

specify the number, names, rank, calling and nationality of each of such passengers. The said list shall not include sailors actually employed in the navigation of the vessel. Any master failing to deliver such list or delivering one which to his knowledge is false in any particular shall be liable to a fine not exceeding one hundred pounds.

20. It shall be unlawful to ship, carry, or discharge ballast in any boat not licensed thereto, or in any place except those appointed by the Superintendent of the Port; and masters of vessels discharging or receiving ballast shall be bound to provide tarpaulin or other safeguard which shall be secured to the ships' side so as to protect the ballast from falling into the sea; and any master failing to comply with the directions in this section shall be liable to a fine not exceeding ten pounds. As to ballast.

21. Every master of a vessel any part of whose cargo shall consist of gunpowder or other explosive material shall immediately on arrival in harbour extinguish the fires and hoist a red flag at the main; and if he fails to comply with the directions of this section he shall be liable to a fine not exceeding one hundred pounds. Penalty for not putting out fires and hoisting red flag when explosive materials on board.

22. Every person who shall boil or heat any pitch, resin, turpentine, oil or other combustible matter on any vessel lying within any harbour of Cyprus except in such manner as shall be specially authorized by the Superintendent of the Port shall be liable to a fine not exceeding ten pounds. Penalty for burning combustible materials.

23. The High Commissioner may from time to time nominate any person or persons as authority for the appointment of pilots to be qualified under this Law. Authority to appoint pilots.

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## 2 OF 1884.

TO REGULATE THE TRAFFIC OF BOATS, BARGES, AND LIGHTERS IN  
THE PORTS OF CYPRUS.

ROBERT BIDDULPH.]

[March 5, 1884.]

1. In this Law:—

“Boat” includes lighter, barge, or other open or partly decked vessel;

“Prescribed” means prescribed by order of the High Commissioner.

Definitions.

## LICENSING OF BOATS.

Power to  
High Com-  
missioner to  
licence boats.

2. The High Commissioner may from time to time licence boats to ply for hire within the limits of any port in Cyprus, and any such licence may, if the High Commissioner direct, be granted by the Superintendent of the Port, or by such other person as the High Commissioner may appoint.

Conditions of  
licence.

3. Any licence under section 2 may be granted at such a price, on such conditions, and in such forms, and be subject to revocation or suspension in such events, and generally be dealt with in such manner as the High Commissioner may by order prescribe, subject as follows:—

- (1.) A licence shall, if not revoked or suspended, be in force for one year, and there shall be paid in respect thereof to the Receiver General, to be carried to the public account, such uniform sum as the High Commissioner may prescribe, not exceeding twelve shillings for all boats not exceeding six tons, with an additional charge of three shillings per ton for every ton in excess of six tons;
- (2.) In any such order provision shall be made for the transfer of a licence to the widow or any child of any person to whom it has been granted, and who may die during the continuance of the licence;
- (3.) The licences granted for each port shall be numbered consecutively, and registered in a book to be kept for that purpose by the Superintendent of the Port;
- (4.) Every licensed boat shall be distinguished by having painted on it the number of its licence in such manner as shall be prescribed by the High Commissioner in the order.

Penalty on  
boats plying  
for hire with-  
out licence.

4. If any unlicensed boat plies for hire, the owner of it shall be liable to a penalty not exceeding three pounds for every day during which it plies, unless he proves that the person in charge of it acted without his privity or consent. Any boat plying for hire without having painted on it the number of its licence in the prescribed manner shall be deemed to be an unlicensed boat.

## LICENSING OF BOATMEN.

3, 1908, 2.

5. No boat shall ply for hire within the limits of the Ports above mentioned unless exclusively manned by boatmen each and every one of whom is duly licensed by the Superintendent of the Port.

If any boat plies for hire in contravention of this section each and every person manning such boat and also the owner of such boat unless such owner proves that the persons manning such boat acted without his privity or consent shall each be liable to a penalty not exceeding two pounds in respect of every such offence.

For the purposes of this section "a person manning a boat" includes any boatman, steersman and oarsman and any other person in a boat who is engaged directly or indirectly in connection with its navigation, management or control.

Provided that no person granted a licence under the provisions of this section other than the boatmen having charge of a boat shall be liable to pay a greater sum than  $4\frac{1}{2}$ cp. in respect of such licence.

6. A licence to a boatman may be granted at such price, on such conditions, and in such form, and be subject to revocation or suspension in such events, and generally be dealt with in such manner as the High Commissioner may by order prescribe, subject to this provision, that it shall, if not revoked or suspended, be in force for one year, and there shall be paid in respect thereof to the Receiver General, to be carried to the public account, such sum not exceeding ten shillings as the High Commissioner may prescribe.

Conditions of  
licences to  
boatmen.

7. The High Commissioner may from time to time by order make regulations for all or any of the following purposes; that is to say:—

Power to  
make regula-  
tions,

- (1.) For regulating the number of persons to be carried in any licensed boat, and in what manner the number is to be shown on the boat, and how the boats are to be furnished and equipped;
- (2.) For regulating the weight of goods to be carried in the boat and in what manner the tonnage of the boat shall be shown on it;
- (3.) For regulating the number of men to be carried by the boat as crew thereof;
- (4.) For fixing the fares to be paid by passengers and the rates to be paid for the conveyance of goods by licensed boats to and from vessels lying within the limits of the ports of Cyprus;
- (5.) For regulating the service of boats in relation to vessels in quarantine.

And to  
prescribe  
penalties.

8. Where the High Commissioner is authorized to make any order under this Law he may annex a penalty not exceeding two pounds for the breach of the order or any part thereof, or of any regulation or regulations thereby made; and any penalties under this section shall be deemed to be penalties under this Law and may be enforced accordingly.

Manner of  
making regu-  
lations.  
Formerly s. 10

9. All orders and regulations made under this Law shall be made under the hand of the High Commissioner, and shall be published in the *Cyprus Gazette*, and shall come into force from the date named therein, or if no date is named, from the date of such publication.

Short title.  
Formerly s. 11

10. This Law may be cited as the Boats Regulation Law, 1884.

## 16 OF 1917.

TO REVISE THE METHOD OF LEVYING SHIPPING DUES.

JOHN E. CLAUSON.]

[July 19, 1917.

Short title.

1. This Law may be cited as the Shipping Dues Law, 1917.

Interpre-  
tation.

2. In this Law:—

“Dues” means Port, Health and Light Dues.

“Ship” includes steamers and vessels of every description.

“Port in Cyprus” means any port constituted as a port under the Customs and Excise Regulation Law, 1879.

Dues :  
first port.

3. Subject to the provisions in this Law contained, dues shall be paid in respect of every ship arriving in any port in Cyprus from a foreign port at the following rate, namely:—

For every ton of registered tonnage up to 800 tons *2cp.*

For every ton of registered tonnage exceeding 800 tons *1cp.*

Provided that no such dues shall exceed the maximum amount of twelve pounds.

Dues :  
second or  
third port.

4. When the above-mentioned dues have been paid in full at a port in Cyprus in respect of a ship and such ship proceeds to a second or third port in Cyprus, without between her calls at any of such ports having called at a foreign port, there shall be paid