

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

in respect of her call at such second or third port dues at half the above rates with a maximum amount of six pounds at each such second or third ports.

5. When the above-mentioned dues have been paid in full at the first second and third ports in Cyprus in respect of a ship, and such ship proceeds to a fourth or subsequent port in Cyprus, without between her calls at any such ports having called at a foreign port, no dues shall be payable in respect of her calls at such fourth or subsequent port, provided such calls at such fourth or subsequent ports take place within four weeks from the date of leaving the third port.

Dues :
fourth and
subsequent
ports within
four weeks.

6. In the case of a ship—

Dues :
other calls.

(a) which has come from a foreign port after the coming into operation of this Law and in respect of which the dues referred to in sections 3 and 4 have been paid in full and which ship continues to call at ports in Cyprus, without calling at a foreign port, after the expiration of the period of four weeks referred to in section 5, or,

(b) which has either not come from a foreign port or has come from a foreign port before the coming into operation of this Law, and which ship calls at ports in Cyprus without calling at a foreign port,

there shall be paid in respect of calls at the first two ports called at in any period of four weeks dues at half the rates prescribed by section 3, and no further dues shall be payable in respect of subsequent calls at ports within that period of four weeks.

7.—(1.) Subject to the provisions of this Law there shall be paid in respect of every ship of whatever tonnage arriving at any port in Cyprus from a foreign port or from another port in Cyprus and leaving such port in Cyprus without having taken cargo and without having landed or taken on board passengers, and having on board empty barrels or empty cases only and discharging such empty barrels or empty cases and no other cargo, dues at the following rate, instead of the dues prescribed in sections 3, 4, 5 and 6.

Dues :
payable by
ships in
ballast, etc.

For every ton of registered tonnage 1*cp*.

(2.) Provided that the amount of dues payable under the provisions of this section shall not exceed the maximum amount of six pounds.

Visit to
foreign port
under stress
of weather.

8. Where a ship, under charter for Cyprus, has been compelled through stress of weather to leave Cyprus and visit a foreign port, such ship shall on her return to Cyprus be subject to such dues only as if the visit to such foreign port had not been made.

Provided always that the Chief Collector of Customs shall be satisfied that the visit to the foreign port was caused by stress of weather and that it was the intention of the ship to return to Cyprus to complete her charter.

Compound-
ing of dues
for ships
other than
steamers.

9.—(1.) Dues payable in respect of any ship, other than a steamer, may be compounded for by the payment in advance of one shilling for each ton of the ship's registered tonnage for every half year. A half year shall be deemed to be any period between the 1st January and the 30th June or between the 1st July and the 31st December in any year.

(2.) Dues shall not be leviable in respect of a ship for which they have been compounded, during any half year for which they have been so compounded.

Failure to
pay dues.

10. If the master or agent of any ship shall fail to pay the dues payable under this Law, any Customs or Port Officer may detain the ship until payment has been made or until security for payment has been given to his satisfaction.

Dues not
payable
when call for
quarantine
only.

11. When any ship shall be compelled to call at any port for the sole purpose of performing quarantine for another port in Cyprus and shall not there discharge or receive cargo, the dues mentioned above shall not be payable in respect of such call, and such call shall otherwise for the purpose of this Law be treated as though it had not been made.

Exemptions
from dues.

12.—(1.) The above mentioned dues shall not be payable in respect of the following ships:—

Ships of war.

Transports in His Majesty's service.

Ships hired or chartered by His Majesty's Government for the conveyance of troops or stores for His Majesty's service, and flying the Admiralty transport flag.

Yachts belonging to recognised yacht clubs and wholly in ballast.

Ships which having entered a port under stress of weather or for obtaining provisions or water shall leave it without having effected any commercial transaction other than the landing of passengers under stress of weather.

Steam tugs employed solely in towing and not having goods or passengers on board.

Ships which have entered a port for the purpose of loading or discharging cargo and which are prevented, through stress of weather or quarantine restrictions from loading or discharging any cargo.

Ships which enter a port wholly in ballast and leave without having loaded cargo and without having landed or taken on board passengers or cargo or having effected any commercial transaction.

Ships calling at a port in Cyprus for orders or medical inspection only and without having effected any commercial transaction proceeding to another port in Cyprus. Provided that the towing of lighters and the conveyance of hamals from the one port to the other port shall not be deemed to be a commercial transaction for the purposes of this paragraph.

Boats licensed under the Boats Regulation Law, 1884.

Ships under 10 tons registered tonnage owned by persons domiciled in Cyprus.

(2.) Provided that if any ship hired or chartered by His Majesty's Government for the conveyance of troops or stores is employed without the consent of the proper authority of the Admiralty for the importation of goods other than goods or stores for His Majesty's service, the full dues shall be payable in respect of such ship.

Conveyance of goods without permission by ship hired by Government.

(3.) Provided that if any transport in His Majesty's service or ship hired or chartered by His Majesty's Government for the conveyance of troops or stores is employed with the consent of the proper authority of the Admiralty for the importation of goods other than goods or stores for His Majesty's service, there shall be paid by the person importing such goods in lieu of dues a sum equal to one shilling per ton on the amount of such goods or the sum of five shillings if the amount of such goods is less than five tons.

Conveyance of goods with permission by ships hired by Government.