supply, convey or deliver any intoxicating liquor to any crew member or to any other person on board any ship in port unless - No liquor to be carried through port gates
- (a) purchased with the consent of the master of the ship, from a person duly licensed to sell the same; or
  - (b) such liquor is delivered in bond and checked and sealed by Customs, the said seal not to be broken while the ship is within the port limits.
100. Dogs and cats are not permitted to land from vessels without a certificate from a veterinarian at the last port of call and port of origin (if different) and a permit from a Government Veterinary Officer showing that the said animal is free from disease. Dogs and cats aboard ships
- Vehicles to take place assigned

101. (1) Vehicles engaged in the removal of goods or passengers or both, from port areas, will operate on a number system, and take the place assigned to them by the Director.

(2) Persons in charge of vehicles within a port area shall move their vehicles as required by the Director. Whoever refuses to move his vehicle when required is guilty of an offence and such vehicle may be moved by the Director at the risk and expense of the owner.

Dangerous driving

102. Whoever drives a mechanically propelled vehicle within a port area so as to cause danger to any person or property is guilty of an offence.

Behaviour of motorists

103. Drivers and persons in charge of mechanically propelled vehicles shall at all times while entering or leaving a port area conduct themselves in an orderly manner and comply with such orders as may from time to time be issued by the Director and with the terms of any notices and signs exhibited by order of the Authority.

Traffic signals

104. Whoever in a port area disregards a traffic signal or fails to stop when called upon to do so by a constable or other authorised person is guilty of an offence.

Advertising on port property

105. Whoever, unless authorised so to do by the Authority, advertises or causes any advertisement to be exhibited on any premises or property of the Authority within a port area is guilty of an offence.

#### **PART IV-Port dues**

Piloting of vessels

106. The following dues are payable where the Authority is required to provide pilotage-

(a) for the piloting of vessels on arrival and departure and the shifting of the same from one berth to another:

	each vessel move
In excess of 100 to 1,000 GRT-	\$50
In excess of 1,000 to 2,000 GRT-	\$70
In excess of 2,000 to 5,000 GRT-	\$100
In excess of 5,000 GRT-	\$150

(b) for piloting every vessel from a port to any anchorage outside the 20% additional to rates at (a) above

harbour limits;

(c) for piloting every vessel from one anchorage to another within the harbour by day (0800 to 1700 hours). 20% additional to rates at (a) above

(d) for piloting vessels in or out of the harbour by night (1700 to 0800 hours) 50% additional to day rates

107. The following dues are payable for running lines for the arrival, departure and shifting of vessels-

Running lines

In excess of 100 GRT to 1,000 GRT	each vessel move
From 0800 to 1700 hours	\$15.00
From 1700 to 0800 hours	\$25.00
In excess of 1,000 GRT to 2,000 GRT	each vessel move
From 0800-1700 hours	\$50.00
From 1700-0800 hours	\$80.00
In excess of 2,000 GRT	each vessel move
From 0800-1700 hours	\$35.00
From 1700 -0800 hours	\$45.00

108. Pratique payable from 1600-0800 hours and all times on Sundays and public holidays. (This due is payable to the Customs). \$10.00

Pratique

109. Dues payable for navigational aids per call per ship \$35.00

Aids to navigation

110. (1) Berthing charges are based on the highest gross registered tonnage or the overall length of the vessel as shown in Lloyd's Register of Shipping, whichever is the greater.

Berthing charges

(2) Anchorage or lay-up charges at the rate of five cents per foot of the overall length of the vessel (as calculated in sub-regulation (1)) per day or part thereof for each day or part thereof after the first seventy-two hours shall be paid by all vessels except locally owned vessels whilst in a port awaiting orders or whilst laying-up within territorial waters.

Right of admeasurement and incidence of anchorage and lay-up charges

111. (1) The Authority reserves the right to admeasure any vessel when deemed necessary and use such admeasurement as the basis for berthing charges.

(2) The following are payable as berthing charges-

Rates-	First 24 hours	each subsequent 24 hours
Per ton, or	8 cents	6 cents
per foot	40 cents	30 cents

(3) The rates prescribed in sub-regulation (2) are not chargeable while a ship is unable to discharge or load cargo by reason of -

- (a) weather conditions; or
- (b) lack of space alongside a wharf.

(4) Salvage vessels, tugs and dredgers while locally based and ships at anchor are exempt from berthing charges.

(5) The following vessels, that is to say-

- (a) locally owned fishing vessels;
- (b) locally owned pleasure vessels;
- (c) vessels belonging to Her Majesty;
- (d) vessels belonging to the Government; and
- (e) vessels belonging to the government of any nation,

are exempt from port dues.

(6) Pleasure vessels which are not locally owned are exempted from all ports dues other than berthing charges under regulation 110 and this regulation:

Provided, that the Director may waive such charges where the vessel concerned is not carrying passengers for reward and, in the opinion of the Director, berths for no longer than is necessary to load or discharge passengers or crew members.

Cargo dues

112. (1) Cargo delivered to a port for export and not loaded on a vessel berthed at that port and thereafter moved inland from that port is subject to cargo dues.

(2) Cargo transhipped through a port will be assessed cargo dues on both movements and will be allowed one authorised free time period.

(3) No charge for cargo dues will be made on ship's stores.



(4) Cargo dues shall be calculated at forty cubic ft. or two thousand lbs. per ton, landed or loaded, whichever is applied by the Authority at the following rates-

	Per ton
(a) Imports (other than gasoline)	\$3.35
(b) Exports (other than gasoline)	\$1.95
(c) Gasoline (imports or exports)	\$9.75

113. (1) The charge for handling each consignment of cargo coming into the port from a vessel's hook or, in the case of a container equipped with wheels from alongside a vessel to a place of rest in the port area is in accordance with the following scale-

Charges for handling goods from or to vessel hook

(a) Lumber-	per 1,000 board feet, or part thereof
(i) loose	\$13.40
(ii) bundled	\$ 9.40
(b) Steel and pipes over 25 ft. in length	per ton or part thereof
(c) Fertiliser, cement or animal feed bagged	\$10.70
(d) Goods (including goods specified in paragraphs (a), (b) and (c) carried in containers or trailers)	\$ 6.70
(e) Motor cars, buses, farm tractors, trucks, grading and road making implements, cement trucks and lifting equipment	per 2,000 lbs. or part thereof
(f) Goods N.O.S. not carried in containers or trailers	\$5.35
	per ton or part thereof
	\$8.70

(2) The charge for handling each consignment of cargo leaving the port from a place of rest within the port area to a vessel hook is in accordance with the following scale-

(a) Goods produced or manufactured in the Islands and carried in a container or trailer loaded by or at the expense of the shipper thereof	per ton or part thereof
	\$4.55

- (b) Motor cars, buses, farm tractors, trucks, grading and road making implements, cement trucks and lifting equipment per 2,000 lbs or part thereof \$5.20
- (c) Goods N.O.S.- per ton or part thereof
  - (i) if contained in a trailer or container \$5.20
  - (ii) if not contained in a trailer or container \$7.80

(3) The charge for handling, both inwards and outwards, each consignment of cargo trans-shipped through the port area shall be -

- (a) if the cargo is contained in a trailer or container, at the rate of one hundred and thirty dollars for each twenty foot length and *pro rata*;
- (b) if the cargo is not so contained, at the rate of \$11.70 per ton.

(4) The charges for off-loading cargo from a vessel and reloading it onto the same vessel shall be-

- (a) for cargo in a container, for each twenty ft. length, and *pro rata*; \$130.00
- (b) for cargo otherwise than in a container or a trailer, per ton \$11.70

Transshipment to Cayman  
Brac & Little Cayman

114. Notwithstanding regulations 112 and 113, goods passing to or from Cayman Brac and Little Cayman shall not in the course of re-export or transshipment through Grand Cayman be liable to any dues and charges to which they would otherwise be liable by virtue of those regulations.

Charge for handling  
cargo to, or from, closed  
or covered storage

115. (1) The charge for handling on one occasion only a consignment of cargo from a place of rest within closed or covered storage in the port area to tailgate, or from tailgate to such place, is at the rate of \$2.70 per ton or part thereof.

(2) For the purposes of this regulation, delivery within the port area of possession to any person entitled thereto for removal by him by any means whatsoever from the port area shall be deemed to be delivery to tailgate.

(3) The charge for trucking cargo from ship-side to the distribution centre at the Industrial Park is-

- (a) for a container ten feet long or less \$14.25
- (b) for a container more than ten feet long but \$28.50

- not more than twenty feet long
- (c) for a container more than twenty feet long \$40.00
- (d) for breakbulk cargo and cement for each ton or part of a ton (by weight or measurement, whichever is the greatest) \$1.35
- (e) vehicle in container \$15.00

116. (1) The charge for handling on one occasion only a consignment of cargo from a place of rest within any open or ground storage in the port area to tailgate or from tailgate to such a place is in accordance with the following scale-

Charge for handling cargo to, or from, open storage

- (a) Steel, that is to say, reinforcing bars (in coils or bundles), angles, flats, channels, beams, wire rod, wire strand, sheets and plates, pipes over twenty five feet long per 2,000 lbs or part thereof \$3.90
- (b) Fertiliser, cement and animal feed bagged Nil
- (c) Motor cars, buses, farm tractors, trucks, grading and road making implements, cement trucks and lifting equipment \$2.00  
(with a minimum charge of \$4.00)
- (d) Cargo (including cargo carried by trailers, containers or flat beds) not specified in paragraphs (a), (b) or (c) \$2.60
- (e) In addition to any charges payable on cargo under sub-paragraph (a), (b) or (c), a heavy lift charge of \$26.00 is payable on each container containing such cargo or for a heavy lift involved in handling the same:

Provided that no additional charge shall be payable under this paragraph in respect of the handling by any person other than the Authority with its permission, of any container equipped with wheels and capable of being moved under motive power of its own or derived from another vehicle.

(2) For the purposes of this regulation, delivery within the port area of possession to any person entitled thereto for removal by him by any means whatsoever from the port area shall be deemed to be delivery to tailgate.

Storage and handling of containers, etc.

117. (1) The following charges are payable for handling of empty containers and trailers-

- |                                 |                 |
|---------------------------------|-----------------|
| (a) up to twenty feet in length | \$3.35 per unit |
| (b) over twenty feet in length  | \$6.05 per unit |

(2) The following charges are payable for storage of empty containers and trailers in excess of 24 hours, for each 24 hours or part thereof thereafter-

- |  |                 |
|--|-----------------|
| (a) if the container or trailer is up to twenty feet in length | \$2.00 per unit |
| (b) if the container or trailer is over twenty feet in length  | \$3.35 per unit |

(3) Handling and storage charges under this regulation are payable by the agent.

Handling of vessels

118. The following flat rate charges are payable for the handling of vessels other than crated vessels or vessels loaded in containers-

- |   |         |
|---|---------|
| (a) vessels up to fourteen feet in length                                   | \$33.50 |
| (b) vessels over fourteen feet up to twenty-two feet in length              | \$87.25 |
| (c) vessels over twenty-two feet in length per linear foot or part thereof. | \$4.20  |

Containers and trailers

119. The schedule of unit rates covering terminal handling of loaded containers and trailers does not include the loading or unloading of contents of same. Should this service be required, rates are available upon request.

Coopering and sorting

120. (1) Ordinary sorting to shipping marks and numbers is included in the handling charge on import, but if additional sorting is required by the consignee or his agents to any subsidiary mark or numbers or to size, the latter meaning each of the three dimensions, the following additional charges shall apply per ton or part thereof.

For sorting to any mark or size	\$6.50
---------------------------------	--------

(2) Additional labour found necessary to effect the handling of damaged goods and commodities or to repair containers found in other than good condition on arrival will be charged additionally for the account of the vessel or the carrier.

(3) Goods and commodities arriving in apparently damaged condition will be kept apart from sound cargo and delivered to "damaged locker" (which is to be considered as place of rest for damaged cargo) if not otherwise instructed.

(4) Goods and commodities held in open areas are at owner's risk as to loss and damage caused by weather, deterioration or any other cause.

(5) Asbestos (pipes, sheets and ridges), asphalt, ashes, bones, brick, chalk, charcoal, clay, coal and items manufactured from cement or metal, lumber, sand, slate, stone, straw, vehicles and chassis will normally be stored in the open. It is the responsibility of the owners or their agents to provide protection such as tarpaulins as they wish.

(6) For the purposes of this regulation-

“shipping marks and numbers” mean distinctive marks and numbers common to the whole consignment under which the goods are shipped and delivered; and

“subsidiary marks and numbers” mean those which are mixed with other consignments not common to the one consignment.

121. To expedite prompt handling of goods through the terminal areas, the following documents will be required (original or certified facsimiles): Documentation

- (a) For inbound cargo-
  - (i) 2 legible copies of vessel manifest ( required at least forty-eight hours prior to arrival of vessel); and
  - (ii) 1 copy of steamship company release (delivery order).
- (b) For outbound cargo-
  - (i) 1 copy of loading list ( required if possible twenty-four hours prior to vessel loading);
  - (ii) 1 copy of Customs report outwards; and
  - (iii) 2 legible copies of vessel manifest (required within three days after departure of vessel).

122. (1) The free time allowed for assembling outbound cargo on and for removing inbound cargo from the port excluding Saturdays, Sundays and public holidays is five days. The free time allowed for assembling outbound cargo commences at 0001 hours of the day following placement of the cargo, and the free time allowed for removing inbound cargo commences at 0001 hours of the day following the day the vessel completed discharging. Storage charges

(2) Cargo remaining in a port after expiry of free time shall be assessed at excess storage charge as follows-

- (a) For each day or fraction thereof, per ton or part thereof; and \$2.00
- (b) In excess of thirty days, per ton or part thereof \$5.00

(3) Cargo delivered on the port for export and not loaded on a vessel berthed at that port but moved inland from that port is subject to excess charges commencing with the date of arrival at that port.

(4) Upon completion of the time specified for free time and demurrage, goods shall be removed to the Queen's Warehouse:

charge for removal	per ton or part thereof \$3.00
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(5) Goods and commodities declared as carried and manifested on a weight basis can, at the discretion of the Authority, be measured and, if applicable, be subject to terminal charges on a measurement basis.

**PART V -Miscellaneous**

Miscellaneous charges

123. (1) Perishable goods if not cleared shall be removed by the Authority and sold after forty-eight hours.

(2) The rates prescribed apply only to services performed in normal working hours as prescribed by the Authority from time to time. Outside normal working hours, services performed by the Authority on or to a vessel are charged to the vessel's account at the rate of overtime prescribed by the Authority plus five per cent.

(3) The charge for the use of forklifts in the hold of a vessel or for other work is as follows, not including overtime worked by the driver, which is for vessel's account-

Up to twelve thousand pounds lbs. lifting capacity per unit, per hour or part thereof	\$25.00
Container forklift	\$50.00

(4) Rental of ninety ton crane, per hour or part thereof \$75.00  
subject to a minimum charge of \$300

(5) The following permit fees are applicable to the following business categories for the privilege of conducting operations from a port-

(a) Fuelling or watering vessels by truck, per firm	\$100.00
(b) Distribution of merchandise, not otherwise listed,	\$325.00

for sale by foreign vessels, for each seven days or part thereof in port

- (c) Telephones \$100.00
- (d) Ship to shore passenger service (other than a service provided by boats forming part of the equipment of any vessel)-
  - (i) if one or more boats having the capacity to carry ten persons or more is employed in such service \$450.00
  - (ii) if no boat having the capacity to carry ten persons or more is employed in such service \$50.00
- (e) Dive boats and tour boats conducting operations on a regular basis-
  - (i) less than sixty feet in length \$500.00
  - (ii) sixty feet in length or more \$1,000.00
- (f) Crane services, per crane, per annum \$500.00
- (g) Haulage of merchandise for reward, per unit \$25.00
- (h) Other business categories will be covered by special arrangement.

The above permit fees, unless otherwise prescribed, will be applied on a calendar year basis. Firms commencing business after June 30th of any calendar year will pay one-half of the scheduled yearly fee.

(6) A fee of twenty-five dollars per point per day or part thereof is payable in respect of electricity services supplied at a port.

(7) The fees for ship to shore passenger service shall be as follows-

- (a) where the vessel is 60 feet or less
  - per boat
  - per day
  - \$25.00
- (b) where the vessel is over 60 feet
  - per boat
  - per day
  - \$30.00

(8) The owners or the agent of every ship shall pay to the Authority a wharfage fee of \$1.64 for every passenger appearing on the manifest.

124. Goods detained by Customs for examination may, at the discretion of the Director, be exempt from storage charges during the period they are so detained, that is, from the date the documents are stopped by Customs until the date of completion of examination.

Goods detained by  
Customs

Control of trailers and  
containers

125. (1) No trailer or container shall be allowed to remain on the Islands over twenty-one working days from the date of discharge from the carrier unless Customs duty is paid thereon or a bond acceptable to Customs is given.

(2) All trailers or containers not grouped shall be removed from the port area within five working days. Failing removal of such trailer or container within the time stated, the consignee shall pay a storage charge on the cubic measure of the contents in such trailer or container according to the rate prescribed.

(3) If such trailer or container contains goods for more than one consignee then each consignee shall pay a storage charge proportionate to the cubic contents of the goods consigned to him in such trailer or container.

(4) Carriers shall provide their own trailer or container parks for such empty trailers and containers and empty trailers and containers shall forthwith be removed from the port area to such parks upon advice from the Director that such trailer or container is empty.

Transshipment cargo

126. (1) Storage shall be levied on all transshipment and overlanded cargo after fourteen working days from the posted date of arrival of the vessel by which the goods were imported until the date fixed as the loading date of the co-carrying vessel.

(2) If while awaiting re-shipment, transshipment cargo leaves the port area, ordinary import and export charges shall apply thereto.

Claims for refund of overcharge

127. Claims for refund of overcharges in respect of port dues and charges must reach the Director before the expiration of three months from the date such dues or charges were incurred and shall be supported by such documents as the Director may require and unless this Regulation is complied with, the Director will not accept liability for the overcharges or consider any claim in that behalf.

Regulations to be subject to merchant shipping laws

Law 23 of 1987

Law 12 of 1992

128. For the avoidance of doubt it is hereby declared that these Regulations, in so far as they relate to merchant shipping, shall be subject to the provisions of the Merchant Shipping Law, 1987 and the Merchant Shipping Law, 1992 and to such provisions of the Merchant Shipping Acts 1894-1986 as are in force in the Islands and to such subsidiary legislation of the aforesaid Laws and Acts as are in force in the Islands.

Submersibles

129. Notwithstanding any other provision in these Regulations, no submarine or other submersible vessel shall be permitted to enter a port without the prior approval of the Director.



130. (1) The Authority may cancel any licence granted under these Regulations whenever it thinks fit, or refuse to renew or endorse any licences. Licences generally

(2) No person shall, in a port area, undertake the stevedoring, landing or loading of goods or act as an agent or ship's chandler for selling, clearing or forwarding goods within a port area, without submitting proof to the Authority that he is the holder of a licence issued by the proper authority to carry on such business.

131. The granting under these Regulations of a licence or permit for any purpose shall not impose any liability or responsibility upon the Authority for any accident to the holder thereof while on the port premises due to the working of cranes, machinery or any other cause whatsoever. Licences or permits

132. Forms for the use of the public in complying with these Regulations are prescribed in the Third Schedule. Forms  
Third Schedule

133. Whoever fails to comply with a lawful direction of the Director or who contravenes any regulation, whether such contravention is or is not stated to be an offence is guilty of an offence against paragraph (i) or (j), as the case may be, of section 14(2) and punishable accordingly. Offences and penalties

134. Ports required by section 13 to be prescribed are prescribed in the Fourth Schedule. Prescribed ports  
Fourth Schedule

135. The port anchorage areas for the ports of George Town and Cayman Brac are prescribed in the Seventh Schedule. Designation of port anchorage areas  
Seventh Schedule

#### **PART VI-Recreational Activities**

136. The Regulations in this Part are supplementary to and not in derogation from the other provisions of the Law and Regulations. General

137. (1) No person shall for reward let out a vessel to be engaged in a recreational activity on hire until he is satisfied that every person intending to use such vessel is equipped with a life jacket of a kind approved by the Director and that such vessel is sea-worthy in its condition and equipment and that at least one person competent in vessel-handling is included in the crew. Vessels

(2) Vessels anchored more than two hundred yards from the shoreline must carry riding lights by night unless otherwise authorised in that behalf by the Director or in areas protected by reef.

(3) Vessels unless engaged in rescue operations must keep clear of swimmers and divers.

(4) All users of the sea must refrain from interference with buoys, markers and racing officials.

(5) At least one person shall remain on board and act as look-out on any dive-boat or other vessel whilst divers therefrom are down.

Divers  
Ninth Schedule

138. (1) Save as authorised by the Director no person may dive in a navigational channel listed in the Ninth Schedule.

(2) A person diving, except in a swim area, shall-

Fifth Schedule

(a) by day display a float, marker or flag as prescribed in the Fifth Schedule;

(b) by night display the lights prescribed in the Fifth Schedule.

Swimmers  
Ninth Schedule

139. (1) Save as authorised by the Director no person may swim in a navigational channel listed in the Ninth Schedule.

Fifth Schedule

(2) Swimming in the sea by shore-based swimmers is restricted to an area of two hundred yards from the shoreline save that such restriction does not apply between sunrise and sunset to swimmers who clearly display a float or marker prescribed in the Fifth Schedule.

Designation of  
watersports areas  
Eighth Schedule

140. The areas described in the Eighth Schedule are designated as watersports areas.

Swim areas

141. (1) Any person in control of a beach to which access is provided from the sea may, with the approval of the Authority, set aside an area within two hundred yards of the shore as swim areas, provided that such area is kept marked by marker buoys which have been approved by the Authority.

(2) No vessel shall enter a swim area marked with such marker buoys unless engaged in rescue operations or in an emergency, and unless the master is satisfied that there is no danger to any swimmer.

**FIRST SCHEDULE  
(Regulation 18)**

**LIGHTHOUSES**

**GRAND CAYMAN**

Anchorage Light  
George Town Harbour  
Flashing Red.

Boatswain Point  
Flash (1) every 15 seconds  
Elevation 90 Ft.

Southwest Point  
Flash (2) every 10 seconds  
Elevation 20 ft.

East End  
Group Flash (2) every 20 seconds  
Elevation 72 Ft.  
Visibility 12 Miles.

**CAYMAN BRAC**

North East Point  
Flash every 20 seconds  
Elevation 150 Ft.  
Visibility 12 Miles.

South West Point  
Quick Flash Red  
Visibility 9 Miles.

**LITTLE CAYMAN**

South West Point  
Flash every 5 seconds  
Elevation 30 Ft.  
Visibility 10 Miles.

**SECOND SCHEDULE**

**(Regulation 54)**

**DANGEROUS CARGO**

The following items are dangerous for the purpose of regulation 54-

acetic acid;  
acetone and other inflammable organic compounds;  
acetylene, compressed or liquid, in cylinders with a porous substance;  
acid in bulk or otherwise;  
ammonia;  
aniline oil;  
carbide of calcium;  
celluloid and its compounds;  
chlorate of potash;  
chloroform;  
collodion;  
explosives;  
gases, compressed or liquefied;  
matches;  
motor spirits and all other inflammable liquids;  
naphthalene and solids which take up water with production of heat, such as  
caustic soda and caustic potash;  
potassium cyanide and other poisonous compounds;  
vitriol;  
zinc chloride, unslaked lime, etc., which must be protected from water;  
all inflammable solids such as resin, sulphur, camphor; and  
any other item of cargo ordered by the Director to be treated as dangerous.

**THIRD SCHEDULE**

**FORMS**

**Form PA. 1**

**PORT REGULATIONS  
(Regulation 32)**

To Port Director \_\_\_\_\_

**NOTICE OF ARRIVAL AND APPLICATION FOR A BERTH**

Name of ship \_\_\_\_\_ Flag \_\_\_\_\_

Last port of call \_\_\_\_\_ E.T.A. \_\_\_\_\_

Tonnage \_\_\_\_\_ GRT \_\_\_\_\_ NRT \_\_\_\_\_

Length \_\_\_\_\_ Beam \_\_\_\_\_ Draft FWD \_\_\_\_\_ AFT \_\_\_\_\_

Pilot required \_\_\_\_\_ Not required \_\_\_\_\_

Manifest W/T \_\_\_\_\_ C/T \_\_\_\_\_ No. of mailbags \_\_\_\_\_ Description of cargo \_\_\_\_\_

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Passengers \_\_\_\_\_ Registered No. \_\_\_\_\_

Request that a berth at \_\_\_\_\_

Be allotted to this vessel on \_\_\_\_\_

for the purpose discharging / loading and /or disembarking / embarking  
passengers \_\_\_\_\_

I hereby declare and certify as follows-

\* The vessel is not/is carrying dangerous goods and/or explosives (other than)  
those described in the Schedule as shown on the back thereof.

Cargo to be landed \_\_\_\_\_ W/T \_\_\_\_\_ C/T \_\_\_\_\_

Remarks \_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

Agent \_\_\_\_\_

Date \_\_\_\_\_ Signed \_\_\_\_\_

MASTER / AGENT

\* Delete whichever is not applicable.

(To be submitted in duplicate.)

**PORT REGULATIONS**

**Form PA. 2**

**(Regulation 132)**

**REQUISITION FOR PORT SERVICES**

Date \_\_\_\_\_

TO: The Port Director

Please provide the following for the S/S Sch. M/V \_\_\_\_\_  
due to arrive on \_\_\_\_\_

- (i) Berth or anchorage
- (ii) In and out pilot
- (iii) Moorings gangs
- (iv) Mooring launch
- (v) Port labour (overtime)
- (vi) Crane to lift \_\_\_\_\_ tons
- (vii) Forklifts on board
- (viii) Other port equipment as follows-

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Delete those services not required

I/we undertake to meet promptly the charges raised for these services together with any overtime incurred and further to pay for any and all damage caused to any equipment on hire from the above mentioned department.

The cash deposit in the sum of \_\_\_\_\_ dollars and \_\_\_\_\_ cents is here forwarded.

\_\_\_\_\_  
MASTER / AGENT

To be completed in the Department.

The following arrangements have been made for the supply of services required-

<b>CASH DEPOSIT</b>	
(a) per ton unloaded	\$10.00
(b) per ton loaded	\$7.00

Date \_\_\_\_\_

\_\_\_\_\_  
**PORT DIRECTOR**

**Form PA. 3**

**PORT REGULATIONS**

**(Regulation 43)**

**NOTICE OF DEPARTURE OF A SHIP**

**TO:** \_\_\_\_\_  
OWNER / AGENT

1. Name of ship \_\_\_\_\_
2. Flag \_\_\_\_\_
3. Port of Registry \_\_\_\_\_
4. Tonnage \_\_\_\_\_ GRT \_\_\_\_\_ GRT \_\_\_\_\_
5. Date and time of arrival \_\_\_\_\_  
\_\_\_\_\_
6. Port at which voyage commenced \_\_\_\_\_
7. Last port of call \_\_\_\_\_  
\_\_\_\_\_
8. Next port of call \_\_\_\_\_  
\_\_\_\_\_
9. Cargo discharged, B/L Tons \_\_\_\_\_ cu. ft. \_\_\_\_\_
10. No. of mail bags \_\_\_\_\_
11. Cargo loaded, B/L tons \_\_\_\_\_ cu. ft. \_\_\_\_\_
12. Date and time sailed \_\_\_\_\_  
\_\_\_\_\_
13. Draft forward \_\_\_\_\_ aft. \_\_\_\_\_



14. Remarks \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

**FOURTH SCHEDULE**

**PRESCRIBED PORTS**

**(Regulation 134)**

**Port of George Town**  
British Admiralty Chart No. 462.

The limits of the Port of George Town are defined as follows-

From latitude 19° 22' 12" N. longitude 81° 25' W, thence in the true direction of 180° T. for 6.2 miles to latitude 19° 15' 57" N. longitude 81° 25' 00" W., thence in the true direction 090° T. for 1.6 miles to South West Pt. light. latitude. 19° 15' 57" N. longitude 81° 23' 18" W., thence along the foreshore at the average high water mark to South West Point, thence along to George Town including all marine works, wharves and property vested in the Crown thence along to Low Pt. and thence along the foreshore to latitude 19° 22' 12" N. longitude 81° 25' 00" W., being the area that includes waters and ocean bed to the average high water mark of George Town Harbour lying within the defined limits so described.

**Port of Cayman Brac**  
British Admiralty Chart No. 462

The limits of the Port of Cayman Brac are defined as follows-

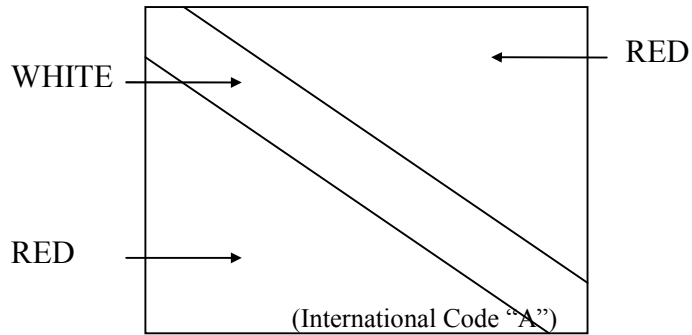
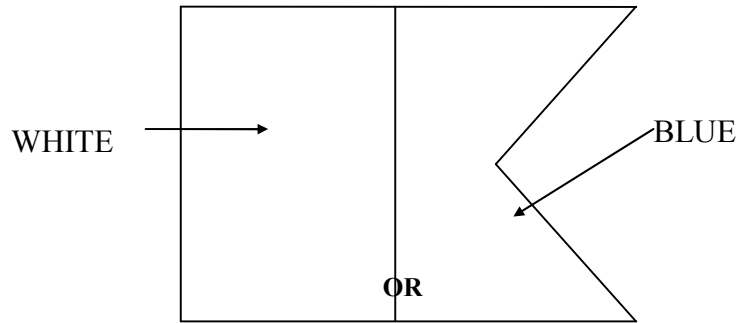
- (a) the boundaries of parcels 5, 77 and 78 in Block 109B, Cayman Brac East, and
- (b) an area bounded by a line starting at a point on the average high water mark being the boundary between parcels 5 and 9 in Block 109B, Cayman Brac East, latitude 19° 44' 42" N., 79° 46' 6" W., thence along the average high water mark in a north-easterly direction for a distance of approximately .78 miles to a point on the average high water mark being the boundary between parcels 5 and 6 in Block 108D, Cayman Brac East, latitude 19° 45' 19",

longitude  $79^{\circ} 45' 26''$ , thence on a bearing of true North for a distance of .16 miles to a point being latitude  $19^{\circ}45'19''$ , longitude  $79^{\circ}45' 26''$ , thence on a bearing of  $245^{\circ}$  for a distance of 3.46 miles to a point being latitude  $19^{\circ} 43' 3''$  longitude  $79^{\circ} 48' 46''$ , thence on a bearing of south for a distance of .16 miles to a point on the average high water mark being the boundary between parcel 24 in Block 101C, Cayman Brac East, and the road, latitude  $19^{\circ} 43' 43''$  longitude  $79^{\circ} 48' 46''$ , thence in a north-easterly direction along the average high water mark for a distance of approximately 2.75 miles to the starting point.

**FIFTH SCHEDULE**

**(Regulation 138)**

**DIVERS DOWN FLAG**



DIVERS FLOAT OR MARKER		a white object on the surface,
SWIMMERS FLOAT OR MARKER		clearly visible at two hundred yards
DIVERS LIGHTS	0 red 0 white 0 red	red over white over red, displayed vertically

**SIXTH SCHEDULE**

**(Regulation 21)**

**DEMARCATED NAVIGATIONAL CHANNELS**

Either 15-inch equilateral triangles with reflectors lined up on each side of the channel

OR

flashing green lights 0 0 0 0 0 0  
 from open sea → LAND  
 flashing red lights 0 0 0 0 0 0

**SEVENTH SCHEDULE**

**PORT ANCHORAGE AREA**

**(REGULATION 135)**

The following area is designated the port anchorage area for the Port of George Town-

From Lat 19° 18' 36" N., and Long 81° 23' 19" W, thence in a westerly direction to a point at Lat 19° 18' 36" N. and Long 81° 23' 48" W., thence in a southerly direction to a point at Lat 19° 17' 34" N. and Long 81° 23' 38" S., thence in an easterly direction to a point on the shore at Lat 19° 17' 34" N., and Long 81° 23' 7" W. and thence along the Foreshore to Lat 19° 18' 36"N. and Long 81° 23' 19" W.

Being all that area that includes waters and ocean bed to the average high water mark of George Town Harbour lying within the defined limits so described.

## **WATERSPORTS AREAS**

### **(Regulation 140)**

#### **WEST BAY BEACH**

North of the Public Beach parcel 11D-8 at Lat 19° 20' 57" N Long 81° 23' 05" W, then out 600 ft. to Lat 19° 20' 57" N Long 81° 23' 11" W, then north 1/2 mile to Lat 19° 21' 21" N Long 81° 23' 23" W, then in 600 ft. to shore to Lat 19° 21' 21" N Long 81° 23' 16" W.

#### **SOUTH SOUND**

600 ft. east of the Channel through the reef at Lat 19° 16' 05" N Long 81° 21' 24" W, then north west to the coast to Lat 19° 16' 33" N Long 81° 21' 36" W, then 1/2 mile east along the coast to Lat 19° 16' 42" N Long 81° 21' 10" W, then south east to the reef to Lat 19° 16' 12" N Long 81° 20' 57" W.

#### **FRANK SOUND**

600 ft. east of the channel in the reef at Lat 19° 17' 32" N Long 81° 10' 37" W, then north west to the coast to Lat 19° 18' 01" N Long 81° 10' 58" W, then 1/2 mile along the coast east to Lat 19° 18' 05" N Long 81° 10' 30" W, then south west to the reef to Lat 19° 17' 33" N Long 81° 10' 08" W.

#### **EAST POINT**

On the coast east of the Lighthouse at Lat 19° 18' 05" N Long 81° 05' 58" W, south east to the reef to Lat 19° 17' 50" N Long 81° 05' 43" W, south west along the reef to Lat 19° 17' 42" N Long 81° 06' 12" W, north west to the coast to Lat 19° 17' 50" N Long 81° 06' 20" W.

#### **COLLIERS CAY**

On the coast at Colliers Cay at Lat 19° 20' 03" N Long 81° 05' 08" W, north along the coast 1/2 mile to Lat 19° 20' 29" N Long 81° 05' 12" W, east to the reef to Lat

19° 20' 29" N Long 81° 04' 54" W, south along the reef to Lat 19° 20' 03" N Long 81° 04' 51" W.

**RUM POINT**

The north west tip at Lat 19° 22' 22" N Long 81° 16' 20" W, south east along the coast for 1/2 Mile to Lat 19° 22' 07" N Long 81° 15' 57" W, north east to the reef to Lat 19° 22' 13" N Long 81° 15' 54" W, north west along the reef to Lat 19° 22' 33" N Long 81° 16' 12" W.

**WATER POINT**

The south east tip of Public Beach at Lat 19° 21' 16" N Long 81° 16' 34" W, due south for 600 ft. to Lat 19° 21' 10" N Long 81° 16' 14" W, then east and north east parallel to the shore to Lat 19° 21' 17" N Long 81° 17' 07" W, then 600 ft. northerly to the shore to Lat 19° 21' 22" N Long 81° 17' 05" W.

**DUCK POND BIGHT**

At the north west tip of Duck Pond Cay at Lat 19° 18' 38" N Long 81° 17' 57" W, then south west to Head Sound to Lat 19° 18' 12" N Long 81° 18' 29" W, then south east, north east and westerly, along the shoreline of Duck Pond Bight, back to the starting point on Duck Pond Cay.

**CAYMAN BRAC**

Commencing at The Rock at Lat 19° 42' 24" N and Long 79° 51' 00" W, thence easterly along the Foreshore to Lat 19° 42' 50" N and Long 79° 50' 00" W to the Stake Bay Launching Ramp, thence northerly to Lat 19° 43' 10" N and Longitude 79° 50' 00" W thence westerly to Latitude 19° 42' 42" N and Longitude 79° 51' 10" W.

**NINTH SCHEDULE**

**NAVIGATIONAL CHANNELS**

**(Regulations 21, 138 (1) and 139 (1))**

**GRAND CAYMAN**

COLLIERS	19°21'24"N	81°05'17"W
CHANNEL	19°21'22"N	81°05'00"W
EAST END	19°21'00"N	81°05'31"W
	19°20'54"N	81°05'17"W
EAST CHANNEL	19°18'50"N	81°03'47"W
EAST END	19°18'50"N	81°04'46"W
	19°18'38"N	81°04'41"W
	19°18'38"N	81°03'44"W
SOUTH CHANNEL	19°18'04"N	81° 05'25"W
EAST END	19°17'54"N	81° 05'37"W
	19°17'43"N	81°05'15"W
	19°17'40"N	81°05'28"W
BREAKERS	19°17'44"N	81°12'16"W
	19°17'42"N	81°11'59"W
	19°17'18"N	81°12'10"W
	19°17'18"N	81°11'52"W
SOUTH SOUND	19°16'12"N	81°21'12"W
	19°16'09"N	81°21'24"W
	19°15'52"N	81°21'05"W
	19°15'47"N	81°21'16"W
GOVERNMENT	19°18'11"N	81°23'00"W
LAUNCHING	19°18'11"N	81°23'31"W
RAMP	19°18'15"N	81°23'34"W
GEORGE TOWN	19°18'15"N	81°23'00"W
BIC CHANNEL	19°24'14"N	81°22'13"W
CONCH POINT	19°24'06"N	81°21'54"W
	19°23'54"N	81°22'20"W
	19°23'50"N	81°22'03"W
MAIN CHANNEL	19°23'10"N	81°19'51"W
NORTH SOUND	19°23'07"N	81°19'25"W
	19°22'48"N	81°19'28"W
	19°22'46"N	81°19'52"W
RUM POINT	19°23'03"N	81°18'00"W
NORTH SOUND	19°22'57"N	81°17'38"W

	19°22'40"N	81°18'18"W
	19°22'29"N	81°18'02"W
BLUFF BAY	19°21'40"N	81°07'33"W
	19°21'38"N	81°07'19"W
	19°21'18"N	81°07'33"W
	19°21'18"N	81°07'19"W
BRINKLEYS	19°21'00"N	81°14'12"W
	19°21'06"N	81°14'24"W
	19°21'18"N	81°14'06"W
	19°21'18"N	81°14'18"W
IRONSHORE FLAT	19°15'48"N	81°10'54"W
OLD MAN BLUFF	19°20'48"N	81°11'06"W
	19°21'06"N	81°10'48"W
	19°21'06"N	81°11'00"W
BODDEN TOWN	19°16'12"N	81°14'48"W
	19°16'00"N	81°15'00"W
	19°16'18"N	81°15'18"W
	19°16'24"N	81°15'06"W
FRANK SOUND	19°17'30"N	81°10'30"W
	19°17'06"N	81°10'30"W
	19°17'00"N	81°10'36"W
	19°17'30"N	81°10'36"W
SOUTH WEST POINT	19°15'47"N	81°23'11"W
	19°15'47"N	81°23'58"W
	19°16'00"N	81°23'58"W
	19°16'00"N	81°23'11"W
<b><u>CAYMAN BRAC</u></b>		
CAYMAN BRAC	19°44'42"N	79°46'00"W
DOCK CHANNEL	19°44'36"N	79°46'12"W
	19°45'24"N	79°45'48"W
	19°45'00"N	79°46'12"W
CAYMAN BRAC	19°40'54"N	79°53'18"W

*Port Regulations (1995 Revision)*

CHANNEL	19°41'00"N	79°53'00"W
SOUTH WEST	19°40'36"N	79°52'51"W
	19°40'36"N	79°53'12"W
<b><u>LITTLE CAYMAN</u></b>		
LITTLE CAYMAN	19°42'36"N	79°57'30"W
EAST END	19°42'48"N	79°57'48"W
CHANNEL	19°42'42"N	79°57'18"W
	19°43'00"N	79°67'30"W
LITTLE CAYMAN	19°39'30"N	80°04'24"W
SOUTH SOUND	19°39'18"N	80°04'42"W
CHANNEL	19°39'00"N	80°04'27"W
	19°39'00"N	80°04'42"W
LITTLE CAYMAN	19°40'00"N	80°06'24"W
DOCK CHANNEL	19°40'15"N	80°06'12"W
	19°40'24"N	80°06'24"W
	19°40'06"N	80°06'36"W

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Carmena H. Parsons  
Acting Clerk of the Executive Council